

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, May 23, 2022
5:30 PM

REFER TO COVID-19 SPECIAL NOTICE

Active Transportation Advisory Committee (ATAC)

*****COVID-19 SPECIAL NOTICE*****

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

Consistent with California Assembly Bill 361 and Government Code Section 54953, due to the COVID-19 State of Emergency and the recommendations for physical distancing, the Napa Valley Transportation Authority (NVTA) Active Transportation Advisory Committee (ATAC) meeting will be held virtually. To maximize public safety while still maintaining transparency, members of the public may observe and participate in the meeting from home. The public is invited to participate telephonically or electronically via the methods below:

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 92900898715
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 929 0089 8715 If asked for the participant ID or code, press #.

Public Comments

Members of the public may comment on matters within the purview of the Committee that are not on the meeting agenda during the general public comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. Members of the public are welcome to address the Committee, however, under the Brown Act Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.

Instructions for submitting a Public Comment are on the next page.

Members of the public may submit a public comment in writing by emailing info@nvta.ca.gov by 12:00 p.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 12 p.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

1. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button (click on the "Participants" tab) to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to "Raise Your Hand" are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

2. To comment by phone, press "*9" to request to speak when Public Comment is being taken on the Agenda item. You must unmute yourself by pressing "*6" when it is your turn to make your comment, for up to 3 minutes. After the allotted time, you will be re-muted.

Instructions on how to join a Zoom video conference meeting are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

Instructions on how to join a Zoom video conference meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

All materials relating to an agenda item for an open session of a regular meeting of the NVTA ATAC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing info@nvta.ca.gov to request a copy of the agenda.

Materials distributed to the members of the Committee present at the meeting will be available for public inspection after the meeting. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Americans with Disabilities Act (ADA): This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Kathy Alexander, NVTA Deputy Board Secretary, at (707) 259-8627 during regular business hours, at least 48 hours prior to the time of the meeting.

Note: Where times are indicated for agenda items, they are approximate and intended as estimates only, and may be shorter or longer as needed.

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8627. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA ATAC. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8627. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

1. Call To Order
2. Roll Call
3. Public Comment
4. Committee Member Comments
5. Staff Comments

6. STANDING AGENDA ITEMS

- 6.1 Safe Routes to School (SRTS) Update
- 6.2 Napa Valley Vine Trail Update
- 6.3 Active Transportation Legislative Updates*

Note: Where times are indicated for the agenda items they are approximate and intended as estimates only, and may be shorter or longer, as needed.

7 PRESENTATIONS

- 7.1 **City of Napa Active Transportation Projects Presentation (Ian Heid) (Pages 7-19)**

Body: The ATAC will receive a presentation on the City of Napa's Active Transportation Projects.

Estimated Time: 5:30 p.m.

Attachments: [Presentation.pdf](#)

8. CONSENT AGENDA

- 8.1 **Meeting Minutes of March 28, 2022 Active Transportation Advisory Committee Meeting (Laura Sanderlin) (Pages 20-22)**

Recommendation: ATAC action will approve the March 28, 2022 Meeting Minutes.

Estimated Time: 5:50 p.m.

Attachments: [Draft Minutes.pdf](#)

9. REGULAR AGENDA ITEMS

9.1 Executive Director's Update (Kate Miller) (Pages 23-26)

Recommendation: Information only

Estimated Time: 5:50 p.m.

Attachments: [Staff Report.pdf](#)

9.2 Bicycle and Pedestrian Road Maintenance Matrix Review (Diana Meehan) (Pages 27-29)

Recommendation: The ATAC will review the countywide bicycle and pedestrian road maintenance matrix.

Estimated Time: 6:00 p.m.

Attachments: [Staff Report.pdf](#)

9.3 Traffic Calming Best Practices (Diana Meehan) (Pages 30-48)

Estimated Time: 5:50 p.m.

Attachments: [Staff Report.pdf](#)

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 Approval of Next Regular Meeting Date of July 25, 2022 and Adjournment.

I, Kathy Alexander, hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Tuesday, May 17, 2022

Kathy Alexander (e-sign) 05/17/2022

Kathy Alexander, Deputy Board Secretary

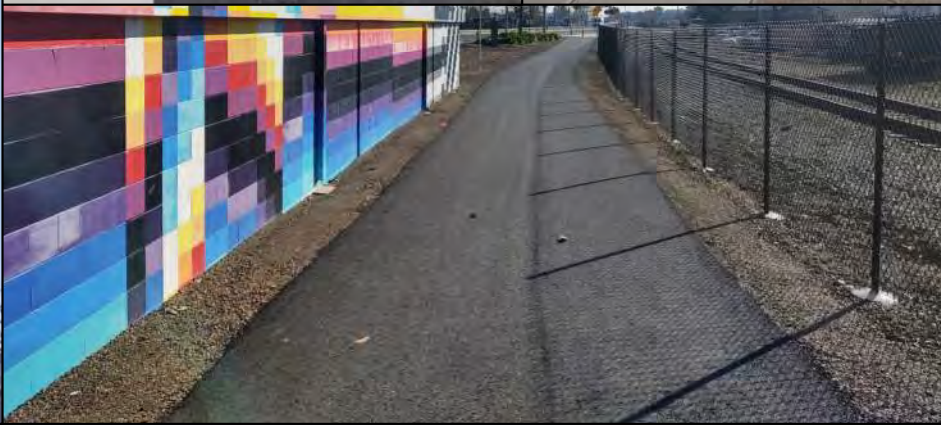
*Information will be available at the meeting

Glossary of Acronyms

AB 32	Global Warming Solutions Act	FAST	Fixing America's Surface Transportation Act
ABAG	Association of Bay Area Governments	FHWA	Federal Highway Administration
ACFR	Annual Comprehensive Financial Report	FTA	Federal Transit Administration
ADA	American with Disabilities Act	FY	Fiscal Year
APA	American Planning Association	GHG	Greenhouse Gas
ATAC	Active Transportation Advisory Committee	GGRF	Greenhouse Gas Reduction Fund
ATP	Active Transportation Program	GTFS	General Transit Feed Specification
BAAQMD	Bay Area Air Quality Management District	HBP	Highway Bridge Program
BAB	Build America Bureau	HBRR	Highway Bridge Replacement and Rehabilitation Program
BART	Bay Area Rapid Transit District	HIP	Housing Incentive Program
BATA	Bay Area Toll Authority	HOT	High Occupancy Toll
BRT	Bus Rapid Transit	HOV	High Occupancy Vehicle
CAC	Citizen Advisory Committee	HR3	High Risk Rural Roads
CAP	Climate Action Plan	HSIP	Highway Safety Improvement Program
CAPTI	Climate Action Plan for Transportation Infrastructure	HTF	Highway Trust Fund
Caltrans	California Department of Transportation	HUTA	Highway Users Tax Account
CASA	Committee to House the Bay Area	HVIP	Hybrid & Zero-Emission Truck and Bus Voucher Incentive Program
CBTP	Community Based Transportation Plan	IFB	Invitation for Bid
CEQA	California Environmental Quality Act	ITIP	State Interregional Transportation Improvement Program
CIP	Capital Investment Program	ITOC	Independent Taxpayer Oversight Committee
CMA	Congestion Management Agency	IS/MND	Initial Study/Mitigated Negative Declaration
CMAQ	Congestion Mitigation and Air Quality Improvement Program	JARC	Job Access and Reverse Commute
CMP	Congestion Management Program	LCTOP	Low Carbon Transit Operations Program
CalSTA	California State Transportation Agency	LIFT	Low-Income Flexible Transportation
CTA	California Transit Association	LOS	Level of Service
CTP	Countywide Transportation Plan	LS&R	Local Streets & Roads
CTC	California Transportation Commission	LTF	Local Transportation Fund
CY	Calendar Year	MaaS	Mobility as a Service
DAA	Design Alternative Analyst	MAP 21	Moving Ahead for Progress in the 21 st Century Act
DBB	Design-Bid-Build	MPO	Metropolitan Planning Organization
DBE	Disadvantaged Business Enterprise	MTC	Metropolitan Transportation Commission
DBF	Design-Build-Finance	MTS	Metropolitan Transportation System
DBFOM	Design-Build-Finance-Operate-Maintain	ND	Negative Declaration
DED	Draft Environmental Document	NEPA	National Environmental Policy Act
EIR	Environmental Impact Report	NOAH	Natural Occurring Affordable Housing
EJ	Environmental Justice	NOC	Notice of Completion
EPC	Equity Priority Communities	NOD	Notice of Determination
ETID	Electronic Transit Information Displays	NOP	Notice of Preparation
FAS	Federal Aid Secondary		

