

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Monday, September 26, 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](mailto: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](mailto: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](mailto: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.

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

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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.

**PRESENTATIONS**

**7. CONSENT AGENDA**

- 7.1 **Meeting Minutes of July 13, 2022 Special Active Transportation Advisory Committee Meeting (Laura Sanderlin) (Pages 7-8)**

**Recommendation:** ATAC action will accept the July 13, 2022 Meeting Minutes.

**Estimated Time:** 5:50 p.m.

**Attachments:** [Draft Minutes.pdf](#)

**8. REGULAR AGENDA ITEMS**

- 8.1 **Countywide Vision Zero Plan (Diana Meehan) (Pages 9-13)**

**Recommendation:** Staff will provide an overview of the Countywide Vision Zero Plan process. Information only

**Estimated Time:** 5:50 p.m.

**Attachments:** [Staff Report.pdf](#)

**8.2 Countywide Accessible Transportation Needs Assessment (Diana Meehan) (Pages 14-15)**

**Recommendation:** Staff will provide an overview of the Accessible Transportation Needs Assessment process. Information only

**Estimated Time:** 6:00 p.m.

**Attachments:** [Staff Report.pdf](#)

**9. FUTURE AGENDA ITEMS**

**10. ADJOURNMENT**

**10.1 Approval of Next Regular Meeting Date of November 28, 2022 at 5:30 p.m. 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 Monday, September 19, 2022.

*Kathy Alexander (e-sign) 09/19/2022*

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Kathy Alexander, Deputy Board Secretary

## Glossary of Acronyms

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

## Glossary of Acronyms

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

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

September 26, 2022  
ATAC Agenda Item 7.1  
Continued from: New  
Action Requested: Acceptance

## Meeting Minutes Active Transportation Advisory Committee (ATAC)

Wednesday, July 13, 2022

5:30 PM

REFER TO COVID-19 SPECIAL NOTICE

### 1. Call To Order

Chair Christian called the meeting to order at 5:32pm.

### 2. Roll Call

**Present:** 5 - Barry Christian  
Colin Petheram  
Michael Rabinowitz  
Frances Knapczyk  
Jonathan Schellin

**Absent:** 4 - Sean Hughes  
Spiro Makras  
Jeffrey Davis  
Lee Philipson

### 3. Public Comment

No comment

### 4. Committee Member Comments

Member Knapczyk confirmed her presence for the meeting.

### 5. Staff Comments

Staff Member Alberto Esqueda reported Imola Park and Ride project update.

{Member Rabinowitz entered the meeting at this time which confirmed quorum}

## 6. STANDING AGENDA ITEMS

### 6.1 Napa Valley Vine Trail Update

Shawn Casey White, Executive Director at Napa Valley Vine Trail reported updates in the areas of construction, maintenance, special project and upcoming events.

### 6.2 Active Transportation Legislative Updates\*

Staff member, Diana Meehan reported:

- Introduction of Majel Arnold, resident of Yountville.
- State budget assigning \$1.2 billion to active transportation programs
- Upcoming \$149 million highways to boulevards program
- Legislative updates

## **7. CONSENT AGENDA**

**Motion MOVED by SCHELLIN and SECONDED by PETHERAM to APPROVE Consent Agenda Item**

**7.1. Motion carried by the following roll call vote:**

**Aye:** 4 - Chairperson Christian, Member Petheram, Member Rabinowitz, and Member Schellin

**Absent:** 4 - Member Hughes, Member Makras, Member Davis, and Member Philipson

**Abstain:** 1 - Vice Chair Knapczyk

- 7.1** Meeting Minutes of May 23, 2022 Active Transportation Advisory Committee (ATAC) Meeting (Laura Sanderlin) (Pages 7-9)

**Attachments:** [Draft Minutes.pdf](#)

## **8. REGULAR AGENDA ITEMS**

- 8.1** Executive Director's Update (Kate Miller) (Pages 10-11)

**Attachments:** [Staff Report.pdf](#)

**Information Only/No Action Taken**

Staff member, Diana Meehan, provided the report in Director Miller's absence.

