



NAPA VALLEY COMMUNITY-BASED TRANSPORTATION PLAN

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Executive Summary

The Napa Valley Community-Based Transportation Plan (CBTP) is the result of a community-based planning effort in Napa County. The Napa Valley Transportation Authority (NVTA) staff developed this third generation CBTP through a collaborative planning process, which included steering committee guidance and substantial outreach with a county network of community partners. This current CBTP supersedes the prior plan, which was prepared in 2015.

The CBTP relies on an open-community discussion between Napa County residents and transportation planners to identify transportation gaps of low-income and underserved residents in communities of concern.

The goal of the CBTP effort is to identify COC resident-perceived transportation gaps or needs in Napa County, provide example projects identified by those residents, and provide a list of improvements such as infrastructure projects or social service programs that can provide a solution to the identified need.

NVTA engaged a steering committee and network of community partners comprised

of non-profit agencies, community-based organizations (CBOs), neighborhood associations, and employer organizations representing local disadvantaged neighborhoods. Community participation was geared to those representing low-income, disabled, and senior populations. Transit riders and neighborhood associations serving disadvantaged communities were determined to be ideal contributors to the CBTP process.

NVTA staff held fifteen public outreach events to ensure members of the public had the opportunity to share their transportation challenges and suggestions for inclusion and consideration in the community-based planning process. NVTA specifically targeted location-based solutions where resources could improve transportation access in identified communities.



Students use the vine trail to bisect high-traffic city streetsw

The Metropolitan Transportation Commission (MTC) requires County Transportation Agencies (CTAs), such as NVTA, to prepare a CBTP addressing two goals:

- Improve access and mobility for low-income communities, for commute and non-commute trips; and
- Engage residents and community organizations in conducting the analysis and shaping the recommendations

People living in Communities of Concern (COC) – neighborhoods that have been defined as having concentrated populations of low income, minority, elderly or persons with disabilities – are more likely to have a higher demand for public transit, therefore the NVTA’s Vine Transit System plays a central role in the CBTP. NVTA’s Vine Transit operates in Napa County offering fixed route bus service in the city of Napa and express bus service to the entire county from Calistoga to American Canyon with connections to Vallejo Ferry, Capital Corridor and El Cerrito Del Norte BART station.

In addition to the fixed route bus services, Vine Transit provides on-demand shuttle service in Calistoga, St. Helena, American Canyon and the Town of Yountville. Vine Transit provides paratransit for persons with disabilities and taxi scrip for seniors and disabled as a supplement to the Vine fixed-route. NVTA provides commuter information, including rideshare matching, vanpools, and transit information.

Improving equitable access to all aspects of the transportation network for Napa County COC residents requires (1) providing safe pedestrian access to transit stops including lifeline connections to educational opportunities and healthcare resources, and (2) expanding mobility options for transit-dependent COC residents. Therefore, improving the safety of roadway crossings for pedestrians, and improving the transit-dependent users experience are of upmost importance when developing the CBTP and prioritizing future projects.

NVTA’s outreach resulted in the following four major themes to improve transportation for Napa’s Communities of Concern:

1. Pedestrian Safety

- Improve Pedestrian Safety
- Improve pedestrian access to schools and transit

2. Mobility Options

- Improve transportation options to healthcare
- Expand mobility options for low-income, senior, and disabled residents

3. Transit-related

- Increase local transit evening frequencies
- Increase transit amenities
- Decrease transit fares for low-income individuals

4. American with Disabilities

- Increase transit ADA access

Introduction

The primary focus of the Community-Based Transportation Planning process is to directly engage with disadvantaged Napa County residents to identify missing transportation needs not currently being met. COCs are defined as geographies that have concentrated populations in four of the following eight categories:

- Minority Population
- Low income (<200% of Poverty) Population
- Limited English Proficiency Population
- Zero-Vehicle Households
- Seniors 75 or Over
- Population with a Disability
- Single-Parent Families
- Cost-burdened Renter



The Rapid Flashing Beacon (RRFB) - activated by pushing a button to alert on-coming vehicles. RRFB use provides higher visibility for pedestrians crossing a street

The CBTP process is intended to empower residents in COCs by providing a platform to propose potential solutions that will address missing transportation needs, essentially identifying projects and programs that have the potential for bridging gaps in the transportation network as perceived by disadvantaged Napa County residents.

The CBTP program was initiated because of the findings of the Lifeline Transportation Network Report completed in 2001. The report identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area, and recommended creating a community based planning program as a first step to address these needs. County Transportation Agencies (CTAs)

completed the CBTP to ensure participation of local transit operators as well as residents and community based organizations providing services within the COCs. For Napa County, NVTA serves as the CTA. NVTA also oversees the operation of the Vine, which offers lifeline transportation services to the communities of Napa County.

BAY AREA COMMUNITIES OF CONCERN

The Lifeline Transportation Network Report and the 2001 Regional Transportation Plan Environmental Justice Report identified forty-three low-income communities of concern, one of which was in the City of Napa. MTC periodically

updates its approach for identifying COCs and in the most recent iteration; MTC identified four Census tracts in Napa County exhibiting communities of concern characteristics: (1) South Downtown Napa, (2) Westwood neighborhood, (3) East Imola, and (4) South St. Helena neighborhood. MTC used 2010-2014 American Community Survey (ACS) data. NVTA identified the four additional COCs by identifying census tracts that had concentrations of seniors, disabled and low-income residents above the county average. The Metropolitan Transportation Commission (MTC) guidelines require locally identified COCs have at least one of these criterion over the county average. These COCs include: (1) Northeast Napa: a neighborhood corresponding loosely with the Vintage neighborhood, north of Trancas St. and east of Jefferson St. (2) Northwest Napa: a neighborhood directly corresponding with the Linda Vista neighborhood boundaries, north of Redwood Ave., east of Dry Creek Rd., south of Trower Ave., and west of SR-29 (3) the unincorporated area surrounding Yountville, covering roughly 23 square miles of gross land area, and (4) the entire City of Calistoga.

NVTA'S ROLE IN THE CBTP

NVTA serves as the CTA for Napa County. In that capacity, NVTA is tasked with programming (distributing) State, Federal, and Local transportation funds in partnership with MTC and its jurisdictions. Furthermore, NVTA leads a number of transportation planning projects and coordination activities in Napa County, many within a multi-modal context. This multi-modal context when approaching transportation solutions is the exact idea behind the CBTP program: to consider non-traditional solutions to meet travel needs of low-income communities. Non-traditional may include car share, bike share, ride share, van-, and/or car-pooling, and on-demand, and flex-route transit. Over the course of the CBTP planning horizon, NVTA will identify funding for projects that emerge WWfrom this CBTP, including regional funding sources available for improvements.

A "Census Tract" is an area roughly equivalent to a neighborhood established by the Bureau of Census for analyzing populations. They generally encompass a population between 2,500 to 8,000 people.

NAPA COUNTY BACKGROUND

Napa County is the least populous county in the San Francisco Bay Area.

Table 1. Napa County Population

County Name	Population (2016)*
Alameda	1,627,900
Contra Costa	1,123,400
Marin	262,300
Napa	142,000
San Francisco	866,600
San Mateo	766,000
Santa Clara	1,927,900
Solano	431,500
Sonoma	502,000
Bay Area	7,649,600

Source: MTC Vital Signs rounded from CA Department of Finance_E5

Considering land area alone, Napa is physically the fourth largest county in the Bay Area, with 754 square miles.

Five incorporated areas make up the urban centers within Napa County: American Canyon, Calistoga, the City of Napa, St. Helena and Town of Yountville. The City of Napa is the largest in both area and population of the five urban centers, followed in population size by American Canyon, St. Helena, Calistoga and Yountville. Combined, the five urban centers make up 32 square miles of the 788 square miles in the county. The remaining 754 square miles lies within the unincorporated county. It is largely rural in nature and is home to the second largest population base. The geographic landscape of Napa County being largely rural and dispersed make it challenging to deploy transit.

Table 2: Napa County Jurisdictional Facts

Jurisdiction	Area (square Miles)	Population (2016)	Population (2017)
American Canyon	5	20,374	20,341
Calistoga	3	5,180	5,281
Napa	18	80,576	79,722
St. Helena	5	6,004	6,056
Yountville	2	2,987	2,978
Unincorporated Napa County	756	26,907	26,627
Total	788	142,028	141,005

Source: MTC GIS Open Data, 2012-2016 ACS 5-year, 2013-2017 ACS 5-year

Figure 1: Napa County Jurisdictions

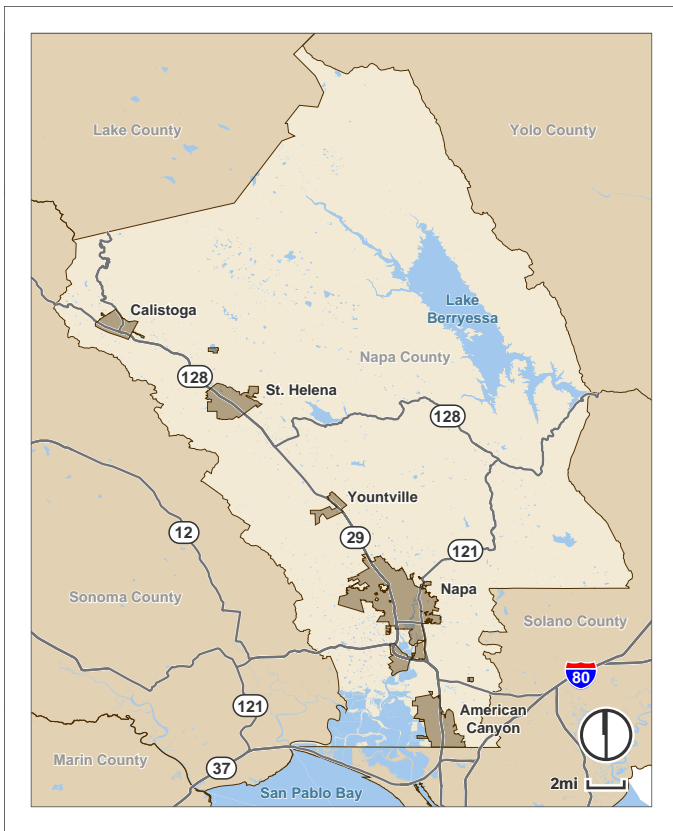
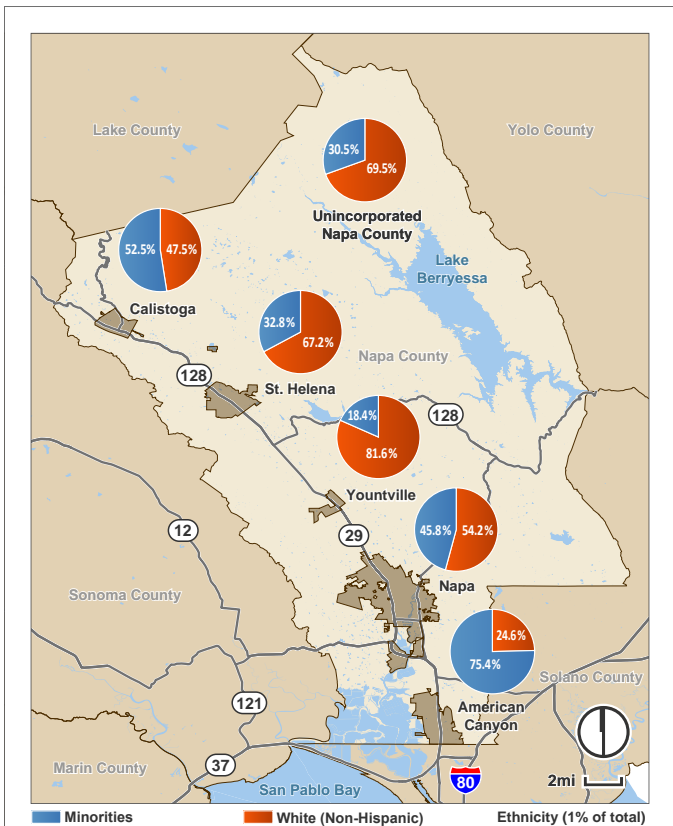


Figure 2: Napa County Minority Population



DEMOGRAPHICS

Population by Ethnicity

Of the Bay Area’s 7.6 million residents, only 142,000 (1.8% of the Bay Area total) live in Napa County. Roughly 54% of Napa’s population is white (non-Hispanic) in ethnicity. Hispanics and Latinos make up 34% of the population - the largest ethnic group in the county, followed by Asians at nearly 7%, individuals identifying as two or more races at 2%, and African-Americans which account for less than 2% of the Napa county residents. Table 3 provides a breakdown of the County’s population by ethnicity as well as how each group is forecasted to grow through 2040.

Table 3: Napa County Population by Ethnicity

	2010	2015	2020	2030	2040	2050
Total Population*						
County Population	136,484	140,900	144,640	152,319	159,600	168,073
Population by Ethnicity**						
White, not Hispanic or Latino	56.5%	54.0%	52.9%	50.7%	48.2%	46.3%
Black	1.8%	1.8%	1.8%	1.9%	1.9%	1.9%
Hispanic or Latino	32.3%	34.4%	35.3%	37.0%	38.8%	40.3%
Asian	6.7%	6.9%	7.1%	7.4%	7.7%	7.9%
American Indian	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%
Native Hawaiian or other Pacific Islander	0.2%	0.2%	0.2%	0.3%	0.3%	0.3%
Two or more races	2.1%	2.2%	2.2%	2.4%	2.7%	2.9%

Sources: *PBA 2040 ABAG County-Level Estimates for Population, Households, Jobs, and Employed Residents, **Ca Dept of Finance Race table Total Estimated and Projected Population for California Counties: July 1, 2010 to July 1, 2060 in 1-year Increments

Figure 2 highlights the minority population distribution by each urban area and unincorporated Napa County. American Canyon (ACS 2016 Total Population: 20,334) has the largest minority population with 75% minority (black: 1,597; Asian: 7,017; and Hispanic: 5,527). Calistoga also has a large minority population at 53%. According to a study conducted by the UC Berkeley Haas Institute for a Fair and Inclusive Society, the City of Napa is the county’s most integrated city.

With 400 wineries, Napa County is most famous for its wine growing region along with its neighbor, Sonoma County. Both counties have similar demographics and have majority white populations. Despite the large white population, just 40 percent of its tracts have a similar proportion of white people to the county's total population - for Latino, Asian, and African American populations, those percentages in Napa County are 23 percent, 10 percent, and 5 percent, respectively.

There are also communities in Napa County that are predominantly non-white: the City of American Canyon is predominantly Asian, and the City of Calistoga is predominantly Latino.

Population by Age

Approximately 53% of the county's population is 25-64 years old. The next largest age group is youth aged 5 to 17 years that makes up over 17% of the county's population. Table 4 highlights forecasted changes through 2060. The 25-64 year group is expected to decrease by three percent over the next 15 years, while all age groups over 64 are expected to increase.

Table 4 shows the age distribution by each urban area and unincorporated Napa County. Overall, each urban area and unincorporated Napa County had a relatively even distribution among the age groups under 25, 25 -50 years, and 51 -74 years. Those aged 75 and above comprised of the smallest percentage within the total population, with the exception of Yountville.

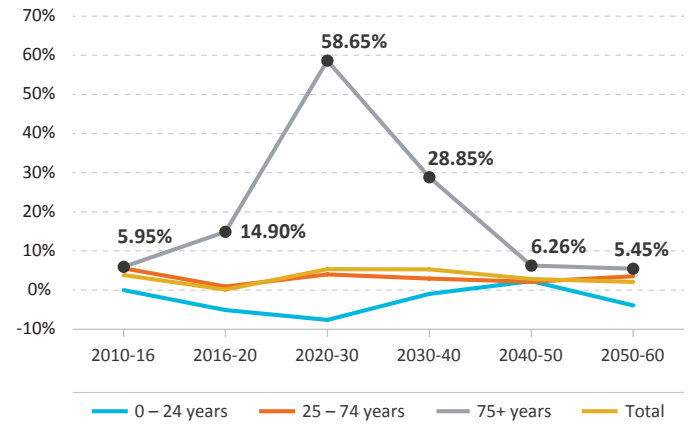
Figure 3 shows the expected growth in overall population, with separate line charts for each age bracket. The under 25 years old and 25-74 age brackets have the flattest forecasted growth while the 75+ age bracket is expected to grow the fastest over the next 45 years. Napa County will experience a 60 percent increase in seniors from 2020 to 2030.

Table 4: Napa County Population by Age

	2010	2016	2020	2030	2040	2050
Total Population*						
County Population	136,484	140,900	144,640	152,319	159,600	168,073
Population by Age**						
< 5 years	6.0%	5.2%	4.6%	4.8%	4.7%	4.1%
5 – 17 years	17.1%	15.9%	15.1%	12.3%	12.5%	12.3%
18 – 24 years	8.8%	9.5%	9.3%	8.4%	6.8%	7.3%
25 – 64 years	53.0%	51.5%	51.0%	49.7%	49.7%	49.1%
65 – 74 years	7.8%	10.3%	11.4%	11.8%	10.5%	10.6%
75 – 84 years	4.8%	5.3%	6.4%	9.4%	10.3%	9.6%
> 85 years	2.6%	2.2%	2.2%	3.6%	5.6%	6.8%

Source: *PBA 2040 ABAG County-Level Estimates for Population, Households, Jobs, and Employed Residents, CA Dept of Finance Total Estimated and Projected Population for California Counties: July 1, 2010 to July 1, 2060 in 1-year Increments

Figure 3: Rate of Change of Age Distribution in Napa County Over Time



Population by Income

Areas, known as block groups, with household earners over \$100,000 are largely in portions of unincorporated Napa County and in St. Helena. Households with earnings of between \$50,000 and \$75,000 are concentrated in American Canyon, portions of Napa, Yountville and the City of Calistoga. There are six block groups with income less than \$50,000 located in portions of the City of Napa, St. Helena and Calistoga.

COUNTY TRAVEL PATTERNS

Work trips in Napa County are primarily single occupancy auto trips, followed by shared rides such as car- and vanpools. Table 5 shows the breakdown by mode comparing Napa County with the Bay Area (which includes Napa County).

Table 5: Share of Daily Work Trips by Mode of Travel

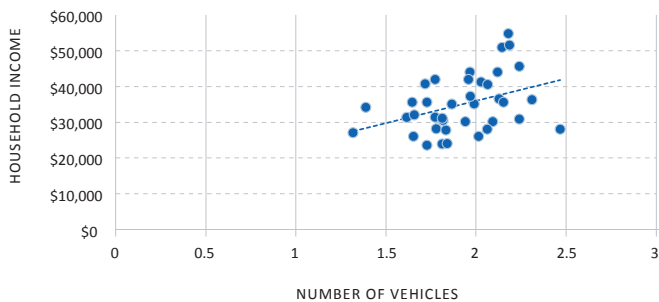
Mode	Percent of Total Work Trips	
	Napa County	Bay Area
Drive Alone	75.80%	67.22%
Carpooled	11.60%	10.46%
Work from Home	5.80%	6.07%
Walk	4.00%	3.59%
Transit	1.50%	9.79%
Bicycle	0.70%	1.52%
Other	0.60%	1.32%

Source: 2016 ACS S0801 Commuting Characteristics by Sex all 9 Bay Area counties

Automobile ownership is an indicator for how many people use transit. A higher level of auto ownership typically indicates that single occupancy vehicles make most trips and that the market for transit may not be very strong. Low auto ownership may indicate that a higher demand for transit travel.

Generally, the higher the household income level, the greater the number of cars. Most residents that reside in the unincorporated County are high earning, and this translates to higher auto ownership. The correlation between auto ownership by income in Napa County is shown in Figure 5.

Figure 5: Number of Vehicles per Household correlates with Median Household Income



Source: 2016 ACS Number of Vehicles per HH in Napa County

EXISTING TRANSPORTATION NETWORKS

Major Corridors

Napa is a geographically linear county with State Route 29 (SR 29) and Silverado Trail providing the main county highway/road arterial. Napa’s urban centers generally align north to south, corresponding with SR-29, which is the most heavily traveled corridor in the county connecting all five incorporated areas together. According to the 2019 Napa Valley Travel Behavior Study, 29,000 trips move from Solano into Napa County on a daily basis – 16 percent of Napa County employees commute from Solano. There are 22,000 daily trips made to/from Napa and Sonoma counties by way of SR-12. Table 6 shows the other major highways within the county.

Table 6: Napa County Major Highways

Highway	Description
State Route 12	State Route 12 is an east-west highway that connects Solano and Sonoma Counties to Napa County. SR 12 also connects to Interstate 80.
State Route 29	State Route 29 is a north-south highway that is the “gateway” to Napa County from the south. It also connects all five urban centers and is the most heavily traveled corridor in the county.
State Route 121	State Route 121 is an east-west highway that connects from SR 37 at Sears Point in Sonoma County to SR 128 near Lake Berryessa in Napa County
State Route 128	State Route 128 is an east-west highway that begins from Highway 1 in Mendocino County, travels through Calistoga and St. Helena in Napa County and ends at Interstate 605 in Winters in Yolo County.
State Route 221	State Route 221 is a short, 2.1-mile highway that connects SR 29 and SR 121 between Vallejo and Napa.

Source: Ridethevine.com

Public Transit

NVTA operates The Vine for the County of Napa, including local and regional bus routes. Ridership on The Vine increased 25% between 2014 and 2018. Between 2018 and 2019, ridership on local routes fell by 7% while regional ridership increased by 16%, in response to increased regional bus options. Recent average monthly ridership for local service and regional routes can be found in Table 8.

Local Transit

Vine operates eight local routes (A-H) within the City of Napa, as shown in Table 7. The newly implemented Napa local routes (Figure 6) serve many neighborhoods in the City of Napa with most routes originating or ending at the Soscol Gateway Transit Center. Onward connections to regional routes and convenient local transfers are provided at the Transit Center, two additional Park and Ride facilities, and many shared stops throughout the city. Local routes operate Monday through Saturday and run every 30 to 60 minutes with headways as low as 15 minutes on certain corridors served by multiple routes. Vine local routes, while not exclusively school service, are coordinated with high school and middle school bell times. The local routes serve all five COCs in the City of Napa.

Table 7: Vine Local Routes

Route	Route Description
A	Brown's Valley, North Napa: Operates between Trancas St. and Soscol Ave. connecting Browns Valley in a modified inbound/outbound service from 7:10 AM to 6:10 PM Monday through Friday. Saturday service runs from 7:10 AM to 6:10 PM. There is no Sunday service.
B	Westwood, South Napa: Operates between Soscol Transit Center, Premium Outlets, West Imola Ave. and South Napa Marketplace in a modified inbound/outbound service from 6:20 AM to 6:20 PM Monday through Friday. Saturday service runs from 7:00 AM to 5:00 PM. There is no Sunday service.
C	Jefferson St., Central Napa: Operates between Soscol Transit Center, Kaiser, Clinic Ole via Jefferson St. in an inbound/outbound service from 6:30 AM to 6:30 PM Monday through Friday. Saturday service runs from 7:00 AM to 5:00 PM. There is no Sunday service.
D	Southeast Napa: Operates between Soscol Transit Center and Chamberlain High School in a modified inbound/outbound loop with service from 6:50 AM to 6:20 PM Monday through Friday. Saturday service runs from 7:05 AM to 5:05 PM. There is no Sunday service.
E	Northwest Napa: Operates between Soscol Transit Center, Clinic Ole, Kaiser, and Pueblo at Linda Vista on a modified inbound/outbound service from 6:50 AM to 6:50 PM Monday through Friday. Saturday service runs from 6:50 AM to 6:50 PM. There is no Sunday service.
F	Southwest Napa: Operates between Soscol Transit Center, Old Sonoma Rd at Foster, and South Napa Marketplace on a inbound/outbound service from 6:50 AM to 6:20 PM Monday through Friday. Saturday service runs from 7:30 AM to 6:30 PM. There is no Sunday service.
G	Coombs: Operates between Soscol Transit Center and South Napa Marketplace via Coombs St. on a modified inbound/outbound service from 6:50 AM to 6:20 PM Monday through Friday. Saturday service runs from 7:30 AM to 6:30 PM. There is no Sunday service.
H	North Napa: Operates between Soscol Transit Center and Salvador Ave via Napa and Vintage High Schools with service from 7:10 AM to 5:10 PM Monday through Friday. Saturday service runs from 7:10 AM to 5:10 PM. There is no Sunday service.

Source: Ridethevine.com

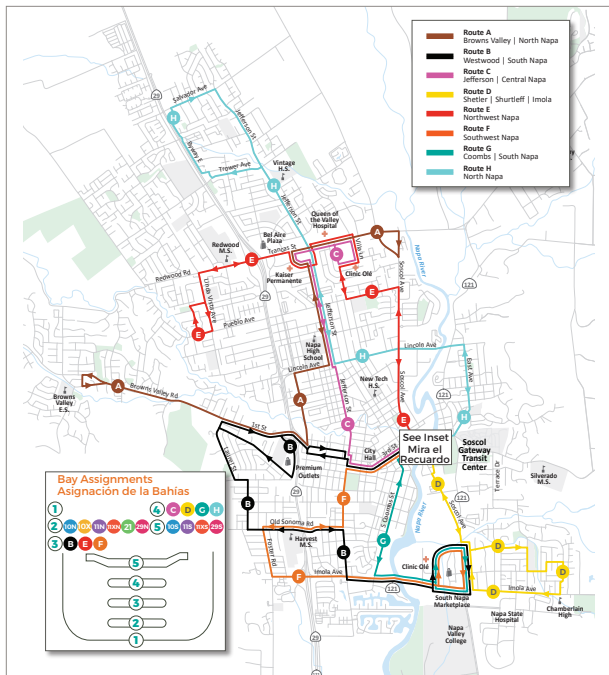
Table 8: Transit Summary

Route	Type	Average Monthly Ridership*
Route A-H**	Local	31,475
Route 10	Regional	17,050
Route 11	Regional	19,900
Route 10X	Regional	475
Route 11X	Regional	650
Route 21	Regional	3,075
Route 29	Regional	6,025

*based on July 2019- February 2020 ridership

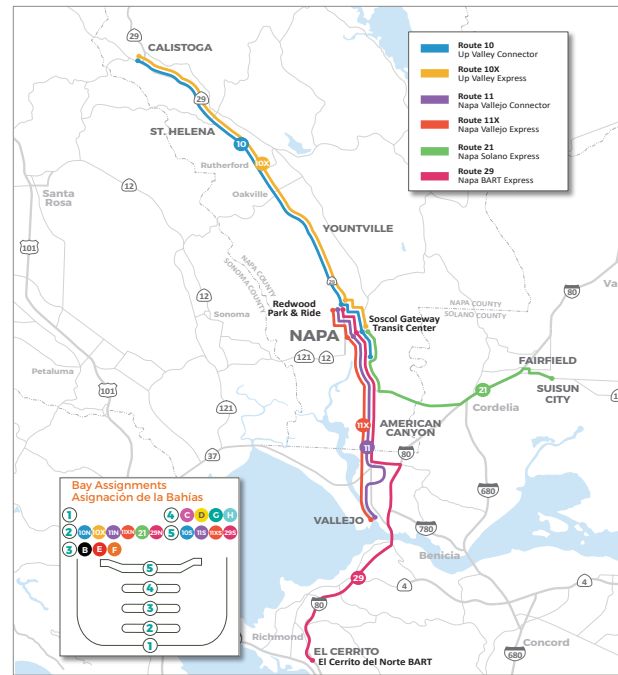
** Local ridership is not broken out because January service restructuring changed several route patterns

Figure 6: Vine Transit Network Map



Source: Ridethevine.com

Figure 7: Regional Routes Network Map



Source: Ridethevine.com

Table 9: Vine Regional Routes

Route	Operator	Route Description
10	Vine	Up Valley Connector: Operates between Calistoga, Napa Valley College connecting the Napa Valley with Northbound/Southbound service from 5:25 AM to 9:10 PM Monday through Friday. Saturday service runs from 6:00 AM to 7:00 PM. Sunday service runs from 6:00 AM to 6:00 PM.
10x	Vine	Up Valley Express: Operates between Calistoga, Napa Valley College connecting the Napa Valley with limited stop service from 6:45 AM to 6:35 PM Monday through Friday. There is no Saturday, Sunday service.
11	Vine	Napa Vallejo Connector: Operates between the Redwood Park and Ride, Vallejo Transit Center and Ferry Terminal on a Northbound/Southbound service from 5:30 AM to 9:40 PM Monday through Friday. Saturday service runs from 7:00 AM to 8:45 PM. Sunday service runs from 7:00 AM to 7:45 PM.
11x	Vine	Napa Vallejo Express: Operates between the Redwood Park and Ride, Vallejo Ferry Terminal on a limited stop service from 4:30 AM to 7:10 PM Monday through Friday. There is no Saturday, Sunday service.
21	Vine	Napa Solano Connector: Operates from Soscil Transit Center to the Suisun Train Depot. Service runs from 6:00 AM to 6:20 PM on Monday through Friday with no service on Saturday or Sunday.
29	Vine	Napa BART Connector: Operates from Redwood Park and Ride via Soscil Transit Center to El Cerrito del Norte BART station. Service runs from 4:30 AM to 6:35 PM with no service on Saturday or Sunday.
7	Amtrak	Capitol Corridor: Operates between Martinez and McKinleyville, with three daily stops at the Soscil Transit Center.

Source: Ridethevine.com

Regional Connections

Vine regional routes connect local jurisdiction within Napa to each other and to neighboring Solano and Contra Costa counties, as described in Table 9 and shown in Figure 7. All regional routes travel through the Soscil Gateway Transit Center (SGTC), although plans to reroute Route 29 and 11X are currently being considered that would bypass the SCTC and instead serve the Imola Park and Ride on Imola at SR 29. Route 29 provides a direct, express connection to the El Cerrito del Norte BART station. Route 21 serves the Fairfield Transportation Center and the Suisun City Amtrak station, with connections to the Capital Corridor. Routes 11 and 11X provide a connection to ferries leaving the Vallejo Ferry Terminal. The Amtrak Thruway bus route running between Martinez and McKinleyville makes daily stops at the SGTC. Routes 10 and 10X serve the Calistoga, South St. Helena, and unincorporated Yountville COCs.

Vine Redesign

The Vine has distinguished between local and regional routes to meet a growing demand for express bus service and to focus local service on neighborhoods that have shown a high propensity for transit, in order to both increase ridership and improve overall performance. NVTA completed a Comprehensive Operations Analysis (COA) in 2018, which led to a redesign of the Vine fixed route system. The first phase took place in April 2019, with the introduction of two express routes, 10X and 11X, and an updated regional schedule. New local, fixed route service began on January 5, 2020 with shorter loops and more bidirectional service to allow for trips that are more

Paratransit

VineGo is an origin to destination, shared ride service that provides demand response, door-to-door, transportation to qualifying persons with disabilities in Napa County.

VineGo is the Americans with Disabilities Act (ADA) complementary paratransit service to the fixed route operations and runs at times corresponding to the fixed routes, as shown in Table 9. Riders must make reservations; these can generally be made on the same day, but not all same-day requests can be honored.

Table 10: Vine Go Service Information

Service	Hours of Operation
Monday - Friday	5:20 AM - 9:25 PM
Saturday	6:30 AM - 8:41 PM
Sunday	8:00 AM - 7:00 PM

VineGo fares range from \$3.20 to \$6.40 and are based on distance traveled. Rides are charged based on the actual fare. ADA fares are no more than twice the adult fixed route fare charged by the Vine.

VineGo paratransit service is supplemented by Molly’s Angels. Molly's Angels is a volunteer-based organization not affiliated with NVTA. The organization provides rides to senior and disabled residents of Napa County. This community program offers free transportation to and from medical, dental and eye appointments for seniors and ambulatory individuals to destinations throughout the Bay Area.

Taxi Scrip Program

Available to residents of the City of Napa. This service is for seniors and/or persons with disabilities to take a taxi ride anywhere in the City of Napa and NVTA will pay up to 50% of the cost of the cab ride up to \$12 dollars. Under the program, participants may take a taxi/cab ride anywhere within Napa. The average out of pocket cost for senior riders is approximately \$4 per ride.

Community Shuttles

In addition to its fixed route service, NVTA provides community shuttles that connect to the Vine’s regional routes. These shuttles include American Canyon Transit, Calistoga Shuttle, St. Helena Shuttle and the Yountville Trolley. These community shuttles act as local circulators and feeder services to the regional routes operating along Highway 29 and they are described in Table 11 and shown in Figure 7. The St. Helena Shuttle serves the South St. Helena COC.