Glossary of Acronyms

NVTA	Napa Valley Transportation Authority	SHOPP	State Highway Operation and Protection Program
NVTA-TA	Napa Valley Transportation Authority-Tax Agency	SNTDM	Solano Napa Travel Demand Model
OBAG	One Bay Area Grant	SR	State Route
PA&ED	Project Approval Environmental Document	SRTS	Safe Routes to School
P3 or PPP	Public-Private Partnership	SOV	Single-Occupant Vehicle
PCC	Paratransit Coordination Council	STA	State Transit Assistance
PCI	Pavement Condition Index	STIC	Small Transit Intensive Cities
PCA	Priority Conservation Area	STIP	State Transportation Improvement Program
PDA	Priority Development Areas	STP	Surface Transportation Program
PID	Project Initiation Document	TAC	Technical Advisory Committee
PIR	Project Initiation Report	TCM	Transportation Control Measure
PMS	Pavement Management System	TCRP	Traffic Congestion Relief Program
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TDA	Transportation Development Act
PSE	Plans, Specifications and Estimates	TDM	Transportation Demand Management Transportation Demand Model
PSR	Project Study Report	TE	Transportation Enhancement
PTA	Public Transportation Account	TEA	Transportation Enhancement Activities
RACC	Regional Agency Coordinating Committee	TEA 21	Transportation Equity Act for the 21 st Century
RAISE	Rebuilding American Infrastructure with Sustainability and Equity	TFCA	Transportation Fund for Clean Air
RFP	Request for Proposal	TIP	Transportation Improvement Program
RFQ	Request for Qualifications	TIFIA	Transportation Infrastructure Finance and Innovation Act
RHNA	Regional Housing Needs Allocation	TIRCP	Transit and Intercity Rail Capital Program
RM 2	Regional Measure 2 Bridge Toll	TLC	Transportation for Livable Communities
RM 3	Regional Measure 3 Bridge Toll	TLU	Transportation and Land Use
RMRP	Road Maintenance and Rehabilitation Program	TMP	Traffic Management Plan
ROW (R/W)	Right of Way	TMS	Transportation Management System
RTEP	Regional Transit Expansion Program	TNC	Transportation Network Companies
RTIP	Regional Transportation Improvement Program	TOAH	Transit Oriented Affordable Housing
RTP	Regional Transportation Plan	TOC	Transit Oriented Communities
SAFE	Service Authority for Freeways and Expressways	TOD	Transit-Oriented Development
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	TOS	Transportation Operations Systems
SB 375	Sustainable Communities and Climate Protection Act 2008	TPA	Transit Priority Area
SB 1	The Road Repair and Accountability Act of 2017	TPI	Transit Performance Initiative
SCS	Sustainable Community Strategy	TPP	Transit Priority Project Areas
SHA	State Highway Account	VHD	Vehicle Hours of Delay
		VMT	Vehicle Miles Traveled

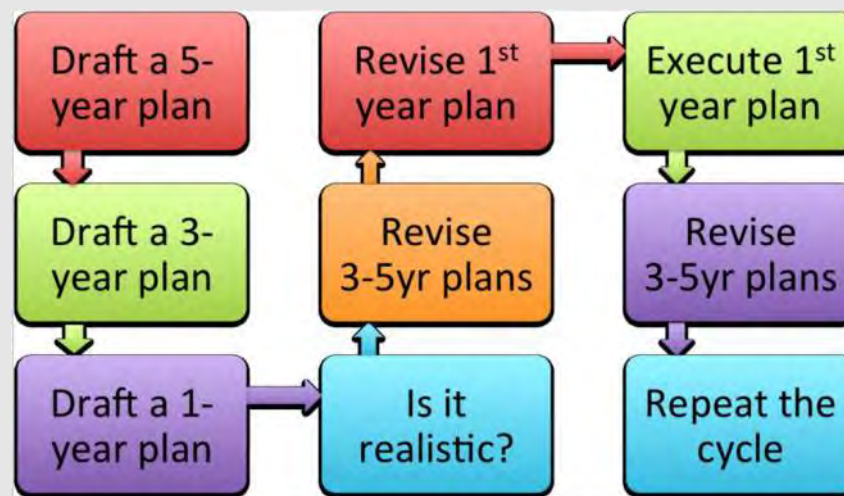


UPDATE FOR NVTA ACTIVE TRANSPORTATION ADVISORY COMMITTEE



INTRODUCTION

- ACTIVE TRANSPORTATION PHILOSOPHIES
- RECENTLY COMPLETED PROJECTS
- PROJECTS CURRENTLY IN DESIGN
- 5-YEAR CAPITAL IMPROVEMENT PROGRAM



ACTIVE TRANSPORTATION

COMPLETE STREETS

- Surface improvement projects should fully consider accommodation of cyclists, pedestrians, public transportation riders, along with motor vehicles.

SAFE ROUTES TO SCHOOLS

- Removal of barriers to safe walking and biking along commonly used routes to and from schools in the community.



ACTIVE TRANSPORTATION

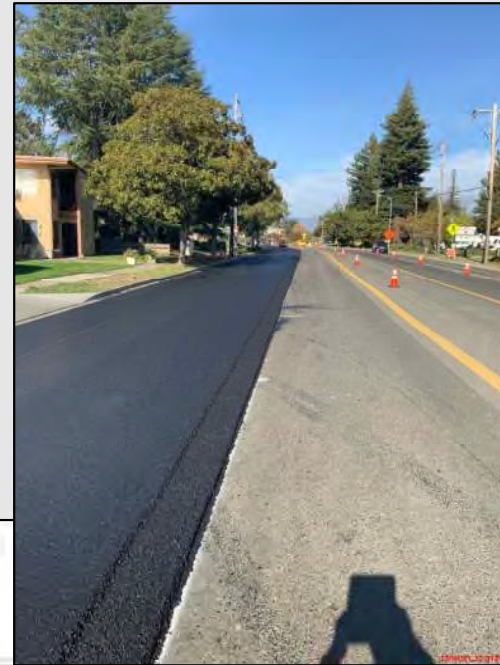
COMMUNITY PLANS = GUIDING DOCUMENTS

- General Plan
- Bicycle Plan (Chapter 9 of Napa Countywide Bicycle Plan, adopted May 4, 2021)
- Pedestrian Plan (Chapter 5 of Napa Countywide Pedestrian Plan, adopted February 21, 2017)

