NAPA COUNTY BICYCLE COALITION

DOWNTOWN NAPA

# Walk Audit Report

Community-identified barriers and solutions for walking, biking, and rolling in downtown Napa



**Prepared by the Napa County Bicycle Coalition**

2026

*Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.*

OTS CALIFORNIA OFFICE OF TRAFFIC SAFETY

# EXECUTIVE SUMMARY

With grant funding from the California Office of Traffic Safety, the Napa County Bicycle Coalition (NCBC) conducted a community-engaged walk audit in the core of downtown Napa, bound by School, First, Main, and Third Streets. The area was selected because previous Safe Routes to School walk audits did not examine it, and because 2021–2025 data showed a concentration of fatal and injury bicycle/pedestrian collisions there.

On August 5, 2026, stakeholders representing downtown businesses, City of Napa departments, the Napa Valley Transportation Authority, local advocacy groups, and the public walked First, Second, and Third Streets, observing infrastructure and road user behavior. They then identified and voted on the top barriers to walking, biking, and rolling downtown, and on solutions to address them.

## Key findings

Four overarching barrier topics tied as the highest priority:

- Sidewalk space: Uneven widths, tripping hazards, obstructions, and bikes and scooters on sidewalks.
- Driver yielding: Drivers not yielding to pedestrians, particularly at unsignalized intersections.
- Vehicle speed: Speeding, particularly along First Street.
- Bike infrastructure: Few bike lanes or pavement markings, especially on First Street.

## Recommendations

Stakeholders' top three solutions form the basis of this report's recommendations:

- Raised crosswalks/intersections: Slow drivers and improve yielding at unsignalized locations along First, Second, and Third Streets, to be selected using collision and citation data with input from emergency responders.
- Curb extensions: Prioritize crosswalks that still require daylighting and areas with frequent illegal stopping.
- Pavement markings and signage: Start with First and Second Streets, then extend to all study area streets without bike facilities.

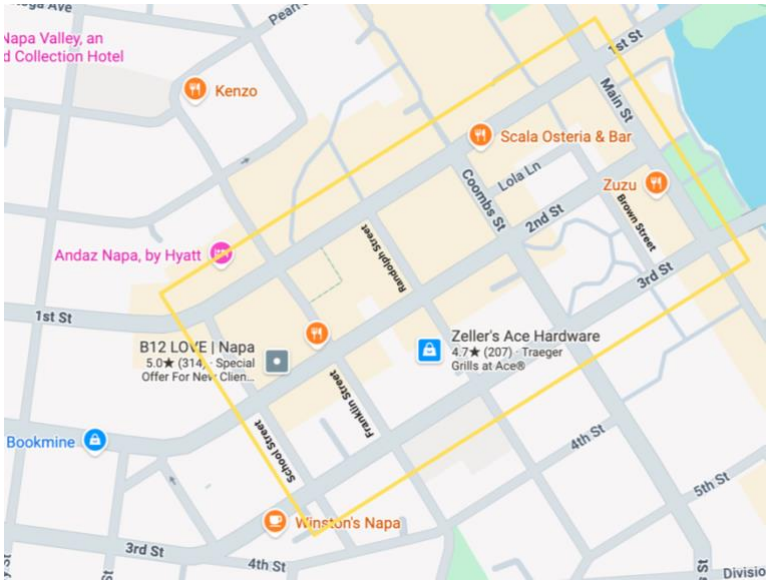
# INTRODUCTION

## General background

The Napa County Bicycle Coalition (NCBC) is a 501(c)(3) nonprofit organization dedicated to making riding a bicycle anywhere in Napa County safe, convenient, and accessible for riders of all ages and abilities. Funding for this Walk Audit was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

A walk audit gathers community insight on barriers to walking and biking in a specific area. Stakeholders walk the study area together, observe how people travel through it, and discuss barriers they see or have experienced, whether in the built environment or in road user behavior. They then brainstorm solutions. The goal is to learn about safety concerns and desired improvements from the people who live, work, and travel there.

NCBC identified the study area for this walk audit to be the core of downtown Napa, bound by School Street to the west, First Street to the north, Main Street to the east, and Third Street to the south.