- 8.2** One Bay Area Grant Cycle 3 (OBAG 3) Program of Projects (Alberto Esqueda) (Pages 12-94)

**Attachments:** [Staff Report.pdf](#)

**Information Only/No Action Taken**

Member Knapczyk inquired about the submittal process and requirements.

Member Petheram made comment about 5 way intersection project by Coombsville road.

Member Rabinowitz inquired about how bike and ped programs would improve with the 5 way intersection project.

- 8.3** Safe Routes to School (SRTS) Program Report (Kara Vernor/Carla Sainato) (Pages 95-98)

**Attachments:** [Staff Report.pdf](#)

**Information Only/No Action Taken**

Staff from the Napa County Bicycle Coalition reported recent activities and future plans for of SRTS.

## **9. FUTURE AGENDA ITEMS**

None

## **10. ADJOURNMENT**

Chair Christian adjourned the meeting at 7:19pm.

- 10.1 Approval of Next Regular Meeting Date of September 26, 2022 at 5:30 p.m. and Adjournment.**

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Laura Sanderlin, Board Secretary





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## NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

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**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Senior Planner/Program Administrator  
(707) 259-8327/ Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Countywide Vision Zero Plan

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

Vision Zero is a transportation system safety strategy to eliminate fatal and severe injury crashes on roadways. Sweden is credited as the first nation to introduce the concept in the 1997, when severe and fatal injuries had soared to historically high levels. Sweden and several other countries have achieved significant success improving safety through this strategy. Vision Zero is now widely accepted among U.S. Federal, State and Regional Transportation Departments, and local cities nationwide. The Vision Zero strategy identifies traffic safety as the highest priority for the design and operation of the transportation system, and views traffic fatalities and severe injuries as unacceptable and preventable.

Several funding sources are now requiring adoption of roadway safety plans or Vision Zero plans in order to ensure funding for transportation projects that prioritize safety for all road users. NVRTA is releasing a scope of work to its on-call planning consultants for a Countywide Vision Zero plan to be completed no later than November 2023 in order to meet requirements for several transportation funding programs, in particular the One Bay Area Grant, Cycle 3 (OBAG-3). This planning effort will assist in identifying and prioritizing safety projects and programs countywide in preparation for grant funding opportunities to make transportation safety improvements that will help achieve the goal of zero serious and fatal injuries countywide by 2030.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

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## **BACKGROUND AND DISCUSSION**

The concept of Vision Zero although not new, was introduced in NVTAs planning efforts during the development of the first Countywide Pedestrian Plan in 2016, and again with the update of the Countywide Bicycle Plan (2019). In June 2020, the Metropolitan Transportation Commission (MTC) adopted the first Regional Vision Zero policy under Resolution 4400 and formed a Vision Zero working group to advance regional Vision Zero safety efforts. In keeping with the advancement of safety goals nationally, regionally and locally, a more detailed description and commitment towards Vision Zero was included in the Countywide Transportation Plan, Advancing Mobility 2045 (CTP-2021) and is one of the objectives under the safety goal in the plan. The CTP safety goal states; “Improve system safety to support all modes and serve all users.” This CTP goal is supported by these five objectives, which includes Vision Zero:

- Design roadways and other transportation facilities to enhance coexistence of all modes
- Educate all road users so they may safely co-exist
- Work with Napa jurisdictions to adopt safety strategies such as *Vision Zero* that address their needs and requirements
- Ensure Measure T roadway funds are maximized to improve infrastructure, as allowed under the ordinance to benefit all transportation modes
- Promote projects that expand travel options for cyclists and pedestrians as well as those projects that reduce congestion and improve safety for vehicles, pedestrians and cyclists
- 

Meeting these safety objectives, and to advance Vision Zero countywide will require a cooperative, multi-sector, multi-jurisdictional effort, using what is known as the “Safe System” approach (Attachment 1). The Safe System approach addresses the safety of all road users and prioritizes roadway safety through acknowledgment of these six principles:

1. Death and serious injury is unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

Why Vision Zero? Why now?