ENGINEERING

- Document existing conditions and assess for improvement feasibility.
- Identify budget(s) and secure funding.
- Manage design and construction





SOSCOL AVE REHAB CENTRAL TO LA HOMA

COMPLETED PROJECT





Aug 16, 2021 10:56:51 AM
1276 Trower Avenue

TROWER AVE REHAB PHASE 2

COMPLETED PROJECT





VINE TRAIL GAP CLOSURE

COMPLETED PROJECT





VINEYARD PARK AREA



GRANDVIEW FOSTER AREA



**STANLEY LANE
BIKE TRAIL**

COMPLETED PROJECTS



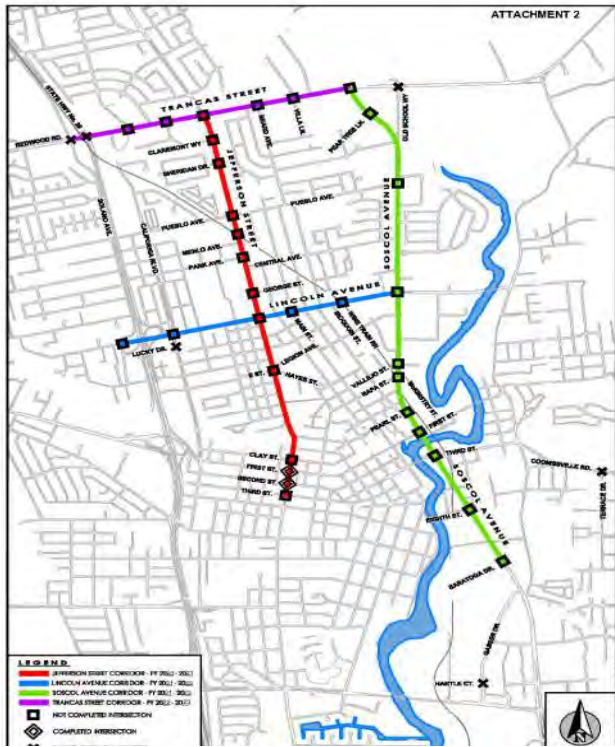
KENNEDY PARK PATHWAYS



SR 29 UNDERCROSSING

IN DESIGN OR PLANNING





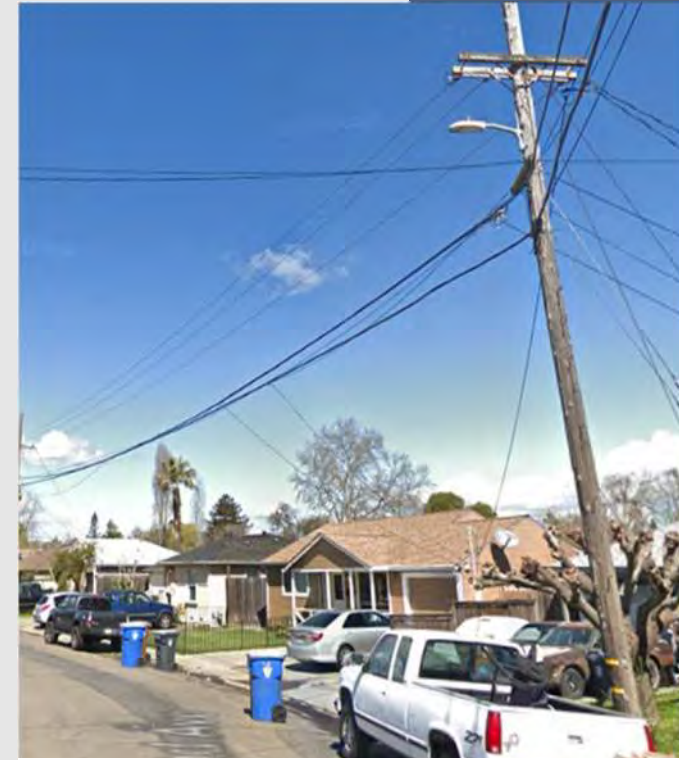
AUTOMATED TRAFFIC SIGNAL MANAGEMENT SYSTEMS (ATMS)



LAUREL AVENUE REHABILITATION



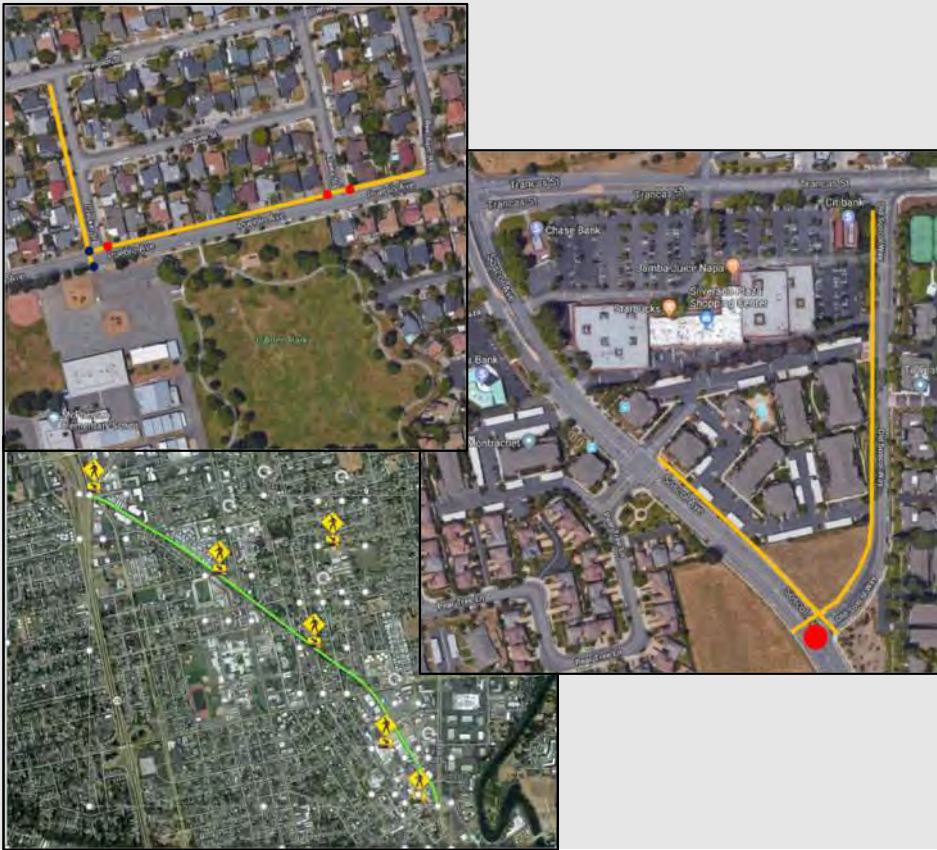
JEFFERSON STREET REHABILITATION



WESTWOOD NEIGHBORHOOD INTERIOR STREETS

IN DESIGN OR PLANNING





**SUSTAINABLE TRANSPORTATION
IMPROVEMENTS
(SOSCOLD/OLD SOSCOLD – PHASE 2)**



MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

StreetSaver®

MTC's award-winning StreetSaver® software helps cities and counties in the Bay Area and around the country make maintenance decisions that stretch their pavement budgets further.