Table 11: Community Shuttle Routes

Shuttle	Operator	Route Description
American Canyon Transit	Vine	American Canyon Transit is a fixed route and on-demand, door-to-door, transit service within specific areas of the city. Fixed Route service operates from 6:00 AM – 8:30 AM and 3:35 PM – 4:20 PM Monday through Friday. Door-to-Door service operates from 8:30 AM – 5:30 PM Monday through Friday. There is no Saturday or Sunday service.
Calistoga	Vine	An on-demand transit service within city limits for the general public. No advanced reservations required. Service operates Monday through Saturday, with Sunday service May - November.
St. Helena	Vine	An on-demand transit service within city limits for the general public. No advanced reservations required. Service operates Monday through Sunday
Yountville Trolley	Vine	Door to door service between Yountville Park and the California Veterans Home. Service runs Monday through Saturday 10AM to 11PM and Sunday 10AM to 7PM.

Source: Ridethevine.com

Vine Fares

Local fares are \$1.60, with discounts for youth, seniors, and disabled passengers. Children 5 and younger (limit two per paying adult) ride free. Adults with more than two children pay \$0.50 per child. Seniors over ninety years old ride free with a Lifetime Pass. Longer-haul routes have adult fares up to \$5.50.

Bicycle and Pedestrian

NVTA has adopted a long-range strategic goal of having 10 percent of all trips in Napa County made by bicycle. To achieve this goal, NVTA developed the Countywide Bicycle Plan, which provides supportive policies and programs designed to increase the safety and connectivity of the bicycle network. The Countywide Bicycle Plan provides individual chapter subsets that serve as Bicycle Plans for each jurisdiction. NVTA also developed a Countywide Pedestrian Master Plan, completed in 2016. Both the Countywide Bicycle Plan and Countywide Pedestrian Master Plan reflect local planning efforts to improve the active transportation network. The active transportation network provides local and countywide bicycle transportation connections, including routes in the MTC designated COCs located in the City of Napa and St. Helena, as well as, in the locally designated COCs.

Other Transportation Services

Other transportation services offered in Napa County include for-profit taxis, shared vehicles, private cars, private shuttles, and tour services. The taxi companies are headquartered in the City of Napa and in St. Helena, and there are a number of private transportation and tour companies offering tours to local destinations such as high-frequented wineries. NVTA's Vine Transit offers a taxi script program, which provides a door-to-door transport service for vouchers for seniors and persons with disabilities living within Napa. Napa has two taxi services that operate in the Valley. In addition to traditional taxi services, "shared economy"-based ride sharing companies such as Uber and Lyft operate in Napa County.

NVTA's travel demand management (TDM) program called V-Commute offers transportation information to individuals and organizations regarding ridesharing, bicycling, vanpools and transit use. The V-commute program uses the RideAmigos platform to provide ride sharing services in Napa Valley and throughout the Bay Area and to create incentives to use alternative transportation services. Some valuable resources available to V-Commute participants include alternative transportation commuting coordination and incentives, vanpool/ride-sharing subsidies, and the Guaranteed Ride Home program. Coordination services are free. V-Commute is also a part of the Bay Area 511 Regional Rideshare Program.

Community of Concern Analysis

The Community of Concern (COC) analysis is a synthesis of the MTC Equity Analysis used in Plan Bay Area 2040 Plan. It is an immediately useful analysis that records the practices (base line data) that were acceptable and available at the time of its preparation. The data sources used for this COC analysis included: 2012-2016 American Community Survey 5-Year Estimates. All data comparison between various level of geographies whether that be national, state, counties, cities, towns, and/or census designated places, etc. use the 2016 ACS data source.



Active modes of travel are proven to improve physical wellness and support upward social mobility

COMMUNITIES OF CONCERN

Eight Census Tract-level factors embody key characteristics of disadvantaged communities. Geographies with higher concentrations of disadvantaged factors are what the Metropolitan Transportation Commission (MTC) has dubbed a “Community of Concern” (COC). Technically, COCs are Bay Area (9-county region) Census Tracts above disadvantaged factor concentration thresholds for both minority and low-income households, or above concentration thresholds of three or more of the remaining six factors (#3 to #8) but are relevant in this context only when there is also a concentration of low-income households within the same community.

Table 12: Metropolitan Transportation Commission (MTC) Communities of Concern (COC) Framework

Disadvantaged Factor	Percent Regional Population	Concentration Threshold
1. Minorities	58%	70%
2. Low-Income	25%	30%
3. Limited English Proficient	9%	20%
4. Zero-Vehicle Household	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Family	14%	20%
8. Severely-Rent Burdened	11%	15%

Source: MTC’s Communities of Concern Framework from GitHub (<https://github.com/BayAreaMetro/Spatial-Analysis-Mapping-Projects/tree/master/Project-Documentation/Communities-of-Concern>)

REGIONALLY SIGNIFICANT COCS

Regionally significant COCs are determined based on the Metropolitan Transportation Commission (MTC) criteria. According to the MTC COC framework, the methodology available at the time of this analysis, four census tracts in Napa County exhibit greater concentrations of disadvantaged factors than regional averages. One in two Napa County residents living in a community of concern are living in poverty and are either single parent head of households, severely-rent burdened or disabled. More than 80 percent of the residents living in a Napa County COC are severely burdened by the price of rent for housing costs, and two out of three Napa County COC residents are disabled.

Some limitations of this third generation CBTP is the census data continuity between datasets. At the time, NVTa identified additional local COC census tracts with a concentration of all three demographics – senior, disabled and low-income, over the county average. The requirement from MTC is that any local identified COC must have at least one of these demographics concentrated over the county average.

Table 13: Bay Area comparison to Napa County Metric Averages

	Median HH Income	Disabled residents percentage	Seniors (75+ yrs) percentage
Bay Area	\$82,881	9.0%	6.0%
Napa County	\$74,609	11.1%	7.0%

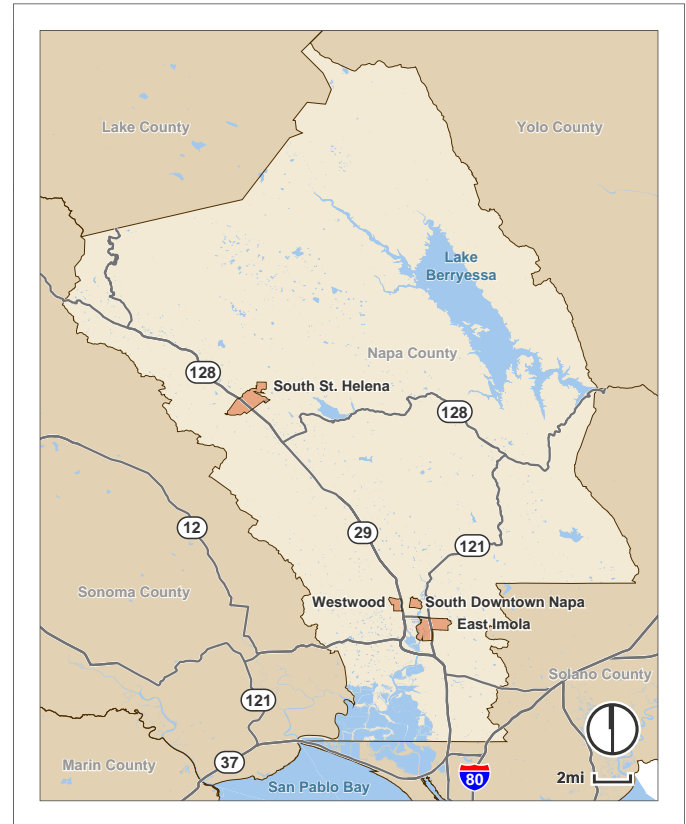
Source: 2012-2016 ACS 5-year tables B19013, C18108, S0101

Table 14: Regionally-significant COCs in Napa County

Census Tract	Neighborhood Name	Minorities	Low-Income	Limited English Proficient	Zero-Vehicle Household	Seniors 75 Years and Over	People with Disability	Single-Parent Family	Severely-Rent Burdened
1. 06055200202	South Downtown Napa	50.0%	36.0%	10.0%	18.0%	3.0%	17.0%	28.0%	16.7%
2. 06055200804	Westwood Neighborhood	76.0%	42.0%	23.0%	5.0%	3.0%	7.0%	24.0%	11.7%
3. 06055200900	East Imola	47.0%	66.0%	1.0%	73.0%	5.0%	31.0%	0.0%	13.3%
4. 06055201601	South St Helena	45.0%	40.0%	15.0%	3.0%	12.0%	10.0%	16.0%	14.3%

Source: MTC's Communities of Concern Tracts Plan Bay Area 2017 (<https://mtc.maps.arcgis.com/home/item.html?id=3a7ea0bbadfe4f2382a6c3fce9b1dab2>)

Figure 10: Regionally-significant COCs in Napa County



Source: MTC's Communities of Concern Tracts Plan Bay Area 2017 (<https://mtc.maps.arcgis.com/home/item.html?id=3a7ea0bbadfe4f2382a6c3fce9b1dab2>)

LOCALLY SIGNIFICANT COCS

Unlike the MTC COC framework, locally significant COCs in Napa County are determined by a different, more streamlined set of criteria. Identifying additional COCs in Napa County focuses on low-income, disabled, and senior populations. County averages act as thresholds, county thresholds do not have to be higher than the regional (MTC) thresholds, and county Census Tracts can meet one or more of the criteria to be included as a NVTA-determined COC. NVTA found four census tracts exhibiting above average rates for all three Napa County COC criteria: low-income, disabled, and seniors.

For the purposes of this 2018 CBTP effort, we will only be focusing on the (1) MTC-determined and the (2) NVTA-determined geographies as COCs which is supported by the original data available at the time of this report.

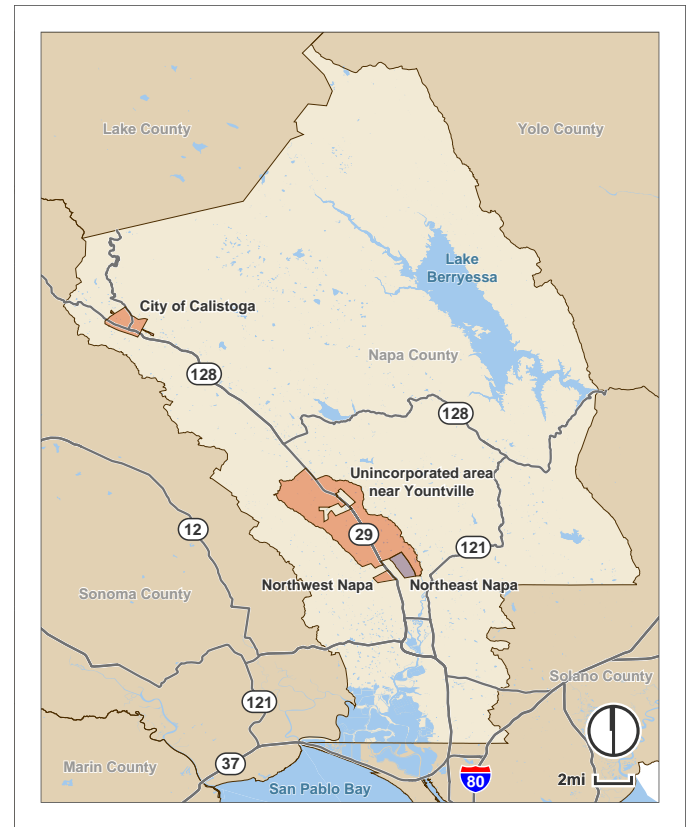
Table 15. Napa County comparison to COCs Metric Averages

	Median HH Income	Disabled residents	Seniors (75+ yrs)
Napa County	\$74,609	11.1%	7.0%
South Downtown Napa	\$52,620	16.5%	3.1%
Westwood	\$64,161	7.4%	3.0%
East Imola	\$30,956	31.2%	4.7%
South St. Helena	\$60,500	9.9%	11.5%
Vintage	\$67,664	13.9%	9.8%
Linda Vista	\$73,293	12.7%	11.5%
Unincorporated Yountville	\$59,024	13.8%	13.8%
Calistoga	\$60,534	16.5%	9.3%

Source: 2012-2016 ACS 5-year tables B19013, C18108, S0101

Subsequent to the original data analysis, NVTA identified additional tracts as having a concentration of all three criteria above the county average. NVTA will use this data to update the COC analysis with the latest data for the Countywide Transportation Plan – Advancing Mobility 2045, which kicked off in September 2019.

Figure 11: Locally-significant COCs in Napa County



Source: NVTA's CBTP Communities of Concern Metrics 2018 (<http://napacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=611d45b57c084b36ae861986878722da>)

Table 16. Locally-significant COCs in Napa County

Census Tract	Neighborhood Name	COC Senior resident percentage	COC Median HH Income	COC Disabled residents percentage
5. 06055200602	Northeast Napa: Vintage neighborhood	9.8%	67,664	13.9%
6. 06055200707	Northwest Napa: Linda Vista neighborhood	11.5%	73,293	12.7%
7. 06055201200	Unincorporated area near Yountville	13.8%	59,024	13.8%
8. 06055202000	City of Calistoga	9.3%	60,534	16.5%

Source: 2012-2016 ACS 5-year estimates

Communities of Concern

Regionally significant COCs are defined by census tracts that have a concentration of both minority and low-income households, or that have a concentration of three or more of the remaining 6 factors (#3 to #8) but only if they also have a concentration of low-income households.

1. Minority Population
2. Low income (<200% of Poverty) Population
3. Limited English Proficiency Population
4. Zero-Vehicle Households
5. Seniors 75 or Over
6. Population with a Disability
7. Single-Parent Families
8. Cost-burdened Renter

Napa County is in the midst of a housing affordability crisis. Although Napa County only represents 1.8% of nearly 8 million Bay Area residents, Napa County is experiencing the worst severely rent burdened rates in the Bay Area. Of the COC Disadvantaged Factors, Severely Rent Burdened Households in Napa County has the greatest concentration, at a rate of 21.5%. The purpose of this chapter is to orient the reader to regional COCs and local COCs, in other words, comparing the MTC/ABAG analysis and findings with that of the NVTa analysis and findings. This 2018 Community of Concern analysis is an immediately useful document that records the practices that were acceptable within the limitations of the knowledge available at the time of its preparation.

The last condition defining regionally significant COCs: “only census tracts that have a concentration of low-income households” set the primary benchmark for the locally significant COC analysis. In Napa County household income disparities are more apparent than in other counties in the Bay Area. Median household income for Napa County was found to be a local Area Median Income (AMI)-like measure. Census tracts above and below the median household income can be flagged accordingly. Locally- significant COCs are defined by a census tract that have a concentration of three disadvantaged factors that best represent the Napa County residents.

(1) Concentrations of below the median household income, (2) concentrations of disabled-residents, and (3) concentrations of seniors.

Regionally identified COCs are significant because they are determined using data based on the COC definition established by the regional MPO (MTC/ABAG). Locally identified COCs are specific to Napa and while they are most likely disadvantaged based on local economic criteria, they may not be classified as such in other counties in the Bay Area because of housing affordability and better access to the regional transit network.

South Downtown Napa

US CENSUS TRACT: 06055200202

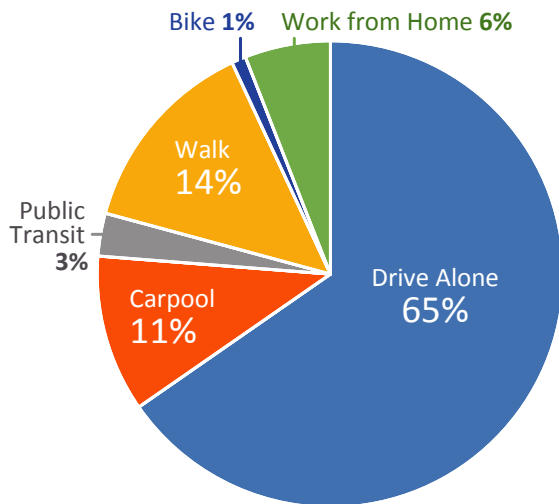
South Downtown Napa is a diverse and centrally located community west of the Napa River and south of the Napa Creek, with Jefferson Street to the west and Pine Street to the south. Twenty-two percent of South Downtown Napa residents are severely burdened by the cost of their housing, with 35% of residents earning less than \$30,000 per year. The median household income for South Downtown Napa is \$52,620, which is 35% less than the City of Napa median income of \$71,087.



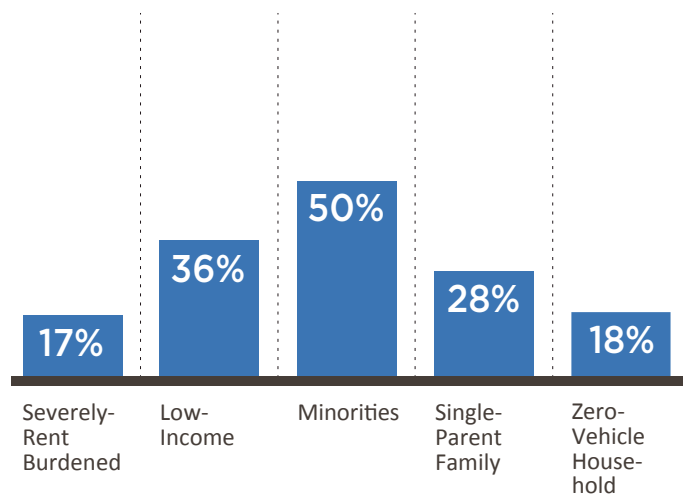
AVERAGE TRAVEL TIME TO WORK

19
MINUTES
24
SECONDS

COMMUTING TO WORK



DISADVANTAGE FACTORS MEASURED WHEN DETERMINING A COMMUNITY OF CONCERN



SOUTH DOWNTOWN NAPA COMMUNITY OF CONCERN

The South Downtown Napa COC encompasses portions of Downtown Napa and Napa Abajo – two of Napa’s most well established neighborhoods. South Downtown Napa is a regionally significant Community of Concern (COC) because of high percentages of low-income single parent households, many of whom spend more than half of their income on housing expenses. This community exhibits greater than average (compared to Bay Area averages) instances of low-income, zero-vehicle households, and twice the average number of single parent and severely rent-burdened households. Twenty-two percent of South Downtown Napa residents are severely burdened by the cost of their housing, with 35% of residents earning less than \$30,000 per year. The median household income for South Downtown Napa is \$52,620, which is 35% less than the City of Napa median income of \$71,087.

The South Downtown Napa COC includes the vibrant and growing commercial core of Downtown Napa, with residential homes located south of Third Street, and another smaller pocket of homes north of First Street.

The COC is home to a young and diverse community, with one out of every two residents being minorities, and 42% being Hispanic. Twenty-three percent of the population is foreign-born, and 71% of those foreign-born immigrants are from Latin America.



Women crossing a street in South Downtown COC

The mean travel time to work for residents is estimated to be 19 minutes and 24 seconds, 2 minutes and 12 seconds faster than the City of Napa’s average travel time of 21 minutes and 36 seconds, and the Napa County average travel time of 23 minutes and 54 seconds. Sixty-five percent of residents in the area commute to

work by driving alone in a car, truck, or van, while nearly 30% of the neighborhood journeyed to work using alternative means of travel. Of those utilizing alternative modes, 14.5% walked, 11% carpoled, 3% used public transit, and 0.8% used a bicycle. The remaining 5.5% percent worked from home.

The median monthly rent cost for South Downtown Napa COC residents is \$1,078 per month, which is \$350 less than the City of Napa median.

Table 17: South Downtown Napa COC Disadvantaged Factors

Disadvantaged Factor	Percent Regional Population	Concentration Threshold	COC percentages	Why COC
Minorities	58%	70%	50%	
Low-Income	25%	30%	36%	X
Limited English Proficient	9%	20%	10%	
Zero-Vehicle Household	10%	10%	18%	X
Seniors 75 Years and Over	6%	10%	3%	
People with Disability	9%	25%	17%	
Single-Parent Family	14%	20%	28%	X
Severely-Rent Burdened	11%	15%	17%	X

Source: NVTA’s CBTP Communities of Concern Metrics 2018 (<http://napacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=611d45b57c084b36ae861986878722da>)

DEMOGRAPHIC CHARACTERISTICS

In South Downtown Napa, the total population of the COC includes 3,038 residents and 1,243 households. The neighborhood is slightly younger than average, with the median age at 34.5 years, compared to 38.1 years for the City of Napa, and 40.7 years for Napa County. Despite the population being generally younger than other neighborhoods, 17% of residents in the COC reported being disabled; an increase from the Napa County average of 11.1%. The median income for South Downtown Napa is \$52,620, which is almost \$20,000 less than the Napa County average of \$74,609. Four hundred and fifty (450) households, or 36% of all households in South Downtown Napa, earn less than \$50,000 per year and are considered “low-income” by the Census Bureau. As an example, for a four-person household the 2017 poverty guideline is \$24,860, and 200% of the guideline equates to \$49,720. Thus, a 4-person household earning \$49,720 or less

is considered a low-income household. Of those 450 households living 200% below the poverty line, nearly 26% contain workers over the age of 16 and under the age of 75.

Table 18 provides a detailed breakdown of the neighborhood by income.

Table 18: South Downtown Napa Household Income in the Past 12 months

	South Downtown	City of Napa	Napa County
Less than \$10,000	8.1%	2.9%	3.5%
\$10,000 to \$14,999	10.5%	4.5%	4.0%
\$15,000 to \$19,999	3.9%	2.9%	2.9%
\$20,000 to \$24,999	7.1%	4.4%	4.3%
\$25,000 to \$29,999	5.3%	3.7%	3.5%
\$30,000 to \$34,999	4.4%	3.4%	3.5%
\$35,000 to \$39,999	2.0%	3.8%	3.5%
\$40,000 to \$44,999	1.4%	4.1%	4.0%
\$45,000 to \$49,999	2.9%	4.6%	4.1%
\$50,000 to \$59,999	11.3%	7.9%	6.9%
\$60,000 to \$74,999	17.4%	10.8%	10.0%
\$75,000 to \$99,999	5.6%	13.4%	13.0%
\$100,000 to \$124,999	3.4%	11.4%	10.4%
\$125,000 to \$149,999	4.4%	6.8%	7.3%
\$150,000 to \$199,999	9.6%	8.2%	8.6%
\$200,000 or more	2.7%	7.3%	10.5%

Source: 2012-2016 ACS 5-year estimates B19001

Transportation Mode

Table 19 shows that 14.5% of residents in South Downtown Napa walk to work, which is significantly higher than the City of Napa average of 3%, and the Napa County average of 5%. Residents in the COC also used public transportation more frequently with 3% of residents using transit, compared to the City of Napa average of 1.5%, and the Napa County average of 2%.

Table 19: South Downtown Napa Commute to Work

Travel Mode	South Downtown	City of Napa	Napa County
Auto-drove alone	66.0%	77.0%	76.0%
Auto-carpooled	11.0%	12.0%	12.0%
Public Transportation	3.0%	2.0%	1.0%
Walked	14.0%	3.0%	4.0%
Biked	1.0%	1.0%	1.0%
Worked from home	6.0%	5.0%	6.0%

Source: 2012-2016 ACS 5-year estimate

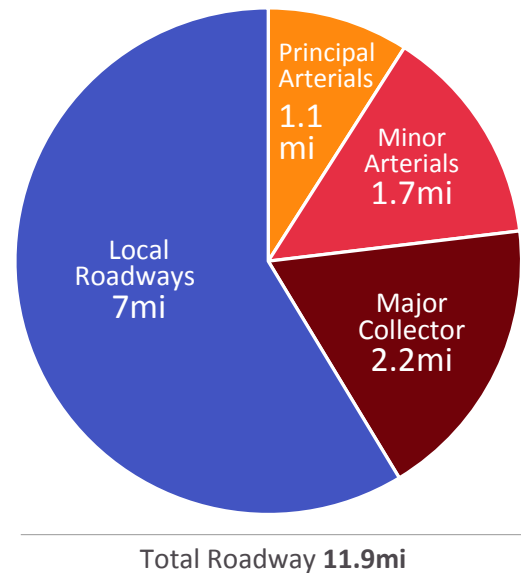
EXISTING TRANSPORTATION SYSTEM AND ROADWAYS

The South Downtown Napa COC is bounded by Jefferson Street, the principle arterial road, to the west, the Napa Creek and the Napa River to the north and east, and Pine Street to the south.

Roads

Approximately 11.93 miles of roadway exist in the South Downtown Napa COC. According to FHWA, 7 of those 12 miles are classified as local roads, while 2.8 miles are arterial roadways, and 2.2 miles are collector streets.

Figure 12: South Downtown Napa Roadway Functional Classification



Transit

South Downtown Napa contains ten transit stops that are served by four transit routes. All NVTA routes provide lifeline access to grocery stores and medical services. The South Downtown Napa neighborhood currently has access to four local bus routes, the B, C, F, and G. These routes provide access throughout the City of Napa and to transfer points for regional access to destinations in the East Bay, Fairfield, and Suisun City.

Biking

1.7 miles of bicycle facilities currently exist in the South Downtown Napa COC. Of those 1.7 miles, 0.87 miles are bike routes, 0.5 miles are bike lanes on 3rd Street, and 0.25 miles are a multi-use path along the Napa River on the Promenade. 1.8 miles of future bicycle facilities are planned to be added to the COC. Of those 1.8 miles, 0.7 miles will be multi-use, 0.38 miles will be a bike lane on Coombs Street, and 0.68 miles will be a bike boulevard.

Walkability

The South Downtown Napa COC has existing sidewalks throughout, though many sections are in need of repair. As one of the older sections of Napa, the downtown area has aging infrastructure and the city has limited resources to make all the necessary repairs. The COC currently has 16.5 miles of sidewalk, and 1.5 miles of sidewalks are missing. The largest section of missing sidewalks is along Riverside Drive in the southeastern part of the COC.

COLLISIONS

Thirty-seven collisions occurred (31% of all collisions within a Community of Concern) between the period of January 2015 to December 2018. The most frequent collisions occurred on these roadways:

- Main St. with 12 collisions:
75% involved a pedestrian
- Jefferson St. with 9 collisions:
56% involved a pedestrian
- 3rd St. with 7 collisions:
71% involved a pedestrian
- 1st St. with 6 collisions:
67% involved a pedestrian
- Coombs St. with 5 collisions:
60% involved a pedestrian



Bicyclists and pedestrians enjoying Napa



Sidewalks are the backbone of a pedestrian network and a lifeline for disabled residents to access basic human services

POTENTIAL TRANSPORTATION SOLUTION

The 2016 Napa Countywide Pedestrian Plan identified two improvements within the South Downtown Napa COC, including one titled Main Street Sidewalk Widening.

The 2019 Napa Countywide Bicycle Plan also identified three projects for the COC, including a 0.7 mile urban bike route facility along Laurel Street, a 0.4 mile bike lane on Coombs Street from Pearl to Division, and a nearly one-mile long urban bike route on Coombs Street from Division to Imola. In addition to these recommended facilities, Jefferson Street and Coombs Street are designated as corridor study projects, which eludes to a roadway needing further analysis and facility type consideration.

KEY DESTINATIONS AND AMENITIES

Residents in the South Downtown Napa COC have access to many restaurant options; however, it is often referred to as a food desert because of the limited grocery stores. The downtown lost its major grocery store, Safeway, after the 2014 Napa Earthquake. There is one small market, La Tapatia Market, located on Brown Street. The closest grocery store for residents in the COC is Grocery Outlet, approximately two miles to the south along Imola Avenue. The South Downtown COC is also home to many government offices, including offices for the City of Napa and Napa County. Other destinations include the County of Napa Library and Fuller Park. No medical facilities are located in the South Downtown Napa neighborhood.

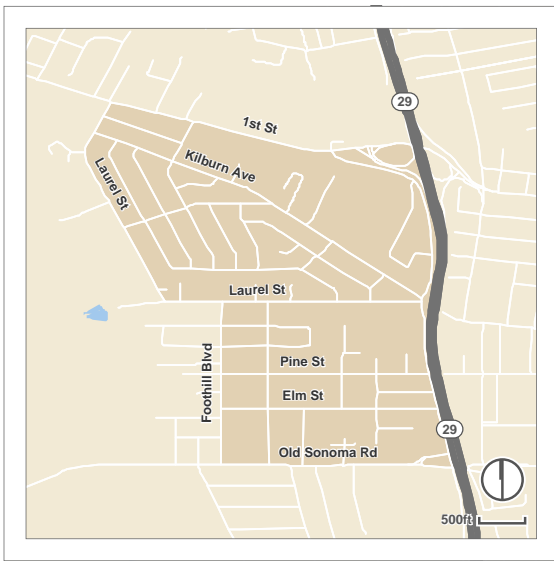


Families crossing roadways without pedestrian infrastructure

Westwood Neighborhood

US CENSUS TRACT: 06055200804

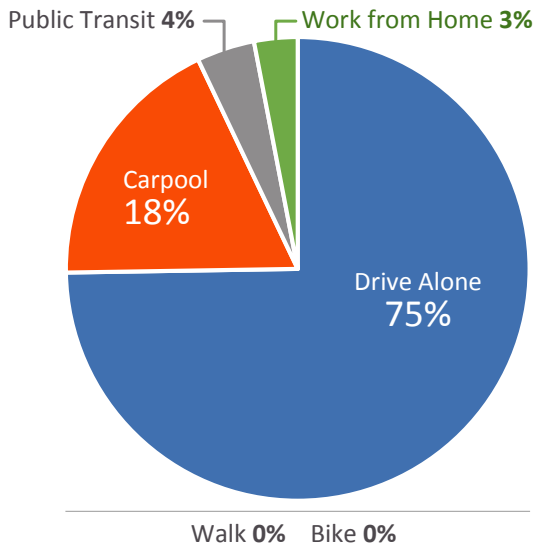
The Westwood neighborhood is located in a west central area of the City of Napa. The northern boundary is south of First Street and west of State Highway 29. Laurel Street southward to Foothill Blvd represents the western boundary of the study area, and Old Sonoma Road represents the southern boundary. The Westwood neighborhood is very diverse, with a 43.1% foreign-born population. Ninety-seven percent of immigrants in the study area are from Latin America.



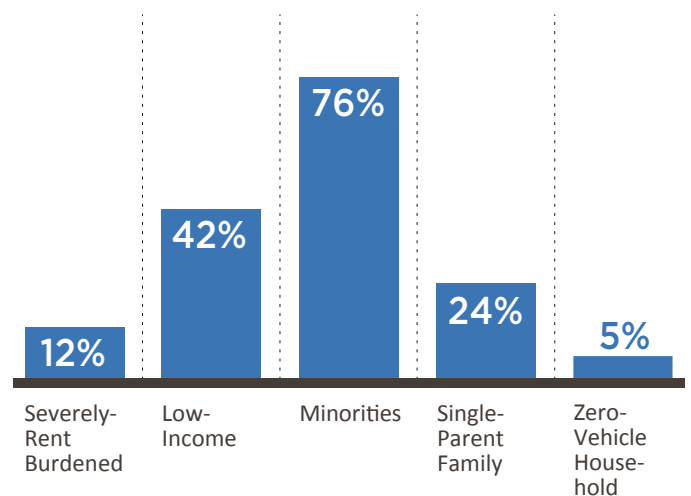
AVERAGE TRAVEL TIME TO WORK

23
MINUTES
12
SECONDS

COMMUTING TO WORK



DISADVANTAGE FACTORS MEASURED WHEN DETERMINING A COMMUNITY OF CONCERN



WESTWOOD NEIGHBORHOOD COMMUNITY OF CONCERN

The Westwood neighborhood is a regionally significant COC because of high percentages of low-income minorities with limited English proficiency that may also be single parent households and spend more than half of their incomes on housing expenses. Three out of every four residents identify as a minority, and 71% are Hispanic. This neighborhood has greater than average numbers of minorities, low-income and severely rent-burdened households, and 2.5 times the regional average percentage of residents with limited English proficiency.

The Westwood neighborhood is a young, predominately Spanish-speaking community of color. The COC is primarily residential, though it is home to the Napa Premium Outlets, which is a popular county destination. The Outlets are in the northeastern section of the neighborhood adjacent to the First Street Highway 29 interchange.

The area is comprised of a 46% foreign-born population, which is 22 percentage points greater than the Napa County average of 24%. Ninety-six percent of foreign-born residents are Spanish-speakers. Twenty-four percent of residents are severely burdened by the cost of housing, and 15% of households in the COC earn less than \$30,000 per year. The median household income for Westwood is \$64,161, which is 10% less than the City of Napa median income of \$71,087.



