

- Preferential carpool parking and other ridesharing incentives,
- Flexible working hours,
- A purchasing program that favors hybrid, electric or other non-gasoline vehicles,
- Secure bicycle parking,
- Transit incentives

MM 4.4.1g The County shall include a policy in the General Plan that requires all developments along fixed transit routes to provide amenities designed to encourage carpooling, bicycle, and transit use in coordination with NCTPA. Typical features would include bus turnouts/access, bicycle lockers, and carpool/vanpool parking.

MM 4.4.1h The County shall include a policy in the General Plan that states where sufficient right of way is available, bicycle lanes shall be added to county roadways when repaving or upgrading of the roadway occurs as feasible.

MM 4.4.1i The County shall provide a policy in the General Plan that requires that abandoned rail right-of-way shall be used for alternative uses such as public transit routes, bicycle paths, or pedestrian/hiking routes when feasible.

MM 4.4.1j The County shall provide a policy in the General Plan that requires that pedestrian and bicycle access shall be integrated into all parking lots and considered in the evaluation of development proposals and public projects.

Table 4.4.15 details the necessary roadway improvements that when applied to the 2030 network would mitigate the significant traffic operation impacts at the locations specified to LOS D or better conditions. **Table 4.4-16** details those roadway improvements, which are included in the General Plan Circulation Element.

TABLE 4.4-15
ROADWAY IMPROVEMENTS TO IMPROVED 2030 NETWORK (NOT INCLUDED IN GENERAL PLAN)

Roadway Segment	Improvements
American Canyon Road - I-80 to Flosden Road	Widen this roadway from a two (2) lane rural highway to a four (4)-lane rural highway.
Deer Park Road – Sanitarium Road to Silverado Trail	Widen this roadway from a two (2) lane collector to a four (4) land collector.
Deer Park Road - Silverado Trail to SR 29/128	Widen this roadway from a two (2)-lane collector to a four (4) lane collector.
Flosden Road – American Canyon Road to Solano/Napa County Line	Widen this roadway from a four (4) lane urban arterial to a six (6) lane urban arterial.
Napa Valley Highway - Kaiser Road to SR 29	Widen this roadway from a four (4) lane urban arterial to a six (6) lane urban arterial.
Petrified Forest Road - Foothill Boulevard to Franz Valley School Road	Widen this roadway from a two (2) lane rural arterial to a four (4) lane rural arterial.
Silverado Trail – Oak Knoll Avenue to Hardman Avenue	Widen this roadway from a two (2) lane rural arterial to a four (4) lane rural arterial.

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Roadway Segment	Improvements
Silverado Trail - Sage Canyon Road to Yountville Cross Road	Widen this roadway from a two (2) lane rural arterial to a four (4) lane rural arterial.
Silverado Trail - Pope Street to Zinfandel Lane	Widen this roadway from a two (2) lane rural arterial to a four (4) lane rural arterial.
Silverado Trail - Calistoga City Limits to Lincoln Avenue	Widen this roadway from a two (2) lane rural arterial to a four (4) lane rural arterial.
Soscol Avenue - First Street to Silverado Trail	Widen this roadway from a four (4) lane urban arterial to a six (6) lane urban arterial.
SR 12 - Cuttings Wharf Road to Stanly Lane	Widen this roadway from a two (2) lane Rural Highway to a four (4) lane Rural Highway.
SR 12 - Lynch Road to Kelly Road	Widen this roadway from a four (4) lane Rural Highway to a six (6) lane Rural Highway.
SR 128 - Napa/Sonoma County Line to Tubbs Lane	Widen this roadway from a two (2) lane rural arterial to a four (4) lane rural arterial.
SR 128 - Tubbs Lane to Petrified Forest Road	Widen this roadway from a two (2) lane rural arterial to a four (4) lane rural arterial.
SR 128 - Petrified Forest Road to Lincoln Avenue	Widen this roadway from a two (2) lane rural arterial to a four (4) lane rural arterial.
SR 128 - Chiles-Pope Valley Road to Silverado Trail	Widen this roadway from a two (2) lane rural arterial to a four (4) lane rural arterial.
SR 29 - Green Island Road to American Canyon Road	Widen this roadway from a four (4) lane rural highway to a six (6) lane rural highway.
SR 29 - Oakville Grade to Madison Street	Widen this roadway from a two (2) lane rural highway to a four (4) lane rural highway.
SR 29 - Rutherford Cross Road to Oakville Grade	Widen this roadway from a four (4) lane rural arterial to a six (6) lane rural arterial.
SR 29 - Chaix Lane to Zinfandel Lane	Widen this roadway from a four (4) lane rural arterial to a six (6) lane rural arterial.
SR 29 - Lodi Lane to Deer Creek Road	Widen this roadway from a four (4) lane rural arterial to a six (6) lane rural arterial.
SR 29 - Kelly Road to Jamieson Canyon Road (SR 12)	Widen this roadway from a four (4) lane rural arterial to a six (6) lane rural arterial.
SR 29 - Napa Valley Highway to Kelly Road	Widen this roadway from a four (4) lane rural highway to a six (6) lane rural highway.
SR 29 - Napa Valley Highway to Carneros Highway	Widen this roadway from a six (6) lane freeway to an eight (8) lane freeway.
Tubbs Lane - SR 29 to SR 128	Widen this roadway from a two (2) lane rural highway to a four (4) lane rural highway.