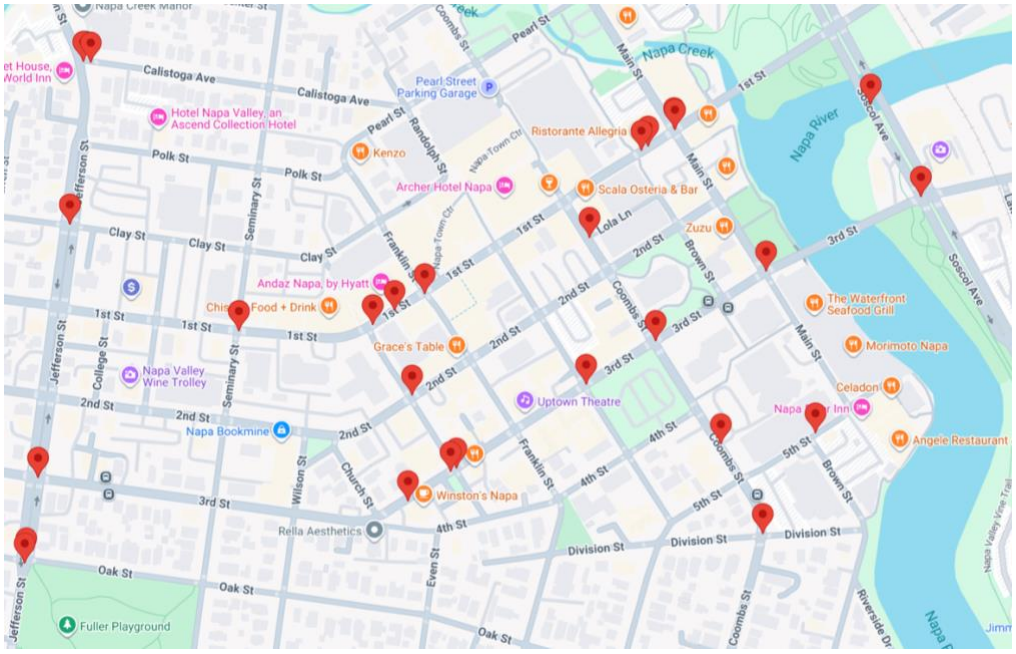

*The walk audit study area, marked by the yellow box. Source: Google Maps.*

## Why downtown Napa?

The downtown Napa core was selected as the study area for two primary reasons.

First, previous walk audits did not cover this area. From 2018–2022, NCBC's Napa County Safe Routes to School program audited the half-mile radius around every public school in the county. That covered most of the City of Napa, but the downtown core did not fall within those boundaries.

Second, 2021–2025 data from UC Berkeley's Transportation Injury Mapping System (TIMS) showed that the downtown core is a hotspot for fatal and injury bicycle/pedestrian collisions, the only hotspot not covered by the Safe Routes to School walk audits.




*Map of bicycle/pedestrian collision data analyzed for walk audit. Source: UC Berkeley Transportation Injury Mapping System.*

Improving pedestrian and bicyclist safety benefits downtown districts. It can reduce collisions, improve access to downtown for people who do not drive or own a car, result in more people choosing to walk and bike downtown, and improve air quality, noise levels, and parking through reduced vehicle traffic. These impacts contribute toward a more attractive downtown experience, encouraging people to stay longer and visit more businesses.

## Downtown Napa: Existing Transportation Work

Numerous plans impacting travel in downtown Napa exist, including:

- City of Napa 2040 General Plan (2022)
- City of Napa Downtown Napa Specific Plan (2012)
- City of Napa Local Roadway Safety Plan (2022)
- Napa Valley Countywide Transportation Plan: Advancing Mobility 2045 (Napa Valley Transportation Authority, 2021)
- Napa Countywide Active Transportation Plan (Napa Valley Transportation Authority, 2026)
- Napa Valley Community-Based Transportation Plan (Napa Valley Transportation Authority, 2025)
- Napa Valley Vision Zero Plan (Napa Valley Transportation Authority, 2023)

The Napa Valley Transportation Authority's 2025 Travel Behavior Study identifies downtown Napa as the third-largest trip generator in Napa County, emphasizing the need for safe, efficient, and balanced transportation access.