Westwood is home to many families, and a large working immigrant population

Only 3% of Westwood residents work from home. Seventy-five percent of Westwood residents commute to work by driving alone in a car, truck, or van. Eighteen percent of residents carpool and 4% use public transit, but virtually nobody in Westwood walks or bikes to work. The mean travel time to work for residents is 23 minutes and 12 seconds.

The median monthly rent cost for Westwood neighborhood COC residents is \$1,333 per month, which is only \$95 less than the City of Napa median of \$1,428.

DEMOGRAPHIC CHARACTERISTICS

The total population of the Westwood Neighborhood COC includes 6,004 residents and 1,703 households. As previously stated, the median income is \$64,161, which is \$10,000 less than the Napa County average of \$74,609. Forty-two percent of Westwood, roughly 2,500 households, earn less than \$49,200 per year. Of those living 200% below the poverty line, nearly 26.5% are workers over the age of 16 years old and under 75. Residents of the Westwood neighborhood have a median age of 30.8 years, which is considerably lower than the City of Napa median age of 38 years, and the Napa County median age of 40 years. Seven percent of Westwood residents report some form of disability, which is slightly lower than the Napa County average of 11%. Table 20 provides a detailed breakdown of the neighborhood by income.

Table 20: Westwood Neighborhood COC Disadvantaged Factors

Disadvantaged Factor	Percent Regional Population	Concentration Threshold	COC percentages	Why COC
Minorities	58%	70%	76%	X
Low-Income	25%	30%	42%	X
Limited English Proficient	9%	20%	23%	X
Zero-Vehicle Household	10%	10%	5%	
Seniors 75 Years and Over	6%	10%	3%	
People with Disability	9%	25%	7%	
Single-Parent Family	14%	20%	24%	X
Severely-Rent Burdened	11%	15%	12%	

Source: NVTA's CBTP Communities of Concern Metrics 2018 (<http://napacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=611d45b57c084b36ae861986878722da>)

Table 21: Westwood Neighborhood Household Income in the Past 12 months

	Westwood	City of Napa	Napa County
Less than \$10,000	4.1%	2.9%	3.5%
\$10,000 to \$14,999	3.9%	4.5%	4.0%
\$15,000 to \$19,999	1.4%	2.9%	2.9%
\$20,000 to \$24,999	4.1%	4.4%	4.3%
\$25,000 to \$29,999	1.5%	3.7%	3.5%
\$30,000 to \$34,999	7.3%	3.4%	3.5%
\$35,000 to \$39,999	4.1%	3.8%	3.5%
\$40,000 to \$44,999	6.8%	4.1%	4.0%
\$45,000 to \$49,999	4.7%	4.6%	4.1%
\$50,000 to \$59,999	8.2%	7.9%	6.9%
\$60,000 to \$74,999	21.6%	10.8%	10.0%
\$75,000 to \$99,999	13.9%	13.4%	13.0%
\$100,000 to \$124,999	11.2%	11.4%	10.4%
\$125,000 to \$149,999	1.9%	6.8%	7.3%
\$150,000 to \$199,999	4.3%	8.2%	8.6%
\$200,000 or more	1.1%	7.3%	10.5%

Source: 2012-2016 ACS 5-year estimates B19001

Transportation Mode

Table 22 shows a breakdown of all Westwood COC commute modes. Eighteen percent of residents in the Westwood COC carpool to work, which is higher than the City of Napa average of 12.3% and the Napa County average of 11.6%. Similarly, 4% of Westwood residents use public transit to get to work, which is also higher than the City of Napa average of 1.8% and the Napa County average of 1.5%.

Table 22: Westwood Neighborhood Commute to Work

Commute to Work	Westwood	City of Napa	Napa County
Auto-drove alone	74.0%	77.0%	76.0%
Auto-carpoled	18.0%	12.0%	12.0%
Public Transportation	4.0%	2.0%	1.0%
Walked	0.0%	3.0%	4.0%
Biked	0.0%	1.0%	1.0%
Worked from home	3.0%	5.0%	6.0%

Source: 2012-2016 ACS 5-year estimates

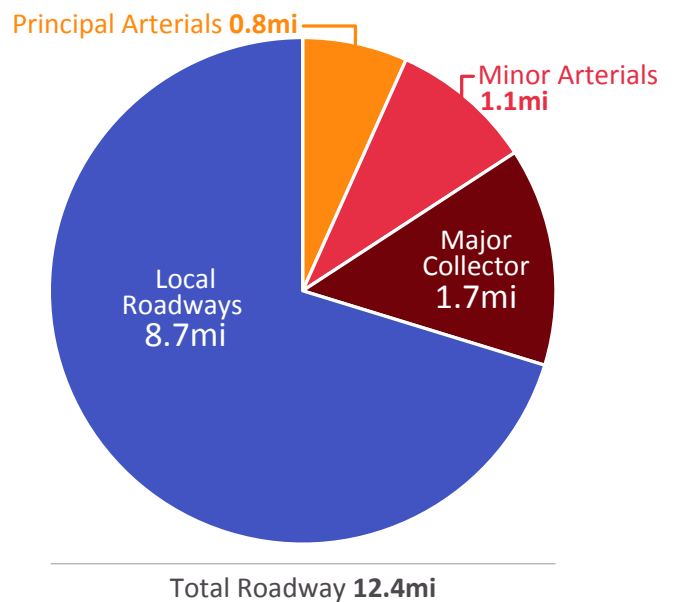
EXISTING TRANSPORTATION SYSTEM AND ROADWAYS

The Westwood COC is adjacent to State Highway 29, and is bounded by arterial roadways including First Street (west of Highway 29), Laurel Street, Foothill Blvd, and Old Sonoma Road. Of these arterials, First Street between Laurel and California Boulevard has an ADT of 15,890 per the City of Napa annual traffic count summary for 2017.

Roads

There are approximately 12.42 miles of roadways in the Westwood COC. 8.9 miles are local roadways, 2.5 miles are arterial roadways, and 1.97 miles are collector streets.

Figure 14: Westwood Neighborhood Roadway Functional Classification



Transit

The Westwood COC contains nineteen transit stops that are served by three routes. Westwood residents currently have access to three local bus routes, the A, B, and F. These routes provide access in the City of Napa and to transfer points for regional access to destinations in the East Bay, Fairfield, and Suisun City. All Vine routes provide lifeline access to grocery stores and medical services.

Biking

There are 1.69 miles of bike lanes in the Westwood COC along Freeway Drive from Old Sonoma Road to First Street and on First Street from Freeway Drive to Laurel Street. 2.65 miles of bicycle facilities are planned to be added to the neighborhood in coming years. Of the 2.65 miles, 1.0 mile will be split between three disjointed segments; 0.17 miles on First Street, 0.15 miles on Old Sonoma Road, and 0.68 miles on Laurel Street from First Street to Foothill Blvd. The remaining 1.65 miles are planned to be bike boulevards. Of the 1.65 miles of bike boulevards, 0.42 miles will be on Foothill Boulevard from Old Sonoma Road to Laurel Street, 0.42 miles will be on Laurel Street from Foothill Boulevard to State Highway 29, and 0.8 miles will be along Kilburn Avenue from Freeway Drive to Laurel Street.

Walkability

The Westwood COC has 5.33 miles of existing sidewalk infrastructure, which covers the majority of the neighborhood. There are 3.9 miles of missing sections on Chelsea Avenue, Homewood Avenue, Laurel Street, Roosevelt Street, Old Sonoma Road, Almond Avenue, and Freeway Drive. The largest missing section of sidewalk is a 0.5-mile segment along the eastern side of Freeway Drive from Old Sonoma Road to the Napa Premium Outlets, located at the intersection of Kilburn Ave. Laurel Street from Laurel Park to First Street also contains a missing 0.45-mile section of sidewalk. Recently, the City of Napa completed new sidewalks on both sides of Bryan Avenue and Kilburn Avenue in the Westwood COC.

COLLISIONS

Eleven collisions occurred over the four-year period¹. The most frequent collisions occurred on:

- 1st St. with 5 collisions:
4 collisions involved a bicyclist
- Freeway Dr. with 3 collisions:
2 collisions involved a pedestrian
- Laurel St. with 2 collisions:
both collisions involved bicycles
- Old Sonoma Rd. with 2 collisions:
1 collision involved a pedestrian, and
1 collision involved a bicyclist

¹ Transportation Injury Mapping System Data January 2015
- December 2018

POTENTIAL TRANSPORTATION SOLUTION

The 2016 Napa Countywide Pedestrian plan identified five improvements with close proximity to the Westwood neighborhood. Four improvements aim to alleviate congestion, support alternative transportation, and improve trail connections to help residents navigate to (and around) the Napa Premium Outlets as well as providing access to downtown Napa where there are more jobs and services. These pedestrian-related projects include the SR-29 Bike & Pedestrian Undercrossing, First Street Roundabouts (West Side), Solano Bridge and Extension, and the California Boulevard Roundabouts. One project completely contained by the neighborhood boundaries is the Laurel Street Sidewalk project from Laurel Manor to Laurel Park.

The 2019 Napa Countywide Bicycle Plan identified six projects resulting in an additional 1-mile of bike lane and 1.65 miles of bike boulevards to be added to the Westwood neighborhood. In addition to these recommended facilities, First Street is designated as a corridor study project, which eludes to a roadway needing further analysis and facility type consideration.



Active transportation in Westwood

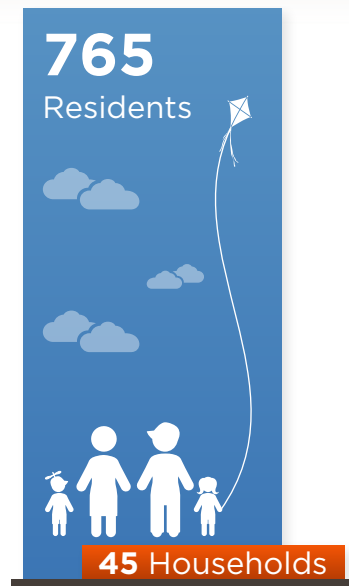
KEY DESTINATIONS AND AMENITIES

Residents in the Westwood COC have limited access to grocery and dining options, with the closest grocery options being Mi Familia and Lola's Market. The closest full-sized grocery store is the Lucky's along California Boulevard, which is approximately 1.5 miles from the center of the neighborhood. The COC is primarily residential, but does include major destinations of the Napa Premium Outlet Shopping Center and the Napa Valley Language Academy.

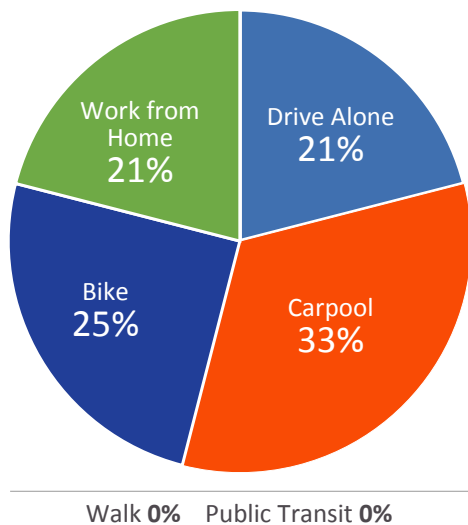
East Imola

US CENSUS TRACT: 06055200900

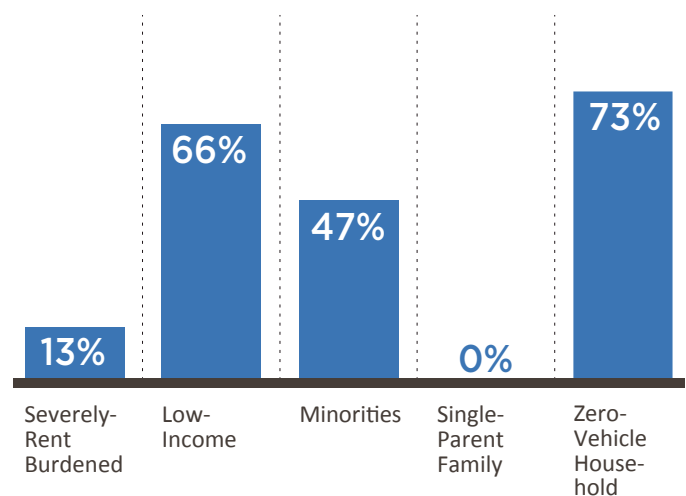
The East Imola COC is located in the southeastern area of the City of Napa. It is bounded by the Napa River to the west, Imola Avenue to the north, and is bisected by State Highway 221 (Napa-Vallejo Highway). There is a limited number of residential units in this neighborhood, with the vast majority of the population consisting of residents of the Napa State Hospital. However, the Imola corridor is an important asset as it gives residents in and around the COC improved access to jobs, retail, entertainment, and the Napa Valley College. The neighborhood boundaries are defined as north and west of Skyline Park, east of the Napa River, and south of Imola Avenue



COMMUTING TO WORK



DISADVANTAGE FACTORS MEASURED WHEN DETERMINING A COMMUNITY OF CONCERN



EAST IMOLA COMMUNITY OF CONCERN

The East Imola COC contains the Napa State Hospital and the Soscol Gateway South neighborhood, which is home to Napa Valley College, Kennedy Park, and the public Napa golf course. The East Imola area is a regional COC because of the high percentages of disabled residents, low-income residents, and zero-vehicle households. Forty-six percent (46%) of East Imola residents are a minority, with 14% being Hispanic. Fifty-seven percent of East Imola residents identify as white, 20% identify as African American, 7% identify as Asian, and 3% identify as Pacific Islanders. This East Imola neighborhood exhibits a greater than average percentage of residents living below the poverty line, residents who are mentally and/or physically disabled, residents with limited English proficiency, and single parent households.

The East Imola area is a relatively smaller and older community in terms of population and resident demographics. The majority of the small population living in the East Imola COC is comprised of State Hospital residents, which explains in part the extremely low income and extremely high number of disabled residents. Sixty-six percent of the residents in the East Imola COC are living 200% below the poverty level, with 65% of households earning less than \$35,000 per year. The area is comprised of only 7% foreign-born residents, and 45% of those foreign-born individuals are native Spanish speakers. Seventy-three percent of East Imola households do not have a private transportation vehicle available to get them to work. Only 21% of residents commute by driving alone in a car, truck or van, while 33% carpool to work, 25% travel using a bicycle, and 21% work from home.

The median gross rent cost for East Imola COC residents was suppressed in the 2016 American Community (ACS) Survey but the 2017 ACS amount is only \$613 per month, which is drastically less than the City of Napa and Napa County medians.

It should be noted that the East Imola census tract splits next census cycle, essentially removing the State Hospital grounds from the census geography. Because of this split, the East Imola census tract no longer remains a community of concern per the 2018 MTC Equity Analysis.

DEMOGRAPHIC CHARACTERISTICS

The total population of the East Imola COC includes 765 residents and only 45 households. The Census Bureau suppressed the median income data because it failed to meet federal statistical significance standards set forth for privacy purposes. Mean travel times were also suppressed. Despite these limitations, the percentage of the population below the poverty line is 50.6%, far greater than the City of Napa average of 8.7%, and the Napa County average of 8.8%. Table 24 provides a detailed breakdown of the neighborhood by income. Of those living 200% below the poverty line, nearly 61% are workers over the age of 16 years old and under 75 and 5.5% are seniors over the age of 75. The percentage of disabled residents is 31.2%, which is twenty percentage points greater than the Napa County average of 11.1%. The East Imola neighborhood has a much older population than the Napa County average, with the median age of 53.3 years to Napa County's median age of 40.7.

Table 23: East Imola COC Disadvantaged Factors

Disadvantaged Factor	Percent Regional Population	Concentration Threshold	COC percentages	Why COC
Minorities	58%	70%	47%	
Low-Income	25%	30%	66%	X
Limited English Proficient	9%	20%	1%	
Zero-Vehicle Household	10%	10%	73%	X
Seniors 75 Years and Over	6%	10%	5%	
People with Disability	9%	25%	31%	X
Single-Parent Family	14%	20%	0%	
Severely-Rent Burdened	11%	15%	13%	

Source: NVTA's CBTP Communities of Concern Metrics 2018 (<http://napacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=611d45b57c084b36ae861986878722da>)

Table 24: East Imola Household Income in the Past 12 months

	East Imola	City of Napa	Napa County
Less than \$10,000	13.3%	2.9%	3.5%
\$10,000 to \$14,999	0.0%	4.5%	4.0%
\$15,000 to \$19,999	0.0%	2.9%	2.9%
\$20,000 to \$24,999	0.0%	4.4%	4.3%
\$25,000 to \$29,999	0.0%	3.7%	3.5%
\$30,000 to \$34,999	44.4%	3.4%	3.5%
\$35,000 to \$39,999	0.0%	3.8%	3.5%
\$40,000 to \$44,999	0.0%	4.1%	4.0%
\$45,000 to \$49,999	0.0%	4.6%	4.1%
\$50,000 to \$59,999	0.0%	7.9%	6.9%
\$60,000 to \$74,999	0.0%	10.8%	10.0%
\$75,000 to \$99,999	15.6%	13.4%	13.0%
\$100,000 to \$124,999	0.0%	11.4%	10.4%
\$125,000 to \$149,999	0.0%	6.8%	7.3%
\$150,000 to \$199,999	0.0%	8.2%	8.6%
\$200,000 or more	26.7%	7.3%	10.5%

Source: 2012-2016 ACS 5-year estimates B19001

Transportation Mode

Table 25 shows a breakdown of all East Imola COC commute modes. The East Imola COC has a higher percentage of residents who carpooled, worked from home, and biked to work relative to the City of Napa and Napa County numbers.

Table 25: East Imola Commute to Work

Commute to Work	East Imola	City of Napa	Napa County
Auto-drove alone	21%	77%	76%
Auto-carpooled	33%	12%	12%
Public Transportation	0%	2%	1%
Walked	0%	3%	4%
Biked	25%	1%	1%
Worked from home	21%	5%	6%

Source: 2012-2016 ACS 5-year estimates S0801

EXISTING TRANSPORTATION SYSTEM AND ROADWAYS

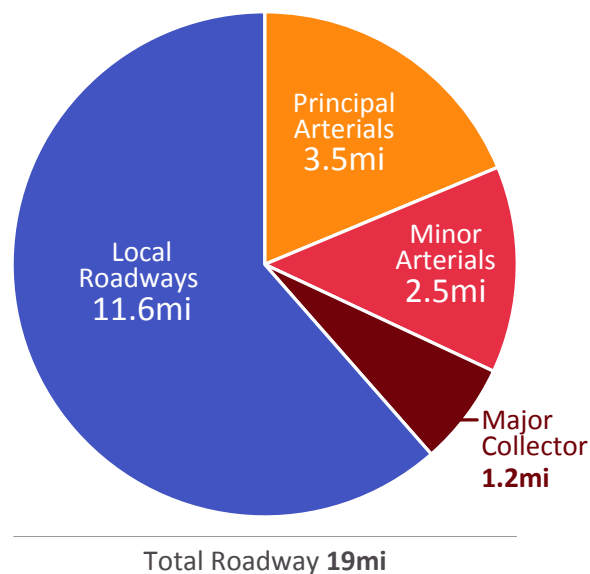
The East Imola COC is bounded by the Napa River to the west, Imola Avenue to the north, Kaiser Road in the Shipyard Acres area in south Napa and Syar Industries to the south, and Skyline Wilderness Park to the east. State Highway-221 cuts right through the East Imola COC carrying roughly 36,000 vehicle trips every day. Imola Avenue ranks second in terms of AADT volumes in the COC, with more than 24,000 daily vehicle trips.

A portion of Imola Ave west of Soscol is State Route 121.

Roads

The East Imola COC contains approximately 19.05 miles of roadways. 10.37 miles are local roads and over 3.5 miles are arterials.

Figure 16: East Imola Roadway Functional Classification



Transit

The East Imola COC is currently served by six bus routes, the D, G, 10, 11, 21 and 29, which provide access within the City of Napa, as well as to transfer points for regional access to destinations in the East Bay, Fairfield, and Suisun City. All NVTA routes provide lifeline access to grocery stores and medical services.

Biking

9.3 miles of bike facilities exist in the East Imola COC. Of those 9.3 miles, 4.84 miles are a multi-use path such as the Napa River Trail, the Vine Trail, the River to Ridge connector Trail, and various Napa Valley College bike friendly paths. 3.86 miles are a bike lane facility, and 0.61 miles are a bike route along Roy Patrick Drive which cuts through the Napa Valley College Campus in the southern part of the City of Napa. 13.13 miles of additional bicycle facilities are planned, including 6.39 miles of multi-use path facilities, 2.93 miles of class II on SR-221, and 0.69 miles of Bike Boulevard. As previously mentioned, Imola Avenue is the subject of the Imola Corridor Complete Streets Plan which aims to improve the corridor for all users.

Walkability

The East Imola COC is bounded by Imola Avenue to the north and SR 221 running north-south through the COC. It is surrounded by open space to the east and west. Sidewalk infrastructure is intermittent on this 1.6 mile stretch of Imola Avenue. Of the 2.8 miles of potential sidewalk infrastructure in the East Imola COC, only 1 mile currently exists. Pedestrian infrastructure in the form of either sidewalks or a Class I multi-use path is proposed for both sides of Imola Avenue where gaps in the pedestrian infrastructure currently exist as part of the Imola Corridor Complete Streets plan. There is also proposed sidewalk connections from SR-221 to Napa Valley College.



Missing sidewalks can create transportation gaps for individuals who rely on a fully connected pedestrian network to access lifeline services



Able-bodied and disabled residents are forced to make difficult decisions when infrastructure is missing

COLLISIONS

Twelve collisions occurred over the four year period January 2015- December 2018. The most frequent collisions occurred on the following roads:

- Imola Ave. with 9 collisions:
66% of those involved a pedestrian
- State Route 221 (Napa Vallejo Hwy.):
2 collisions involved a bicyclist

POTENTIAL TRANSPORTATION SOLUTION

The 2016 Countywide Pedestrian plan identified the entire Imola Avenue segment of the COC as a subsection of a larger 2.5-mile corridor study area stretching from Foster Road to the eastern Napa city limits. As mentioned, the corridor is being further studied under the Imola Corridor Complete Streets Project. These improvements were also included on the constrained project list in the 2016 Countywide Transportation Plan (CTP).

The 2019 Napa Countywide Bicycle Plan identifies existing bicycle facilities within the COC as the Vine Trail along the Napa River, a bike path along Magnolia Drive and Streblov Drive, bike lanes along Imola Avenue to the west of SR 221, and a bike route running through Napa Valley College. There is also a proposed bike path along Imola Avenue east of SR 221 and proposed bike lanes on SR 221. The construction of these additional bike facilities would increase overall bike connectivity within the COC.

KEY DESTINATIONS AND AMENITIES

The sparsely populated East Imola COC is home to the Napa State Hospital, Napa Valley College and Kennedy Park. These are the three most frequented destinations in the COC, both in terms of trips and jobs. There is one grocery store and a convenient store but there is otherwise no retail or dining options within the COC. However, the residents who live in the northeast of the COC have direct access to the South Napa Market Place, which has a large commercial center including Target and Raley's as grocery options, as well as casual dining options and a Home Depot. There is also a health care facility, Clinic Olé, a movie theater and a gym.



All transit riders are pedestrians when they walk to/from bus stops

South St. Helena

US CENSUS TRACT: 06055201601

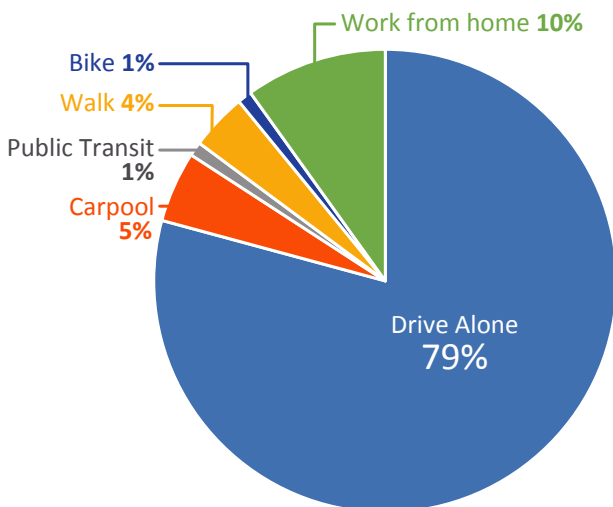
The South St. Helena COC is located in the southernmost section of the City of St. Helena, on the northwest side of Napa County. The COC is bisected by a 0.1-mile segment of SR-128. The northernmost boundaries are Spring Street and Pope Street to Sulpher Creek and the Napa River on the east. The southernmost edge of the South St. Helena COC is Lewelling Lane and Chaix Lane. The South St. Helena COC also includes a smaller hillside section north of Silverado Trail that is home to multiple vineyards.



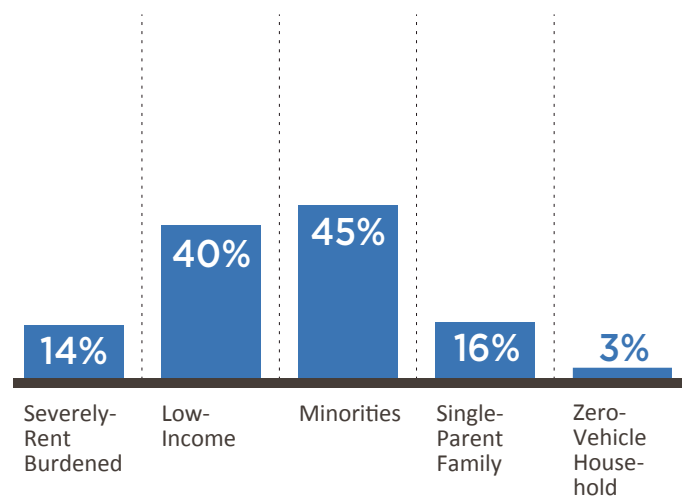
AVERAGE TRAVEL TIME TO WORK

20
MINUTES
42
SECONDS

COMMUTING TO WORK



DISADVANTAGE FACTORS MEASURED WHEN DETERMINING A COMMUNITY OF CONCERN



SOUTH ST. HELENA COMMUNITY OF CONCERN

The South St. Helena area was designated as a regional COC because of high percentages of severely rent-burdened households living below the poverty line, many with residents over 75 years old. Nearly 40% of all households in the South St. Helena COC, live 200% below the poverty line. The median household income is \$60,500, which is 23% less than the Napa County average. In the COC, 31% of households earn less than \$35,000 per year, and one in four residents are considered “severely burdened” by the cost of their housing expenses, indicating they are using 50% or more of their monthly income on housing.

Eighty percent of the residents in the South St. Helena COC drive alone in a car, truck, or van when traveling to work. 10% of South St. Helena residents work from home, while 5% carpool when commuting, 3.5% walk to work, roughly 1% bike to work, and half of a percent use public transit. South St. Helena has the longest travel time of all the regional COCs, with a mean travel time of 20 minutes and 42 seconds.

The South St. Helena COC is 44% minority, and 39% of those minorities are Hispanic. One-third of the South St. Helena COC’s residents are immigrants from another country, and one out of every four are native Spanish speakers. South St. Helena COC households struggle financially because of the cost of housing and the fact that many are single-parent households with limited English proficiency.

The median monthly rent cost for South St. Helena COC residents is \$1,565 per month, which is \$125 greater than the Napa County median gross rent.



Safe pedestrian movements in St Helena

DEMOGRAPHIC CHARACTERISTICS

The total population of the South St. Helena COC is 2,515 residents and 1,015 households. Nearly ten percent of South St. Helena residents are disabled, compared to 11.1% for Napa County. The median age in South St. Helena is 44.5, which is just slightly higher than the Napa County median age of 40. The median household income is \$60,500 per year. The percentage of South St. Helena COC residents living 200% below the poverty line is 40%, of which nearly 22% are workers over 16 years old and under 75 years old. For comparison, the City of St. Helena has 30% of residents living 200% below the poverty line, and Napa County has 26% of the population living 200% below the poverty line. Table 26 provides a detailed breakdown of the South St. Helena COC by income.

Table 26: South St. Helena COC Disadvantaged Factors

Disadvantaged Factor	Percent Regional Population	Concentration Threshold	COC Percentages	Why COC
Minorities	58%	70%	45%	
Low-Income	25%	30%	40%	X
Limited English Proficient	9%	20%	15%	
Zero-Vehicle Household	10%	10%	3%	
Seniors 75 Years and Over	6%	10%	12%	X
People with Disability	9%	25%	10%	
Single-Parent Family	14%	20%	16%	
Severely-Rent Burdened	11%	15%	14%	

Source: NVTA’s CBTP Communities of Concern Metrics 2018 (<http://napacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=611d45b57c084b36ae861986878722da>)

Table 27: South St. Helena Household Income in the Past 12 months

	South SH	City of Napa	Napa County
Less than \$10,000	3.0%	2.9%	3.5%
\$10,000 to \$14,999	5.1%	4.5%	4.0%
\$15,000 to \$19,999	4.5%	2.9%	2.9%
\$20,000 to \$24,999	5.6%	4.4%	4.3%
\$25,000 to \$29,999	9.7%	3.7%	3.5%
\$30,000 to \$34,999	2.6%	3.4%	3.5%
\$35,000 to \$39,999	9.3%	3.8%	3.5%
\$40,000 to \$44,999	1.6%	4.1%	4.0%
\$45,000 to \$49,999	3.7%	4.6%	4.1%
\$50,000 to \$59,999	4.7%	7.9%	6.9%
\$60,000 to \$74,999	8.2%	10.8%	10.0%
\$75,000 to \$99,999	11.7%	13.4%	13.0%
\$100,000 to \$124,999	6.3%	11.4%	10.4%
\$125,000 to \$149,999	7.4%	6.8%	7.3%
\$150,000 to \$199,999	6.4%	8.2%	8.6%
\$200,000 or more	10.2%	7.3%	10.5%

Source: 2012-2016 ACS 5-year estimates B19001

Transportation Mode

Table 28 shows a breakdown of all South St. Helena commute modes. The COC has a higher percentage of residents who worked from home relative to the City of St. Helena and Napa County numbers.

Table 28: South St. Helena Commute to Work

Commute to Work	South SH	City of Napa	Napa County
Auto-drove alone	80%	77%	76%
Auto-carpoled	5%	12%	12%
Public Transportation	1%	2%	1%
Walked	4%	3%	4%
Biked	1%	1%	1%
Worked from home	10%	5%	6%

Source: 2012-2016 ACS 5-year estimates S0801

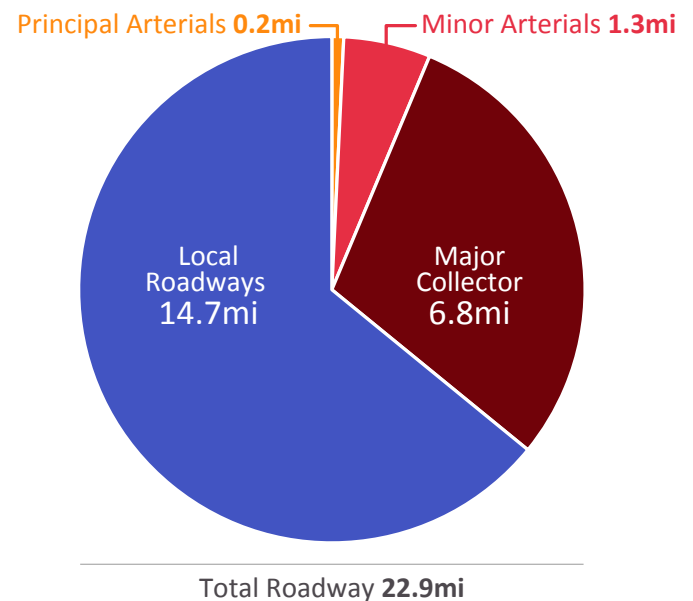
EXISTING TRANSPORTATION SYSTEM AND ROADWAYS

The South St. Helena COC is bounded by Pope Street and Spring Street to the north, and Lewelling Lane to Chaix Lane to the south. The COC is surrounded by preserved open space and agriculture preserve to the east and west. SR-29 runs through the center of the COC. The busiest roadway segment in the COC is SR-29, with an average annual daily traffic count of almost 23,000 trips in 2017.

Roads

Approximately 23 miles of roadway exists in the South St. Helena COC. Of those 23 miles, 14.3 miles are local roads, 6.6 miles are collector roads, and 1.1 miles are minor arterial roadway.