Severe injuries and fatalities have been on a steady rise on roadways, especially among pedestrians. The 2022 Report “Dangerous by Design”

(<https://smartgrowthamerica.org/wp-content/uploads/2022/07/Dangerous-By-Design-2022-v3.pdf>) published by the Complete Streets Coalition and Smart Growth America

indicates a 62% increase in U.S. pedestrian fatalities over a 10-year period (2009-2020), and provisional numbers for 2021 show the trend continuing. A five-year query for fatal and severe collisions for all jurisdictions in Napa County (2016-2021) through the Transportation Injury Mapping System/Statewide Integrated Traffic Records System (TIMS/SWITRS) showed a total of 532 crashes resulting in 98 fatalities, and 691 severe injuries. Fifty-six (56) of these victims were under the age of 18. NVTA wants to advance Vision Zero with support of local partners to create the reversal of this trend.

To advance the goal of improving roadway safety for all modes countywide, and to support the requirement under multiple grant funding programs, NVTA with the assistance of a consultant with expertise in safety planning, will develop a Countywide Vision Zero plan over the next year. This effort will be data-driven, and complement recent Local Roadway Safety Plans (LRSP) completed by the County and City of Napa and the City of American Canyon, and will help meet safety plan requirements for upper valley communities without an LRSP.

Meeting requirements for funding is important, but the ultimate goal of this planning effort is to improve roadways to the highest level of safety and reach the goal of reducing roadway fatalities and serious injuries to zero by 2030. The Federal Highway Transportation Agency (FHWA) has determined that nearly 40% of severe and fatal roadway collisions take place on local roads, and is encouraging local stakeholders to use data-driven, proven approaches to affect change which is the primary goal of this effort.

#### **Countywide Vision Zero Plan Timeline (tentative)**

<b>DATE</b>	<b>TASK</b>
September 7 2022	Release Request for Task Proposal to on-call planning teams
Sept 2022	Vision Zero overview –NVTA Committees
Oct./Nov. 2022	Select Consultant/Approve Work Authorization –NVTA Board
Nov.-Dec. 2022	Assemble project team/stakeholder work group/Data collection
Jan.-March 2023	Data analysis, identify High Injury Network Mapping/LRSP Review
April-June 2023	Public outreach/Evaluation of Existing Conditions/Strategy development
July-Sept. 2023	Draft Vision Zero Action Plan Review
Oct.-Nov. 2023	Final Plan Adoption

#### **ATTACHMENTS**

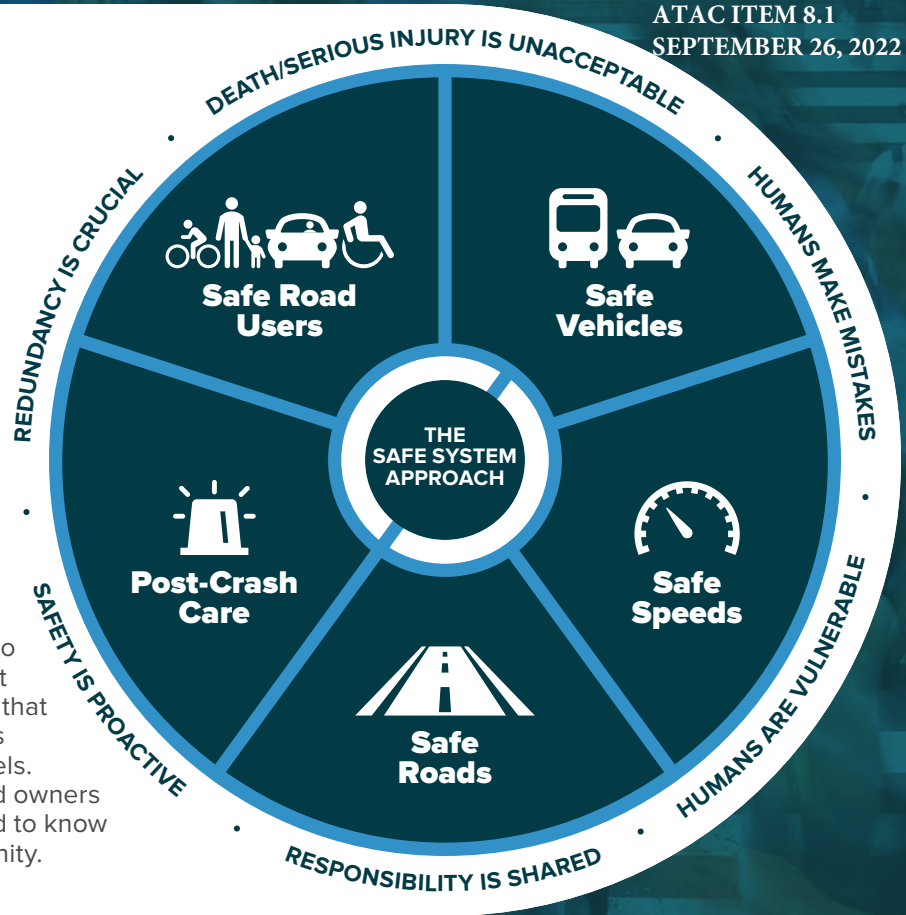
- 1) FHWA Safe Systems Approach Brochure