Existing bicycle facilities in the walk audit study area of downtown Napa include Class II painted bike lanes on Third Street and on Coombs Street (Pearl Street to First Street), and a Class I shared-use path along the Napa River from Division Street to First Street. Short-term bicycle parking exists throughout the study area, and is particularly concentrated around Main Street. Continuous sidewalks exist throughout the study area, and all intersections have marked crosswalks. Curb extensions consisting of paint and bollards were recently installed along Second Street from School Street to Brown Street, culminating with a painted pedestrian scramble at Second Street and Main Street.

# WALK AUDIT

## Process

The Downtown Walk Audit occurred on Wednesday, August 5, 2026, from 9:30 AM – 11:45 AM. Stakeholders gathered at the City Hall Committee Room on Second Street, adjoining City Hall at 955 School Street. Stakeholders included representatives from:

- The downtown business community
- City of Napa Public Works, Police, Community Resources and Development, and Economic Development departments
- Eagle Cycling Club/general public
- Slow Down Napa initiative
- City of Napa Bicycle and Pedestrian Advisory Committee
- Napa Valley Transportation Authority

Stakeholders reviewed general information about the study area and walk audit purpose and process, ideas of what to observe while on the walk, and the guiding question: “What do you see as the major barriers to people walking/biking/rolling downtown?” The group then departed for the route, walking along First, Second, and Third Streets between School Street and Main Street and making observations on infrastructure and road user behavior.



Following the walk, each stakeholder identified their top three barriers to walking, biking, and rolling downtown. These barriers were grouped into overarching topics, and stakeholders then voted on what they considered to be the three topics that most impacted walking and biking downtown. Four topics tied for the most impactful. Each stakeholder then identified the top two solutions that they believed would best address the top four barriers and make the biggest difference in people being able to walk, bike and roll downtown. Stakeholders then voted on their top three solutions from all the ideas proposed by the group.

## Results

In the following table, "barrier" refers to a single barrier that an individual stakeholder identified as one of their top three barriers to walking, biking, and rolling downtown. "Overarching topic" refers to the broader topic that these barriers were grouped into based on commonality. "# of dot votes" refers to the number of votes, represented by dots, that each overarching topic received from stakeholders.

| Barrier | Overarching topic | # of dot votes |
|---|---|---|
| Varying width of sidewalks impede flow, esp 1st Street | Sidewalk space | 5 |
| Sidewalks on First St are wider than those on Second & Third | | |
| Bikes, scooters riding on sidewalks | | |
| Tree grates sticking up, tripping hazards | | |
| Buckles and tree boxes creating large tall tripping/rolling hazards | | |

| Barrier | Overarching topic | # of dot votes |
|---|---|---|
| Sidewalk obstacles -> road signs/street signs | | |
| Tree on east side is walking hazard. Ped traffic will increase once Post Office hotel is built | | |
| Steep down-up ramps and high central berms on 2nd & Randolph intersection make it hard for strollers/wheelchairs/strider bikes to cross | | |
| Businesses taking space on sidewalk | | |
| Sidewalk/ADA access encroachment from planters, streetside tables (Carpe Diem) on First | | |
| T intersection with ped crossings but no stop signs | Driver yielding | 5 |
| Drivers turning right on red at signalized intersection not yielding to pedestrians crossing the street | | |
| Sidewalks/crossing without stop signs | | |
| Drivers not yielding to pedestrians waiting at cross streets (unsignalized intersections) | | |
| Vehicle speeds, First St in particular | Vehicle speed | 5 |
| Vehicles speeding on First Street | | |
| Streetscape not designed to reinforce 20 mph speed limit. Corner radius, width, height of buildings, crosswalks at street level | | |
| No bike lanes on 1st Street with parked cars obstructing views | Bike infrastructure | 5 |
| Need pavement markings (sharrows) on 1st & 2nd St | | |
| No bike lane or designated bike area on streets | | |
| Riding bike on First does not feel safe. Must take lane – no bike path – no space – especially where cars are parked | | |