Figure 18: South St. Helena Roadway Functional Classification



Transit

South St. Helena is currently served by an on-demand shuttle which provides door to door service as well as regional routes 10, and 10X which offer access to destinations in the East Bay, Fairfield, and Suisun City. For residents living in south St. Helena, access to the regional routes is not ideal on the highway because there are few safe pedestrian crossings on SR 29. In addition, fixed route bus stops are few and far apart and the highway lacks pedestrian facilities. The Napa Valley Vine Trail, a class 1 path, is being planned adjacent to the highway. All NVTA routes provide lifeline access to grocery stores and medical services.

Biking

There are currently 1.62 miles of bicycle facilities in the South St. Helena COC. Of those 1.6 miles, 1.2 miles are bike lanes on Pope Street, Silverado Trail, and Valley View Street. There are 0.16 miles of multi-use path in Stonebridge Park adjacent to Napa Valley College – St. Helena campus, and a disjointed quarter mile of bike route on Pope Street between the bike lanes. There are 14.75 miles of additional bike facilities planned for the South St. Helena COC. There are 5.8 miles of planned multi-use paths, including 1 mile of Vine Trail running through the center of the neighborhood, 1 mile of Napa River Trail, 0.5 miles of new path following Sulphur Creek, and a new cycle track on Starr Avenue from Hunt Avenue to Mills Lane. There are also 2.2 miles of planned bike lanes on Spring Street, Sulphur Springs Road, and Crane Avenue. Additionally, a 0.2-mile section of Main Street at SR-29 is planned to be converted to a bike lane. These new routes should improve bicycle access through the South St. Helena COC and will connect residents to the proposed Vine Trail alignment that is to run through the City of St. Helena.

Walkability

The South St. Helena COC has existing sidewalk infrastructure in the northernmost part of the COC, however there are many gaps in the southern section of the neighborhood. On Mills Lane there is a 1.75 miles sidewalk gap. There is also sidewalk missing on the following streets: Dowdell Lane, McCorckle Avenue, Madrona Avenue, Vallejo Street, and Springs Street.

COLLISIONS

Five collisions occurred over the four-year period, January 2015 - December 2018.

The most frequent collisions occurred:

- Main St. with 4 collisions:
3 collisions involving a pedestrian
- Pope St. with 1 collision involving a bicyclist

POTENTIAL TRANSPORTATION SOLUTION

The 2016 Countywide Pedestrian plan identified eleven pedestrian improvements projects within the City of St. Helena. Seven of the eleven projects are to occur in the South St. Helena COC, including two multi-use pathway facilities that are to be located along Sulphur Creek and the Napa River. There is also a St. Helena Unified School District Sidewalk project, and various transit ADA access improvement recommendations.

The 2019 Napa Countywide Bicycle Plan identified future facilities such as multi-use paths, including the Vine Trail, bike lanes, bike boulevards, and bike routes. These alternative transportation amenities will help close network gaps by connecting residents to key community destinations and neighborhoods.



Pedestrian uses midblock crosswalk in St. Helena

KEY DESTINATIONS AND AMENITIES

Top destinations in the South St. Helena COC include the Montessori School, St. Helena High School, St. Helena Primary school, Stonebridge Park, and Crane Park. The City of St. Helena offers a multitude of dining and retail options for residents and tourists. The closest grocery stores are Sunshine Foods and Safeway, which are easily accessed by the on-demand shuttle provided by the City of St. Helena. There are medical offices available in St. Helena, but there is no hospital within the city limits. The nearest hospital is St. Helena Hospital, approximately four miles to the northeast.



Pedestrians enjoying Main St. in St. Helena

Northeast Napa

US CENSUS TRACT: 06055200602

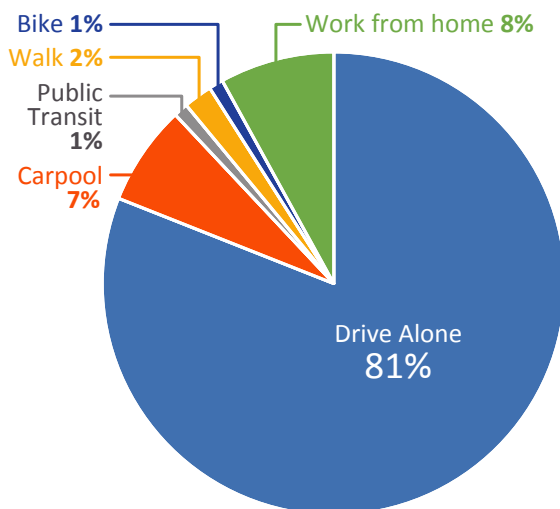
The Northeast Napa COC area corresponds with the Vintage neighborhood boundaries, but the whole COC is slightly larger. This community is located in a northern portion of Napa, to the east of SR-29. Jefferson Street, Salvador Avenue, Big Ranch Road, and Trancas Street define the Northeast Napa COC neighborhood boundaries. Major destinations include Queen of the Valley Medical Center, Vintage High School, and Garfield Park. The area is composed of a 19% foreign-born population, with many immigrants from Latin America and an increasing number from Asia.



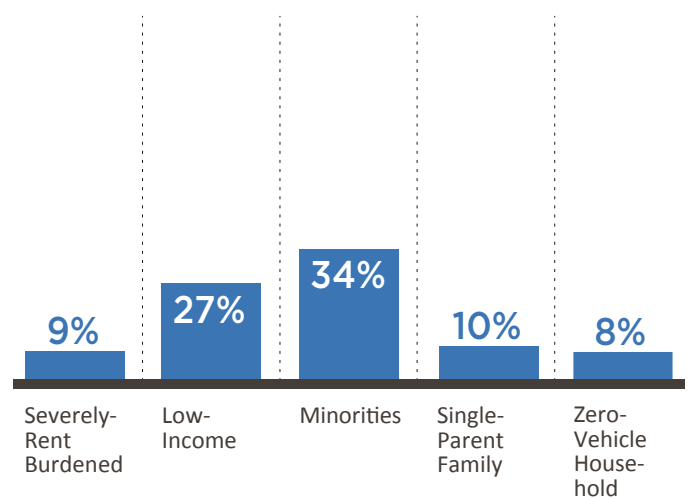
AVERAGE TRAVEL TIME TO WORK

23
MINUTES

COMMUTING TO WORK



DISADVANTAGE FACTORS MEASURED WHEN DETERMINING A COMMUNITY OF CONCERN



NORTHEAST NAPA COMMUNITY OF CONCERN

The Northeast Napa neighborhood is a local COC because this tract it has a higher percentage of low income and disabled-seniors than county averages. The Northeast Napa COC is home to lower-income older residents, many of whom are disabled and do not have access to a private transportation vehicle or are unable to operate one. As such, there is a higher likelihood of their reliance on transit as a daily form of travel to access lifeline-related services such as employment centers, grocery and drug stores, medical facilities, schools and libraries, and cultural resources like churches and community centers. A significant percentage of residents in the Northeast Napa COC area are living in poverty, and the median income is lower compared to the rest of the City Napa and Napa County.

Twenty-nine percent of Northeast Napa households earn less than \$35,000 per year, while 26% earn greater than \$125,000 per year. Twenty-seven percent of households live more than 200% below the federal poverty level, and nearly 22% of households spend more than 50% their incomes on housing expenses.

In the Northeast Napa COC, 81% of the residents travel to work by driving alone in a car, truck or van. Of the remaining 19%, 8% of the population work from home, 7% carpool, 2% walk to work, 1% ride transit, and another 1% use a bicycle to travel to work. The average travel time for the COC is 23 minutes.

The median gross rent cost for Northeast Napa COC residents is \$1,385 per month, which is the COC that most closely resembles the median gross rents for the City of Napa (\$1,428) and Napa County (\$1,442) respectively.

DEMOGRAPHIC CHARACTERISTICS

The total population of the Northeast Napa COC is 4,215, with 1,767 households. The median Income is \$67,664, compared to the County average of \$74,609. In the Northeast COC, 39% of households earn less than 200% of the federal poverty level. Of those, 5.5% are children under 17 years old, and 3.7% are seniors that are 75 years or older. The percentage of disabled residents is 13.9%, which is 20% higher than the Napa County average of 11. The residents in the Northeast Napa COC are generally older than the county average, with a median age of 47.6. Table 29 provides a detailed breakdown of the neighborhood by income.

Table 29: Northeast Napa COC Disadvantaged Factors

Disadvantaged Factor	Percent Napa County Population	COC percentages	Why COC
Median Household Income	\$74,609	\$67,664	X
Minorities	46%	34%	
Low-Income	26%	27%	
Limited English Proficient	9%	5%	
Zero-Vehicle Household	5%	8%	
Seniors 75 Years and Over	8%	10%	X
People with Disability	11%	14%	X
Single-Parent Family	13%	10%	
Severely-Rent Burdened	8%	8%	

Source: NVTA’s CBTP Communities of Concern Metrics 2018 (<http://napacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=611d45b57c084b36ae861986878722da>)



Student hurriedly crosses at busy intersection

Table 30: Northeast Napa Household Income in the Past 12 months

	Vintage	City of Napa	Napa County
Less than \$10,000	3.6%	2.9%	3.5%
\$10,000 to \$14,999	11.0%	4.5%	4.0%
\$15,000 to \$19,999	3.5%	2.9%	2.9%
\$20,000 to \$24,999	1.0%	4.4%	4.3%
\$25,000 to \$29,999	4.7%	3.7%	3.5%
\$30,000 to \$34,999	5.0%	3.4%	3.5%
\$35,000 to \$39,999	2.5%	3.8%	3.5%
\$40,000 to \$44,999	3.3%	4.1%	4.0%
\$45,000 to \$49,999	4.6%	4.6%	4.1%
\$50,000 to \$59,999	5.3%	7.9%	6.9%
\$60,000 to \$74,999	8.7%	10.8%	10.0%
\$75,000 to \$99,999	7.0%	13.4%	13.0%
\$100,000 to \$124,999	13.2%	11.4%	10.4%
\$125,000 to \$149,999	8.7%	6.8%	7.3%
\$150,000 to \$199,999	8.8%	8.2%	8.6%
\$200,000 or more	9.3%	7.3%	10.5%

Source: 2012-2016 ACS 5-year estimates B19001

Transportation Mode

Table 31 shows a breakdown of all Northeast Napa COC commute modes. The drive-alone percentage is higher than the City of Napa and Napa County averages, and walking and carpooling percentages are half that of City of Napa averages. On the other hand, data shows that Northeast Napa COC has a higher percentage of bikers compared to many of the other COCs.

Table 31: Northeast Napa Commute to Work

Commute to Work	Vintage	City of Napa	Napa County
Auto-drove alone	81%	77%	76%
Auto-carpooled	7%	12%	12%
Public Transportation	1%	2%	1%
Walked	2%	3%	4%
Biked	1%	1%	1%
Worked from home	8%	5%	6%

Source: 2012-2016 ACS 5-year estimates S0801

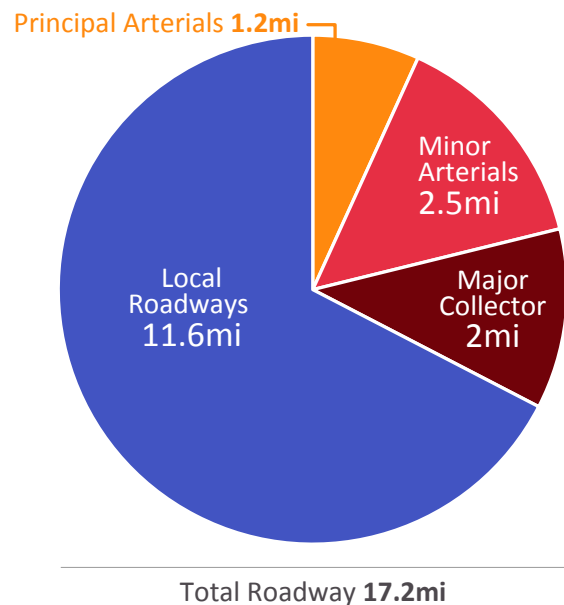
EXISTING TRANSPORTATION SYSTEM AND ROADWAYS

As Table 31 shows, 81% of residents in the Northeast Napa COC drive alone to work, compared to the City of Napa average of 77% and the Napa County average of 76%. Residents use public transportation at a rate consistent with that of the Napa County average, while rates of working from home are greater than that of the city and county averages.

Roads

There are approximately 17.23 miles of roads in the Northeast Napa COC. 11.9 miles are local roadways, 2.9 miles are minor arterials (Big Ranch Road south of Rosewood Lane, Salvador Avenue, Trower Avenue, and Jefferson north of Trower Avenue), 2.44 miles are major collectors (Big Ranch Road north of Rosewood Lane), and 1.57 miles are principal arterials (Trancas Avenue and Jefferson Street south of Trower Avenue). Trancas Street carries the most annual average daily traffic (AADT) with over 20,000 daily trips.

Figure 20: Northeast Napa Roadway Functional Classification



Transit

The Northeast Napa COC currently has access to six local bus routes, the A, C, E, H, 10, and 11, which provide access throughout the City of Napa, as well as to transfer points for regional access to destinations in the East Bay, Fairfield, and Suisun City. All Vine routes provide access to grocery stores and medical services.

Bikes

There are currently 3 miles of bicycle facilities in the Northeast Napa neighborhood. Of the 3 miles, 0.78 miles is a multi-use path called the Salvador Creek Trail. The other 2.25 miles are bike lanes on Jefferson Street, Villa Lane, Garfield Lane and Trower Avenue.

There are 7.75 miles of additional bike facilities planned for the Northeast Napa neighborhood. Big Ranch Road, Trancas Street, El Centro Avenue and Salvador Avenue all have proposed bike lanes totaling 4.4 miles. The remaining 1.7 miles are proposed to be bike routes with the longest facility being a loop around the Queen of the Valley Hospital on Valle Verde Drive, Firefly Lane and Rubicon Street. In addition to these recommended facilities, Jefferson Street has been designated as a corridor study project, which indicates that it requires further analysis.

Walkability

While the majority of the neighborhood has existing sidewalks, the Napa County Pedestrian Plan (NCPD) identified El Centro Avenue and Sierra Avenue as missing sidewalk facilities. The construction of these sidewalks would provide increased pedestrian access to nearby schools such as Bel Aire Park Magnet School, Willow Elementary, Vintage High School and St. Apollinaris Catholic School in the surrounding area.

COLLISIONS

Twelve collisions occurred during the four year period January 2015-December 2018.

- Trancas St. with 6 collisions: 83% included pedestrians
- Jefferson St. with 6 collisions: all 6 included pedestrians
- Villa Ln. with 4 collisions (32%), 71% being pedestrian collisions
- El Capitan Way with 2 collisions: both included pedestrians
- Rubicon St. with 2 collisions: both included pedestrians

POTENTIAL TRANSPORTATION SOLUTION

The 2016 Napa Countywide Pedestrian Plan and the 2019 Countywide Bicycle Plan identified the Salvador Creek Class I Trail project. This project will be a Class I multi-use path located adjacent to Salvador Creek, from Los Flores Park to Big Ranch Road. Approximately 1 mile of the Salvador Creek Trail is an existing trail located within the COC.



Pedestrian travels to class in the Vintage neighborhood

KEY DESTINATIONS AND AMENITIES

The Northeast Napa COC has access to many retail and dining options along Trancas Street. The surrounding neighborhood to the COC has four schools: Bel Aire, St. Apollinaris, and Willow, as well as Vintage High School. A major destination is the Bel Aire Plaza, which has a Trader Joe's, Target, and Whole Foods as grocery options. A top destination within the Northeast Napa neighborhood is the Queen of the Valley Hospital that provides medical access and jobs.

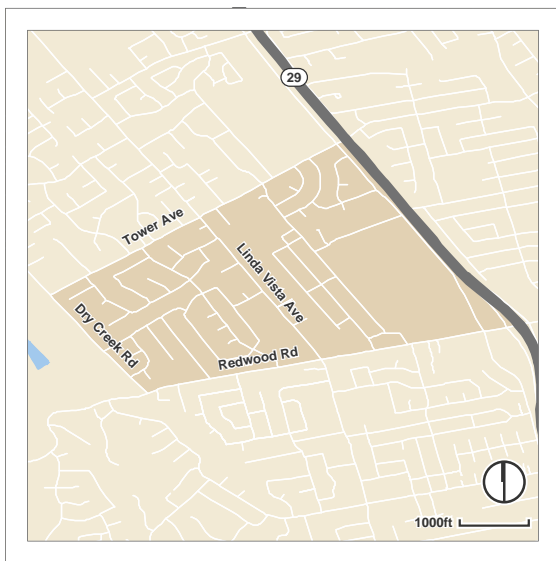


Students walking to school on the Vintage pedestrian network

Northwest Napa

US CENSUS TRACT: 06055200707

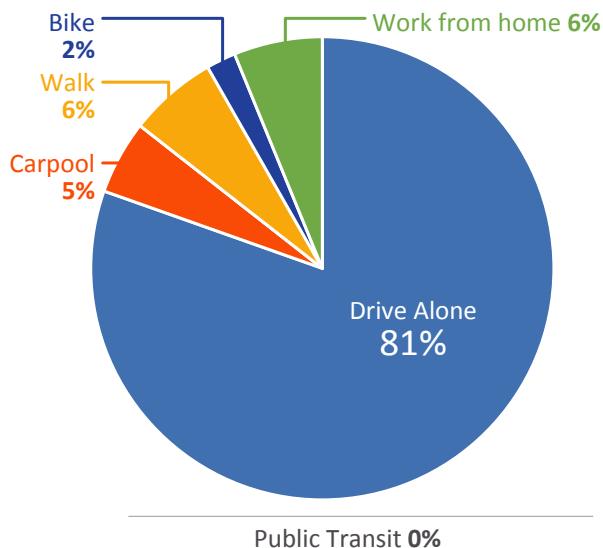
The Northwest Napa COC corresponds with the Linda Vista Neighborhood community located in a northern portion of the City of Napa, to the west of State Highway-29. The neighborhood is north of Trancas Street, east of Dry Creek Road, and south of Trower Avenue. There are four schools, Redwood middle school, Northwood Elementary, Hopewell Academy, and St. John’s Lutheran, as well as multiple parks such as Dry Creek Park, and a few retirement homes for senior and aging residents.



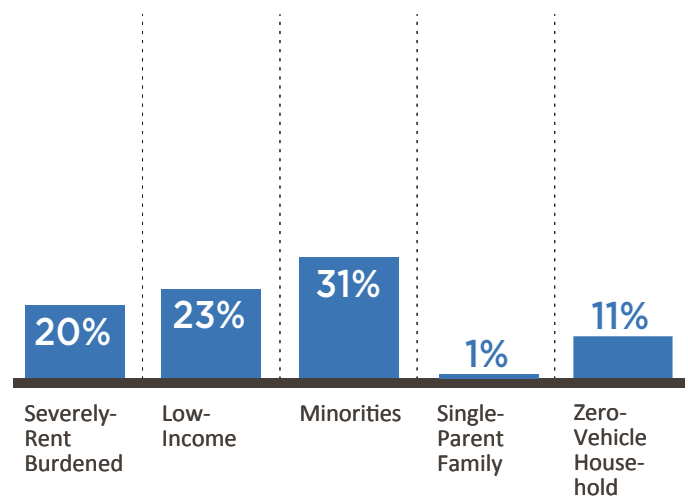
AVERAGE TRAVEL TIME TO WORK

19
MINUTES
48
SECONDS

COMMUTING TO WORK



DISADVANTAGE FACTORS MEASURED WHEN DETERMINING A COMMUNITY OF CONCERN



NORTHWEST NAPA COMMUNITY OF CONCERN

The Northwest Napa neighborhood is a local COC because of high rates of disabled-seniors. These residents are severely burdened by the cost of their rent, and many do not have access to a vehicle. The residents in the Northwest Napa COC are relatively older compared to the City of Napa and Napa County, and have a median age of 46 years. These numbers likely reflect the fact that multiple retirement homes such as Vintage At Napa and Redwood Retirement Residence operate in the community. The population is 69% white, and 31% minority with 25% being Hispanic.

The median household income is \$73,293 per year, which is the highest of all the regional and local Napa County communities of concern. In the Northwest Napa COC, 23% of households earn less than \$35,000 per year, whereas nearly 38% of households earn \$100,000 or more per year. Forty-two percent of households spend more than half of their monthly income on housing expenses. This disparity of household income may be skewing the census tract median household income. The median monthly rent cost for the Northwest Napa COC resident is \$1,663 per month, which is \$220 greater than the Napa County median.

DEMOGRAPHIC CHARACTERISTICS

The total population of the Northwest Napa COC includes 3,071 residents and over 1,280 households. The percentage of seniors is nearly 4 percentage points greater the Napa County average, and disabled residents are one and a half percentage points greater than the Napa County average. While the median household income in the Northwest Napa COC is \$73,293 per year, there are still 6% of children under 17 years, 14% of workers between the ages of 16 and 75 years, and almost 4% of seniors age 75 years or older that are living 200% below the poverty line. As an example, a household living 200% below the federal poverty level equates to earning less than \$49,720 per family of four. Table 32 provides a detailed breakdown of the neighborhood by income.

Table 32: Northeast Napa COC Disadvantaged Factors

Disadvantaged Factor	Percent Napa County Population	COC percentages	Why COC
Median Household Income	\$74,609	\$73,293	X
Minorities	46%	31%	
Low-Income	26%	23%	
Limited English Proficient	9%	3%	
Zero-Vehicle Household	5%	11%	
Seniors 75 Years and Over	8%	11%	X
People with Disability	11%	13%	X
Single-Parent Family	13%	12%	
Severely-Rent Burdened	8%	20%	

Source: NVTA's CBTP Communities of Concern Metrics 2018 (<http://napacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=611d45b57c084b36ae861986878722da>)



A family on a stroll in the Linda Vista neighborhood

Table 33: Northwest Napa Household Income in the Past 12 months

	Linda Vista	City of Napa	Napa County
Less than \$10,000	4.0%	2.9%	3.5%
\$10,000 to \$14,999	3.1%	4.5%	4.0%
\$15,000 to \$19,999	2.3%	2.9%	2.9%
\$20,000 to \$24,999	5.1%	4.4%	4.3%
\$25,000 to \$29,999	2.3%	3.7%	3.5%
\$30,000 to \$34,999	5.9%	3.4%	3.5%
\$35,000 to \$39,999	3.4%	3.8%	3.5%
\$40,000 to \$44,999	4.7%	4.1%	4.0%
\$45,000 to \$49,999	2.6%	4.6%	4.1%
\$50,000 to \$59,999	5.7%	7.9%	6.9%
\$60,000 to \$74,999	13.5%	10.8%	10.0%
\$75,000 to \$99,999	9.4%	13.4%	13.0%
\$100,000 to \$124,999	11.7%	11.4%	10.4%
\$125,000 to \$149,999	5.8%	6.8%	7.3%
\$150,000 to \$199,999	7.5%	8.2%	8.6%
\$200,000 or more	12.8%	7.3%	10.5%

Source: 2012-2016 ACS 5-year estimates B19001

Transportation Mode

Table 34 shows all of the Northwest Napa COC commute modes. In the Northwest COC, 78% of residents drive alone to work. Less than 1% of residents use public transportation, which is less frequent than City of Napa and Napa County averages. Northwest Napa residents are twice as likely to walk to work compared to City of Napa residents. Only 5% of COC residents carpool to work, which is less than half of the rate of City of Napa and Napa County residents overall which is 12%.

Table 34: Northwest Napa Commute to Work

Commute to Work	Linda Vista	City of Napa	Napa County
Auto-drove alone	78%	77%	76%
Auto-carpooled	5%	12%	12%
Public Transportation	0%	2%	1%
Walked	6%	3%	4%
Biked	2%	1%	1%
Worked from home	6%	5%	6%

Source: 2012-2016 ACS 5-year estimates S0801

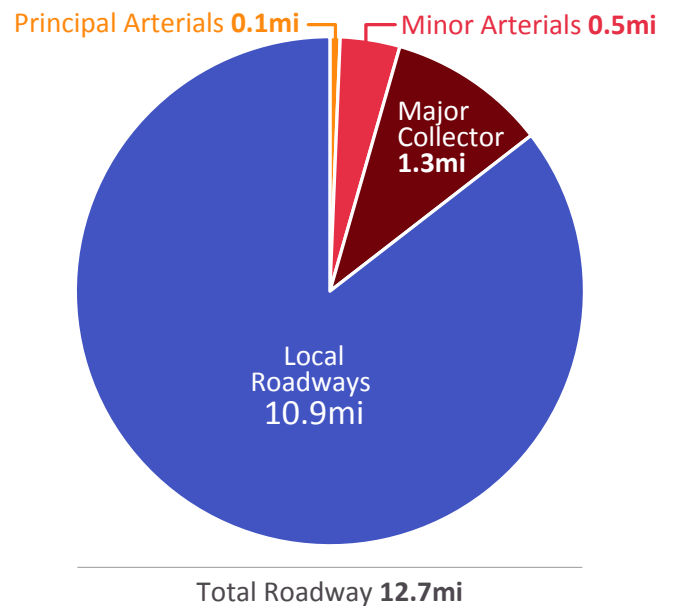
Existing Transportation System and Roadways

The Northeast Napa COC is bounded by major roadways. These include the arterial roadways of Redwood Road to the south, Dry Creek Road to the west, and Trower Avenue to the north, as well as, State Route 29 to the east. Redwood Road is a busy four lane principal arterial carrying high volumes of traffic every day, nearing 16,000 AADT.

Roads

There are 12.73 miles of total roadway in the Northwest Napa neighborhood. Of those roadways, 7.04 miles are local roadways, 2.28 miles are major collector roadways like Linda Vista Road and Solano Avenue. SR 29 also touches the Northwest Napa COC which carries roughly 42,000 AADT according to 2017 FHWA data sources, and 1.51 miles of minor arterial roads such as Dry Creek Road and Trower Avenue, and 1.08 miles of principal arterial roads such as Redwood Road.

Figure 22: Northwest Napa Roadway Functional Classification



Transit

The Northwest Napa neighborhood currently has access to four local bus routes, the E, 10, 11, and 29, which provide access throughout the City of Napa, as well as to transfer points for regional access to destinations in the East Bay, Fairfield, and Suisun City. All Vine routes provide lifeline access to grocery stores and medical services.

Bikes

There are currently 2.8 miles of bicycle infrastructure in Northwest Napa COC, including a 0.6-mile section of the Vine Trail. The remaining 2.2 miles are bike lanes on Trower Avenue, Solano Avenue, and Dry Creek Road. There are 3.5 miles of additional bike facilities planned for Northwest Napa neighborhood, including a 0.2-mile section of multi-use path on the Vine Trail connecting the existing sections to the Redwood Road between the Park and Ride and SR-29. There is also 1.62 miles of bike lane planned for Redwood Road. Linda Vista Avenue and Oxford Street are proposed as Bike Routes. Redwood Road study corridor, which indicates that further analysis is needed.

Walkability

The Linda Vista community has existing sidewalk infrastructure throughout most of the neighborhood with a few corridor exceptions. Approximately 66 percent of Dry Creek Road is missing sidewalks, the majority being on the west side on the roadway. There is a 0.5-mile sidewalk segment missing on the eastside of Linda Vista Ave, which would provide access to St. John's Lutheran and Northwood Elementary Schools. The entire eastern side of the COC along Solano Avenue has the Napa Valley Vine Trail, a class I facility that provides pedestrian access.

COLLISIONS

Seventeen collisions occurred over the four-year period of January 2015 - December 2018.

- Redwood Rd. with 9 collisions:
56% involved a pedestrian
- Solano Ave. with 9 collisions:
55% involved a pedestrian
- Linda Vista Ave. with 3 collisions:
2% involved bicyclist
- Trower Ave. with 3 collisions:
2 involved pedestrians
- Oxford St. with 2 collisions:
both involved pedestrians

POTENTIAL TRANSPORTATION SOLUTION

The 2016 Napa Countywide Pedestrian Plan identified one adjacent project that would provide safety and traffic calming benefits to the Northwest Napa COC. The overpass grade separation at Trower Avenue and SR-29 is an intersection improvement project that would remove the traffic signal, provide multimodal access and mobility and reduce congestion.

The 2019 Napa Countywide Bicycle Plan recommended two bikeways traversing north-south in the Northwest Napa COC, connecting Redwood Road with Wine Country Avenue to travel over the proposed multi-use path on Salvador Creek Trail and the bike lane on Trower Avenue. The construction of these facilities would increase overall bicycle network connectivity within the COC, including access to the Vine Trail, which is approximately 0.3 miles from the center of the neighborhood.

KEY DESTINATIONS AND AMENITIES

The Northwest Napa COC is primarily residential, with few commercial areas serving the population. The neighborhood is home to Northwood Elementary School and Redwood Middle School. Residents have easy access to the dining and shopping offered to the east of the SR-29, as well as easy transit access to these destinations from the Redwood Park and Ride. The COC does have proximate access to the Bel Aire plaza, which is just east of SR-29 and the new Grocery Outlet in Redwood Plaza.

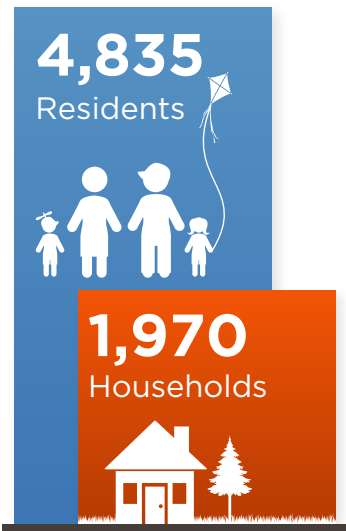
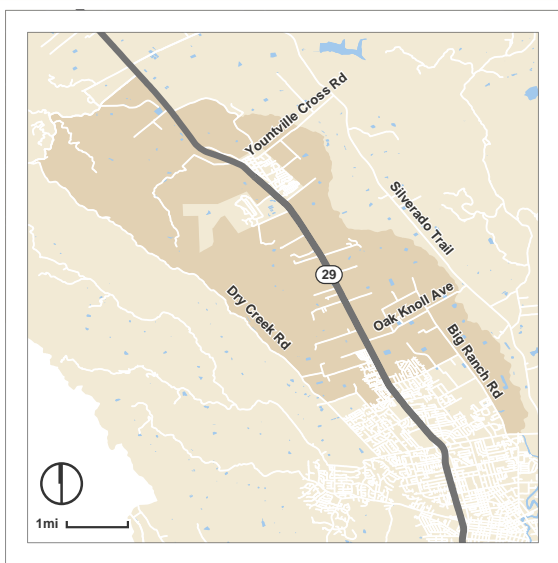


A cyclist rides on Linda Vista Avenue with no designated bike lane

Unincorporated area near Yountville

US CENSUS TRACT: 06055201200

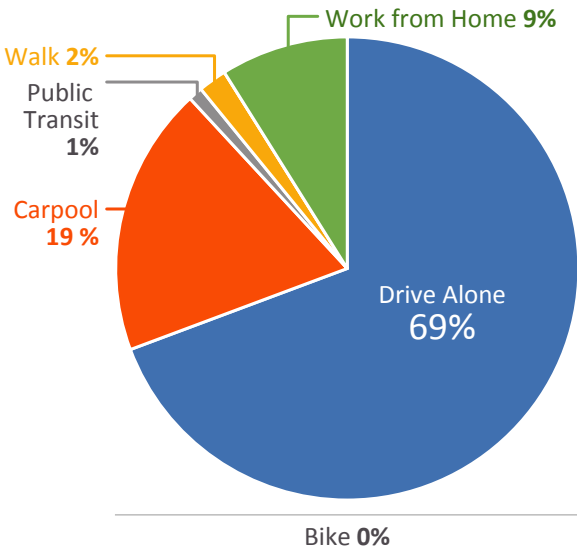
The Unincorporated Yountville COC contains the unincorporated area surrounding the town of Yountville. The area extends southward to the City of Napa and North to Dry Creek Road. The Unincorporated Yountville area is a local community of concern due to greater than average numbers of disabled seniors, age 75 years or older, who speak English as a second language. Unincorporated Yountville residents are much older than other Napa city and county averages, with a median age of 52 years.



