



Fact Sheet Downtown Transit Improvement Ideas

Paul Price, Executive Director of the Napa County Transportation and Planning Agency (NCTPA) and Deborah Brunner, Manager of Public Transit have the following comments in considering how to improve transit Downtown.

They are moving ahead with plans for the new transit center at Fourth and Burnell.

Over the first six months of 2010, the NCTPA will be working with the community to revise the Napa City bus routes. The goal will be to provide more frequent transit service, NCTPA will be focusing on high density corridor direct bus routes, rather than longer routes with more diversions.

In general, it works well to combine transit/pedestrian/bicycle corridors as lower speed routes with one lane each direction, and encourage cars to use other arterial routes.

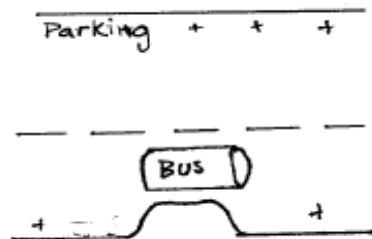
The best Downtown east- west routes for buses are Third and First Streets
The best Downtown north-south routes for buses are Main and Jefferson Streets

Two-way streets benefit bus transit

- It is easier for people using the buses to know where to go. They can use the stops in the same block to return.
- It improves visibility of buses when they go both ways on the street; people begin to recognize it as a transit corridor.

Consider “bump outs” rather than parking bays for bus stops as shown below

- More gathering space for those waiting
- Buses stop briefly in the lane to pick up passengers stopping traffic behind
- No need to merge back into traffic
- Fewer parking spaces lost at bus stops due to minimal curbing moves by buses



Frequent event closures on Main and First Streets impact bus schedules and routes