| Barrier | Overarching topic | # of dot votes |
|---|---|---|
| 2-way, not 4-way, stops for bikes on Franklin & 2nd + 3rd -> bikes must yield to cars on the bike boulevard route | | |
| Little to no bike parking along 2nd and 3rd Streets | Bike parking | 3 |
| Limited bike parking - only space for 1 or 2 bikes | | |
| Lack of dedicated bike parking at Veterans Park | | |
| Limited bike storage options | | |
| Lack of bike parking throughout downtown | | |
| No direction or signage for where bike parking is available | | |
| No bike parking on side streets unless poles are considered okay | | |
| First & School difficult for pedestrian to cross. Cars coming from west are rounding curve. Don't see pedestrian in crosswalk until on them | Pedestrian visibility | 3 |
| Low visibility at intersections that cross 2nd and 3rd make me nervous to bike downtown | | |
| Pedestrians must press "beg button" to cross any signalized intersection | Pedestrian convenience | 3 |
| Lack of shade on 2nd Street, Coombs to Franklin | | |
| Sidewalk along 2nd Street garage is hot, stark, uninviting, and has fall off. Leaves gap in network | | |
| Competing demands for curb space | Curb space | 1 |
| Uber drivers stopping in traffic | | |
| Delivery trucks | | |
| Randolph and 1st crossing is at street level and a "hope they stop" | Pedestrian infrastructure | 0 |
| Mid-block crossings – pedestrian desire lines 2nd + Randolph parking lots example | | |
| Main St between 2nd and 3rd along park limits cross-flow in major pedestrian area | Main – 2nd, 3rd | 0 |

Sidewalk space, driver yielding, vehicle speed, and bike infrastructure were identified as the four highest-priority overarching barrier topics. Solutions that stakeholders suggested were intended to target one or more of these topics.

| Solution | Overarching topic(s) addressed | # of dot votes |
|---|---|---|
| Raised crosswalks/intersections | Driver yielding, vehicle speed | 6 |
| Curb extensions | Driver yielding, vehicle speed | 5 |
| Painted conflict markings/signage & pavement markings (including scooters) | Bike infrastructure, sidewalk space | 5 |
| Ped/bike/car traffic at same level w/ textured surface and pedestrian Right of Way | Vehicle speed, driver yielding, sidewalk space, bike infrastructure | 3 |
| Road closure | Sidewalk space, bike infrastructure, vehicle speed | 3 |
| Multi-use path & greenspace | Sidewalk space, bike infrastructure | 3 |
| Enforcement / automated enforcement or reward (Sweden) | Vehicle speed | 3 |
| Speed feedback sign | Vehicle speed | 3 |
| Rectangular Rapid Flashing Beacons | Driver yielding | 2 |
| Wayfinding | Bike infrastructure | 2 |
| Protected bike lane | Bike infrastructure | 2 |
| Driver education | Driver yielding, vehicle speed | 1 |
| Improve/increase visibility. “Daylighting” | Driver yielding | 0 |

# RECOMMENDATIONS

Sidewalk space, driver yielding, vehicle speed, and bike infrastructure were identified by stakeholders as the four highest-priority overarching barrier topics. To address these concerns, the top three solutions identified by stakeholders were raised crosswalks/intersections, curb extensions, and painted conflict markings, signage, and pavement markings that designate space for bicyclists and scooter riders.

## Raised crosswalks/intersections



*Raised intersection example. Source: City of Cambridge.*

Raised crosswalks and intersections, which lift crosswalks and intersections to be at the same level of the sidewalk, slow vehicle speeds by acting as a speed table and improve driver yielding by improving pedestrian visibility and forcing drivers to slow down when they approach a crosswalk/intersection. According to the Urban Street Design Guide by the National Association of City and Transportation Officials (NACTO), raised intersections with yield treatments are appropriate on low-speed (<20 mph) and low-volume (<3,000 ADT) streets. Stakeholders cited driver yielding concerns primarily at unsignalized intersections.