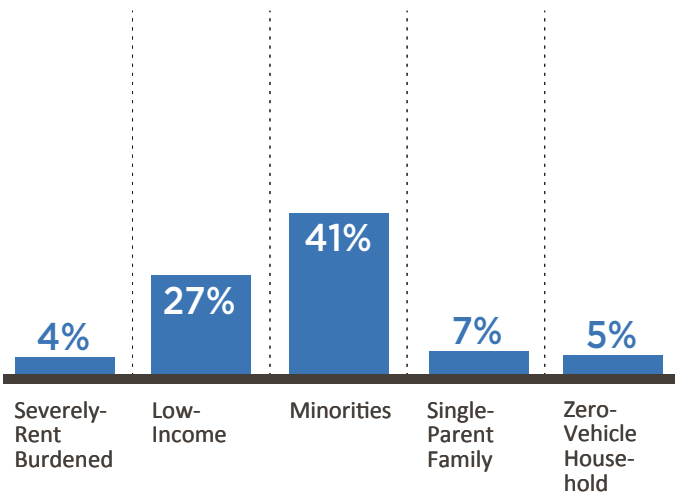
AVERAGE TRAVEL TIME TO WORK

19
MINUTES
54
SECONDS

COMMUTING TO WORK



DISADVANTAGE FACTORS MEASURED WHEN DETERMINING A COMMUNITY OF CONCERN



UNINCORPORATED YOUNTVILLE COMMUNITY OF CONCERN

The Unincorporated Yountville area is a local community of concern due to greater than average numbers of disabled seniors, age 75 years or older, who speak English as a second language. Unincorporated Yountville residents are much older than other Napa city and county averages, with a median age of 52 years. Forty-one percent of the population are minorities, with 33% identifying as Hispanic and 6% identifying as Asian. Twenty-four percent of residents in the area are immigrants, and 15% are Spanish speaking and 4% are native-speakers from Asia.

In the Unincorporated Yountville 21% of households are severely burdened by the cost of their housing expenses, which is consistent with the Napa County average. In the COC, 23% of households earn less than \$35,000 per year, while 30% of households earn over \$100,000 per year. The median household income is \$59,024, which is 26% less than the Napa County average.

In the Unincorporated Yountville COC, 70% of residents commute to work by driving alone, while 19% carpool, and 9% work from home. Only 2% walk to work, which is half the frequency of the Napa County average, and only 1% use public transit. The mean travel time for Unincorporated Yountville residents is 19 minutes and 54 seconds.

DEMOGRAPHIC CHARACTERISTICS

The total population of the Unincorporated Yountville COC includes 4,835 individuals and 1,970 households. Twenty-seven percent of the population lives 200% below the poverty line. This is 7 percentage points greater than the Town of Yountville at 20%, but consistent with the Napa County average of 26%. Of those households living below the poverty line, 17% are workers between the ages of 16 years and 75 years old, nearly 8% are children under 17, and only 2% are seniors age 75 years or more. Conversely, 12% of seniors living in this community earn more than 200% the federal poverty line, but 1.5% earn less than \$13,000 per year.

Over 11% of residents in Unincorporated Yountville experience English proficiency challenges, which is over 3.5% more frequent than the Napa County average of 8.8%. The percentage of disabled residents in the area is 13.8% and is estimated to include about 650 residents, lower than the Town average, 16.25 percent (est. 485 residents) but greater than the county frequency of 11.1%.

Table 35 provides a detailed breakdown of the neighborhood by income.

Table 35: Unincorporated area near Yountville COC Disadvantaged Factors

Disadvantaged Factor	Percent Napa County Population	COC percentages	Why COC
Median Household Income	\$74,609	\$59,024	X
Minorities	46%	41%	
Low-Income	26%	27%	
Limited English Proficient	9%	11%	
Zero-Vehicle Household	5%	5%	
Seniors 75 Years and Over	8%	14%	X
People with Disability	11%	14%	X
Single-Parent Family	13%	7%	
Severely-Rent Burdened	8%	4%	

Source: NVTA's CBTP Communities of Concern Metrics 2018
 (<http://napacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=611d45b57c084b36ae861986878722da>)



Pedestrian on county road just outside Yountville

Table 36: Unincorporated area near Yountville Household Income in the Past 12 months

	Unincorporated Yountville	City of Napa	Napa County
Less than \$10,000	2.3%	2.9%	3.5%
\$10,000 to \$14,999	3.4%	4.5%	4.0%
\$15,000 to \$19,999	3.9%	2.9%	2.9%
\$20,000 to \$24,999	4.7%	4.4%	4.3%
\$25,000 to \$29,999	3.6%	3.7%	3.5%
\$30,000 to \$34,999	4.8%	3.4%	3.5%
\$35,000 to \$39,999	5.6%	3.8%	3.5%
\$40,000 to \$44,999	6.8%	4.1%	4.0%
\$45,000 to \$49,999	8.6%	4.6%	4.1%
\$50,000 to \$59,999	7.2%	7.9%	6.9%
\$60,000 to \$74,999	7.8%	10.8%	10.0%
\$75,000 to \$99,999	11.4%	13.4%	13.0%
\$100,000 to \$124,999	8.8%	11.4%	10.4%
\$125,000 to \$149,999	5.1%	6.8%	7.3%
\$150,000 to \$199,999	6.1%	8.2%	8.6%
\$200,000 or more	9.9%	7.3%	10.5%

Source: 2012-2016 ACS 5-year estimates B19001

Transportation Mode

Table 37 shows all of the Unincorporated Yountville COC commute modes. The majority of residents (70%) drive alone to work in a car, truck, or van, and 31% use alternative means of travel to work.

Table 37: Unincorporated area near Yountville Commute to Work

Commute to Work	Unincorporated Yountville	City of Napa	Napa County
Auto-drove alone	70%	77%	76%
Auto-carpoled	19%	12%	12%
Public Transportation	1%	2%	1%
Walked	2%	3%	4%
Biked	0%	1%	1%
Worked from home	9%	5%	6%

Source: 2012-2016 ACS 5-year estimates S0801

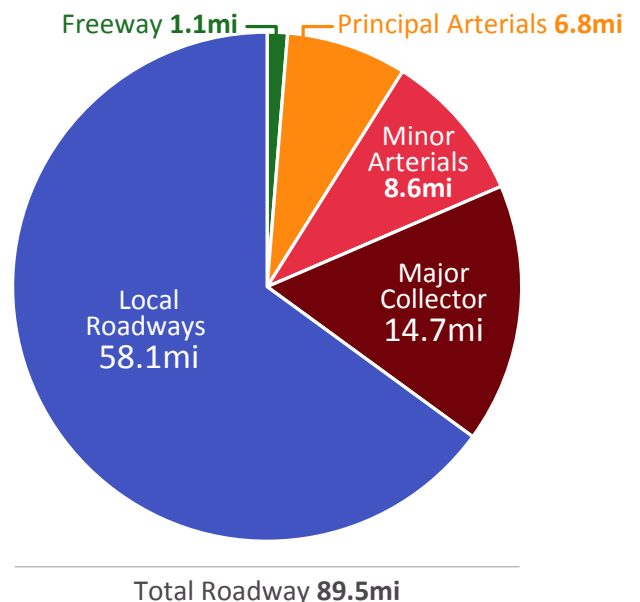
EXISTING TRANSPORTATION SYSTEM AND ROADWAYS

Dry Creek Road bounds the Unincorporated Yountville COC to the west and Oakville Grade to the north. The eastern boundary is SR-29 to the Napa River headed south to Salvador Avenue, then westward to Wine County Avenue and Linda Vista Avenue. SR-29 runs through the middle of the area surrounded by open space and agricultural areas to the east and west. The heaviest traveled roadway segment in the Unincorporated Yountville COC is the northbound segment of SR-29 from Salvador Avenue to Oak Knoll Road, which has an average of 42,000 daily trips. Principal arterial roadways in the area include the northbound section of SR-29 from Oak Knoll Road to the Yountville town limits, and the small section of Trancas Avenue that falls in the Unincorporated Yountville COC.

Roads

There are approximately 89.45 miles of total roadway in the Unincorporated Yountville COC. Of those roadways, 54.64 miles are local roadways, 1.15 miles are other freeway/expressway such as SR-29 from Salvador Avenue to Oak Knoll, 3.37 miles are principal arterial roadways, 5.12 miles of minor arterial roadways, and the final 11.26 miles are major collector roads.

Figure 24: Unincorporated area near Yountville Roadway Functional Classification



Transit

Unincorporated Yountville is currently served by the regional routes 10, and 10X which offer access to Town of Yountville, the City of Napa and regional access to destinations in the East Bay, Fairfield, and Suisun City. All Vine routes provide lifeline access to grocery stores and medical services.

Biking

There are 13.37 miles of bike facilities in the Unincorporated Yountville COC. Of these current bike facilities, 5.2 miles include a multi-use path consisting of the Vine Trail and the Napa River Trail, specifically the loop around Trancas Crossing Park. Over 7.5 miles are dedicated bike lanes, with the longest facility following a similar alignment to the transit stops along the Solano Avenue corridor. Lastly, there is a bike route on Finnell Road to Yountville Cross Road that is less than .5 miles.

There are 26 miles of additional bicycle facilities planned for the Unincorporated Yountville COC, with the longest being a continuous bike route on Dry Creek Road, and a connecting bicycle route on Oakville Grade Road. An additional 2.75 mile section of multi-use path has been recommended to augment the Vine Trail through the Unincorporated Yountville area, continuing from the northern boundaries of the Town of Yountville and extending northbound to the southern boundary of the Oakville and Oakville Grade Road. Lastly, 6.87 miles of bicycle lanes are planned, including an almost two-mile lane on a cross valley path along Oak Knoll Avenue, and two recommendations running the span of Big Ranch Road from Trancas Street to Oak Knoll Avenue.

Walkability

Due to the rural nature of the Unincorporated Yountville COC, there are limited sidewalks. The Vine Trail cuts through the middle of the COC and there is planned Vine Trail to the north of Yountville within the COC. There are 8 miles of sidewalk currently in the COC area. There are over 12.5 miles of future planned sidewalks. Some of the roadways with missing sidewalks include Big Ranch Road, Solano Avenue, Salvador Avenue, and Orchard Avenue.

COLLISIONS

Ten collisions occurred over the four-year period; 100% of these collisions involved bicyclists.

- Oak Knoll Ave. with 3 collisions
- Solano Ave. with 3 collisions
- Wine Country Ave. with 2 collisions
- Big Ranch Rd. with 2 collisions
- Dry Creek Rd. with 2 collisions



Pedestrians walk along Yount Mill Road just outside the Town of Yountville limits

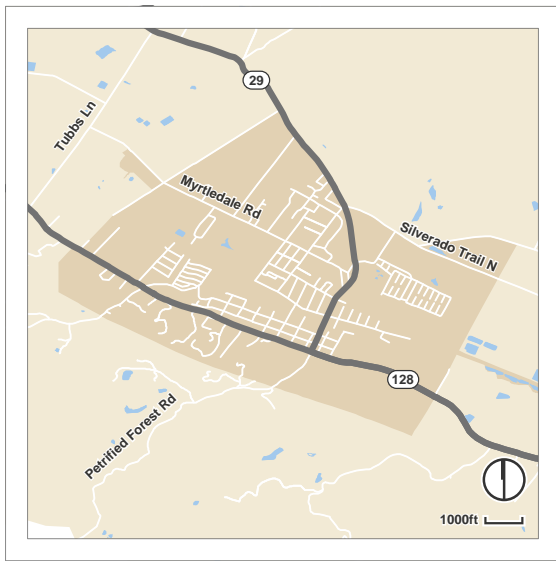
Key Destinations and Amenities

The Unincorporated Yountville COC area is primarily a rural and agricultural area with the main attractions being wineries located along SR-29 and River Middle School. The largest destination directly adjacent to the COC is the Yountville Veteran's Home. The closest grocery stores are the Ranch Markets in Yountville and Napa. The other nearby grocery store is Oakville Grocery, which is an upscale market. Full-sized grocery store options are further south, in the City of Napa, including Safeway, Lucky, Trader Joe's, Target, and Whole Foods.

CITY OF CALISTOGA

US CENSUS TRACT: 06055202000

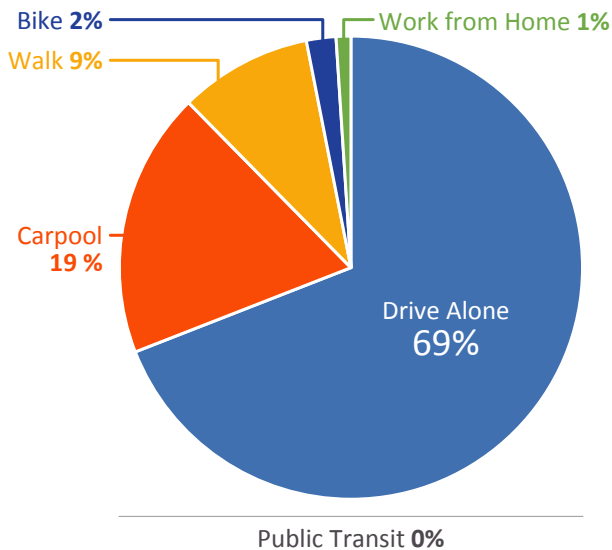
The City of Calistoga COC is located 25 miles north of the City of Napa in Napa County. The COC study area follows the boundaries of the City of Calistoga, and is subdivided into four census block groups for further demographic analysis. Downtown Calistoga begins where State Highways SR-29 and SR-128 split along the Lincoln Avenue corridor. The remaining frame of the City of Calistoga COC includes the roadways of Silverado Trail, and Greenwood Avenue.



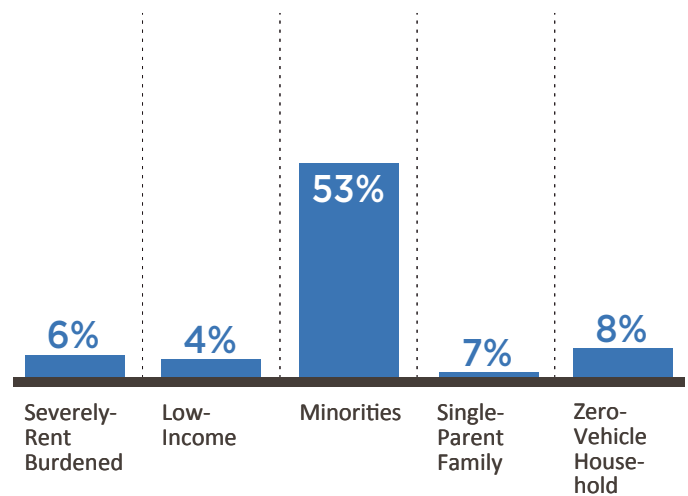
AVERAGE TRAVEL TIME TO WORK

17
MINUTES
30
SECONDS

COMMUTING TO WORK



DISADVANTAGE FACTORS MEASURED WHEN DETERMINING A COMMUNITY OF CONCERN



CITY OF CALISTOGA COMMUNITY OF CONCERN

The City of Calistoga is a locally significant community of concern (COC) because of higher than average rates of minorities, disabled- seniors, households living in poverty, households with limited English proficiency, and many households without access to private vehicle. The median household income is \$60,534 per year, which is 23% less or roughly \$14,000 a year less than the Napa County median annual income of \$74,609. That said, the City of Calistoga COC does not exceed severely rent burdened household percentages for the Napa County threshold, but it does exceed thresholds according to Bay Area regional averages.

This suggests that housing costs are more affordable in Calistoga than in other parts of Napa County. In the City of Calistoga, 36% of households earn less than \$35,000 per year, which is 16 percentage points greater than the Napa County average of 20%. Conversely, 25% of City of Calistoga COC households earn greater than \$100,000 per year, which is lower than the Napa County average of 40%. This suggests there is less of a household income disparity than in other Napa County COCs.

In the City of Calistoga COC, 67% of residents drive alone to work. This is 9% less than the Napa County average, and is more similar to the South Downtown Napa COC where 66% of residents drive alone to work. In the COC, 18% of residents carpool to work, which is 6 percentage points greater than the Napa County average, while 9% walk to work (more than double the county average), 2% bike to work, 1% work from home, and less than 1% of residents use transit to commute to work. The mean travel time for the City of Calistoga COC is 17 minutes and 30 seconds. This is 6 minutes and 24 seconds faster than the Napa County average, and 4 minutes and 6 seconds faster than the City of Napa average.

DEMOGRAPHIC CHARACTERISTICS

The entire City of Calistoga is a Community of Concern. The total population of the Calistoga COC is 5,281 residents and 2,007 households. The median income is \$60,534, compared to the County average of \$74,609. In the Calistoga COC, 38% of households live 200% below the federal poverty level. Of those 38% living below the poverty level, 25% are workers 16 to 75 years old, nearly 10% are youth younger than 17 years old, and 2.5% are seniors over the age of 75. In the COC,

16.5% of residents are disabled, which is 5.5 percentage points greater than the Napa County average of 11.1%. The median age of residents in the City of Calistoga is 44.5 years and is 3.8 years older than the Napa County median age, and 6.4 years older than the City of Napa median age. Table 38 provides a detailed breakdown of the neighborhood by income.

Table 38: City of Calistoga COC Disadvantaged Factors

Disadvantaged Factor	Percent Napa County Population	COC percentages	Why COC
Median Household Income	\$74,609	\$60,534	X
Minorities	46%	53%	
Low-Income	26%	38%	
Limited English Proficient	9%	24%	
Zero-Vehicle Household	5%	8%	
Seniors 75 Years and Over	8%	9%	X
People with Disability	11%	16%	X
Single-Parent Family	13%	13%	
Severely-Rent Burdened	8%	6%	

Source: NVTA's CBTP Communities of Concern Metrics 2018 (<http://napacounty.maps.arcgis.com/home/webmap/viewer.html?webmap=611d45b57c084b36ae861986878722da>)



Pedestrians in Downtown Calistoga

Table 39: City of Calistoga Household Income in the Past 12 months

	Calistoga	City of Napa	Napa County
Less than \$10,000	6.1%	2.9%	3.5%
\$10,000 to \$14,999	3.2%	4.5%	4.0%
\$15,000 to \$19,999	4.5%	2.9%	2.9%
\$20,000 to \$24,999	11.4%	4.4%	4.3%
\$25,000 to \$29,999	4.4%	3.7%	3.5%
\$30,000 to \$34,999	6.8%	3.4%	3.5%
\$35,000 to \$39,999	3.0%	3.8%	3.5%
\$40,000 to \$44,999	3.7%	4.1%	4.0%
\$45,000 to \$49,999	2.3%	4.6%	4.1%
\$50,000 to \$59,999	3.7%	7.9%	6.9%
\$60,000 to \$74,999	9.8%	10.8%	10.0%
\$75,000 to \$99,999	15.7%	13.4%	13.0%
\$100,000 to \$124,999	7.2%	11.4%	10.4%
\$125,000 to \$149,999	4.5%	6.8%	7.3%
\$150,000 to \$199,999	4.1%	8.2%	8.6%
\$200,000 or more	9.5%	7.3%	10.5%

Source: 2012-2016 ACS 5-year estimates B19001

Transportation Mode

Table 40 shows all of the City of Calistoga COC commute modes. The area has a higher percentage of residents who carpool and walk to work relative to the Napa County averages.

Table 40: City of Calistoga Commute to Work

Commute to Work	Calistoga	City of Napa	Napa County
Auto-drove alone	67%	77%	76%
Auto-carpoled	18%	12%	12%
Public Transportation	0%	2%	1%
Walked	9%	3%	4%
Biked	2%	1%	1%
Worked from home	1%	5%	6%

Source: 2012-2016 ACS 5-year estimates S0801

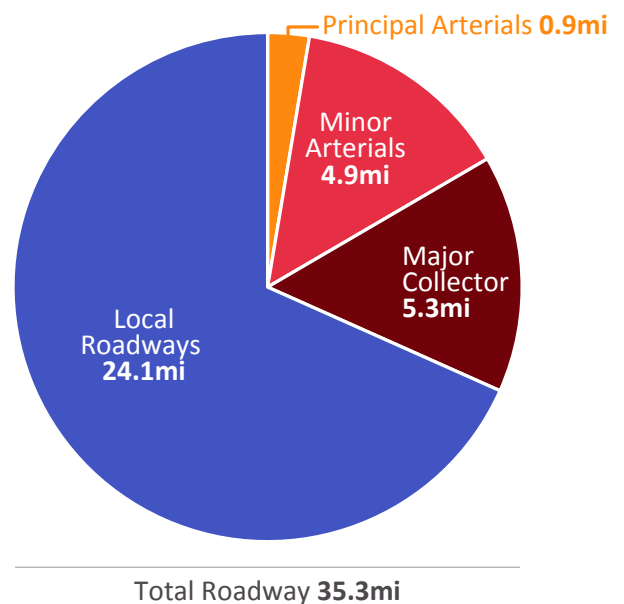
EXISTING TRANSPORTATION SYSTEM AND ROADWAYS

The City of Calistoga COC is bounded by arterial roadway SR-128 to the south, and Silverado Trail to the north. State Highway 128 carries the largest traffic volumes, and SR-29 experiences the second largest vehicular volumes based on an average annual daily traffic (AADT) count. Other large corridors include Grant Street, Lake Street, and Washington Street.

Roads

There are approximately 35.35 miles of total roadway in the City of Calistoga COC. Of those, 22.23 miles are local roads, 4 miles are minor arterial roads, and 4.4 miles are major collector roads.

Figure 26: City of Calistoga Roadway Functional Classification



Biking

There are currently 5.95 miles of bicycle facilities in the City of Calistoga COC. There are 1.3 miles of multi-use path, 1 mile of bike lane on Silverado Trail from the city limits to SR-29, and 3.6 miles of bike routes, with the longest of these facilities being the 0.6 mile section of Cedar Street from Willow Street to Lincoln Avenue. According to the 2019 Napa Countywide Bicycle plan, 14.05 miles of additional bicycle facilities are planned for the City of Calistoga COC. Of these recommended facilities, 4.66 miles are to be multi-use paths, with the longest facilities recommended to be along the Napa River from Greenwood Avenue to the northwestern Calistoga city limit line. Additionally, 4.72 miles are to be bike lanes on SR-128 and SR-29, 2.86 miles will be a bike boulevard, and 1.8 miles will be a bike route.

Walkability

The 2016 Countywide Pedestrian Plan shows that the Calistoga has 16.5 miles worth of intermittent sidewalk infrastructure, however there are gaps along Foothill Boulevard, Silverado Trail, Lincoln Avenue, Oak Street, and Grant Street. Priorities for new sidewalks should be placed on major trip generators where vehicle/pedestrian conflicts may likely occur, such as schools and shopping areas. In addition, pedestrian facilities such as sidewalks, crosswalks, and ADA curb-cut or wheelchair accessible ramps would greatly benefit City of Calistoga COC residents where vehicular speed enforcement is cited to be a problem.

Transit

Calistoga is currently served by the regional routes 10, and 10X which offer access to City of St. Helena, Town of Yountville, the City of Napa and regional access to destinations in the East Bay, Fairfield, and Suisun City. All Vine routes provide lifeline access to grocery stores and medical services. Calistoga also has the Calistoga Shuttle which provides on-demand service within a designated service area from Tubbs Lane to the north, to Dunaweal lane to the south, Monday through Saturday and Sunday service during the months of May-November.

COLLISIONS

Forty nine collisions occurred over the four year period January 2015 - December 2018:

- Lincoln Rd. has the most collisions with 6
- 11 collisions involved bicyclist
- 4 collisions involved pedestrians
- 7 collisions were categorized as severe



A senior uses crosswalk in downtown Calistoga

KEY DESTINATIONS AND AMENITIES

The City of Calistoga offers many retail, entertainment, and dining options for residents living in the COC. There is one grocery store called Cal-Mart, and two small markets, Puerto Vallarta and Mitchell's Market. Calistoga is also home to the Napa County Fairgrounds, Pioneer Park, Logvy Community Park, Calistoga Elementary School, and Calistoga Junior-Senior High School. There are no hospitals within the city limits, though there is an Ole Health Clinic. The nearest hospital is St. Helena Hospital, approximately eight miles to the southeast. The Santa Rosa Kaiser Permanente is approximately 17 miles to the west, in the neighboring county of Sonoma.




A Lack of sidewalks forces pedestrians into the roadway network in Calistoga

Community Engagement

The focus of the Community-Based Transportation Planning process is to engage the direct participation of Napa County's COC residents in identifying their transportation needs, as well as potential solutions to address those needs. NVTA's outreach for the CBTP took several forms to ensure Napa County communities had a variety of ways to participate. The participants provided comments particularly with respect to gaps in the transportation system and reviewed preliminary strategies and solutions to address those gaps. The targeted groups include senior housing, low-income housing sites, social service agencies and nonprofit organizations with significant membership from low income, senior and disabled communities. The groups also included transit riders and participants from neighborhood associations serving such disadvantaged communities.



NVTA staff conducting CBTP outreach at Silverado Creek Apartments in City of Napa Northeast Vintage COC



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[e](#)
[p](#)
[b](#)

The Napa Valley Transportation Authority is holding two upcoming meetings to find out the mobility needs of disadvantaged communities for its Community Based Transportation Plan.

It is focusing on low-income residents, non-English speakers, the elderly and those with disabilities. The purpose is to find out if mobility needs of these residents are being met as they do such things as go to the store and medical appointments.

One meeting will be from 11a.m. to 2 p.m. Wednesday, Oct. 24, at Napa Valley Community College's McCarthy Library, 2277 Napa Vallejo Highway. The other will be from 12:30 to 1:45 p.m. Nov. 2 at Napa Valley Support Services, 1700 Second St., suite 212, in Napa.

People need not attend the entire meeting.
Go to www.nvta.ca.gov/CBTP-2018 to find more information on the Community Based Transportation Plan.

NVTA worked with its communities of concern local housing, senior service agencies, health organizations, and other community based organizations to develop the CBTP. NVTA public outreach events were held at the following locations:

- City of American Canyon, Senior Center
- City of Napa, Senior Center: Provides a wide range of programs and activities including daily meal program, Sunday Pot Lucks, and Pancake breakfasts
- City of Napa, Free Market at Health and Human Services
- City of Napa, Storehouse/Food Bank
- City of Napa, Queen of the Valley
- Town of Yountville, Veteran’s Home
- City of Calistoga, Springs Mobile Home Park
- City of Napa, Napa Valley College
- City of St. Helena, Rianda House: Offers a one-stop shop connecting the local senior population to the programs, services and resources needed to support independence and successful aging
- City of Napa, Napa Valley Support Services
- City of Napa, St. Thomas Church
- City of St. Helena, Stonebridge Apartments
- City of Napa, Silverado Creek Apartments
- City of Napa, Redwood Park and Ride

NVTA also collaborated with management at many low-income housing sites. This section describes the public outreach strategy developed to solicit community input on transportation issues.

STEERING COMMITTEE

NVTA formed a Steering Committee to guide the overall plan and, in particular, to provide input on outreach efforts. The Steering Committee was comprised of four representatives from agencies and community-based organizations that serve the Napa County community, and one at large citizen member. Participation in the Steering Committee afforded members with the opportunity to provide input on public outreach efforts, and direct input on transportation challenges faced by Napa County residents. To better understand COC resident transportation needs, the Steering Committee members also helped distribute the survey. The Steering Committee members are as follows:

1. **Tammy Manning** - Napa Valley Community Housing
2. **Julie Spencer** - Rianda House
3. **Josefina Hurtado** - Puertas Abiertas
4. **Larry Kromann** - Calistoga Affordable Housing
5. **Robin Schabes** - Citizen

These organizations volunteered to help with public outreach, and many of the organizations helped distribute information about the plan (e.g., events/survey) and encouraged participation in the events and presentations.

The Steering Committee met three times over the planning process and were essential in approving the outreach approach, creating the final project prioritization criteria and approving the final list of priority CBTP projects and programmatic categories.

OUTREACH STRATEGY

The development of this plan included a collaborative planning process that engaged residents, community-based organizations (CBOs) that provide services within these neighborhoods, elected officials representing the study area, and staff representing local Napa County jurisdictions and Napa Valley Transportation Authority.

NVTA worked with communities to identify key stakeholders to allow for a focused and effective community outreach program. Community participation is crucial for the ultimate success of the Community-Based Transportation Plan.

NVTA sought to create many options for community members to participate in the planning process and provide input on their transportation needs.

These included:

- Creation of a Steering Committee
- Attending regularly scheduled community events where NVTA staff presented the plan
- Attending a community event where the plan was presented and feedback sought
- Hosting presentations in partnership with local stakeholders
- Responding to the CBTP Survey

OUTREACH RESULTS

COC Resident Direct Feedback

NVTA staff hosted fifteen events throughout Napa County to solicit feedback for the plan, with a minimum of one meeting in each Community of Concern (COCs). NVTA also created an online survey for residents to complete, resulting in nearly two-hundred responses.

NVTA staff received comments on a variety of mobility topics.

Key issues included:

- Community lack of information/knowledge on transit services and mobility programs
- Need for physical and operational improvements to bus stops and routes
- Safer routes for pedestrians, particularly seniors
- Additional, affordable resources for seniors and disabled persons

Table 41 is a summary of comments, sorted by event and community.

