

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

Monday, March 27, 2023  
5:30 PM

JoAnn Busenbark Board Room

### **Active Transportation Advisory Committee (ATAC)**

The Napa Valley Transportation Authority (NVTA) Active Transportation Advisory Committee (ATAC) meeting will be held in person. A Zoom option will be available for members of the public to participate. All committee members are expected to participate in person and follow the traditional Brown Act rules.

All materials relating to an agenda item for an open session of a regular meeting of the Active Transportation Advisory Committee (ATAC) are posted on the NVTA website at: <https://nctpa.legistar.com/Calendar.aspx>

#### PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

- 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.

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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.

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.

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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.

## **PRESENTATIONS**

### **7. CONSENT AGENDA**

- 7.1 **Meeting Minutes of January 23, 2023 Active Transportation Advisory Committee (ATAC) Meeting (Laura Sanderlin) (Pages 7-9)**
- Recommendation:** That the ATAC accept the January 23, 2023 Meeting Minutes.
- Estimated Time:** 5:50 p.m.
- Attachments:** [Draft Minutes.pdf](#)

### **8. REGULAR AGENDA ITEMS**

- 8.1 **E-Mobility Devices and Pedestrian Conflicts (Diana Meehan) (Pages 10-31)**
- Recommendation:** Information only
- Estimated Time:** 5:55 p.m.
- Attachments:** [Staff Report 8.1.pdf](#)

**8.2 Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2022-23 Countywide Claim and Annual Review (Diana Meehan) (Pages 32-36)**

**Body:** The ATAC will receive a review of the TDA 3 program. Information only

**Estimated Time:** 6:20 p.m.

**Attachments:** [Staff Report 8.2.pdf](#)

**8.3 Countywide Vision Zero Plan Progress Update (Diana Meehan) (Pages 37-40)**

**Recommendation:** Information only

**Estimated Time:** 6:30 p.m.

**Attachments:** [Staff Report 8.3.pdf](#)

**9. FUTURE AGENDA ITEMS**

**10. ADJOURNMENT**

**10.1 The next regularly scheduled meeting for the Napa Valley Transportation Authority Active Transportation Advisory Committee is May 22, 2023 at 5:30 p.m.**

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 NVRTA offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Wednesday, March 22, 2023.

*Kathy Alexander (e-sign)*

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Kathy Alexander, Deputy Board Secretary

\*Information will be available at the meeting

## 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

March 27, 2023  
ATAC Item 7.1  
Continued From: New  
Action Requested: Accept

## Meeting Minutes - Draft Active Transportation Advisory Committee (ATAC)

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Monday, January 23, 2023

5:30 PM

REFER TO COVID-19 SPECIAL NOTICE

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### 1. Call To Order

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

### 2. Roll Call

**Present:** 8 - Barry Christian  
Spiro Makras  
Jeffrey Davis  
Lee Philipson  
Frances Knapczyk  
Jonathan Schellin  
Colin Petheram  
Majel Arnold

**Absent:** 1 - Michael Rabinowitz

### 3. Public Comment

None

### 4. Committee Member Comments

None

### 5. Staff Comments

None

## 6. STANDING AGENDA ITEMS

### 6.1 Safe Routes to School (SRTS) Update

Information Only/No Action Taken

Kara Vernor, Napa County Bicycle Coalition reported:

- Recent Bike Rodeo at Camille Creek Community School and upcoming
- St. Helena Quick Build in partnership with Blue Zones, corner of Kearney and Madrona for 90 day period
- SRTS Advisory Committee meetings and developed vision for 2023-2024 school year, including grant opportunities
- Upcoming March/April Safety Summits, Bike Fest May is 18, Bike to Work/School is May 18

{Member Philipson joined at this time}

## 6.2 Napa Valley Vine Trail Update

Information Only/No Action Taken

Chair Christian reported there is a sub committee advising on Vine Trail signage.

## 6.3 Active Transportation Legislative Updates\*

None

## 7. PRESENTATIONS

### 7.1 E-Mobility Device Safety Review and Recommendations\* (Barry Christian/Jeff Davis)

Information Only/No Action Taken

Chair Christian and Member Davis reported on:

- Recent ATAC discussion regarding AB 1909 Law changes
- Examples of electric mobility devices
- Research, data and findings of Napa County Class I Multiuse facilities related to e-mobility
- Safety Recommendations and policy recommendations
- Future steps

Public comment made by Kara Vernor, supporting recommendation of rental companies offering safety guidance and speed limit concepts.

## 8. CONSENT AGENDA

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

**Aye:** 8 - Chairperson Christian, Member Makras, Member Davis, Member Philipson, Member Knapczyk, Vice Chair Schellin, Member Petheram, and Chairperson Arnold

**Absent:** 1 - Member Rabinowitz

### 8.1 Meeting Minutes of the November 28, 2022 Active Transportation Advisory Committee (ATAC) Meeting (Laura Sanderlin) (Pages 8-10)

## 9. REGULAR AGENDA ITEMS

### 9.1 Executive Director's Update (Kate Miller) (Pages 11-13)

Information Only/No Action Taken

### 9.2 Election of Chairperson and Vice Chairperson for Calendar Year 2022 (Diana Meehan) (Pages 14-16)



Member Philipson and Member Schellin nominated Member Christian to continue as ATAC Chair. Member Schellin nominated himself to serve as ATAC Vice Chair.