PAVEMENT MANAGEMENT PROGRAM



UNCONTROLLED CROSSWALK IMPROVEMENT PROGRAM

IN DESIGN OR PLANNING



Street		FY 23	FY 24	FY 25	FY 26	FY 27	Total
Pavement Management Program	ST10PW05	75,000	75,000	75,000	75,000	75,000	375,000
First & Second Street Roundabouts along Calif Blvd	ST14PW02	25,000					25,000
Silverado-Third-Coombsville-East (5-way) Intersect	ST14PW04	3,500,000	2,000,000	1,000,000			6,500,000
Trower Ave Widening-Young Ave to Linda Vista Ave	ST14PW05	1,300,000					1,300,000
Salvador Avenue Widening	ST16PW02	500,000	500,000				1,000,000
Uncontrolled Crosswalk Improvement Program	ST19PW02	50,000	50,000	50,000	50,000	50,000	250,000
Browns Valley Creek Bank Repair on Buhman Park	ST19PW10	250,000					250,000
ATMS-Traffic Signal With Interconnect Measure T	ST20PW04				500,000		500,000
Coombs St & S Coombs Rehab 5th to Imola	ST20PW09		5,000,000				5,000,000
Laurel Street Rehabilitation	ST20PW10	3,000,000	2,500,000				5,500,000
W. Lincoln Ave-Lone Oak to Solano Ave.	ST22PW02					2,500,000	2,500,000
Browns Valley Road/1st Street-Westview to 29	ST22PW03	3,500,000					3,500,000
Coombsville Rd. Rehabilitation-3rd St. to Pascale	ST22PW04				2,000,000		2,000,000
Westwood Neighborhood Rehab Interior Streets	ST22PW05			1,500,000	1,500,000		3,000,000
Imola Avenue Rehab-Soscol to East End	ST22PW07				2,500,000		2,500,000
Coombsville Rd.-Pascale to East End	ST22PW08				2,500,000		2,500,000
Freeway Drive Rehabilitation	ST23PW02	2,500,000					2,500,000
Lincoln Ave Rehab-California to Silverado	ST23PW03	150,000		2,500,000			2,650,000
Redwood Road Rehabilitation-Dry Creek to Carol	ST23PW04			150,000		2,500,000	2,650,000
Jefferson Street Trancas to Lincoln	ST26PW01			150,000		2,500,000	2,650,000
Street Total		14,850,000	10,125,000	5,425,000	9,125,000	7,625,000	47,150,000

5-YEAR CIP – STREETS PROJECTS





Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

May 23, 2022
ATAC Agenda Item
Continued From: New
Action Requested: Approve

Meeting Minutes - Draft Active Transportation Advisory Committee (ATAC)

Monday, March 28, 2022

5:30 PM

REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

Chair Christian called the meeting to order at 5:31pm.

2.a Roll Call

Present: 7 - Barry Christian
Colin Petheram
Sean Hughes
Spiro Makras
Michael Rabinowitz
Jeffrey Davis
Jonathan Schellin

Absent: 2 - Lee Philipson
Frances Knapczyk

2.b AB 361 Remote Meeting (Diana Meehan) (Page 8)

Motion MOVED by SCHELLIN, SECONDED by PETHERAM to approve Item 2b allowing for remote teleconference meeting. Motion carried by the following vote:

Aye: 6 - Chairperson Christian, Member Petheram, Member Makras, Member Rabinowitz, Member Davis, and Member Schellin

Absent: 3 - Member Hughes, Member Philipson, and Vice Chair Knapczyk

3. Public Comment

Public comment was made by Carlotta Sainato and T.C. Hulseley.

{Member Hughes joined the meeting}

4. Committee Member Comments

Member Makras requested for future agenda item.

Member Davis inquired about meetings hosted by the City of Napa and City of St. Helena that would be of relevant interest to ATAC. Staff Member Meehan will email the links for those wanting to sign up for the contact list.

5. Staff Comments

Staff Member Meehan introduced NVTA Board Secretary, Laura Sanderlin.

6. STANDING AGENDA ITEMS

6.1 Safe Routes to School (SRTS) Update

Carlotta Sainato, Napa County Bicycle Coalition, reported recent SRTS activities.

6.2 Napa Valley Vine Trail Update

Staff reported recent Vine Trail project activities.

Chair Christian reported recent activities of the Devlin Road extension project.

6.3 Active Transportation Legislative Updates*

Staff reported recent proposed legislative updates.

7. PRESENTATIONS

7.1 City of American Canyon Active Transportation Projects (Ron Ranada)

City of American Canyon staff will provide a presentation on the City's active transportation projects.

Information Only

Public comment made by Carlotta Sainato.

Chair Christian requested for an update on the Watson Ranch improvement plan in relation to the Vine Trail project.

8. CONSENT AGENDA

Motion **MOVED** by DAVIS, **SECONDED** by SCHELLIN to **APPROVE** Consent Item 8.1. Motion moved by the following roll call vote:

Aye: 6 - Chairperson Christian, Member Petheram, Member Hughes, Member Makras, Member Davis, and Member Schellin

Absent: 3 - Member Rabinowitz, Member Philipson, and Vice Chair Knapczyk

8.1 Meeting Minutes of January 24, 2022 Active Transportation Advisory Committee (ATAC) (Diana Meehan) (Pages 9-11)

9. REGULAR AGENDA ITEMS

9.1 One Bay Area Grant Cycle 3 (OBAG 3) Update (Alberto Esqueda) (Pages 12-31)

Information Only/No Action Taken

Staff Member Meehan reported this item in Alberto Esqueda's absence.

Chair Christian inquired about Napa County's areas of equity priority communities.

9.2 Active Transportation Funding Overview (Diana Meehan) (Pages 32-39)

Information Only/No Action Taken

**9.3 Proposed Bicycle Facilities List - Countywide Bicycle Plan (Diana Meehan)
(Pages 40-70)**

Information Only/No Action Taken

Staff Member Meehan noted the title within the agenda should not include "bicycle facilities list" as only the bicycle plan was reported in this item.

Chair Christian requested for an informational email regarding May Bike Month activities.

Public Comment made by T.C. Hulsey.

**9.4 Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2022-23
Countywide Claim to the Metropolitan Transportation Commission (MTC)
(Diana Meehan) (Pages 71-100)**

Motion **MOVED** by SCHELLIN, **SECONDED** by PETHERAM to approve Item 9.4 recommending the NVTB Board submit the TDA-3 FY23 Countywide claim to the MTC. Motion carried by the following vote:

Aye: 7 - Chairperson Christian, Member Petheram, Member Hughes, Member Makras, Member Rabinowitz, Member Davis, and Member Schellin

Absent: 2 - Member Philipson, and Vice Chair Knapczyk

9. FUTURE AGENDA ITEMS

- Bicycle and Pedestrian Facilities Maintenance
- City of Napa presentation on active transportation projects
- Traffic calming best practices presentation

10. ADJOURNMENT

Chair Christian adjourned the meeting at 7:11pm.

10.1 Approval of Next Regular Meeting Date of May 23, 2022 and Adjournment.



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / kmiller@nvta.ca.gov
SUBJECT: Executive Director Report

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The report summarizes recent NVTA events and activities as well as State, Federal, Regional activities of interest.

BACKGROUND

NVTA Activities:

- Big news! The agency was awarded \$8.5 million in FTA Bus and Bus Facilities grant funds for 8 electric buses and charging stations. The grant application was prepared by NVTA staff members Tony Onorato and Roxanna Moradi. The award was the third largest in the state which is a significant achievement given the size of the Vine transit system. The award will help us replace our diesel- and gas-powered vehicles with zero emission vehicles in advance of the agency's 2030 goal.
- NVTA held a public meeting on April 20 on the SR 29 Priority Initiation Document (PID). The PID is a requirement of Caltrans and is intended to define the project scope, cost range, and limit the number of alternatives brought into the environmental and design phases in order to reduce overall project costs. There are two alternatives being discussed in addition to no build:

- Alternative 1: the Multimodal Improvements alternatives with traffic signals and bus queue jumps.
- Alternative 2: Roundabouts Alternative, which would maintain a 4-lane highway and construct roundabouts at several intersection along the corridor.