Table 41: Direct COC Resident Feedback

Location	Date
“Napa- Silverado Creek Apartments <ul style="list-style-type: none"> • Bus stop is too far • Crossing larger intersections is difficult, would like more lighting, more crosswalks • Speeding around school, traffic calming/enforcement needed • Sidewalk improvements for Vintage and Bel Aire schools • Project for bike zone from Redwood to Villa Lane (class 4) • Traffic light or stop sign at Trancas and Valle Verde • RRFB at Jefferson/ Rubicon • Traffic light at Jefferson/Rubicon/ El Capitan • Traffic light at Jefferson/ Rubicon • Bus (public transportation) to Villa Lane • Rehab sidewalk on Villa Lane • RRFB at Trancas/ Valle Verde” 	11/29/18; 5-7 PM
Napa- Redwood Park and Ride <ul style="list-style-type: none"> • Riders had very positive comments about the service and drivers • Cyclists love the Vine Trail • Rider pointed out that real time signs were incorrect and sometimes non functional • A senior rider would like to see bathroom facilities at the park and ride, as there is nowhere nearby to use the restroom and sometimes there are long wait and transfer times for our buses 	11/30/18; 2-4 PM
St. Helena-Stonebridge Apartments <ul style="list-style-type: none"> • Transit services for residents of Silverado Orchard • RRFBs for all School crossings (they mentioned a school where they were already installed and said they worked well) • Complete sidewalk on Hunt Avenue to Montevista • Transit services to Angwin. • Improved street lighting on Pope, Hunt (and the street where the apartments are located) 	11/27/18; 5-7 PM
Napa-St. Thomas Church <ul style="list-style-type: none"> • Lack of sidewalks connecting to Pueblo Vista elementary school • From a truck driver: Educate cyclists on riding on the inside of the bike lane • Add a stop sign at the intersection of Hemlock and Hoover • Put up signs requesting people not to walk down middle of the street on Homewood Ave. • Drainage issues at Kilburn and Bryant from rainwater from Westwood Hills. • Add a bus line that goes directly from Laurel Street on the west side of SR-29 to Napa High School 	11/18/18; 1-3 PM

Location	Date	Location	Date
<p>Napa Valley Support Services</p> <ul style="list-style-type: none"> • Issue with clipper card reader functionality • Difficult to board smaller buses with mobility devices • Jefferson/Bel Aire stop and Lincoln/Jordan Lane stops should be prioritized for shelter and seating • Shelters and benches are a necessity for disabled customers • Would like see Routes 10 and 11 stop at Napa Valley College on weekends • Bi-directional service availability on transit routes is needed, resident informed that COA addresses this concern • Longer service hours into the evening • A stop at the Napa Bowl is needed, currently inaccessible due to construction on Soscol, but not removed • Most people can't walk or move more than a couple of blocks, so they need stops closer together • People want to be able to use TaxiScrip with Uber and Lyft, current taxi companies are unreliable • Imperial Way and Jordan needs a stop and bus shelter/seating • Drivers have not provided service to some riders in wheelchairs or driven past riders in wheelchairs • The stop along Lincoln/Jordan Lane has a slope making wheelchair access difficult. • The limit on three books per month are not enough for Taxi Scrip • Real-time signage need to be more reliable and work consistently • Fares are too costly • Transdev drivers place ramps down on streets less than a foot away from curb, so there is no way for a wheelchair to board like that • Would like more curb space painted red, so there is better access for ADA riders to board the bus 	<p>11/2/18; 12:30-1:45 PM</p>	<p>St. Helena - Rianda House</p> <ul style="list-style-type: none"> • Most residents rely on Kaiser Napa and felt the existing transit options were adequate for their medical and grocery trips • Appreciative of the service on St. Helena shuttle, spoke highly of the drivers • Discussion about St. Helena/Lyft pilot shuttle program. All rides are coordinated through Molly's Angels. One issue is lack of wheelchair access on Lyft vehicles • Issue with Molly's Angels only taking ambulatory passengers • Driver reimbursement under MRP for Molly's Angels drivers-Drivers are prohibited from receiving reimbursement-Consider updating MRP form for volunteer drivers to indicate they are with Molly's Angels. • Request from Angwin resident to have a "one-day-a-week" shuttle down to St. Helena • Many were supportive of pedestrian infrastructure improvements • When asked how they receive information-many still rely on the St. Helena Star newspaper. • Several of the senior housing developments have their own monthly newsletters for residents and requested information on transportation be included. Also requested information be made available at the offices of senior housing complexes, Library, Safeway, coffee shop etc. 	<p>10/26/18; 11-12 PM</p>
	<p>10/24/18; 11 AM-1 PM</p>	<p>Napa Valley College</p> <ul style="list-style-type: none"> • Students who rode the bus to NVC were generally appreciative and spoke well of the service, one rider who used the local routes stated later run times would be better, as to allow for greater flexibility • Most students drove and would only consider transit for emergency purposes • One group of students sometimes walk from the Imola /Shurtleff area neighborhood to campus and remarked on how "scary" it is to walk along that corridor • Would like to see later hours of local routes, so that students can use transit for other errands on the way home 	<p>10/24/18; 11 AM-1 PM</p>
	<p>10/10/18; 2-4 PM</p>	<p>American Canyon - Senior Center</p> <ul style="list-style-type: none"> • Residents we spoke to did not use/need our fixed route or Vine Go services • There was some complaints about wait times for the community shuttle • Some projects listed in the 2014 Countywide Transportation Plan are obsolete, such as the Eucalyptus extension, and the Roundabout • The Napa Junction Rd. intersection has been completed • S. Napa Junction Rd. should be replaced with Rio Del Mar connector to Newell-Modified to Rio Del Mar as E/W connector • The City is considering locations for P&R lots along the corridor 	<p>10/10/18; 2-4 PM</p>

Location	Date
<p>Napa - Queen of the Valley</p> <ul style="list-style-type: none"> Received feedback that local routes don't run frequently enough for clients Local routes also do not run late enough Our fares are too high for some clients 	<p>10/1/18; 1:30-3:30 PM</p>
<p>Napa - Senior Center</p> <ul style="list-style-type: none"> Found the younger riders on fixed route to be rowdy, made using transit less desirable People expressed appreciation for the TaxiScrip program Most attendees drive themselves, it's possible that those without easy access are not utilizing the Senior Center as much 	<p>9/27/18; 12-2 PM</p>
<p>Yountville - Veteran's Home</p> <ul style="list-style-type: none"> Residents of the Vet's Home have their transportation needs met almost exclusively by the transportation provided by the Home, including medical transport to San Francisco Some residents do use the Vine Trail and Routes 10 and 29 and appreciate that those services are available They love the Community Trolley and really appreciate having access to the town for dining and entertainment 	<p>9/26/18; 1-3 PM</p>
<p>Napa - Storehouse/Food Bank</p> <ul style="list-style-type: none"> Many of these clients drove to the pickup, as transit would not allow them to transport that many bags of groceries Attendees were glad to know that Vine offered connections to the BART, the Ferry, and Solano County 	<p>9/20/18; 11-2 PM</p>
<p>Napa - Free Market at Health and Human Services</p> <ul style="list-style-type: none"> Most attendees drove themselves that may be a reflection of limited access, as only Route 11 serves the location. Also may be difficult to transport groceries to/from the bus stop 	
<p>Calistoga – Springs Mobile Home Park</p> <ul style="list-style-type: none"> Residents discussed issues they have with accessing medical care, specifically St. Helena Hospital and Kaiser in Santa Rosa They asked that we evaluate the potential to revive the previous Route that connected to Santa Rosa Some residents have to travel long distances for medical care out of the County, staff let them know about the Mileage Reimbursement program and how to apply Residents expressed their view that the Calistoga shuttle seemed geared towards tourists and the long wait times made it less than ideal for residents Residents had complaints about lack of handicap parking at Cal-Mart, we connected them with city staff personnel to address the issue Residents would also appreciate if drivers could let them off closer to their destination, rather than only at designated stops, staff explained that for safety reasons, we don't let drivers stop just anywhere 	<p>9/13/18; 5-7 PM</p>

SURVEY RESULTS

A survey was used to elicit Napa County residents' feedback on transportation issues and needs. The Survey was posted online through SurveyMonkey.com and was made available in both English and Spanish at outreach events. The survey focused on topics of particular interest to disadvantaged communities and while most individuals responded to the on-line version, the survey was also distributed widely to workers in the hospitality industry in partnership with Visit Napa Valley as well as being handed out at other meetings.

The survey received 207 online responses (169 from English version, 38 from Spanish version). Nearly 70 percent of survey respondents are over the age of 65 years old. Thus, these respondent's answers may skew the survey results towards Calistoga seniors and may not reflect the concerns and opinions of residents in all Napa County COCs. Thus, while the number of surveys returned is not statistically significant in relation to the entire population of Napa Valley COCs, the data provides very specific comments on transportation needs of targeted communities, particularly for seniors living up valley.

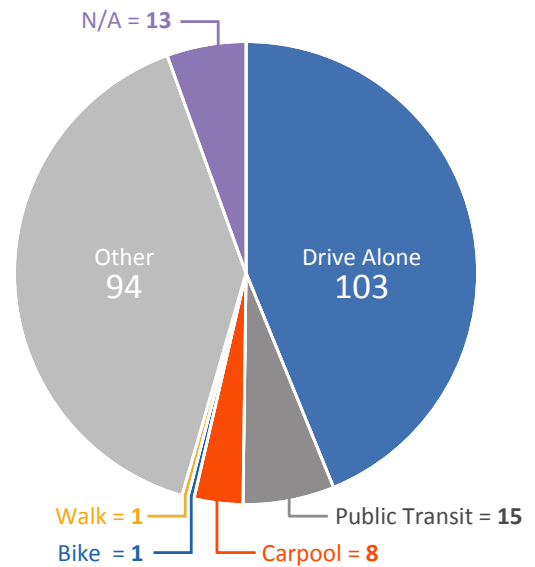
36 percent of respondents cited that their household income was less than \$25,000/year and 51% were either retired or not currently working. The most common modes of travel are solo driving, 34% of the respondents said the bus does not go where they need it to go, and 23% said it did not fit their schedule. The survey was successful in reaching low-income senior residents.

See Appendix A for a full summary of results and a list of survey questions.

From the survey responses, some important findings are:

- 235 survey responses
- 52% of the surveys were completed by residents in Calistoga
- Most of the survey respondents are seniors aged sixty-five or older (69 percent)
- One out of every three respondents make less than \$25,000
- Two out of every three respondents do not use any of the existing Vine routes
- 34% of those said the Vine bus does not go where they need it to go
- 23% said the Vine bus service does not fit their schedule
- 50% of the respondents are either retired or not currently working

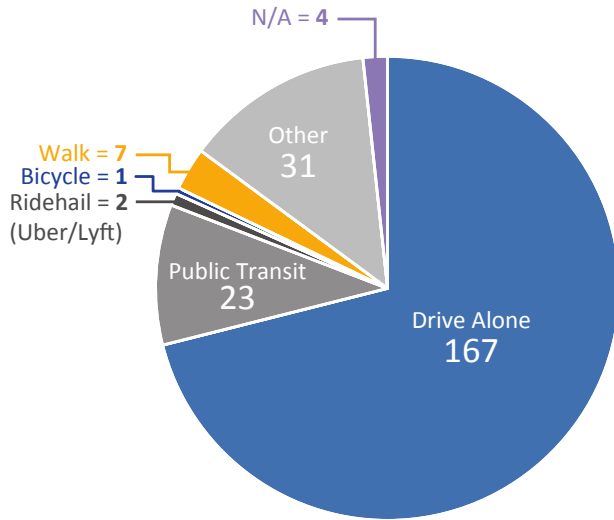
Figure 29: Survey results of Napa Countywide Commute Modes



Based on the results, almost eighty percent of survey respondents travel primarily in single occupancy vehicles (SOV). Nearly 20% of the survey respondents use a communal form of travel either by transit or car/vanpool (ride share). Finally, only 2% of respondents used an active form of transportation such as walking or riding a bicycle. Immediately, when residents are not commuting to work, they used cars (SOV) more frequently but there was also an increase in walking as a non-commute form mode of travel.

The high percentage of SOV travel to work increases by 5% when measuring non-work trips. Eighty-five percent of survey respondents reported they are using a single occupancy vehicle when they are traveling for non-work trips. Although the SOV travel percentage increased during leisure travel, so did walking, suggesting that when survey respondents make non-work trips they are 2 percentage points more likely to walk. This information is of particular interest because of the inferences made by the 2019 Travel Behavior Study indicating trips under 5 miles have a high opportunity to mode shift. Thus, strategic investments in pedestrian-supportive infrastructure projects and programs are likely to facilitate a mode shift from driving to walking.

Figure 30: Survey results of Napa Countywide Noncommute Modes



The online survey results show that Routes 10, 11, and 29 have the highest frequencies.

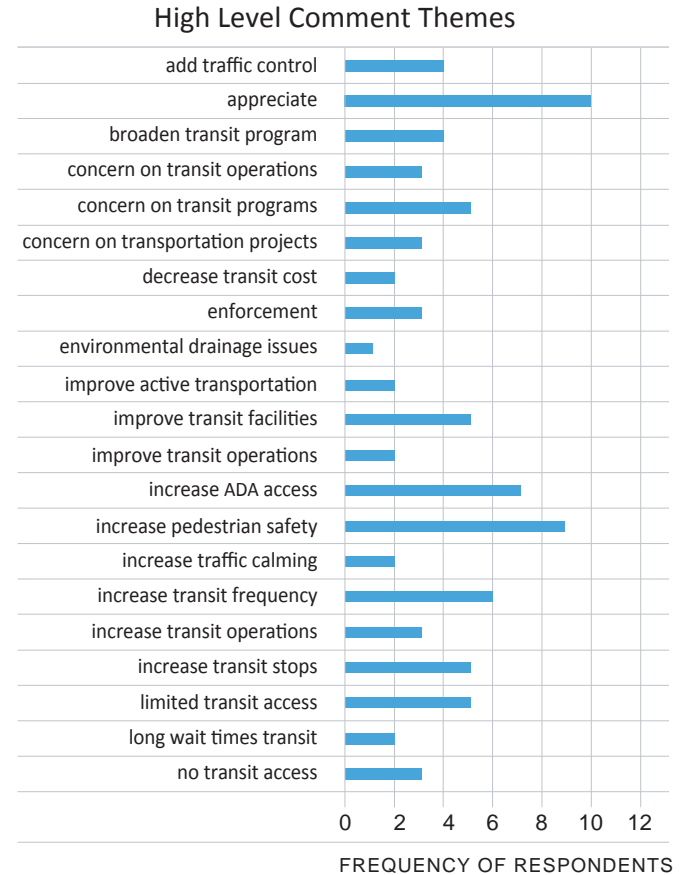
Survey Respondent Demographics

The majority of survey respondents are from Calistoga and are over the age of 65 years old, self-identified as low-income and white (not-Hispanic).

Comment Cluster Analysis Results

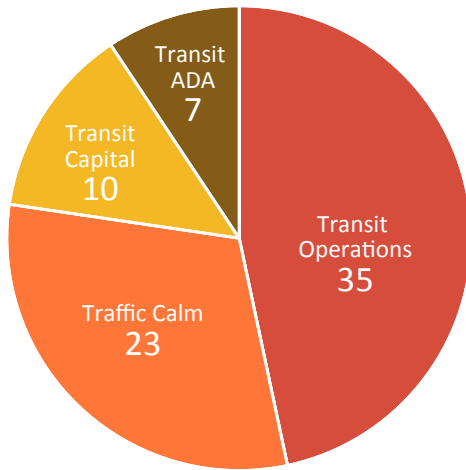
Of the eighty-four comments, 22 percent indicated that they would benefit from increased transportation options to healthcare/increased mobility options for low-income, disabled seniors.

Figure 31: Comment Cluster Frequency Chart



The next most important issue cited, nearly 20% of comments, voiced pedestrian-related concerns such as increasing pedestrian safety and improving pedestrian access to schools and transit stops. Next, 17% of the comments cite transit gaps. Transit gaps include one of the three categories: decrease the cost of transit, increase evening service, or improve/increase transit amenities like shelters and benches. Figure 33 shows a pie chart capturing broad category comment frequency received during outreach.

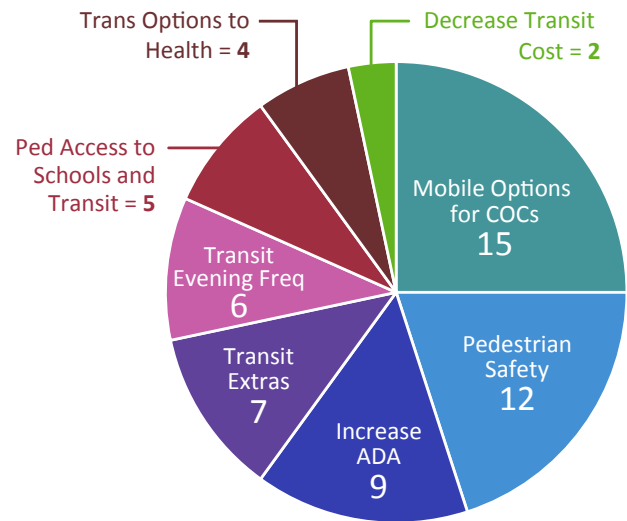
Figure 32: Comment Cluster Major Themes



The three most common themes found from an outreach comment cluster analysis included:

1. Increasing mobility options for COC residents
 - a. Residents expressed their view that the Calistoga shuttle seemed geared towards tourists and the long wait times made it less than ideal for residents
 - b. Request from Angwin resident to have a “one- day-a-week” shuttle down to St. Helena
 - c. Add a bus line that goes directly from Laurel Street on the west side of SR-29 to Napa High School
2. Pedestrian safety
 - a. Complete sidewalk on Hunt Avenue to Monte Vista
 - b. Rehab sidewalk on Villa Lane
 - c. Crossing larger intersections is difficult, would like more lighting, more crosswalks
 - d. Enforcement of speeding needed
 - e. High visibility crosswalk and/or RRFB at Jefferson St. at Eggleston St. and B St.
3. Increase Americans with Disabilities Act compliance
 - a. More curb space painted red, so there is better access for ADA riders to board the bus
 - b. Shelters and benches are a necessity for disabled customers
 - c. The stop along Lincoln/Jordan Lane wheelchair access difficult

Figure 33: Frequency of Outreach Comment Clusters



Public Feedback Summary

Comments from community members regarding transportation issues that particularly affected communities of concern in Napa County fell generally into the following four categories:

1. Pedestrians
2. Mobility Options
3. Transit
4. ADA

Many of the comments received by NVTA staff were through outreach meetings, events or open houses or captured online through a Survey Monkey tool. The majority of comments centered on increasing mobility options for seniors with disabilities. Many of the most vulnerable residents living in US Census tracts determined to be Communities of Concern in Napa County are low-income minorities and low-income disabled seniors. A main transportation gap faced by many COC residents are the (1) pedestrian system and (2) mobility improvements for seniors with disabilities using transit.

Needs Assessment

Before addressing the transportation gaps in these COCs, NVTA staff needed to:

- Account for the socio-demographics of residents and households
- Inventory the existing transportation networks
- Include collisions, etc.
- Host, collect and classify outreach comments
- Collect jurisdictional-provided project lists (which attempt to match major transportation improvement themes with CBTP COC outreach (hosted, collected, and classified)
- Inventory existing alternative transportation plans, programs, and recommendations
- Match each COCs' major theme needs with either a (1) potential projects based on transportations solution criteria or (2) related recommendations in COCs in existing/adopted plans, programs

Over a four-year period, there were 316 bicycle or pedestrian related collisions that occurred in Napa County from January 1, 2015 to December 31, 2018. Of those 316, 119 collisions (38% of collisions) occurred in a Community of Concern, but the population of those COCs only make-up 21% of the Napa county population. COCs are being disproportionality affected by pedestrian and bicycle collisions.

Method note: The total number of collisions in a COC was intersected by individual roadways, thus if collisions occurred at intersections, the collision is associated with both roadways for the sake of roadway prioritization. Thus it may seem as though some collisions are counted twice when associating them with roadways but by accounting for the total number of collisions in the COC and acknowledging the higher collision frequency intersection will make it a priority for improvements.

COC 1: SOUTH DOWNTOWN NAPA

Outreach included: (1) 44 surveys where participants whose zip codes correspond to living in the City of Napa, more specifically within the downtown central section of Napa, and the Napa County participants who didn't provide a zip code and (2) two outreach events held at Napa Senior Center on Jefferson and at Napa Valley Supportive Services.

The outreach comments received:

1. Expand mobility options for low-income, senior, and disabled residents by:
 - Evaluate additional stops closer to senior and healthcare facilities
 - Re-evaluate TaxiScrip program current effectiveness serving residents with a focus on funds flexibility and no cap on books per month based on ability or means
2. Increase local transit evening frequencies by:
 - Evaluate adding stops at Napa Valley College to routes 10, 11 on weekends
 - Re-evaluate how longer service hours could be implemented
3. Increase transit amenities by:
 - Consider adding shelters at high frequency destinations in Napa such as at the Jefferson/Bel Aire stop serving the Bel Aire Plaza (the largest trip generator in Napa County), and the Lincoln/Jordan Lane stop serving the local Wal-Mart
 - Consider adding a stop at Imperial Way/Jordan
 - Increase; maintain functionality of technology in Vine transit system specifically to clipper card reader and real-time signage accuracy
4. Decrease transit fares for low-income individuals by evaluating feasibility of transit fares based on financial means, disabilities and/or age (possibly below AMI low-income seniors and youths)
5. Increase transit ADA access by:
 - Adding red painted curbs, and shelters high frequency transit boards to/from group homes, senior housing and/or any other communal housing for disadvantaged individuals and healthcare and related facilities

- Increasing driver awareness of disabled residents' challenges boarding transit vehicles including identifying disabled patrons at stops, allowing ample space to board/alight, and improve stops where disadvantaged riders struggle to board/disembark
- Consider collecting count data of stop locations that are challenging for boarding/alighting of elderly and disabled riders
- Research best practices on effectively serving disabled residents on smaller transit vehicles with mobility devices

The City of Napa cites nine projects that meet one or more of the eight CBTP identified needs. All projects focus on pedestrian or bicycle safety while four of the nine projects also improve pedestrian access to schools and expand mobility options to low-income, senior, and disabled residents. The only project within the South Downtown Napa COC is project #16: Franklin St./2nd St. Enhanced Pedestrian Crossing.

An outreach event occurred at Napa Valley Supportive Services on November 2, 2018. Staff collected eighteen comments and the majority of those comments were transit operational improvements or ADA accessibility suggestions.

The resulting major themes of the CBTP Survey are as follows: increasing pedestrian safety, increasing ADA accessibility, and increasing transit frequency.

In South Downtown Napa COC, riders put more emphasis on expanding transit mobility. The majority of these residents ride the routes 10 and 11.

Based on the CBTP Project List, Project #16 will enable COC residents to safely cross Franklin and 2nd St. The project team may consider high visibility crosswalks as a part of their RRFPP pedestrian installations.

The two intersections with the highest number of collisions are both located along Main St. at 1st St. and at 3rd St. Both intersections experienced 3 collisions, 83% being pedestrian-related.

Priority Need/Opportunity

High visibility crosswalks and transit driver awareness of disabled boarding/alighting struggles by location.

COC 2: WESTWOOD NEIGHBORHOOD

Outreach included: (1) 53 survey results where participants live in the City of Napa and more specifically zip codes within the southwestern of the City of Napa, and the Napa County participants “who did not provide a zip code, and (2) an outreach event held at the St. Thomas Aquinas Church.

Priority Need/Opportunity

Expanded mobility needs - potential for V-Commute outreach given the high number of residents currently carpooling.

The outreach comments showed:

1. Improve pedestrian safety by promoting the use of sidewalks, crosswalks, and signage
2. Improve pedestrian access to schools and transit by connecting sidewalk gaps around Pueblo Vista elementary school
3. Expand mobility options for low-income, senior, and disabled residents by adding a bus route that goes directly from Laurel Street on the west side of SR-29 to Napa High School

The City of Napa cites nine projects that meet one or more of the eight CBTP identified needs. All projects focus on pedestrian or bicycle safety while four of the nine projects also improve pedestrian access to schools and expand mobility options to low-income, senior, and disabled residents. The only project within the Westwood Neighborhood COC is project #15: Laurel St Rehabilitation. The project constructs sidewalk extensions along Laurel St from First St. to Freeway Drive.

An outreach event occurred at St. Thomas Aquinas Church on November 18, 2018. Staff collected six comments and the majority of comments (80%) were related to traffic calming and sidewalks around neighborhood schools.

The resulting major themes of the CBTP survey are as follows: increasing pedestrian safety, increasing ADA accessibility, and increasing transit frequency.

Based on the CBTP Project List, Project #15 will increase pedestrian connectivity and safety on Laurel Street within the COC. This project would construct approximately 1 mile of missing sidewalk, which is 25% of the total missing sidewalk length (4 miles) in the COC study area.

The intersection with the highest number of collisions is located on 1st St. at Freeway Dr. Three collisions occurred there between 2015 and 2018, two involved bicyclists.

COC 3: EAST IMOLA

Outreach included: (1) 20 survey participants who live in the City of Napa, more specifically zip codes within the southwestern part of the City of Napa, and the Napa County participants who did not provide a zip code and (2) an outreach event held at Napa Valley College.

Priority Need/Opportunity

Traffic calming and connecting sidewalk gaps.

The Imola Corridor Complete Streets Plan will identify priority improvements.

The outreach comments showed:

1. Improve pedestrian access to schools and transit stops by calming traffic along the Imola corridor and connecting gaps in the sidewalks
2. Increase local transit evening frequencies by re-evaluating how to implement longer service hours or explore non-traditional mobility options for NVC students to get to/from classes

The City of Napa cites nine projects that meet one or more of the eight CBTP identified needs. All projects focus on pedestrian or bicycle safety while four of the nine projects also improve pedestrian access to schools and expand mobility options to low-income, senior, and disabled residents. Currently, there are no jurisdiction-submitted CBTP applicable projects within the East Imola COC.

An outreach event occurred at Napa Valley College on October 24, 2018. Staff collected five comments and the 75% of the comments are transit operational improvement suggestions. Increase access to NVC in the evening on weekends via route 10 and 11.

The resulting major themes of the CBTP survey are as follows: increasing pedestrian safety, increasing ADA accessibility, and increasing transit frequency. In terms of the East Imola COC, the majority commute to work by driving alone in a car but 80% of those same individuals when 'not traveling to work'/non-commute modes are on transit.

The intersection with the most collisions is at Imola Ave. and Gasser Dr. with four collisions, 75% of which involved bicyclists. In addition, the roadway segment with the most collisions is on Imola Ave, from Parrish Rd to Coronado Ave; three collisions occurred and all three involved pedestrians.

COC 4: SOUTH ST. HELENA

Outreach included: (1) 25 survey participants who live in zip codes within the St Helena city limits, and the Napa County participants who did not provide a zip code and (2) two outreach events held at the Stonebridge Apartments and St. Helena Rianda House.

The outreach comments showed:

1. Improve pedestrian safety by completing the sidewalk on Hunt Avenue to Monte Vista Ave and by improving the street lighting on Pope St., Hunt Ave., and Starr Ave.
2. Improve pedestrian access to schools and transit by considering the implementation of bright yellow, high visibility crosswalks and Rectangular Rapid Flash Beacons (RRFBs) at all School roadway intersections/crosswalks
3. Expand mobility options for low-income, senior, and disabled residents by:
 - Evaluate a potential pilot shuttle partnership between St. Helena and TNC operator: Lyft. Alternatively, St. Helena/Lyft pilot shuttle program coordinated through Molly's Angels
 - Research best practices on enabling increased ADA access on Lyft vehicles
 - Evaluating expansion of Molly's Angels program beyond only ambulatory passengers
 - Re-evaluating Mileage Reimbursement Program (MRP) benefits for Molly's Angels drivers
 - Evaluating transit services for residents of Silverado Orchard
 - Evaluating transit services to Angwin to St. Helena

The City of St. Helena cites two projects that meet one or more of the eight CBTP identified needs. Both projects focus on pedestrian safety and expansion of mobility options for low-income, senior, and disabled residents. There is one project within the boundaries of the South St. Helena COC: Project #7: Pope Ave Sidewalks/Pedestrian Lighting Improvements.

The Mileage Reimbursement Program is no longer funded by the State of California and NVTAA does not have resources to fund it, therefore, the program will end until additional funding is identified.

Two outreach events occurred in St. Helena, one at the Rianda House on October 26, 2018 and one at the Stonebridge Apartments on November 27, 2018. Staff collected sixteen unique comments and 75% of Stonebridge residents spoke to traffic calming and pedestrian safety. Rianda House residents are more concerned about transit operations in St. Helena and connecting St. Helena to surrounding communities like Angwin.

The resulting major themes of the CBTP survey are as follows: increasing pedestrian safety, increasing ADA accessibility, and increasing transit frequency.

In terms of the South St. Helena COC, 70% of the ten survey respondents living in St Helena use the St. Helena Shuttle and 70% of the same respondents are seniors (this is 65 years and older).

Based on the CBTP project list, Project #5 and #6 will enable COC residents to traverse major corridors safely as a pedestrian. In addition to aforementioned projects, potentially including Starr Ave. because of the multi-family residences located along the roadway.

The intersection with the most collisions is at Main St. (SR-128/SR-29) and Pope Ave in St. Helena.

Priority Need/Opportunity

Transit access for seniors and pedestrian access and mobility.

COC 5: NORTHEAST NAPA

Outreach included: (1) 46 survey participants (a) who live in the City of Napa, (b) more specifically zip codes within the northeastern section of the City of Napa, and (c) the Napa County participants who did not provide a zip code, and (2) two outreach events held at the Napa Silverado Creek Apartments and the Napa Queen of the Valley Hospital.

The outreach comments showed:

1. Improve pedestrian safety by:
 - Evaluating additional lighting, crosswalks at larger/busy roadway intersections
 - Enforcing speed limits; signage, speed bumps
 - Considering the implementation of high visibility crosswalks and Rectangular Rapid Flash Beacons (RRFBs) at Jefferson/Rubicon roadway intersection
 - Evaluating potential rehabilitation of sidewalk on Villa Lane
 - Considering the implementation of high visibility crosswalks and Rectangular Rapid Flash Beacons (RRFBs) at Trancas/Valle Verde roadway intersection
2. Improve pedestrian access to schools and transit by calming traffic and connecting gaps in the sidewalks. In addition, consider the implementation of high visibility crosswalks and Rectangular Rapid Flash Beacons (RRFBs) near and/or surrounding Vintage and Bel Aire schools
3. Expand mobility options for low-income, senior, and disabled residents by evaluating the potential for a 0.85 mile Class IV bike facility along Trancas from Redwood to Villa Lane
4. Increase local transit evening frequencies by re-evaluating how to implement longer service hours
5. Decrease transit fares for low-income individuals by evaluating feasibility of transit fares based on financial means, disabilities and/or age (possibly below AMI low-income seniors and youths)
6. Increase transit ADA access by evaluating adding a bus stop closer to the Silverado Creek Apartments

The City of Napa cites nine projects that meet one or more of the eight CBTP identified needs. All projects focus on pedestrian or bicycle safety while four of the nine projects also improve pedestrian access to schools and expand mobility options to low-income, senior, and disabled residents. Currently, there are four jurisdiction-submitted CBTP applicable projects within the Northeast Napa COC. Three of the four projects are pedestrian safety and the fourth is a bike facility along Trancas Ave.

Two outreach events were held at the Napa Silverado Creek Apartments on November 29, 2018 and at the Queen of the Valley Medical Center on October 1, 2018. Staff collected sixteen unique comments and 85% of the Silverado Creek Apartment residents cited traffic calming via pedestrian safety and speed enforcement while Queen of the Valley patrons only spoke to transit operational issues like cost and frequency.

The resulting major themes of the CBTP survey are as follows: increasing pedestrian safety, increasing ADA accessibility, and increasing transit frequency.

Based on the CBTP project list, Projects #1, #2, #3, and #4 will increase pedestrian and bicycle connectivity and safety throughout the COC on multiple corridors.

The intersection with the highest collisions is Trancas St. and Villa Ln. with four collisions, 75% involving a pedestrian.

Priority Need/Opportunity

Traffic calming and pedestrian accessibility and mobility especially to school sites.

COC 6: NORTHWEST NAPA

Outreach included: (1) 61 survey participants (a) who live in the City of Napa, (b) more specifically zip codes within the northwestern part of the City of Napa, and (c) the Napa County participants who did not provide a zip code, and (2) an one outreach event was held at the Redwood Park and Ride.

Priority Need/Opportunity

Increase pedestrian accessibility and safety especially to school sites.

The outreach comments showed:

1. Increase transit amenities by increasing/ maintaining functionality of technology in Vine transit system specifically to real-time signage accuracy
2. The City of Napa cites nine projects that meet one or more of the eight CBTP identified needs. All projects focus on pedestrian or bicycle safety while four of the nine projects also improve pedestrian access to schools and expand mobility options to low-income, senior, and disabled residents. Currently, there are three jurisdiction-submitted CBTP applicable projects within the Northwest Napa COC (Linda Vista neighborhood). Two of the three projects are along Trower Ave and the third is on Linda Vista Ave.
3. An outreach event occurred at the Redwood Park and Ride on November 30, 2018. Staff collected four unique comments; two comments were appreciative of transit and active transportation network connectivity but a resident commented on inaccurate real-time signage
4. The resulting major themes of the CBTP survey are as follows: increasing pedestrian safety, increasing ADA accessibility, and increasing transit frequency. Eighty-eight percentage of the survey respondents earn less \$45k/ year, Vine route 10 and 11 experience the highest frequency, and five of the nine survey respondents cite driving alone as their main work commute mode
5. Based on the CBTP project list, Projects #14: Trower Ave. Rehabilitation project will increase pedestrian connectivity and safety at the intersection of Trower Avenue and Young Avenue within the COC
6. The intersection with the highest number of collisions is Redwood Rd. and Solano Ave. with seven collisions, the majority (57%) being pedestrian-related

COC 7: UNINCORPORATED YOUNTVILLE

Outreach included: (1) 25 survey participants whose (a) zip code is in Napa County, (b) zip code is in the Town of Yountville, and (c) the Napa County participants who did not provide a zip code, and (2) an outreach event held at the Yountville Veterans Home as well as outreach at the Redwood Park and Ride was conducted to reach residents of this COC.

Expand mobility options for low-income, senior, and disabled residents by promoting alternative transportations like bicycling and walking.

One outreach event occurred at the Yountville Veteran's home on September 26, 2018. Staff collected only three unique comments, where residents expressed appreciation for Vine and Trolley transit services. In addition, residents of this COC were also engaged during outreach at the Redwood Park & Ride since this COCs geographic area spans all the way into the City of Napa close to this location.

As mentioned in previous COC profiles, the resulting major themes for the CBTP survey are as follows: increasing pedestrian safety, increasing ADA accessibility, and increasing transit frequency.

This information is helpful in supplementing the low rates of outreach touches in the unincorporated area around Yountville. Although, there are not currently projects submitted to alleviate the transportation gaps experienced in this particular COC, similar steps should be taken like in peer Napa County COCs when developing a connected alternative transportation network focused on serving disadvantaged communities.

The two intersections with the highest number of collisions are (1) Oak Knoll Ave. and Solano, and (2) Wine Country Ave. and Solano Ave., both with two pedestrian collisions, respectively.

Priority Need/Opportunity

Alternative transportation options for seniors.

COC 8: CITY OF CALISTOGA

Outreach included: (1) 146 survey participants whose (a) zip code is in Napa County, (b) zip code is in the City of Calistoga, and (b) the Napa County participants who did not provide a zip code, and (2) an outreach event held at the Calistoga Spring Mobile Home Park.