Locations receiving raised crosswalk/intersection treatments can be strategically selected to interrupt long stretches of road where traffic is uncontrolled and tends to pick up speed – namely along First, Second, and Third Streets. There are several unsignalized intersections along these corridors, particularly Second and Third Streets. Collision and law enforcement citation data in the study area can be utilized to identify locations where driver failure to yield and/or speeding occur frequently. Emergency response departments should be included in identification of raised crosswalk/intersection locations to help evaluate when traffic collision prevention benefits outweigh potential impact on emergency response times.

## Curb extensions

Stakeholders cited driver yielding concerns primarily at unsignalized intersections. Curb extensions push out the curb space at intersections, achieving multiple benefits:

- Improved pedestrian visibility: They place the pedestrian waiting space further out into the street and prevent parked vehicles from obstructing crosswalk visibility.
- Shorter crossings: They reduce the crossing distance for pedestrians.
- Slower speeds: They slow drivers through the intersection by narrowing the roadway.
- Better yielding: They improve driver yielding behavior.
- Extra space: They offer additional room for street amenities, landscaping, and green infrastructure.



*Recently installed curb extension on Second Street in downtown Napa.*

We strongly recommend prioritizing the use of curb extensions at crosswalks that still require daylighting—a 20' clear space adjacent to the approach of a crosswalk, under California law. Curb extensions may also be used in locations where illegal stopping by drivers, rideshare operators, and delivery drivers is a common issue. Installation of curb extensions can also be paired with installation of new bicycle parking racks in the extended curb space.

## Painted conflict markings/signage & pavement markings (including scooters)

The application of painted pavement or conflict markings and signage can help increase driver awareness of other road users, such as bicyclists and scooter riders, as well as clarify and educate road users on where they should be in the road. Conflict markings, often marked with green paint, are typically applied to highlight areas of high potential conflict risk between bicyclists and drivers in on-street bike lanes. As the only on-street bike lanes that are existing and proposed for the study area on Third Street were recently treated



*"Sharrow" stencils with the addition of a scooter stencil can help inform road users where to ride those devices.*

with green conflict markings, this recommendation will focus more on pavement markings and signage.

Pavement markings, such as “sharrow” stencil markings consisting of a bicycle and arrows, and signage were largely brought up by stakeholders to address lack of bicycle infrastructure on most streets in the study area, as well as to address pedestrian conflicts with bicycle, e-bike, and e-scooter users on the limited sidewalk space downtown. E-bike and e-scooter riders may be unaware that riding bicycles and scooters on the sidewalk is illegal in downtown Napa by local ordinance. Including pavement markings and signage can help inform all bicyclists and scooter riders that they should be riding on the street, while also alerting drivers to share the road.

Our recommendation is to prioritize First, and Second Streets in the walk audit study area for pavement markings and signage, but to ultimately include them on all streets in the study area that do not have bicycle facilities.

Pavement markings and signage on major corridors in the downtown area, like First and Second Street, should be accompanied by curb extensions and other traffic-calming measures to help ensure vehicle speeds are appropriate for a shared-road environment.

# CONCLUSION

The Downtown Walk Audit made clear that the people who live, work, and travel in downtown Napa share consistent concerns about sidewalk space, driver yielding, vehicle speeds, and the lack of bicycle infrastructure. The recommended treatments—raised crosswalks and intersections, curb extensions, and pavement markings and signage—are well-established tools that work best together, and they support the goals of the Napa Valley Vision Zero Plan, the City of Napa Local Roadway Safety Plan, and the Napa Countywide Active Transportation Plan. NCBC encourages the City of Napa and the Napa Valley Transportation Authority to incorporate these recommendations into upcoming street maintenance, capital improvement, and grant funding efforts, and to continue engaging downtown stakeholders as projects move forward. NCBC looks forward to supporting this work so that downtown Napa becomes a safer, more welcoming place for everyone who walks, bikes, and rolls there.

# ACKNOWLEDGEMENTS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# APPENDIX – WALK AUDIT MATERIALS

## WHAT TO LOOK FOR EXAMPLE LIST

**Sidewalks**

- Are sidewalks…
  - wide enough?
  - cracked, broken or uneven?
  - obstructed?
  - continuous?
- Are there accessible ramps for wheelchair or stroller access?
- Do barriers block visibility of pedestrians for drivers exiting driveways?