# THE SAFE SYSTEM

## APPROACH

**Zero is our goal. A Safe System is how we will get there.**

**Imagine a world where nobody has to die from vehicle crashes.** The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



## SAFE SYSTEM PRINCIPLES



### Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.



### Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



### Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.



### Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.



### Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



### Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.





## SAFE SYSTEM ELEMENTS

**Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below.** These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.



### Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



### Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



### Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



### Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



### Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

## THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

### Traditional

- Prevent crashes → Prevent deaths and serious injuries
- Improve human behavior → Design for human mistakes/limitations
- Control speeding → Reduce system kinetic energy
- Individuals are responsible → Share responsibility
- React based on crash history → Proactively identify and address risks

### Safe System

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE  
**YOU** ON THE  
SAFE SYSTEM  
JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit [safety.fhwa.dot.gov/zerodeaths](https://safety.fhwa.dot.gov/zerodeaths) to learn more.



## NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

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**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Senior Planner  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Countywide Accessible Transportation Needs Assessment

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

Seniors are one of the fastest growing populations in Napa County. As the senior population increases, so does the need for improved transportation options that best serve them. The Napa Valley Transportation Authority (NVTA) will address transportation needs for seniors and individuals with disabilities in Napa Valley by initiating an Accessible Transportation Needs Assessment. The study will identify barriers to mobility for seniors and individuals with disabilities throughout Napa County, to create recommendations for achieving equitable and improved transportation options for these populations.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **BACKGROUND**

In late 2019, NVTA staff and representatives from multiple organizations representing the senior and disabled community met to discuss gaps in transportation options throughout the county and potential solutions to improve mobility for these populations. NVTA agreed to work with the county to identify these gaps through a comprehensive countywide transportation needs assessment specific to seniors and disabled community members. Progress towards the assessment was delayed with challenges during the Covid-19 pandemic and funding challenges.

In March 2022, the County of Napa Commission on Aging held a Transportation Needs Summit in Yountville and invited representatives from multiple organizations to resume discussions in preparation for a countywide transportation needs assessment.

The discussion identified that transportation is often a primary topic of conversation among seniors countywide within various organizations. The summit attendees also discussed that transportation is a collective problem, and not the burden of a single entity. It was decided that NVTA will take the lead role in the countywide Accessible Transportation needs assessment with robust stakeholder participation.

The Countywide Accessible Transportation Needs assessment will include, but not be limited to:

- Identification and analysis of all existing services and programs
- Evaluation of gaps in marketing and communications strategies for services
- Identification of transportation needs and gaps specific to seniors and individuals with disabilities
- Development of transportation service alternatives and programs
- Analysis of alternatives and programs with feasibility assessment
- Development of vision, goals, objectives, policies with actions and funding plan
- Comprehensive community outreach and feedback assessment

NVTA is taking the work authorization with one of its on-call planning consultants, DKS Associates to the NVTA Board in September for approval. The project will kick-off in mid-October and is expected to take approximately 8 months to complete.

## **ATTACHMENTS**

None