1. Improve transportation options to access healthcare by re-evaluating the Vine route connecting Calistoga to Santa Rosa or consider implementing non-traditional mobility solutions
2. Expand mobility options for low-income, senior, and disabled residents by evaluating a needs-based pilot program prioritizing residents need to medical facilities before tourists/non-residents travel patterns
3. Increase transit ADA access by:
 - Consider adding red painted curbs, and shelters, high frequency transit to/from group homes, senior housing and/or any other communal housing for disadvantaged individuals and healthcare and related facilities
 - Increase driver awareness of disabled residents' challenges boarding transit vehicles including seeing disabled patrons at stops, allowing able space to board/alight, and address stops where disadvantaged riders struggle to board/alight
 - Consider collecting count data of where disadvantaged residents cite transportation struggles
 - Research best practices on effectively serving disabled residents on smaller transit vehicles with mobility devices

Currently, there are zero jurisdiction-submitted CBTP applicable projects within the Calistoga COC although many projects cited in the previous Countywide Transportation Plan include road rehabilitations essentially building-out missing sections/gaps in the pedestrian network.

One outreach event occurred at the Calistoga Springs Mobile Home Park on September 13, 2018. NVTA staff collected six individual resident comments ranging in topics from medical transportation to/from Kaiser Permanente Medical Center in Santa Rosa and/or Adventist Health in St. Helena. Eighty-three percent of comments centered on transportation to a medical appointment for persons with disabilities.

The roadway segment with the most collisions in the COC is Lincoln Ave. from Foothill Blvd. to Grant St. Five collisions occurred over the four-year period and 60% involved a bicyclist.

Priority Need/Opportunity

Improved mobility for seniors and disabled.

PROPOSAL EVALUATION BASED ON NEEDS ASSESSMENT

The Transportation Project Solutions criteria was created to evaluate proposals to verify they addressed the identified community need discovered during the outreach process, and if they should be included in the final CBTP plan. The evaluation of transportation proposals compared projects using five criterions. More details about each criterion are below.

1. **Project Lead:** Existence of a “program champion,” an agency (or agencies) that take a leadership role in securing funding, staffing and other resources devoted to the proposed service or project
2. **Community Identified:** Confirmation that the proposal addresses transportation needs identified through public outreach. Ultimately, all proposed projects address transportation needs identified by a community
3. **Implementation:** Based on anticipated barriers to implementation (such as funding, resource allocation, and project development), project proposals were categorized by implementation timeframes and prioritized as follows:
 - Near-Term
(to be implemented within 1-2 years)
 - Mid-Term
(to be implemented in 3-5 years)
 - Long-Term
(to be implemented beyond 5 years)
4. **Cost/Funding:** When funding might be available to plan, construct, and maintain the proposed projects and services. Availability of on-going funding/sources, especially for transit service operations, must also be considered when evaluating the sustainability of a proposal. Although the group did consider the possible costs to develop and implement each proposal, proposals were not ranked based on their costs
5. **Benefit:** Assess each project proposal for potentially addressing Lifeline Transportation barriers:
 - Safety
 - System Performance (in addition to helping the community, does the project improve system performance?)
 - Emission reduction
 - Improved mobility
 - Improved Health

TRANSPORTATION SOLUTIONS

Based on the community engagement effort, a set of programmatic themes emerged highlighting the types of transportation needs desired by the community. These themes help to define the types of priorities the community views as important. The creation of the themes is helpful given the CBTP outreach reached communities across the county. Table 41 shows the program themes that emerged from the engagement process, along with a brief description of the program and examples that would fit with program themes. While many CBTP comments were focused on access to transit, participants raised other issues of importance around the safety and effectiveness of the transportation network as a whole. Improving the transportation network in context of members residing in the COC will also improve access to transit, and access to lifeline destinations. Because there are specific barriers to providing transit in a rural county like Napa, it is not practical or efficient to deploy bus service to all destinations and therefore projects that supplement transit, such as bicycle and pedestrian improvements, private and/or publicly funded shuttles, paratransit services, taxis, and shared passenger vehicles should be explored.

Table 42: CBTP Recommended Programmatic Themes

Program Theme	Program Description	Project Examples
Improve pedestrian safety	Improve pedestrian conditions to reduce traffic collisions and increase safety	<ol style="list-style-type: none"> 1. High visibility Pedestrian crosswalks 2. Pedestrian crossing warning signage 3. RRFB - Rectangular Rapid Flashing Beacons
Improve pedestrian access to schools and transit	Improve, maintain, and repair pedestrian facilities around schools and transit stops to enable and encourage pedestrian mobility/walkability/active forms of transportation	<ol style="list-style-type: none"> 1. Repair sidewalks around schools/transit stops 2. Complete sidewalk paths and missing links bridging network gaps around schools/transit stops 3. High visibility Pedestrian crosswalks around schools/transit stops 4. Pedestrian crossing warning signage around schools/transit stops 5. RRFB - Rectangular Rapid Flashing Beacons around schools/transit stops 6. New sidewalks around schools/transit stops
Improve transportation options to healthcare	Increase and promote transportation options to and around healthcare facilities	<ol style="list-style-type: none"> 1. New bus routes, connections, extended service hours 2. Bus stop amenities 3. Educational/outreach activities
Expand mobility options for low-income-, senior-, and disabled-residents	Introduce enhancements that improve service for residents of Communities of Concern (COCs)	<ol style="list-style-type: none"> 1. New bus routes, connections, extended service hours 2. Bus stop amenities 3. Educational/outreach activities
Increase local transit evening frequencies	Increase local transit frequencies into the evening hours serving higher frequency job centers	Extend transit service hours
Increase transit amenities	Increase while maintaining transit-related amenities like benches, shelters, restrooms, pedestrian and bicycle facilities to enable and encourage a significant Napa County transit mode shift	New bus stop benches, shelters
Decrease transit fares for low-income individuals	Adapt policies and programs to lessen the financial burden of transit costs on low-income persons	<ol style="list-style-type: none"> 1. Expand free transit program from 85+ persons to 65+ 2. Expand mobility programs like TaxiScrip
Increase transit ADA access	Increase transit service enhancements that improve service for persons with disabilities	<ol style="list-style-type: none"> 1. New ADA curb ramps 2. New ADA transit amenities 3. High visibility Pedestrian crosswalks 4. RRFB - Rectangular Rapid Flashing Beacon

IMPLEMENTATION PLAN

While NVTA received location specific comments about improvements needed from community members, many comments were generally characterized as mobility challenges that need to be addressed on a broader scale. NVTA categorized these comments into programs in order to facilitate longer-term action plans. The community engagement process for this CBTP yielded a number of transportation solutions for further consideration as the CBTP and the Countywide Transportation Plan (CTP) are developed. Table 43 highlights some of the transportation solutions that emerged during the community engagement and how they relate to identified programs and projects within the CTP.

NVTA community outreach resulted in 11 specific projects that were vetted by staff and the CBTP steering committee plus 5 additional applicable projects. The projects were evaluated and ranked based on the following criteria:

1. Project Lead

Existence of a “program champion,” an agency (or agencies) that takes a leadership role in securing funding, staffing and other resources devoted to the proposed service or project

2. Community Identified

Does the proposal address transportation needs identified through public outreach? Ultimately, all proposed projects addressed transportation needs identified by the community

3. Implementation

Based on anticipated barriers to implementation (such as funding, resource allocation, and project development), the group placed proposals in implementation timeframes:

- Near-Term
(to be implemented within 2 years)
- Mid-Term
(to be implemented in 3 to 5 years)
- Long-Term
(to be implemented in 6 years or more)

4. Cost/Funding

When funding might be available to plan, construct, and maintain the proposed projects and services. Availability of on-going funding/sources, especially for transit service operations, must also be considered when evaluating the sustainability of a proposal. Although the group did consider the possible costs to develop and implement each proposal, proposals were not ranked based on their costs.

5. Benefit:

Lastly, whether each proposal is easy for potential customers to use in addressing Lifeline Transportation barriers:

- Safety
- System Performance (in addition to helping the community, does the project improve system performance?)
- Emission reduction
- Improved mobility
- Improved Health Outcomes

Table 43: Applicable CTP Projects

Program Theme	Potential CBTP Projects (from Community Engagement)	Project Examples
Improve pedestrian safety	<ul style="list-style-type: none"> • High visibility crosswalks • RRFB at mid-block crosswalks • Add/repair sidewalks 	<ul style="list-style-type: none"> • Project #61: Widening the sidewalk on Main Street from First Street to Third Street in Napa • Program #1: Sidewalk improvement, expand the pedestrian network in American Canyon • Program #10: Sidewalk improvement, expand the pedestrian network in Calistoga • Program #29: St. Helena Pedestrian Network (maintenance, rehab and expansion)
Improve pedestrian access to schools and transit	<ul style="list-style-type: none"> • Prioritizing sidewalk infrastructure around schools and transit, as identified in the countywide transportation plan and pedestrian plan 	<ul style="list-style-type: none"> • Program #8: Highway 29 Pedestrian Safety Overcrossings in American Canyon • Project #23: Construct foot bridge over the Napa River at Pioneer Park in Calistoga • Program #23: Sidewalk improvement, expand the pedestrian network in Napa County
Improve transportation options to healthcare	<ul style="list-style-type: none"> • Evaluating cost/benefit of either transit options, including a shuttle/vanpool • TNC subsidies for Calistoga residents to access Kaiser Santa Rosa 	
Expand mobility options for low-income-, senior-, and disabled-residents	<ul style="list-style-type: none"> • Evaluate and expand transportation accessibility options for seniors and disabled such as mileage reimbursement program, shared vehicle, etc. • Conduct annual education programs for seniors and disabled 	
Increase local transit evening frequencies	<ul style="list-style-type: none"> • Evaluation of increased service hours in City of Napa (Healthcare, Education, Supportive Services) 	<ul style="list-style-type: none"> • Project #89: Expand service hours from 4am-12am, add Sunday service in NVTA service area • Project #92: Acquisition of new paratransit vehicles, community shuttle buses and VINE buses for service expansion • Program #24: Acquisition of new paratransit vehicles, community shuttle buses and VINE buses for state of good repair. Shop truck w/ hoist & push bar for road calls, Support Vehicle for Supervisors.
Increase transit amenities	<ul style="list-style-type: none"> • Create a ridership-based priority list of high-use transit stops to then allocate funds adding amenities such as benches, shelters 	
Decrease transit fares for low-income individuals	<ul style="list-style-type: none"> • Evaluating implementation of means based fares for low-income individuals who are not seniors/youth riders 	
Increase transit ADA access	<p>Evaluate transit ADA access effectiveness:</p> <ul style="list-style-type: none"> • On smaller buses • At high ADA boarding stops, • Typical driver routines/accommodations 	

Note: CTP projects identified in Vision 2040 - Moving Napa Forward

Table 44: CBTP Projects & Rankings

Project Number	Proposal	Sponsor	Estimated costs	Benefit	Implementation Timeline	Status	Project Rank
1	Bike facility from Jefferson Street to Soscol Avenue	City of Napa	\$350,000	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	3
2	Enhanced pedestrian Crossing/RRFB on Trancas Street at Valle Verde Drive	City of Napa	75,000	Safety; Improved Mobility	Medium-term	Identified	8
3	Enhanced pedestrian crossing/RRFB at Jefferson Street and Rubicon Street	City of Napa	125,000	Safety; Improved Mobility	Medium-term	Identified	6
4	Enhanced pedestrian crossing at Jefferson Street and El Capitan Way	City of Napa	100,000	Safety; Improved Mobility; Improved school access	Medium-term	Identified	7
5	Bus shelter/benches at high usage stops	NVTA	250,000	Safety; Reduced Emissions; Improved Mobility	Medium-term	Identified	5
6	Hunt Ave Sidewalks/ Pedestrian improvements*	City of St. Helena	TBD	Safety; Improved Mobility	short-term	Underway	1*
7	Pope Avenue Sidewalks/ Pedestrian and Lighting improvements	City of St. Helena	TBD	Safety; Improved Mobility	Medium-term	Identified	2
8	Expanded evening hours on local transit	NVTA	\$200,000/year	Reduced Emissions; Improved Mobility	Medium-term	Identified	11
9	Expanded TaxiScrip and Commute Options	NVTA	\$25,000/year	Reduced Emissions; Improved Mobility	Medium-term	Identified	4
10	Transit service from St. Helena to Angwin and St. Helena Hospital	NVTA; P3	\$80,000/year	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	9
11	Transit service from Calistoga to Santa Rosa medical facilities like Kaiser and Sutter Hospital	NVTA; P3	\$195,000/year	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	10

*Hunt Avenue Project has been completed by the City of St. Helena

Short-term: 1-2 years

Mid-term: 3-5 years

Long-term: 6 or more years

Table 45: Project Ranking Criteria Breakdown Table

Project Number	Project Lead	Community Identified	Implementation Timeline	Cost/ Funding	Benefit	Composite Score	Safety	Reduced Emissions	Improved mobility	Improved Health Outcomes	Improved School Access
1	●	●	○	●	●	4	●	●	●	●	
2	●	●	●	●	○	2	●		●		
3	●	●	●	●	○	2	●		●		
4	●	●	●	●	●	3	●		●		●
5	●	●	●	●	●	3	●	●	●		
6	●	●	●	●	○	2	●		●		
7	●	●	●	●	○	2	●		●		
8	●	●	●	○	○	2		●	●		
9	●	●	●	●	○	2		●	●		
10	●	●	○	●	●	4	●	●	●	●	
11	●	●	○	●	●	4	●	●	●	●	

- Yes | Short-term | \$ | 4
- Maybe | Mid-term | \$\$ | 3
- No | Long-term | \$\$\$ | 0-2

Table 46: Additional Jurisdictional-submitted CBTP Projects

Project Number	Proposal	Sponsor	Estimated costs	Benefit	Implementation Timeline	Status
12	Trower Ave Widening	City of Napa	\$850,000	Improve pedestrian safety; Improve pedestrian access to schools; Expand mobility options	short-term	Underway
13	Linda Vista Ave Widening	City of Napa	\$850,000	Improve pedestrian safety; Improve pedestrian access to schools; Expand mobility options	short-term	Identified
14	Trower Ave Rehabilitation	City of Napa	\$2,300,000	Improve pedestrian safety	short-term	Identified
15	Laurel St Rehabilitation	City of Napa	\$3,150,000	Improve pedestrian safety; Improve pedestrian access to schools; Expand mobility options	short-term	Identified
16	Franklin St/2nd St Enhanced Pedestrian Crossing	City of Napa	\$30,000	Improve pedestrian safety	short-term	Underway

In the future, NVTA will monitor the progress of addressing many of the CBTP program categories in the countywide plan by identifying when a project in the countywide transportation plan is also consistent with the CBTP. Funding programs such as the Lifeline Transportation Programs are conditioned to consider projects that have been identified in a local CBTP as a lifeline project or service. There are also other programs, such as the Active Transportation Program (ATP), that provide additional points for projects identified in a CBTP. NVTA will use the data from the CBTP community profiles to inform the equity section of the update to the countywide transportation plan – Advancing Mobility 2045.

FUNDING OPTIONS

Lifeline Transportation Program

The Lifeline program is one of the major umbrella funding sources for projects included in a CBTP. The program consists of funds from the Job Access and Reverse Commute (JARC) and State Transit Assistance (STA) and supports a wide range of transportation improvements that primarily benefit Communities of Concern. The program is on its fifth funding cycle, the program of projects for the next cycle is scheduled to be adopted in 2020. Depending on the funds, project sponsors need to demonstrate eligibility for use of the fund source, as well as the applicability to the CBTP. Cycle 6 will cover a three-year programming cycle, FY2019-20 to FY2021-22. Typically, the funding program is administered by the county transportation agency (CTA). Besides the Lifeline Transportation Program, other grant opportunities are available. Potential CBTP federal funding sources include:

Federal Highway Administration (FHWA): The FHWA provides assistance for improvements to sidewalks, bicycle facilities, and transit infrastructure, primarily through the Surface Transportation Program.

FTA Section 5303: FTA Section 5303 funds are set aside for Metropolitan Planning Organizations (MTC in the Bay Area) to support planning activities that meet a wide range of goals, including increasing transportation safety for motorized and non-motorized users, as well as improving accessibility and connectivity within the transportation network.

FTA Section 5307: NVTA receives FTA Section 5307 funds for operating the Vine and ancillary services and based on funding availability, may be used to help fund transit related needs outlined in the CBTP.

FTA Section 5310: FTA Section 5310 funds are targeted to discretionary capital assistance to serve the transportation needs of elderly persons and persons with disabilities. Projects funded through this fund must be consistent with a plan that relates human service and public transit needs, similar to the content of this CBTP.

FTA Section 5311: FTA Section 5311 funds are distributed to regional transportation planning agencies based on a non-urbanized area formula. Napa received funds based on it the unincorporated areas of the County. These funds are used for transit capital and operating purposes in non-urbanized areas.

State Transportation Improvement Program (STIP):

The State of California administers a five-year plan identifying specific projects for receipt of State transportation funds for State highway improvements, intercity rail, and regional highway and transit improvements. NVTA administers a local call for projects for these funds every odd year.

Active Transportation Program (ATP): The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation. Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) stipulates that \$100,000,000 of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. The ATP consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The purpose of the program is to encourage an increased use of active modes of transportation and increase safety and mobility of non-motorized users.

One Bay Area Grant (OBAG) Cycle 3: OBAG is a funding program that aligns the Metropolitan Transportation Commission’s investments with support for focused growth throughout the Bay Area. NVTA administers a local call for projects for the OBAG program, which is a combination of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) improvement funds. Projects funded with OBAG funds are transportation operational improvements, active transportation, transit improvements, and local streets and roads projects. Expansion projects are not eligible. The OBAG cycle three call for projects will take place in spring 2021.

Transportation Development Act Funds (TDA):

There are two components – TDA 3 is specifically for pedestrian and bicycle enhancements. NVTA prepares a competitive triennial call for projects and programs the funds for eligible City/County/Town projects. TDA 4 and 8 are for transit operations and capital projects. NVTA commits these funds primarily for transit purposes, and depending on availability may be used to fund transit and pedestrian needs outlined in the CBTP.

State Transit Assistance (STA) : NVTA receives STA for transit operating and capital purposes. Depending on availability, these funds may be used to fund transit and pedestrian related projects included in the CBTP.

MONITORING & EVALUATION

NVTA will monitor progress in meeting the CBTP priorities as part of the Countywide Transportation Plan Goals and Objectives. Specific performance metrics will be established that will help NVTA staff evaluate progress and to inform future CBTPs and countywide transportation planning efforts. Part of the monitoring effort will be to establish baseline data that will be measured over the plan horizon period and to mine future data more easily to compare to the baseline data.

NVTA is constantly striving to build repeatable planning and programming workflows. This goal of repeatability also lends itself to monitoring and evaluation through the lens of data analysis, which is a key component of the CBTP effort.

In creating a robust set of baseline data for each COC, NVTA staff will be able to periodically evaluate data trends with every update of the CBTP. Staff will also be able to review individual COC’s progress in meeting identified needs.

Table 47: COCs in Napa County Needs Assessment

		Tract	Tract	Tract	Tract	Tract	Tract	Tract	Tract	Tract	CDP	CDP	CDP	CDP	County	
	Census Tract, Town, City, County, Region (Counties) Geoid	06055200202	06055200804	06055200900	06055201601	06055200602	06055200707	06055201200	06055202000	686930	601640	664140	650258	6055	Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma	
ACS table name and number	Data Measure	South Downtown Napa	Westwood Neighborhood	East Imola	South St. Helena	Northeast Napa (Vintage neighborhood)	Northwest Napa (Linda Vista neighborhood)	Unincorporated area near Yountville	City of Calistoga	Town of Yountville	City of American Canyon	City of St. Helena	City of Napa	Napa County	Bay Area Region	
COC Disadvantaged Factors (source: US Census Bureau 5-Year American Community Survey Estimates)																
S0101	total number residents	3,038	6,004	765	2,515	4,215	3,071	4,835	5,281	2,991						
S1101	total number households	1,243	1,703	45	1,015	1,767	1,280	1,970	2,007	1,372						
S0101	seniors resident percentage	3.13%	2.96%	4.69%	11.53%	9.77%	11.46%	13.80%	9.26%	31.33%					7.00%	
B03002	minorities resident percentage (not white alone)	50.16%	75.63%	46.81%	44.53%	34.31%	30.58%	40.77%	52.55%	18.39%					46.00%	
B03002	hispanic resident percentage	42.36%	71.05%	14.21%	39.28%	28.47%	24.98%	33.02%	48.87%	11.27%						
C17002	low-income/living in poverty households	36.32%	41.85%	65.88%	40.48%	27.19%	22.64%	26.99%	37.66%	20.73%						
B11004	single-parent households	27.84%	24.25%	0.00%	15.87%	10.27%	12.25%	6.79%	12.70%	4.73%					13.00%	
B25070	rent-burdened households	22.21%	23.81%	13.33%	26.08%	21.55%	41.59%	21.56%	15.15%	29.13%					21.00%	
B16005	limited English residents	10.17%	23.21%	0.78%	14.63%	4.83%	3.37%	11.21%	24.09%	3.08%					9.00%	
B08201	zero vehicle households	17.86%	5.46%	73.33%	2.76%	7.64%	11.11%	4.78%	7.57%	12.10%					5.00%	
B019013	median household income/below median household income deemed 'low-income' in locally-significant COC analysis	52,620	64,161	30,956*	60,500	67,664	73,293	59,024	60,534	72,194					74,609	82881
B019013	percent under \$35k/yr households	35%**	15%**	65%*	31.00%	29.00%	23.00%	23.00%	36.00%							
C18108	disabled residents percentage	16.52%	7.41%	31.18%	9.86%	13.90%	12.66%	13.80%	16.49%	16.23%					11.00%	
B16005	foreign-born residents	23.09%	45.85%	7.43%	29.04%	19.12%	11.99%	23.66%	39.00%	13.41%						
CTPP Commuter Flows (source: CTPP Transportation Planning Table 3 -> http://data5.ctpp.transportation.org/ctpp1216/Browse/browsetables.aspx)																

Table 47: COCs in Napa County Needs Assessment (continued)

		Tract	Tract	Tract	Tract	Tract	Tract	Tract	Tract	CDP	CDP	CDP	CDP	County	
	Census Tract, Town, City, County, Region (Counties) Geoid	06055200202	06055200804	06055200900	06055201601	06055200602	06055200707	06055201200	06055202000	686930	601640	664140	650258	6055	Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma
ACS table name and number	Data Measure	South Downtown Napa	Westwood Neighborhood	East Imola	South St. Helena	Northeast Napa (Vintage neighborhood)	Northwest Napa (Linda Vista neighborhood)	Unincorporated area near Yountville	City of Calistoga	Town of Yountville	City of American Canyon	City of St. Helena	City of Napa	Napa County	Bay Area Region
	Ratio of alternative modes to SOV	0.56	0.36	3.70	0.25	0.24	0.28	0.44	0.49	0.43	0	0	0.30	0.32	
nvta-based calculation	ratio_alternative_modes_to_SOV_with_significance_test	0.56	0.36	not enough information	0.25	0.24	0.28	0.44	0.49	0.43					
S0801	drive alone to work	64.30%	73.60%	21.30%	80.20%	80.60%	78.20%	69.60%	67.20%	69.90%			76.60%	75.80%	
S0801	carpool to work	11.20%	17.60%	32.50%	4.90%	6.60%	5.20%	18.90%	18.10%	4.70%			12.30%	11.60%	
S0801	public transportation to work	3.00%	4.30%	0.00%	0.50%	1.00%	0.00%	0.70%	0.10%	0.60%			1.80%	1.50%	
S0801	biked to work	14.50%	0.10%	0.00%	3.50%	2.30%	6.20%	1.80%	9.30%	5.40%			2.90%	4.00%	
S0801	walk to work	0.80%	0.00%	25.00%	1.20%	1.40%	2.20%	0.00%	2.40%	0.40%			0.80%	0.70%	
S0801	taxi, motorcycle, other means	0.50%	1.50%	0.00%	0.00%	0.40%	2.40%	0.30%	1.40%	2.20%			0.70%	0.60%	
S0801	work from home	5.70%	2.90%	21.30%	9.70%	7.60%	5.80%	8.60%	1.50%	16.70%			4.80%	5.80%	
S0801	percentage alternative travel modes (not SOV)	35.70%	26.40%	78.80%	19.80%	19.30%	21.80%	30.30%	32.80%	30.00%			23.30%	24.20%	
S0801	mean travel time (min percent sec)	19.4	23.2	N	20.7	23	19.8	19.9	17.5	27			21.6	23.9	
B01002	median age	34.5 years	30.8 years	53.3 years	44.5 years	47.6 years	46 years	52 years	44.4 years						
Household poverty (source: US Census Bureau 5-Year American Community Survey Estimates)															
B17024	children under 17 years in poverty	9.00%	14.00%	0.00%	15.00%	5.53%	5.96%	7.76%	9.80%						
B17024	workers in poverty	26.00%	26.50%	60.59%	22.00%	17.95%	14.00%	17.16%	25.18%						
B17024	seniors over 75 years in poverty	1.00%	1.40%	5.29%	3.20%	3.71%	2.67%	2.07%	2.68%						
B26064	median gross rent	\$1,078	\$1,333	\$613	\$1,566	\$1,385	\$1,663	\$1,253	\$1,153	\$2,100	\$1,616	\$1,483	\$1,428	\$1,442	
Roadway functional class (source: FHWA https://www.fhwa.dot.gov/policyinformation/hpms/shapefiles.cfm)															

Table 47: COCs in Napa County Needs Assessment (continued)

		Tract	Tract	Tract	Tract	Tract	Tract	Tract	Tract	CDP	CDP	CDP	CDP	County	
	Census Tract, Town, City, County, Region (Counties) Geoid	06055200202	06055200804	06055200900	06055201601	06055200602	06055200707	06055201200	06055202000	686930	601640	664140	650258	6055	Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma
ACS table name and number	Data Measure	South Downtown Napa	Westwood Neighborhood	East Imola	South St. Helena	Northeast Napa (Vintage neighborhood)	Northwest Napa (Linda Vista neighborhood)	Unincorporated area near Yountville	City of Calistoga	Town of Yountville	City of American Canyon	City of St. Helena	City of Napa	Napa County	Bay Area Region
FHWA, Caltrans	total roadway miles in COC (miles)	11.93	12.42	19.05	23	17.23	12.73	89.45	35.35						
FHWA, Caltrans	interstate, expressway of roadway (miles)	0	0	0	0	0	0	1.15	0						
FHWA, Caltrans	principal arterial roadway (miles)	1.1	1.09	2.31	0	1.57	1.08	3.37	4.4						
FHWA, Caltrans	minor arterial roadway (miles)	1.7	1.4	1.26	1.1	2.9	1.5	5.12	4						
FHWA, Caltrans	major collector roadway (miles)	2.2	1.97	0	6.6	2.44	2.28	11.26	0						
FHWA, Caltrans	local roadway (miles)	7	8.9	10.37	14.5	11.9	11.9	54.64	22.23						
Transit (Source: Napa County GIS SQL Planning DB NCTPA H Drive/Planning/Old_CMA_Folder/Public_Tranist)															
Vine, VineGo, Shuttles, etc.															
NVTA-maintained data	total transit stops	10	12	8	2	9	10	9	4						
NVTA-maintained data	total transit routes	4	3	6	1	3	5	1	2						
Active Transportation (Source: Napa County GIS SQL Planning DB)															
Bicycle Infrastructure (Source: NVTA, Napa County via 2019 Napa Countywide Bicycle Plan)															
NVTA-maintained data	total bike facilities mileage	-	-	-	-	-	-	-	-						
NVTA-maintained data	existing bike facilities (miles)	1.7	1.69	9.3	1.62	3	2.8	13.37	5.95						
NVTA-maintained data	planned bike facilities (miles)	1.8	2.65	13.13	14.75	7.75	3.5	26	14.05						

Table 47: COCs in Napa County Needs Assessment (continued)

		Tract	Tract	Tract	Tract	Tract	Tract	Tract	Tract	CDP	CDP	CDP	CDP	County	
	Census Tract, Town, City, County, Region (Counties) Geoid	06055200202	06055200804	06055200900	06055201601	06055200602	06055200707	06055201200	06055202000	686930	601640	664140	650258	6055	Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma
ACS table name and number	Data Measure	South Downtown Napa	Westwood Neighborhood	East Imola	South St. Helena	Northeast Napa (Vintage neighborhood)	Northwest Napa (Linda Vista neighborhood)	Unincorporated area near Yountville	City of Calistoga	Town of Yountville	City of American Canyon	City of St. Helena	City of Napa	Napa County	Bay Area Region
Pedestrian Infrastructure (Source: NVTA, Napa County via 2016 Napa Countywide Pedestrian Plan)															
NVTA-maintained data	total sidewalk mileage	16.5	5.32	1				8	16.5						
NVTA-maintained data	missing sidewalk mileage							12.5							
Physical characteristics (Source: unprojected WGS Shapefiles from MTC/ABAG Open Data: http://opendata.mtc.ca.gov/)															
	total land+water area	-	-	-	-	-	-	-	-	-	-	-	-	839.86	7,460
	total water area in county (excluding the Bay)	-	-	-	-	-	-	-	-	-	-	-	-	92.08	559
	gross land area (sqmi)	0.382958	0.473806	1.848224	2.398624	1.292611	0.574938	22.945548	2.567094	1.48	6.07	4.95	17.95	747.78	6,901
	urban (yes =1, no =0)	1	1	1	1	1	1	0	0	0	1	1	1	0	
	gross land area in urban area (sqmi)	0.382958	0.473806	1.848224	2.398624	1.292611	0.574938	0	0	0	6.07	4.95	17.95	28.97	
	gross land area in PDAs (sqmi)	0.159873	0	0	0	0	0	0	0	0	0.58	0	0.88	1.46	
	gross land area in COCs (sqmi)	0.382958	0.473806	1.848224	2.398624	1.292611	0.574938	22.94	2.57	0.018	0	2.4	3.82	23.7	

Source: NVTA H: Drive/CBTP/Methods

NEXT STEPS

The CBTP is an ever-evolving process that will be monitored and periodically updated. NVTA is in the midst of updating the Countywide Transportation Plan performance metrics for equity analysis. Once performance metrics are identified staff can review the CBTP's identified transportation needs and determine how CBTP are performing.

This new monitoring process and internal data repositories will accomplish goals set forth in the guidance of the MTC CBTP.

First, NVTA will have the ability to track project/program effectiveness alleviating COC –determined transportation needs. Second, NVTA could empirically evaluate potential transportation solutions based on community need, and/or residents' means within the context of local jurisdictions, Napa County, or as a member of the Bay Area metropolitan region.

The 2020 NVTA CBTP recommendations include prior NVTA planning efforts to accurately capture existing conditions, community assessed needs, and applicable jurisdiction-submitted projects/programs. Applicable CBTP projects and program themes include: pedestrian safety, pedestrian access to schools and transit, transit options to healthcare and other lifeline destinations, mobility options for COC residents, transit frequency and amenities, transit cost, and ADA implementations.

The outreach themes, baseline conditions, needs assessments, solution recommendations, implementations, and monitoring guide this CBTP purpose. NVTA will continually address these overarching equity goals revisiting the COC Equity Analysis framework to better serve Napa County Communities of Concerns and the greater Napa Valley.

APPENDIX 1: DEFINITIONS

This document refers to several US Census Bureau- based terms. NVTa has provided the definition of these terms at the beginning of the document to help build readers' baseline knowledge of socio-demographic terms to improve the plan's readability.

Census Tract: A Census Tract is an area roughly equivalent to a neighborhood established by the Bureau of Census for analyzing populations. They generally encompass a population between 2,500 to 8,000 people.

Residents: Defined as a person resident in the 50 States and the District of Columbia. An area's resident population consists of those persons "usually resident" in that particular area (where they live and sleep most of the time). The resident population excludes people whose usual residence is outside of the United States, such as the U.S. military and federal civilian personnel living overseas (and their dependents living with them), as well as private U.S. citizens living overseas. The resident population also excludes residents of the Commonwealth of Puerto Rico, and residents of the island areas under United States sovereignty or jurisdiction (principally American Samoa, Guam, Virgin Islands of the United States, and the Commonwealth of the Northern Mariana Islands).

Households: Defined as including all the people who occupy a housing unit as their usual place of residence.

National Highway System (NHS): Consists of a network of roads important to the economy, defense and mobility. It is made up of the Interstates, Intermodal Connectors, the Strategic Highway Supply Network (STRAHNET) and its connectors, the Moving Ahead for Progress in the 21st Century (Transportation Authorization Legislation or MAP 21) principal arterials and other routes designated by the Federal Highway Administration (FHWA). Starting October 1, 2012 the existing NHS was expanded to include all existing principal arterials (i.e. Functional Classifications 1, 2 and 3) to the NHS. Under MAP-21, the NHS is composed of rural and urban roads nationwide serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations.