Both Alternatives include aesthetic enhancements and pedestrian facilities along the corridor. Once the PID has been approved, NVTa will begin work on the environmental document. NVTa is actively pursuing funds for the environmental phase.

- Bike to Wherever Day – synonymous with Bike to Work Day – which is returning after a two year absence. On May 20th, NVTa staff, along with thousands of other Napers, will bike to work and wherever. NVTa will also host an energy station. We encourage you to get involved and participate and bike to work and wherever you need to go on May 20th. If you need promotional materials or information about the event, please contact (dmeehan@nvta.ca.gov) or Valerie Walston (vwalston@nvta.ca.gov).
- NVTa launched the V-Commute Challenge in April. The Challenge runs from April 11 to July 11. Participants accumulate points for using alternative modes to commute to work or college. Points are redeemable for goods through *Tango Card*, which represents hundreds of vendors. Participants may also use the *Tango Card* to donate their rewards to non-profit organizations. There will be weekly drawings for participants. Participants must log trips to be eligible. NVTa employees and their immediate family are not eligible. Interested members of the public can go to vcommute.org to sign up.
- Caltrans awarded Ghilotti Construction the \$31.6 million award for Soscol Junction on May 13th. The project is expected to break ground in June/July. The project was 24% below the engineer's estimate.
- At its March 6th meeting, the NVTa Board awarded Ghilotti Construction \$12.6 million to construct the St. Helena to Calistoga Vine Trail construction project. The final award is pending funding from two One Bay Area Grant Program Cycle 2 projects and \$2 million from the Soscol Junction to fund the \$4.3 million funding gap. The groundbreaking is scheduled for May 24th at 10:00 AM at Bothe State Park.
- NVTa Board meetings are scheduled to return in person in May.

Federal Activities:

- Congress passed a \$1.5 trillion fiscal package that will fund the government until the end of fiscal year (September 30, 2022). Included with the traditional spending package was \$14 billion allocated for economic, humanitarian, and military aid for

Ukraine. The money will be spent on a myriad of issues including cybersecurity, food insecurity, refugee settlements, and military aid for regional allies. The bill includes \$81 billion for Transportation, Housing & Urban Development – that represents an 8% increase above 2021 levels. This includes a discretionary increase of \$4 billion for HUD and \$1.6 billion for the Department of Transportation.

- A federal court judge struck down the mask mandate on airplanes and public transportation systems. The Transportation Security Administration (TSA) followed up with announcements that masks will no longer be required on public transportation systems. As of this writing, there is still buzz that the Biden administration is monitoring the latest omicron variant numbers and may reimpose the mandate at some point. The State of California Department of Public Health concurred with the federal action as did many of the region's transit systems, including BART and the SF Bay Ferry which connect to Vine Transit. NVRTA has also relaxed mask mandates but encourage riders and visitors to the Soscol Gateway Transit Center to continue to wear masks.

State Activities:

- Governor Newsom released the Revised Budget Plan on Friday May 13th and reported a \$97.5 billion surplus.. Some highlights include:
 - \$11.5 billion in tax refunds to help address inflation
 - \$2.7 billion for emergency rental assistance
 - \$750 million for free public transit – incentive grants for 3 months of free public transit
 - \$439 million to pause sales tax on diesel fuels for 12 months
 - \$500 million for additional deferred maintenance
 - \$2 billion for housing including converting vacant office space to housing
 - For transportation, the May Revise maintains the Governor's original budget proposal of \$9.6 billion in infrastructure spending which is significantly less than the Senate proposal of \$24.5 billion. The proposal provides \$500 million for Active Transportation, \$750 million in incentive grants to transit and rail agencies to provide free transit for three months – “part of a broad-based relief package”, one-time \$400 refund to each eligible owner of a registered vehicle (a tax refund estimated at \$11.5 billion), and a 12-month pause of sales tax on diesel fuels.
- The Legislative Analyst's Office released six reports about the impact of climate change including a report about the impacts to transportation infrastructure. The report underscores the challenges associated with sea-level rise and points out that

some projects will need to be reconstructed or relocated. It also discusses how transportation infrastructure is compromised by heat waves. The report recommends that the legislature consider reevaluating budget priorities to fund climate adaptation projects.

February 18th was the deadline to introduce new legislation.

Legislation of interest:

- SB 1049 (Dodd) – establishes a Transportation Reliance Program within Caltrans and would be funded from 15% of the available National Highway performance program funds that go to the State. The bill proposes to use the funds for climate mitigation and resilience projects. Staff is recommending that the Board take a “support” position on this bill.
- SB 1050 (Dodd) – would allow tolling on SR 37 administered by the Bay Area Infrastructure Financing Authority or BAIFA. Revenues from tolling will be used towards improvements on the corridor and to increase public transit and micro transit options. The bill factors in consideration for low-income users. Staff is recommending that the Board take a “support” position on this bill. In your packet is a letter that staff prepared and sent to the Senate Transportation Committee in advance of this action. You’ll recall that the board approved the NVTa legislative agenda in November which includes advocating for tolling SR 37. Sending the letter in advance of final board approval allowed us to meet the Senate Transportation’s March 16th deadline.

Regional Activities:

- The Metropolitan Transportation Commission approved the restructuring of the Bay Area Infrastructure Finance Authority (BAIFA) to 1) allow BAIFA to serve as the tolling agency for State Route 37, subject to legislative authorization (SB 1050 (Dodd) and 2) provide enhanced regional transportation conduit financing. The proposed restructuring would expand the BAIFA board to be coterminous with the MTC board.

ATTACHMENTS

None



NAPA VALLEY TRANSPORTATION AUTHORITY
Active Transportation Advisory Committee (ATAC) Agenda Memo

TO: Active Transportation Advisory Committee (ATAC)
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner/Program Administrator
(707) 259-8327 | dmeehan@nvta.ca.gov
SUBJECT: Bicycle and Pedestrian Facility Maintenance

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Regular maintenance and preservation of bicycle and pedestrian facilities is the responsibility of local jurisdiction public works departments. Each jurisdiction has a maintenance management process that is specific to its needs. In some cases, facilities may be part of the State Highway system, and are Caltrans' responsibility.

Public works departments provided NVTA staff with information about their process for bicycle and pedestrian facility maintenance. Staff presented information to the ATAC in July 2021 and is bringing back this item by request for additional discussion due to ongoing issues with roadway maintenance on bicycle and pedestrian facilities.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

Safe, convenient, and well-maintained facilities are essential to encourage walking or bicycle riding for daily trips, recreation or commuting. The selection of a walking or cycling facility depends on several factors, including existing vehicular, bike or pedestrian traffic characteristics, distance or directness between destinations, and level of comfort, which is sometimes related to maintenance of particular facilities.

When bicycle or pedestrian facilities are in poor condition, nonexistent or littered with hazardous materials (tire-puncturing weeds, glass, gravel, sidewalk ruptures etc.), bicyclists and pedestrians may be relegated to taking alternate routes that are often longer than desired, not direct to their destination or on facilities that are outside their comfort level. The worst case scenario is that bicyclists and pedestrians could be forced out into traffic to avoid hazards, introducing potential conflicts between motorists and vulnerable users.