Source: Dowling Associates 2006

TABLE 4.4-16
 SPECIFIC ROADWAY IMPROVEMENTS UNDER THE PROPOSED GENERAL PLAN UPDATE CIRCULATION ELEMENT

Roadway Segment	Summary of Improvements
SR 29 - Green Island Road to American Canyon Road	Widen this roadway.
SR 29 - SR 221 and Green Island Road	Widen this roadway
SR 12 - Airport Boulevard and SR 29	Construct an interchange
SR 12 (Jamieson Canyon)	Widen this roadway by adding one travel lane in each direction, provision of a safety median barrier and room for a class II bike lane
SR 221/SR 12/SR 29	Improve intersection
Flosden Road/Newell Road - American Canyon Road to Green Island Road	Extend this roadway
Devlin Road - Soscol Ferry Road and American Canyon	Complete this road
SR 29 and Rutherford Crossroad Intersection and Yountville Crossroad and Silverado Trail Intersection	Intersection improvements to improve safety and traffic flow.
SR 29 - between Oakville and St. Helena	Safety and flow improvements.
Countywide	Install safety improvements on rural roads and highways throughout County.

Source: Dowling Associates 2006, Napa County

While the above roadway improvements in **Table 4.4-15** would reduce the peak hour and daily levels of service to acceptable levels, roadway improvements beyond those listed in Policy CIR-2.3 are not considered feasible given the environmental effects associated with the roadway widening and that these improvements would be inconsistent with the vision set forth in the General Plan Update. The following statement from the Summary and Vision section of the proposed General Plan Update summarizes the County's provisions: "This General Plan will preserve and improve the quality of life and the rural character of the County by proactively addressing land use, traffic, and safety concerns in addition to sustaining the agricultural industry." Widening of these roadways would result in more severe environmental impacts (beyond what is addressed in this DEIR) associated with visual resources, water quality, noise, air quality, and growth inducement.

Additionally, roadway widening of several roadway segments such as SR 128 and Tubbs Lane would be infeasible due to lack of right-of-way and proximity to existing commercial and/or residential developments. For roads where right-of-way exists for widening, impacts would include increased traffic noise to existing commercial and/or residential uses.

Although mitigation measures **MM 4.4.1a** through **MM 4.4.1j** may reduce this impact, some VMT and LOS increases would still remain, therefore, this is considered a **significant** and **unavoidable** impact for Alternatives A, B and C.

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Roadway Safety and Emergency Access

Impact 4.4.2 Implementation of the proposed General Plan Update could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses as well as potentially adversely affect emergency access needs. (Significant and Mitigable - All Alternatives)

Implementation of any of the proposed General Plan Update Alternatives (A, B, and C) would increase the amount of vehicle traffic and the number of potential safety and emergency access conflicts. The reader is referred to Section 4.9 (Human Health/Risk of Upset) and Section 4.13 (Public Services and Utilities) for additional discussion on emergency access.

Impacts specific to each alternative is addressed below.

Alternative A

Alternative A would result in the least vehicle miles traveled (see **Table 4.4-11**) of the three alternatives, but total VMT would be substantially greater than under existing conditions. This alternative would not include the proposed General Plan Update roadway improvements. New development would be required to meet current County roadway standards; however, increased traffic could constrain emergency access. This impact is **significant and mitigable** with the implementation of the mitigation measures identified below.

Alternative B

Alternative B would contribute to a substantial increase in County-wide vehicle miles traveled (see **Table 4.4-11**) when compared to existing conditions. However, this alternative does include the proposed General Plan Update roadway improvements that would provide additional access routes in the southern portion of the County. The contribution of traffic could result in emergency access constraints. This impact is **significant and mitigable** with the implementation of the mitigation measures identified below.

Alternative C

Alternative C would result in similar impacts as Alternative B. This impact is **significant and mitigable** with the implementation of the mitigation measures identified below.

Mitigation Measure

Implementation of mitigation measures MM 4.9.4 and MM 4.13.1.1a and b as well as compliance with County Code (Chapters 15.32 and 18.84) and Public Resources Code Sections 4290 and 4291 (e.g., provisions associated with development standards and restrictions regarding structure design, fuel modification zone design, adequacy of emergency access) would reduce this impact to **less than significant** for all alternatives.

Conflicts with Existing Alternative Transportation Policies and Programs

Impact 4.4.3 Implementation of the proposed General Plan Update could conflict with NCTPA planning efforts associated with transit provision and pedestrian and bicycle facilities. (Significant and Mitigable - All Alternatives)