**Street Crossings and Intersections**

- Are roads easy/safe to cross?
- Are there crosswalks where people need to cross? Do people cross outside of crosswalks?
- Do drivers yield to people crossing the street?
- Do barriers block visibility of pedestrians trying to cross the street?
- Do traffic signals give enough time for pedestrians to cross?

**Bicycle Infrastructure**

- Are there bike lanes or other bike infrastructure?
  - How comfortable is the bike infrastructure for a casual bicyclist? Are people biking on the sidewalk?
- Is there bike parking near building entrances?
- Does bike parking feel secure?
- Are people locking up bikes to other street features, like poles and trees?

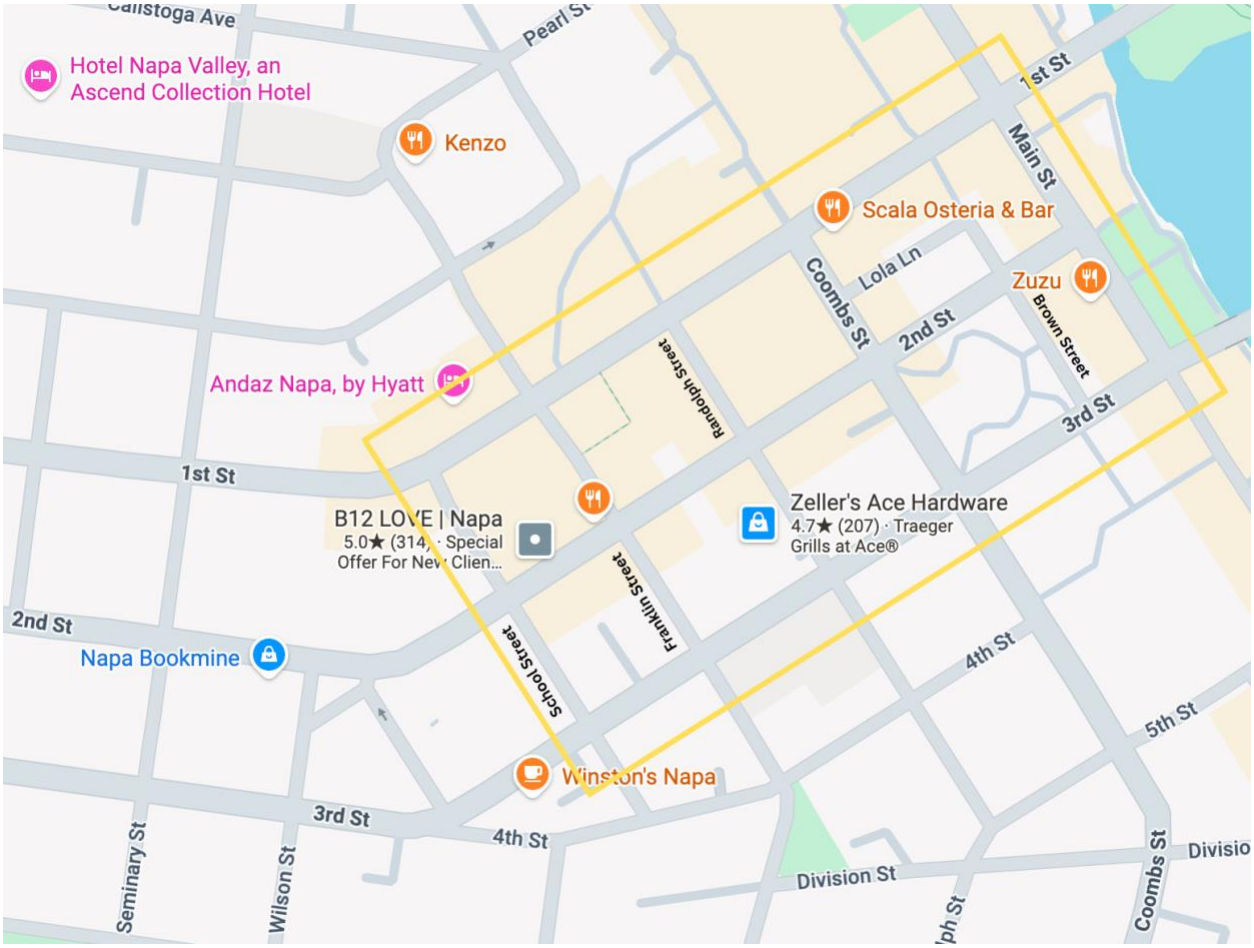
**Driver Behavior**

- Are drivers…
  - speeding?
  - distracted or acting hostile?
  - double-parking?
  - parking in red zones?

**General Safety**

- Is there adequate lighting at night?
- Are there areas that feel less safe due to non-infrastructure reasons? Please specify.
- Does the speed limit feel appropriate for the street's use?

## DOWNTOWN WALK AUDIT MAP



## BICYCLE/PEDESTRIAN IMPROVEMENTS EXAMPLES LIST

# Bicycle and Pedestrian Improvements

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### Curb Extensions ("Bulb-outs")

- Narrow intersection/mid-block crossing distance by extending the curb into the street.
- Increase pedestrian visibility, reduce speed of vehicles, prevent illegal parking
- Can create space for bike parking, street furniture, plants, etc.



### Raised Crosswalk or Intersection

- Raised flat pavement area that functions as a long speed hump, slows motorist speeds
- Increases pedestrian visibility and improves driver yielding
- May not be appropriate for streets on primary emergency response routes



### High Visibility Crosswalk

- Crosswalk with horizontal markings in addition to standard two stripes
- Improves pedestrian visibility and driver yielding behavior
- Can be used in addition to yellow "school zone" striping



### Pedestrian Island

- Separated area for pedestrians/bicyclists to wait when crossing street, allows users to focus on one direction of traffic at a time