Generally, jurisdictions prioritize maintenance of bicycle and pedestrian facilities based on a number of factors such as safety, staffing, availability of funds, and coordination with property owners in the case of sidewalks. On-street bicycle facilities (Class II, III) can be maintained along with regular street maintenance. Shared use (Class I) facilities or separated bikeways (Class IV) require separate maintenance as they are separated from the street.

NVTA staff queried public works staff about maintenance with these five questions. The results of the query are shown in Attachment 1:

1. Is there a regular sweeping/basic maintenance schedule? If yes, how often?
2. Does maintenance take place on all roads, or just primary roads?
3. Does the city/town have a system for reporting hazards/debris? If yes, how is it accessed?
4. How are reported issues prioritized?
5. What is the turnaround time for managing a reported issue?
6. Other?

ATAC requested this item be brought back for additional discussion and potential creation of a list of recommendations for improving maintenance and roadway conditions for bicyclists and pedestrians.

ATTACHMENTS

- 1) Jurisdiction Road Maintenance for Bicycle/Pedestrian updated 5/2022

**Jurisdiction Road Maintenance
Bike/Ped**

JURISDICTION	1. Is there a regular sweeping/basic maintenance schedule for roadways? If yes, how often?	2. Does maintenance take place on all roads, or just primary roads?	3. Does the jurisdiction have a system for reporting hazards/debris? If yes, how is it accessed?	4. How are reported issues prioritized?	6. What is the turnaround time for managing a reported issue?	Other?
Calistoga	Yes, Weekly	On most	https://www.ci.calistoga.ca.us/home/showpublisheddocument?id=14607	Public safety first, and maintaining traffic down to nuisance	Typically within a week or two	In the case of emergencies (e.g., tree down etc.) Fire Dept. manages
St Helena	Yes, Weekly-	Arterials and Collectors-see map and schedule here: https://www.cityofstheleena.org/sites/default/files/fileattachments/public_works/page/2491/street_sweeping_map_2016.pdf	Debris from auto crashes are reported to PD and dispatched to PW for sweeper clean up. Hazardous materials reported go through PW Admin or dispatch-all issues are managed and tracked on daily logs-hazardous materials are mitigated within 24 hrs-depending on materials, most are mitigated immediately.	Hazardous issues are handled according to the hazard presented to the public. Most are mitigated immediately	Depending on the issue but all are addressed within 24 hours, depending on the hazard most are mitigated immediately	
Yountville	Yes, all roads bi-weekly. During leaf season (Oct.-Dec) weekly		Yes, the Town as a GIS-based App called Myville-can be downloaded at App stores. Issues can also be reported via email or phone to PW	Each issue is given the attention based on severity and staff availability	Typically two days, often less than one day	The Town also sweeps and cleans the Yountville section of the Vine Trail at least once per week
City of Napa	Yes, sweeping is once per month from February through September, and twice per month during leaf season, Oct-Jan. see schedule on City Website --- https://www.cityofnapa.org/367/Street-Sweeping	Yes, through the City Service Desk here: https://www.cityofnapa.org/277/Service-Center -or- contact the city street sweeping contractor with service concerns: 408-228-4564	Service requests can be submitted through the City's service center at: https://www.cityofnapa.org/277/Service-Center	Requests are prioritized based on safety, impact to the community and resources	The goal is to respond within a week or less if possible based on resources and type of work requested. Some concerns require external coordination, for example vegetation from private property is the responsibility of the property owner. Notification and action by property owners often take longer. And some requests are too large for our service request process. For example, we sometimes receive requests to repave a street. Large projects are logged into the system but cannot be accommodated as a new or added project through the service center	Responsibilities for the maintenance of bike and pedestrian facilities are split between the public works department and the parks and recreation department. The bike/ped trails are maintained by the parks department, the street right of way is maintained by the public works department, and all tree/vegetation in City property and easements is managed by the parks department.
American Canyon	Yes, Bi-weekly. The schedule is located here: https://www.cityofamericancanyon.org/community/residents/local-resources/trash-recycling-street-sweeping-services	Yes, on all streets (except a select few...Sheffield, Kemp Way and Kemp Ln.)	Yes, see click fix: https://www.cityofamericancanyon.org/how-do-i/report/seeclickfix	By nature of hazard	Typically within 48 hours after notification up to 5 days for routine maintenance. True hazards within 24 hours, but that would typically be a 911 or dispatch call. Again, depends on the severity of the issue.	N/A
County	No, the County does not have a sweeper. For major bike events, staff hand sweeps bike lanes in advance of the event.	N/A	Yes, Napa County Roads Division: email: Roads@countyofnapa.org phone: 707-944-0196	Issues are prioritized based on safety, operational impact and available resources	Depends on the nature of the issue	Measure T is fatally flawed when it comes to maintaining bike lanes. We are forced to divert funds to creating new class 1 bike paths but if we spend that money on maintenance that doesn't count towards our 6.67% commitment. Not nearly enough money to go around. We do have a contract with the City to maintain the Vine Trail between the City and Yountville, so at least that is covered.
Caltrans						



NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Traffic Calming Best Practices

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Traffic calming consists of various physical measures designed to reduce the negative effects of motor vehicle use and to alter driver behavior to improve roadway safety and conditions for non-motorized users.

BACKGROUND AND DISCUSSION

Speeding is one of the primary factors in severe and fatal injury crashes, particularly in collisions between vehicles and bikes or pedestrians. Injuries among non-motorized user groups on roadways has increased in recent years at an alarming rate, prompting the need to improve conditions on roadways for more vulnerable user groups.

Fewer vehicles on roadways during the Covid-19 Pandemic shutdown prompted increased speeding as there was little traffic to force slow-downs. There were also more people out walking and biking during this period. Vehicle vs. pedestrian and vehicle vs. bicycle crash rates increased due to increased active transportation modes and vehicle speeds. This has heightened the need to address road safety issues related to speeding and has brought the issue of speeding to the forefront among transportation engineers and planners.

Street designs have evolved in recent years, to include a number of treatments known as traffic calming measures, designed to slow speeds, improve visibility and create an improved shared roadway space.

When any change is made on roadways, it requires study and observation by traffic engineering and planning teams in order to develop the best possible treatment for improvement. Sometimes conditions warrant use of traffic controls, which include stop signs and/or traffic signals, speed limits. It is important to note that traffic controls are not used as traffic calming measures, and can only be used if qualifying warrants are met under a traffic engineering study.

Table 1 lists some common traffic calming measures and their design features, most intended to reduce vehicle speeds, provide space for all road users and increase pedestrian visibility. Traffic calming designs are not a one-size-fits-all proposition and there are a number of acceptable context sensitive versions that have proven to be effective in reducing speeds and improving road safety for all users.

TABLE 1: Traffic Calming Measures and Features:

MEASURE	DESIGN FEATURE
Curb extension (Bulb out)	Allows greater visibility of pedestrians at crossing locations. Reduces crossing distance.
Chicanes	Introduces slight curves into the roadway, slow speeds.
Raised Crossings	Elevates pedestrians at crossing locations increasing visibility to motorists.
Traffic Circles/Roundabouts	Slows traffic and reduces speeds at intersections to reduce potential for broadside collisions.
Travel lane narrowing	Slower vehicle speeds
Road Diet	Alters existing roadways to include space for all users-typically reducing 4 lanes to three and including bikes-slower vehicle speeds.
Speed Tables	Raised flat-topped vertical elements –reduce vehicle speeds.