California Road System (CRS): Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner.

Functional classification defines the nature of this channelization process by defining the part that any

particular road or street should play in serving the flow of trips through a highway network.

For the purposes of this CBTP, NHS Functional Roadway classification is used but moving forward careful consideration will be given to implement CRS functional classification into the methods, monitoring and evaluation processes. The County's General Plan Circulation Element and Zoning Code include roadway classifications for roads within the County. Refer to County classifications for specific information on roads throughout the County, as terminology may differ from that used by the US Census Bureau.

ROADWAY FUNCTIONAL CLASSIFICATION DEFINITIONS

Urban Interstate: Are Urbanized Area routes recognized by the Dwight D. Eisenhower National System of Interstate and Defense Highways. Urban Interstates provided a superior network of limited access, divided highways offering high levels of mobility while linking major urban areas.

Rural Interstate: Routes recognized by the Dwight D. Eisenhower National System of Interstate and Defense Highways. Rural Interstates provided a superior network of limited access, divided highways offering high levels of mobility while linking major urban areas.

Urban Other Freeway and Expressway: Urbanized Area routes offering directional travel lanes usually separated by some type of physical barrier. Urban Other Freeways and Expressways can access and egress points limited to on- and off-ramp locations or very limited number of at-grade intersections.

Urban Other Principal Arterial: Urbanized Area routes that serve major centers of metropolitan areas, provide a high degree of mobility, and also provide mobility through rural areas. Urban Other Principal Arterials, unlike Freeways, Expressways and Interstates, serve abutting land uses can be directly and serve demand for intra-area travel between the central business district and outlying residential areas.

Rural Other Principal Arterial: Routes designated to connect all or nearly all Urbanized Areas and a large majority of Urban Clusters. Rural Other Principal

Arterials provide an integrated network of continuous routes without dead ends.

Urban Minor Arterial: Urbanized Area routes that offer connectivity to the Principal Arterial system. Urban Minor Arterials provide more land access than Principal Arterials without penetrating identifiable neighborhoods.

Rural Minor Arterial: Routes that link cities and larger towns and form an integrated network providing interstate and intercounty service. Rural Minor Arterials provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement.

Urban Collector: Urbanized Area routes that serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Urban Collectors serve both land access and traffic circulation in residential, and commercial/ industrial areas.

Rural Collector: Routes that serve primarily intra-county travel, not statewide, and constitute shorter travel distances than on Arterial routes. Consequently, more moderate speeds may be posted; Rural Collectors can be subdivided into two subcategories: Major and Minor.

Rural Major Collector: Routes longer in length, lower connecting driveway densities, higher speed limits, and higher annual average traffic volumes, than their Rural Minor Collectors counterparts. Rural Major Collectors link any county seat not on an Arterial route with nearby larger towns and cities or with Arterial routes.

Rural Minor Collector: Routes consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector. Rural Minor Collectors provide service to smaller communities not served by a higher class facility and link locally important traffic generators with their rural hinterlands.

BICYCLE FACILITY DEFINITIONS

Class I Multi Use/Shared Use Paths: Two-way facilities that are physically separated from motor vehicle traffic and used by non-motorized users like people bicycling and walking. These paths may cross roadways at grade or at under- or over-crossing. Multi-use paths are often located along creeks, along former rail corridors, or along roadways

Class II Bike Lanes: Provide dedicated space for bicyclists in the roadway, delineated with lines and symbols on the roadway surface. Bicycle lanes are usually provided in both directions on two-way streets and on one side of one-way streets.

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TRANSIT/PUBLIC TRANSIT/ MASS TRANSIT DEFINITIONS

Paratransit: Types of passenger transportation which are more flexible than conventional fixed-route transit but more structured than the use of private

automobiles. Paratransit includes demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling (VP), and jitney (JT) services. Most often refers to wheelchair-accessible, demand response (DR) service.

Americans with Disabilities Act of 1990 (ADA) : The legislation requires transportation providers to make transportation accessible to individuals with disabilities, and specifies agencies’ responsibilities in this effort.

Fixed Route: A specific timed transit route that follows a fixed schedule.

On-Demand: A transit mode comprised of passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations.

MINORITY RESIDENTS

Napa County’s population is 48% minority. Only one COC exceeds the 70% threshold determined in the 2018 MTC Equity Analysis; the Westwood Neighborhood.

According to the MTC, a minority is defined as:

Minority populations include persons who identify as any of the following groups as defined by the Census Bureau in accordance with guidelines provided by the U.S. Office of Management and Budget: American Indian or Alaska Native Alone (non-Hispanic/non-Latino); Asian Alone (non-Hispanic/non-Latino); Pacific Islander Alone (non-Hispanic/non-Latino); Black or African-American Alone (non-Hispanic/non-Latino); and Other (Some Other Race, Two or More Races, non-Hispanic/non-Latino); and all Hispanic/Latino persons.

For purposes of the CBTP, the term “minorities” will be used.

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7.5% of Napa County residents are 75 years or older. The Bay Area average is 6%. Three COCs exceed the 10% threshold determined in the 2018 MTC Equity Analysis. These COCs include Northwest Napa, South St Helena, the unincorporated county surrounding the town of Yountville.

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The median annual household income for Napa County is \$74,609. Calculating a similar measure for the Bay Area results in \$89,099/year. Only Solano and Sonoma Counties have lower county level median household incomes - roughly \$73,000/year and \$70,000/year respectively. Whereas Marin, San Francisco, San Mateo, and Santa Clara Counties have median annual household incomes of more than \$100,000/year.

Median household income plays an important role in the locally significant Community of Concern determination. Although two measures of household income and poverty are taken into account on a regionally significant determination, this was not applied to the COCs identified by NVTA. The equity analysis in Napa County performed by NVTA casts a wider net to ensure inclusion of communities with economic challenges.

For the purposes of the CBTP, the term “median household income” will be used.

DISABLED RESIDENTS

Eleven percent of Napa County residents have a disability, which includes both mental and physical disabilities. This is 2 percentage points greater than the Bay Area average of 9% disabled-residents. The COC threshold was determined to be 25% and only one COC exceeded this and it was East Imola with 31%. This figure is skewed because the census tract includes the State Hospital.

According to the MTC, a disabled-residents is defined as:

The U.S. Census Bureau defines disability as: Hearing difficulty- deaf or having serious difficulty hearing (DEAR); Vision difficulty- blind or having serious difficulty remembering, concentrating, or making decisions (DREM); Ambulatory difficulty- having serious difficulty walking or climbing stairs (DPHY); Self-care difficulty- having difficulty bathing or dressing (DDRS); Independent living difficulty- because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor’s office or shopping (DOUT).

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200% BELOW FPL (FEDERAL POVERTY LEVEL/LINE) HOUSEHOLDS

The federal Poverty level is defined each year based on household income and the number of residents in a household including parents, children, and live-in relatives. For example, consider a 3-person household, which includes two parents and one child. The federal poverty line for a 3-person household in 2017 is \$19,730. If the two parents earn \$24,000 total as a household then the Ratio of Income to Poverty Level is calculated as: $24000/19,730 = 1.216$. This household would classify as living 200% below the federal poverty level. Household income must be above \$39,460 or the residents would be considered living 200% below the federal poverty line/level.

According to the MTC, a living in poverty household is defined as:

Person living in a household with incomes less than 200% of the federal poverty level established by the Census Bureau.

For the purposes of CBTP, the terms “living in poverty households” or “households living in poverty” will be used.

LIMITED ENGLISH PROFICIENCY RESIDENTS

8.8% of Napa County residents do not speak English well, this compares to a 9% Bay Area regional average. The COC threshold for limited English proficiency defined by MTC is 20% of the population. Two Napa census tracts exceed this limited English proficiency disadvantaged factor designation; the City of Calistoga COC and the Westwood neighborhood COC in the City of Napa.

According to the MTC, a limited English proficiency resident is defined as:

Person above the age of 5 years, that does not speak English at least as “well” as their primary language or have a limited ability to read, speak, write, or understand English at least as “well”, as defined by the U.S. Census.

For the purposes of the CBTP, the term “limited English

residents” will be used.

SEVERELY RENT BURDENED HOUSEHOLDS

Napa County is in the midst of a housing affordability crisis. Although Napa County only represents 1.8% of nearly 8 million Bay Area residents, Napa County is experiencing the worst severely rent burdened rates in the Bay Area. Of the COC Disadvantaged Factors, Severely Rent Burdened Households in Napa County has the greatest concentration, at a rate of 21.5%.

Taking into account the disadvantaged factor of ‘severely rent burdened households’, the Bay Area regional average is at a rate of 11% while the Napa County average is significantly greater at 21.5%.

This suggests housing costs are more impactful to Napa County residents than the average Bay Area resident. The 2018 MTC/ABAG Horizons/PBA 2040 Equity analysis threshold percentage for severely rent-burdened households in a census tract is 15 percent and three COCs exceed this minimum threshold: Westwood, South St. Helena, and the City of Calistoga.

According to the MTC, a rent-burdened household is defined as:

Renters paying > 50% of income in rent. To determine whether or not severely rent-burdened households exceed tract concentration thresholds, the share of severely rent-burdened households is calculated as a share of all households regardless of occupancy status (renter or owner).

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SINGLE-PARENT HOUSEHOLDS

13% of Napa County households are living without both parents present in the home. The Bay Area average is 14% and the COC disadvantaged threshold is 20%. South Downtown and Westwood met this threshold, which translates to roughly 200 residents living in single-parent households in each neighborhood.

According to the MTC, a single-parent household is defined as:

Families with at least one child. To determine whether or not single-parent families exceed tract concentration thresholds, the share of single parent families is calculated as a share of all families regardless of whether or not they have any children.

For the purposes of the CBTP, the term “single-parent household(s)” will be used.

ZERO VEHICLE HOUSEHOLDS

5% of Napa County households do not have direct access to a car, truck, or van for private transportation. These households are essentially living without a car. The Bay Area average is double this rate at 10%, but this not surprising given the more robust public transportation options in Bay Area’s more densely populated areas. Nevertheless, the threshold is 10% and three COCs exceed this rate for ‘zero-vehicle households’: South Downtown Napa, Northwest Napa, and East Imola. Again, the East Imola data may be skewed by the State Hospital grounds, which is to be removed from the geography in the following U.S. Census ACS.

According to the MTC, a zero-vehicle household is defined as:

Households that do not own a personal vehicle.

For the purposes of the CBTP, the term “zero-vehicle households” will be used.

NOTES ON DEFINITIONS

The data sources used for this COC analysis includes 2012-2016 American Community Survey 5-Year Estimates. All data comparison between various level of geographies whether national, state, counties, cities, towns, and/or census designated places, etc. use aforementioned 2016 ACS data sources.

APPENDIX 2

1. Pedestrians

Community members were interested in pedestrian improvements for safety, including access to schools and transit. They mentioned specific locations listed below, but also a general sentiment for safety enhancements for pedestrians.

1.1: Improve pedestrian safety

High visibility crosswalks, RRFB at mid-block crosswalks, and add/repair sidewalks.

St. Helena - Rianda House

- Many were supportive of pedestrian infrastructure improvements

Napa-St. Thomas Church

- Put up signs requesting people not to walk down the middle of street on Homewood Ave.

St. Helena-Stonebridge Apartments

- Complete sidewalk on Hunt Avenue to Montevista
- Improved street lighting on Pope, Hunt (and the street where the apartments are located)

Napa- Silverado Creek Apartments

- Crossing larger intersections is difficult, would like more lighting, more crosswalks
- Enforcement of speeding needed
- Traffic light or stop sign at Trancas and Valle Verde
- RRFB at Jefferson/ Rubicon
- Traffic light at Jefferson/Rubicon/ El Capitan
- Traffic light at Jefferson/ Rubicon
- Rehab sidewalk on Villa Lane
- RRFB at Trancas/ Valle Verde

1.2: Improve pedestrian access to schools and transit

Prioritizing sidewalk infrastructure around schools and transit, as identified in the countywide transportation plan and pedestrian plan.

Napa Valley College

- One group of students sometimes walk from the Imola/Shurtleff area neighborhood to campus and remarked on how “scary” it is to walk along that corridor

Napa-St. Thomas Church

- Lack of sidewalks connecting to Pueblo Vista elementary school

St. Helena-Stonebridge Apartments

- RRFBs for all School crossings (they mentioned a school where they were already installed and said they worked well)

Napa- Silverado Creek Apartments

- Traffic calming around school
- Sidewalk improvements for Vintage and Bel Aire schools

2. Mobility Options

Participants noted mobility challenges associated with accessing medical facilities like Kaiser in Vallejo, Kaiser in Santa Rosa and other facilities outside of Napa County. Specific suggestions included:

2.1: Improve transportation options to healthcare

Evaluating cost/benefit of either transit options, including a shuttle/vanpool, or TNC subsidies for Calistoga residents to access Kaiser Santa Rosa.

Calistoga Springs Mobile Home Park

- Residents discussed issues they have with accessing medical care, specifically St. Helena Hospital and Kaiser in Santa Rosa
- They asked that we evaluate the potential to revive the previous Route that connected to Santa Rosa
- Some residents have to travel long distances for medical care out of the County, staff let them know about the Mileage Reimbursement program and how to apply

St. Helena - Rianda House

- Most residents rely on Kaiser Napa and felt the existing transit options were adequate for their medical and grocery trips

2.2: Expand mobility options for low-income, senior-, and disabled residents

Evaluate and expand transportation accessibility options for seniors and disabled such as mileage reimbursement program, shared vehicle, etc. Conduct annual education programs for seniors and disabled.

Yountville - Veteran's Home

- Residents of the Vet's Home have their transportation needs met almost exclusively by the transportation provided by the Home, including medical transport to San Francisco

Calistoga – Springs Mobile Home Park

- Residents expressed their view that the Calistoga shuttle seemed geared towards tourists and the long wait times made it less than ideal for residents

St. Helena - Rianda House

- Discussion about St. Helena/Lyft pilot shuttle program
- St. Helena/Lyft pilot shuttle program coordinated through Molly's Angels. One issue is lack of wheelchair access on Lyft vehicles
- Issue with Molly's Angels only taking ambulatory passengers
- Driver reimbursement under MRP for Molly's Angels drivers; drivers are prohibited from receiving reimbursement – consider updating MRP form for volunteer drivers to indicate they are with Molly's Angels
- Request from Angwin resident to have a "one-day-a-week" shuttle down to St. Helena

Napa Valley Support Services

- Most people can't walk or move more than a couple of blocks, so they need stops closer together
- People want to be able to use TaxiScrip with Uber and Lyft, current taxi companies are unreliable
- The limit on three books per month are not enough for Taxi Scrip

Napa-St. Thomas Church

- Add a bus line that goes directly from Laurel Street on the west side of SR-29 to Napa High School

St. Helena-Stonebridge Apartments

- Transit services for residents of Silverado Orchard
- Transit services to Angwin

Napa- Silverado Creek Apartments

- Bike Lane from Redwood to Villa Lane (class 4)
- Bus (public transportation) to Villa Lane

3. Transit-Related

Comments focused on the limitations of the bus evening frequencies, including wait times, longer service hours, transit stop amenities, and transit fares. Specific suggestions included:

3.1: Increase local transit evening frequencies

Evaluation of increased service hours in City of Napa (Healthcare, Education, Supportive Services).

Napa - Queen of the Valley

- Received feedback that local routes don't run frequently enough for clients
- Local routes also do not run late enough

Napa Valley College

- One rider who used the local routes stated later run times would be better, as to allow for greater flexibility
- Would like to see later hours of local routes, so that students can use transit for other errands on the way home

Napa Valley Support Services

- Would like see Routes 10 and 11 stop at Napa Valley College on weekends
- Longer service hours into the evening

3.2: Increase transit amenities

Create a ridership-based priority list of high-use transit stops to add amenities such as benches, shelters.

American Canyon Senior Center

- The City is considering locations for P&R lots along the corridor

Napa Valley Support Services

- Issue with clipper card reader functionality
- Jefferson/Bel Aire stop and Lincoln/Jordan Lane stops should be prioritized for shelter and seating
- Imperial Way and Jordan needs a stop and bus shelter/seating
- Real-time signage need to be more reliable and work consistently

Napa- Redwood Park and Ride

- Rider pointed out that real-time signs were incorrect and sometimes non functional
- A senior rider would like to see bathroom facilities at the park and ride, as there is nowhere nearby to use the restroom and sometimes there are long wait and transfer times for Vine buses

3.3: Decrease transit fares for low-income individuals

Evaluating implementation of means based fares for low-income individuals who are not seniors/youth riders.

Napa - Queen of the Valley

- Our fares are too high for some clients Napa Valley Support Services
- Fares are too costly

4. Americans with Disabilities Act (ADA)

Comments centered on wheelchair access and bus driver awareness.

4.1: Increase transit ADA access

Evaluate transit ADA access effectiveness: on smaller buses, at high ADA boarding stops, typical driver routines/accommodations.

Calistoga – Springs Mobile Home Park

- Residents had complaints about lack of handicap parking at Cal-Mart, we connected them with city staff personnel to address the issue
- Residents would also appreciate if drivers could let them off closer to their destination, rather than only at designated stops, staff explained that for safety reasons, we don't let drivers stop just anywhere

Napa Valley Support Services

- Difficult to board smaller buses with mobility devices
- Shelters and benches are a necessity for disabled customers
- Drivers have not provided service to some riders in wheelchairs or driven past riders in wheelchairs
- The stop along Lincoln/Jordan Lane has a slope making wheelchair access difficult
- Transdev drivers place ramps down on streets less than a foot away from curb, so there is no way for a wheelchair to board like that
- Would like more curb space painted red, so there is better access for ADA riders to board the bus

Napa- Silverado Creek Apartments

- Bus stop is too far away

Source: From CBTP Identified Needs table Oct 3rd TAC staff report, Updated_new_comment_cluster_analysis.xlsx, 'comment_themes' tab

APPENDIX 1: DEFINITIONS

This document refers to several US Census Bureau- based terms. NVTA has provided the definition of these terms at the beginning of the document to help build readers' baseline knowledge of socio-demographic terms to improve the plan's readability.

Residents: Defined as a person resident in the 50 States and the District of Columbia. An area's resident population consists of those persons "usually resident" in that particular area (where they live and sleep most of the time). The resident population excludes people whose usual residence is outside of the United States, such as the U.S. military and federal civilian personnel living overseas (and their dependents living with them), as well as private U.S. citizens living overseas. The resident population also excludes residents of the Commonwealth of Puerto Rico, and residents of the island areas under United States sovereignty or jurisdiction (principally American Samoa, Guam, Virgin Islands of the United States, and the Commonwealth of the Northern Mariana Islands).

Households: Defined as including all the people who occupy a housing unit as their usual place of residence.

National Highway System (NHS): Consists of a network of roads important to the economy, defense and mobility. It is made up of the Interstates, Intermodal Connectors, the Strategic Highway Supply Network (STRAHNET) and its connectors, the Moving Ahead for Progress in the 21st Century (Transportation Authorization Legislation or MAP 21) principal arterials and other routes designated by the Federal Highway Administration (FHWA). Starting October 1, 2012 the existing NHS was expanded to include all existing principal arterials (i.e. Functional Classifications 1, 2 and 3) to the NHS. Under MAP-21, the NHS is composed of rural and urban roads nationwide serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations.

California Road System (CRS): Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any

particular road or street should play in serving the flow of trips through a highway network.

For the purposes of this CBTP, NHS Functional Roadway classification is used but moving forward careful consideration will be given to implement CRS functional classification into the methods, monitoring and evaluation processes. The County's General Plan Circulation Element and Zoning Code include roadway classifications for roads within the County. Refer to County classifications for specific information on roads throughout the County, as terminology may differ from that used by the US Census Bureau.

ROADWAY FUNCTIONAL CLASSIFICATION DEFINITIONS

Urban Interstate: Are Urbanized Area routes recognized by the Dwight D. Eisenhower National System of Interstate and Defense Highways. Urban Interstates provided a superior network of limited access, divided highways offering high levels of mobility while linking major urban areas.

Rural Interstate: Routes recognized by the Dwight D. Eisenhower National System of Interstate and Defense Highways. Rural Interstates provided a superior network of limited access, divided highways offering high levels of mobility while linking major urban areas.

Urban Other Freeway and Expressway: Urbanized Area routes offering directional travel lanes usually separated by some type of physical barrier. Urban Other Freeways and Expressways can access and egress points limited to on- and off-ramp locations or very limited number of at-grade intersections.

Urban Other Principal Arterial: Urbanized Area routes that serve major centers of metropolitan areas, provide a high degree of mobility, and also provide mobility through rural areas. Urban Other Principal Arterials, unlike Freeways, Expressways and Interstates, serve abutting land uses can be directly and serve demand for intra-area travel between the central business district and outlying residential areas.

Rural Other Principal Arterial: Routes designated to connect all or nearly all Urbanized Areas and a large majority of Urban Clusters. Rural Other Principal

Arterials provide an integrated network of continuous routes without dead ends.

Urban Minor Arterial: Urbanized Area routes that offer connectivity to the Principal Arterial system. Urban Minor Arterials provide more land access than Principal Arterials without penetrating identifiable neighborhoods.

Rural Minor Arterial: Routes that link cities and larger towns and form an integrated network providing interstate and intercounty service. Rural Minor Arterials provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement.

Urban Collector: Urbanized Area routes that serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Urban Collectors serve both land access and traffic circulation in residential, and commercial/ industrial areas.

Rural Collector: Routes that serve primarily intra-county travel, not statewide, and constitute shorter travel distances than on Arterial routes. Consequently, more moderate speeds may be posted; Rural Collectors can be subdivided into two subcategories: Major and Minor.

Rural Major Collector: Routes longer in length, lower connecting driveway densities, higher speed limits, and higher annual average traffic volumes, than their Rural Minor Collectors counterparts. Rural Major Collectors link any county seat not on an Arterial route with nearby larger towns and cities or with Arterial routes.

Rural Minor Collector: Routes consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector. Rural Minor Collectors provide service to smaller communities not served by a higher class facility and link locally important traffic generators with their rural hinterlands.

BICYCLE FACILITY DEFINITIONS

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ZERO VEHICLE HOUSEHOLDS

5% of Napa County households do not have direct access to a car, truck, or van for private transportation. These households are essentially living without a car. The Bay Area average is double this rate at 10%, but this not surprising given the more robust public transportation options in Bay Area’s more densely populated areas. Nevertheless, the threshold is 10%

and three COCs exceed this rate for ‘zero-vehicle households’: South Downtown Napa, Northwest Napa, and East Imola. Again, the East Imola data may be skewed by the State Hospital grounds, which is to be removed from the geography in the following U.S. Census ACS.

According to the MTC, a zero-vehicle household is defined as:

Households that do not own a personal vehicle.

For the purposes of the CBTP, the term “zero-vehicle households” will be used.

NOTES ON DEFINITIONS

The data sources used for this COC analysis includes 2012-2016 American Community Survey 5-Year Estimates. All data comparison between various level of geographies whether national, state, counties, cities, towns, and/or census designated places, etc. use aforementioned 2016 ACS data sources.

APPENDIX 2

1. Pedestrians

Community members were interested in pedestrian improvements for safety, including access to schools and transit. They mentioned specific locations listed below, but also a general sentiment for safety enhancements for pedestrians.

1.1: Improve pedestrian safety

High visibility crosswalks, RRFB at mid-block crosswalks, and add/repair sidewalks.

St. Helena - Rianda House

- Many were supportive of pedestrian infrastructure improvements

Napa-St. Thomas Church

- Put up signs requesting people not to walk down the middle of street on Homewood Ave.

St. Helena-Stonebridge Apartments

- Complete sidewalk on Hunt Avenue to Montevista
- Improved street lighting on Pope, Hunt (and the street where the apartments are located)

Napa- Silverado Creek Apartments

- Crossing larger intersections is difficult, would like more lighting, more crosswalks
- Enforcement of speeding needed
- Traffic light or stop sign at Trancas and Valle Verde
- RRFB at Jefferson/ Rubicon
- Traffic light at Jefferson/Rubicon/ El Capitan
- Traffic light at Jefferson/ Rubicon
- Rehab sidewalk on Villa Lane
- RRFB at Trancas/ Valle Verde

1.2: Improve pedestrian access to schools and transit

Prioritizing sidewalk infrastructure around schools and transit, as identified in the countywide transportation plan and pedestrian plan.

Napa Valley College

- One group of students sometimes walk from the Imola/Shurtleff area neighborhood to campus and remarked on how “scary” it is to walk along that corridor

Napa-St. Thomas Church

- Lack of sidewalks connecting to Pueblo Vista elementary school

St. Helena-Stonebridge Apartments

- RRFBs for all School crossings (they mentioned a school where they were already installed and said they worked well)

Napa- Silverado Creek Apartments

- Traffic calming around school
- Sidewalk improvements for Vintage and Bel Aire schools

2. Mobility Options

Participants noted mobility challenges associated with accessing medical facilities like Kaiser in Vallejo, Kaiser in Santa Rosa and other facilities outside of Napa County. Specific suggestions included:

2.1: Improve transportation options to healthcare

Evaluating cost/benefit of either transit options, including a shuttle/vanpool, or TNC subsidies for Calistoga residents to access Kaiser Santa Rosa.

Calistoga Springs Mobile Home Park

- Residents discussed issues they have with accessing medical care, specifically St. Helena Hospital and Kaiser in Santa Rosa
- They asked that we evaluate the potential to revive the previous Route that connected to Santa Rosa
- Some residents have to travel long distances for medical care out of the County, staff let them know about the Mileage Reimbursement program and how to apply

St. Helena - Rianda House

- Most residents rely on Kaiser Napa and felt the existing transit options were adequate for their medical and grocery trips

2.2: Expand mobility options for low-income, senior-, and disabled residents

Evaluate and expand transportation accessibility options for seniors and disabled such as mileage reimbursement program, shared vehicle, etc. Conduct annual education programs for seniors and disabled.

Yountville - Veteran's Home

- Residents of the Vet's Home have their transportation needs met almost exclusively by the transportation provided by the Home, including medical transport to San Francisco

Calistoga – Springs Mobile Home Park

- Residents expressed their view that the Calistoga shuttle seemed geared towards tourists and the long wait times made it less than ideal for residents

St. Helena - Rianda House

- Discussion about St. Helena/Lyft pilot shuttle program
- St. Helena/Lyft pilot shuttle program coordinated through Molly's Angels. One issue is lack of wheelchair access on Lyft vehicles
- Issue with Molly's Angels only taking ambulatory passengers
- Driver reimbursement under MRP for Molly's Angels drivers; drivers are prohibited from receiving reimbursement – consider updating MRP form for volunteer drivers to indicate they are with Molly's Angels
- Request from Angwin resident to have a "one-day-a-week" shuttle down to St. Helena

Napa Valley Support Services

- Most people can't walk or move more than a couple of blocks, so they need stops closer together
- People want to be able to use TaxiScrip with Uber and Lyft, current taxi companies are unreliable
- The limit on three books per month are not enough for Taxi Scrip

Napa-St. Thomas Church

- Add a bus line that goes directly from Laurel Street on the west side of SR-29 to Napa High School

St. Helena-Stonebridge Apartments

- Transit services for residents of Silverado Orchard
- Transit services to Angwin

Napa- Silverado Creek Apartments

- Bike Lane from Redwood to Villa Lane (class 4)
- Bus (public transportation) to Villa Lane

3. Transit-Related

Comments focused on the limitations of the bus evening frequencies, including wait times, longer service hours, transit stop amenities, and transit fares. Specific suggestions included:

3.1: Increase local transit evening frequencies

Evaluation of increased service hours in City of Napa (Healthcare, Education, Supportive Services).

Napa - Queen of the Valley

- Received feedback that local routes don't run frequently enough for clients
- Local routes also do not run late enough

Napa Valley College

- One rider who used the local routes stated later run times would be better, as to allow for greater flexibility
- Would like to see later hours of local routes, so that students can use transit for other errands on the way home

Napa Valley Support Services

- Would like see Routes 10 and 11 stop at Napa Valley College on weekends
- Longer service hours into the evening

3.2: Increase transit amenities

Create a ridership-based priority list of high-use transit stops to add amenities such as benches, shelters.

American Canyon Senior Center

- The City is considering locations for P&R lots along the corridor

Napa Valley Support Services

- Issue with clipper card reader functionality
- Jefferson/Bel Aire stop and Lincoln/Jordan Lane stops should be prioritized for shelter and seating
- Imperial Way and Jordan needs a stop and bus shelter/seating
- Real-time signage need to be more reliable and work consistently

Napa- Redwood Park and Ride

- Rider pointed out that real-time signs were incorrect and sometimes non functional
- A senior rider would like to see bathroom facilities at the park and ride, as there is nowhere nearby to use the restroom and sometimes there are long wait and transfer times for Vine buses

3.3: Decrease transit fares for low-income individuals

Evaluating implementation of means based fares for low-income individuals who are not seniors/ youth riders.

Napa - Queen of the Valley

- Our fares are too high for some clients Napa Valley Support Services
- Fares are too costly

4. Americans with Disabilities Act (ADA)

Comments centered on wheelchair access and bus driver awareness.

4.1: Increase transit ADA access

Evaluate transit ADA access effectiveness: on smaller buses, at high ADA boarding stops, typical driver routines/accommodations.

Calistoga – Springs Mobile Home Park

- Residents had complaints about lack of handicap parking at Cal-Mart, we connected them with city staff personnel to address the issue
- Residents would also appreciate if drivers could let them off closer to their destination, rather than only at designated stops, staff explained that for safety reasons, we don't let drivers stop just anywhere

Napa Valley Support Services

- Difficult to board smaller buses with mobility devices
- Shelters and benches are a necessity for disabled customers
- Drivers have not provided service to some riders in wheelchairs or driven past riders in wheelchairs
- The stop along Lincoln/Jordan Lane has a slope making wheelchair access difficult
- Transdev drivers place ramps down on streets less than a foot away from curb, so there is no way for a wheelchair to board like that
- Would like more curb space painted red, so there is better access for ADA riders to board the bus

Napa- Silverado Creek Apartments

- Bus stop is too far away

Source: From CBTP Identified Needs table Oct 3rd TAC staff report, Updated_new_comment_cluster_analysis.xlsx, 'comment_themes' tab

APPENDIX 3

CBTP Survey

2018 Community Based Transportation Plan

This survey is designed to engage Napa Valley residents in recommending improvements to transportation options within Napa County to improve access and mobility for senior, low-income, and disabled populations.

1. 1. Where do you live?

- American Canyon
- Southwest City of Napa
- Yountville
- Northwest City of Napa
- St. Helena
- Southeast City of Napa
- Calistoga
- Northeast City of Napa
- Unincorporated Napa County
- Central City of Napa

Other (please specify)

2. 1. What is your age range?

- 18 and under
- 51-64
- 19-25
- 65+
- 26-50

3. Please describe your race/ethnicity.

4. Is English your primary language? If not, please list your primary language.

- Yes
- No
- Other (please specify)

5. What is your household income?

- less than \$25k
- \$66-\$85k
- \$26-\$45k
- \$86-\$110k
- \$47-\$65k
- \$110k+

APPENDIX 3

CBTP Survey (continued)

6. Which Vine Route(s) do you currently use?

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8
- Route 10
- Route 11
- Route 21
- Route 29
- American Canyon Transit
- Yountville Trolley
- St. Helene Shuttle
- Calistoga Shuttle
- None

7. If you answered "none" to Question 5...

- Doesn't go where I need it to
- Service is too slow
- Service is too infrequent
- Doesn't fit my schedule
- Fares are too expensive
- Transit is too confusing/complicated
- Bus stop is too far

Other (please specify)

APPENDIX 3

CBTP Survey (continued)

8. How do you commonly commute for work?

- Car Walk
- Carpool/Vanpool Bus
- Bike
- Other (please specify)

9. How do you typically commute for non-work related trips?

- Car Bus
- Walk Uber/Lyft
- Bike
- Other (please specify)

10. Are you enrolled in any of NVRTA's mobility programs?

- VineGO No, but I am aware of them
- Mileage Reimbursement No, I did not know these services were available
- TaxiScrip

11. Do you experience difficulty in accessing grocery stores, schools, and healthcare?

- Yes
- No
- Other (please specify)

* 12. Please provide any additional comments, concerns, or constraints you might experience getting around in Napa. Would you like to be contacted?

- Yes
- No

Other (please specify)