- Often applied to uncontrolled or mid-block crossings
- Can help slow turns and manage vehicle speeds



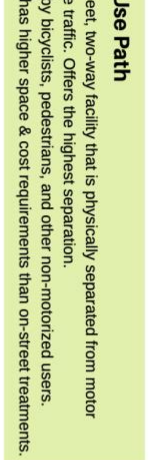
### Rectangular Rapid Flashing Beacons (RRFB)

- Combination of a crossing warning sign with a bright flashing beacon that is activated only when a bicyclist or pedestrian is present
- Increases motorist yielding behavior and bicyclist and pedestrian visibility
- Can only be used at uncontrolled crosswalks (no other traffic control present)




### Speed Feedback Sign

- Automated, solar-powered sign that shows drivers their actual speed
- Best used as a complement to increased enforcement



### Multi-Use Path

- Off-street, two-way facility that is physically separated from motor vehicle traffic. Offers the highest separation.
- Used by bicyclists, pedestrians, and other non-motorized users.
- Often has higher space & cost requirements than on-street treatments.



### Buffered Bike Lane

- On-street bike lane with painted buffer zone between vehicle travel lane and bike lane. Can have buffers between parked cars too.
- Cost-effective and relatively simple to install
- No physical protection from vehicles



### Protected Bike Lane

- On-street bike lane that is physically separated from motor vehicle traffic by vertical separation and distinct from the sidewalk.
- For bicycle use only
- May require addressing maintenance and on-street parking concerns



### Painted Conflict Markings

- Improve visibility of bike lanes at intersections or other areas of potential conflict (high-volume driveways)
- Alerts all roadway users of expected movement of bicyclists to reduce conflicts with turning vehicles




### Wayfinding

- Typically includes signage and pavement markings
- Helps bicyclists and pedestrians identify the best routes to destinations and connecting routes
- May include distances or travel times to destinations



### High Volume Sidewalk

- Wider sidewalk to allow greater volume of pedestrian use
- Demand often shown by footpath adjacent to existing sidewalk
- Distinct from multi-use path - pedestrian use only

## MAP OF BICYCLE/PEDESTRIAN COLLISIONS – UC BERKELEY TIMS