ATTACHMENTS

- 1) Traffic Calming Power Point Presentation

Traffic Calming Best Practices

Monday, May 23, 2022

NVTA Active Transportation Advisory Committee

Presented by:

Diana Meehan,

Alternative Transportation Coordinator

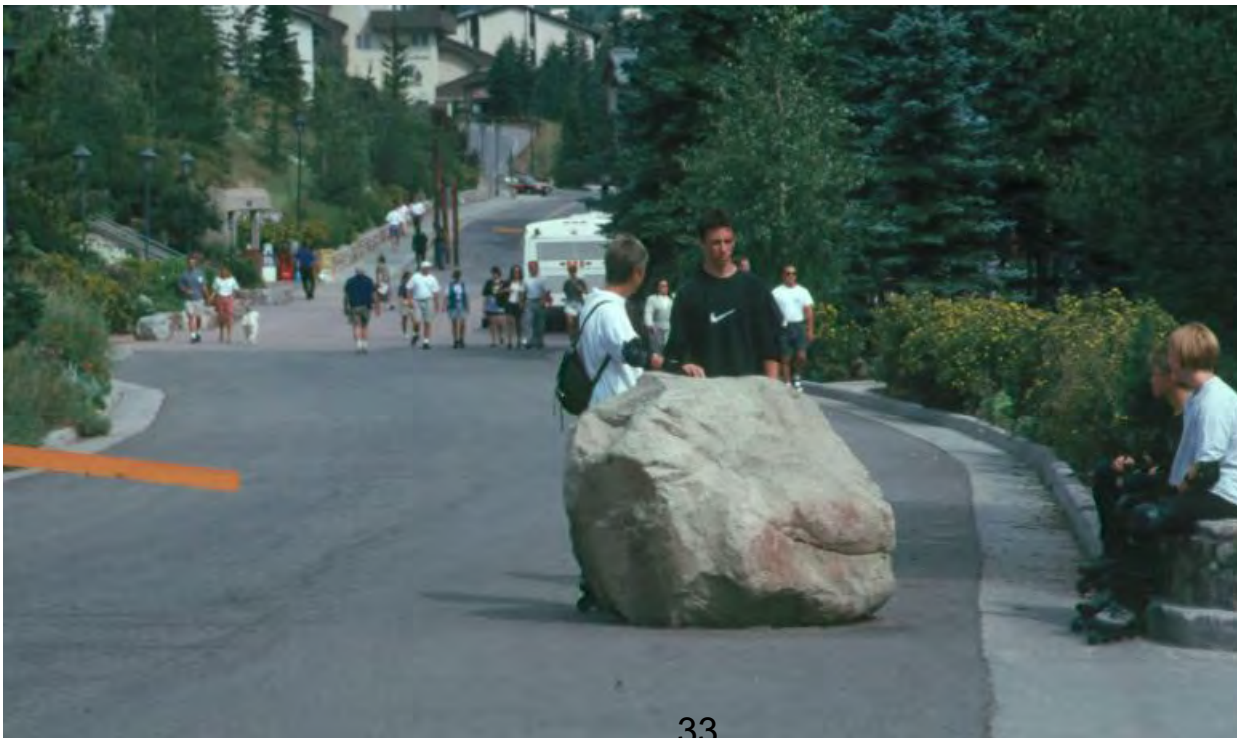


What is Traffic Calming?



Description from the Institute of Traffic Engineers (ITE):

The **combination of measures** that reduce the negative effects of motor vehicle use, alter driver behavior, and **improve conditions for non-motorized street users.**



Why Traffic Calming?



Speeding is one of those negative effects! This slide from a Metropolitan Transportation Commission Vision Zero presentation provides startling statistics for the Bay Area roadways



Traffic Calming Goals

- Decrease vehicles speeds
- Reduce collisions
- Improve speed limit compliance
- Improve safety for bicyclists and pedestrians
- Decrease crash severity when crashes do occur
- Increase bicycle and pedestrian activity (mode shift)
- Create a more user-friendly environment for roadway users



Traffic Calming Strategies



Road Diet-Before and After



Chicanes



Curb extensions/Bulb outs



Speed Cushions

Traffic Calming Strategies



Rectangular Rapid Flashing Beacon (RRFB)

Traffic Circles



Traffic Calming Strategies

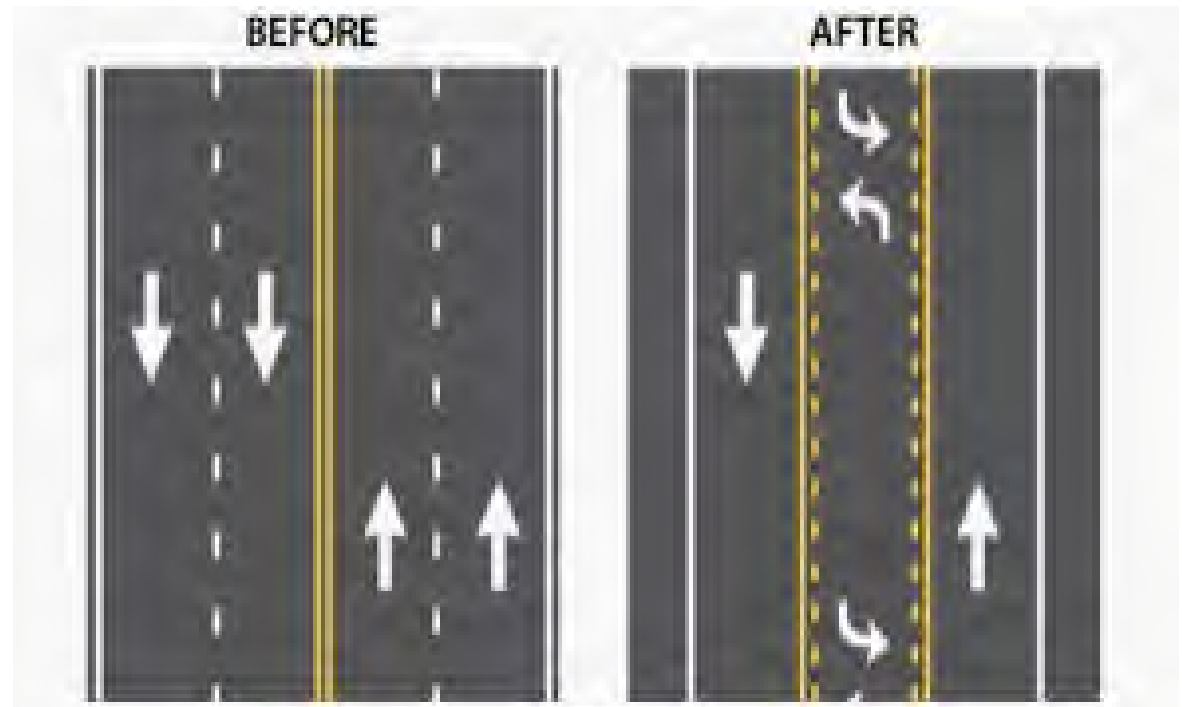


Roundabouts First St./Third St. @ California Blvd. in Napa

Traffic Calming Strategies

Road Diets

- Reconfiguration of existing roadway
- Typically 4-lane to 3-lane
- Addition of bike lanes and/or transit
- Best on roadways with average daily traffic volumes between 10,000-15,000
- Benefits safety response-emergency vehicles can travel the center turn lane

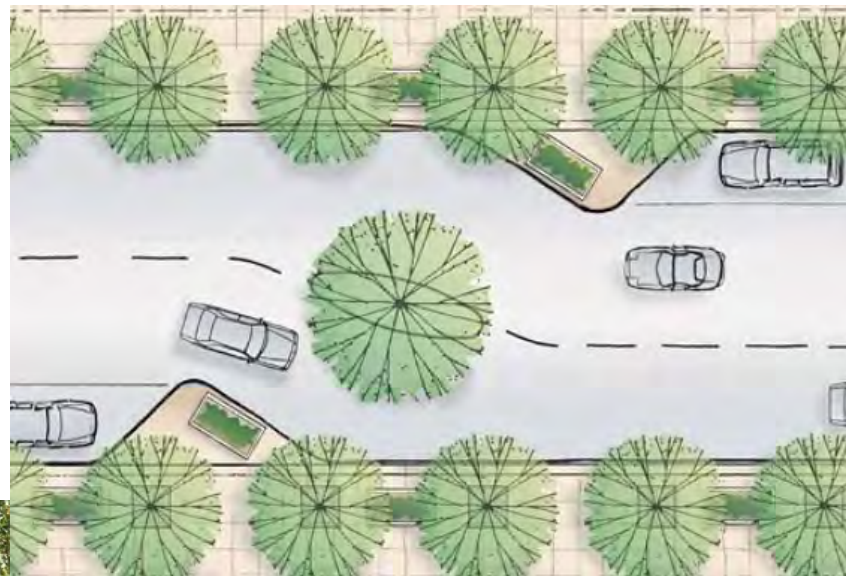


Traffic Calming Strategies

Chicanes



- Series of alternating mid block extensions or islands
- Slow vehicle speeds by narrowing roadway and adding curves, discouraging speeding
- Create landscape space, greening
- Can be used on one side of street with parking on opposite side
- Can be created by alternating parallel parking with perpendicular parking



Traffic Calming Strategies

Curb extensions/bulb-outs

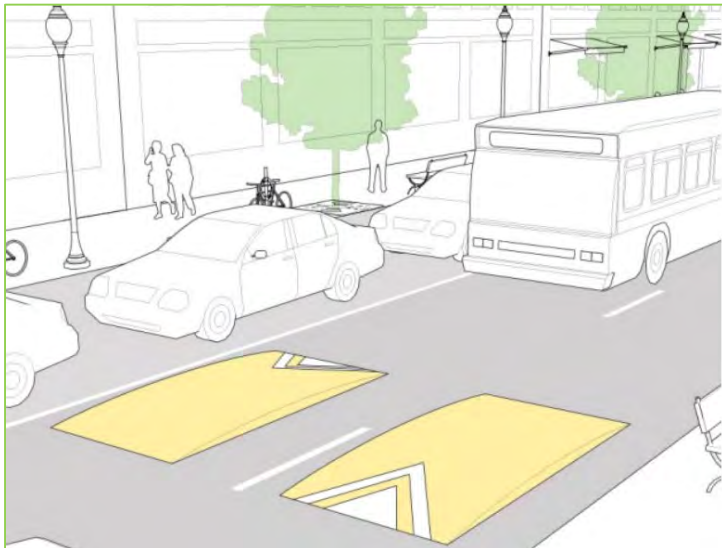


Traffic Calming Strategies

Speed Cushions



- Consist of humps or tables to slow vehicle speeds
- Cut outs allow large emergency vehicles to pass unimpeded
- Bikes can travel through cut outs
- Include high visibility markings

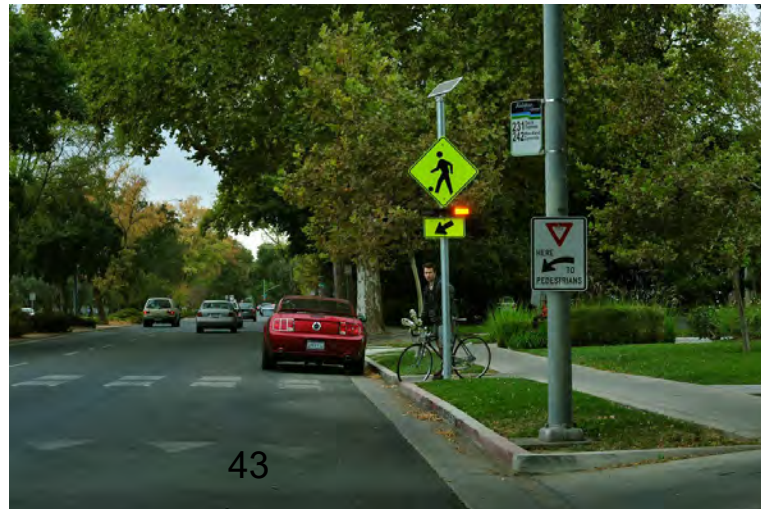


Traffic Calming Strategies

Rectangular Rapid Flashing Beacon (RRFB)



- Pedestrian actuated signal to indicate crossing
- High visibility rapid flashing pulse rate
- Alerts vehicles early to allow slowing for pedestrians crossing
- Effective at multilane crossings with speeds under 40mph



Traffic Calming Strategies

Traffic Circles

- Typically used on residential streets
- Helps manage vehicles speeds by altering course
- Can be shapes other than circular, especially at locations where neighborhood streets intersect with busier streets
- Can be implemented using lower cost materials to test effectiveness

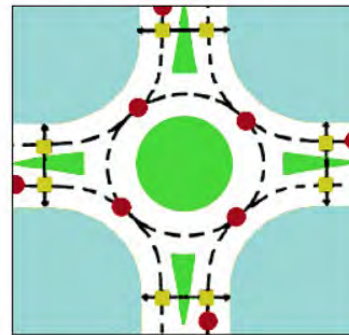


Traffic Calming Strategies

Roundabouts

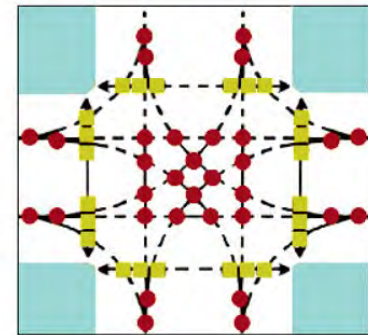
- Reduces vehicles speeds at higher volume intersections
- Significantly reduces conflicts over traditional intersection design
- Reduces conflict severity
- Reduces crossing distance for pedestrians
- Pedestrians only cross one direction of travel at a time
- Provides separate path of travel for cyclists less comfortable traveling in traffic

Roundabout



● 8 Vehicle conflicts
■ 8 Pedestrian conflicts

Intersection



● 32 Vehicle conflicts
■ 24 Pedestrian conflicts



Traffic Calming Costs are variable depending on treatment



- Costs for traffic calming treatments are variable
- Some treatments can be implemented using “quick build” techniques- using paint, plastic or lower cost materials to demonstrate effectiveness prior to investing in permanent solutions
- Some solutions are higher cost to implement, but are lower cost to maintain-such as roundabouts

Traffic Calming Measure	Higher Cost (Over \$250K)	Lower Cost (under \$100K)	Quick Build or Demonstration?
Road Diets	X		Not typical
Chicanes		X	Yes
Curb Extensions/ Bulb-outs	X		Yes
Speed Cushions		X	Not typical
Rectangular Rapid Flashing Beacons (RRFB)		X	Not typical
Traffic Circles		X	Yes
Roundabouts	X		No

Safer Speeds = Safer Streets



Questions??

Presented by:

Diana Meehan, Alternative Transportation Coordinator

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