Motion **MOVED** by KNAPCZYCK, **SECONDED** by DAVIS to **APPROVE** Member Christian and Member Schellin to serve as CY 2023 Chair and Vice Chair, respectively. Motion carried by the following roll call vote:

**Aye:** 8 - Chairperson Christian, Member Makras, Member Davis, Member Philipson, Member Knapczyk, Vice Chair Schellin, Member Petheram, and Chairperson Arnold

**Absent:** 1 - Member Rabinowitz

### **9.3 Brown Act Updates and Future ATAC Meetings (Laura Sanderlin) (Page 17)**

Information Only/No Action Taken

### **9.4 Vision Zero Progress Update (Diana Meehan) (Pages 18-21)**

Information Only/No Action Taken

## **10. FUTURE AGENDA ITEMS**

-Class I Facility discussion

## **11. ADJOURNMENT**

Chair Christian adjourned the meeting at 7:02pm.

**11.1 The next regularly scheduled meeting of the NVTAA Active Transportation Advisory Committee is March 27, 2023 at 5:30 p.m.**

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Laura Sanderlin, Board Secretary

\*Information will be available at the meeting



Monday, March 27, 2023  
ATAC Agenda Item 8.1  
Continued From: New  
**Action Requested: Information**

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## NAPA VALLEY TRANSPORTATION AUTHORITY

### Active Transportation Advisory Committee Agenda Memo

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**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Senior Program Planner/Administrator  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** E-Mobility Devices and Pedestrian Conflicts

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#### **RECOMMENDATION**

Information only

#### **EXECUTIVE SUMMARY**

Changes to the California Vehicle Code (C.V.C) under AB 1909 (Friedman) were signed into law on September 16, 2022. These changes for bicycling are broadly supported, but the change allowing faster electric bicycles on Class I Bikeways, is causing some concern among facility users over potential conflicts between bicycles and pedestrians.

Committee members Barry Christian and Jeff Davis made a presentation to the Active Transportation Advisory Committee (ATAC) in January to discuss potential for improving safety between bicyclists and pedestrians on Class I facilities in Napa County (Attachment 1). Links to research sources are provided in Attachment 2.

Additional time to discuss this item was requested at the January ATAC meeting.

#### **FISCAL IMPACT**

Is there a Fiscal Impact? No

#### **BACKGROUND AND DISCUSSION**

The following summarizes the four primary changes to sections of the C.V.C. under AB 1909 known as the Bicycle Omnibus Bill:

1. Drivers required to change lanes whenever passing a bicyclist, if feasible

- Previous law required drivers to provide 3-feet when passing a cyclist
  - Updated version improves ability for law enforcement to cite drivers for failing to provide room for safety to cyclists while passing
2. Removes enforcement of bicycle license laws
    - Bicycle licensing by jurisdictions was rarely implemented
    - Removes equity concerns for over-policing of youth or BIPOC (Black, Indigenous and People of Color), community members riding unlicensed bicycles
  3. Expands access for people riding e-bikes
    - Previous law prohibited Class 3, higher speed e-bikes from shared use paths and allowed jurisdictions to prohibit all e-bikes by ordinance
    - New provision allows all classes of e-bikes and removes allowance for jurisdictions to prohibit e-bikes on shared use facilities.
    - Does allow Parks and Recreation or local authorities to prohibit e-bikes on hiking, equestrian or recreation trails only
  4. Allows bikes to cross streets on pedestrian walk signals
    - Bikes can proceed with pedestrian walk signal instead of waiting for green traffic signal.
    - Requires Caltrans walk signals to provide a 3-7 second head start for pedestrians (known as a leading pedestrian interval) which now includes bikes

### **Class I Bikeways (Bike Paths, Multiuse Paths, Shared use Paths)**

The Highway Design Manual defines Class I Bikeways as a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized. Typically, the minimum standard width of a Class I Bikeway is ten (10) feet paved with two (2) two-foot shoulders (soft or gravel) for a total of fourteen (14) feet. Some exceptions allow the standard width to reduce to eight (8) feet, which is the minimum allowable width for Class I facilities. The National Association of City Transportation Officials (NACTO) has produced multiple guides on best practices for bikeway design based on worldwide standards. In 2014, the NACTO standards were included in the California Manual on Uniform Traffic Control Devices (MUTCD) as acceptable for use. NACTO recommends a minimum of twelve (12) feet wide for Class I Bikeways where feasible. The 10-foot standard is typically adequate to accommodate both bicycles and pedestrians comfortably.

Electric Personal Assistive Mobility Devices or EPAMD are defined as an electric-power assisted motorized vehicle for transporting one person. There are several types of EPAMD available for use, including electric bicycles, scooters and hoverboards, which have become quite popular in recent years. The development of shared-mobility systems such as bike share and scooter share have contributed to an increase in use.

There are many positive features of these personal vehicles, such as their ability to decrease traffic congestion, air pollution and parking demand. They are user-friendly and relatively low cost, occupy a small area, are easy to operate and lightweight, making them a popular choice for short trips. Like many forms of transportation, there are also drawbacks and these vehicles can be involved in crashes due to higher speed and self-balancing issues, especially when they share walkways or sidewalks with pedestrians.

Specific sections of the C.V.C. define rules and laws for pedestrian and bicycle travel on public roadways to ensure the safety of all users. Concerns surrounding the changes allowing faster, heavier e-bikes (known as Class 3 electric bicycles or throttle assist) and the potential for conflicts with pedestrians on multiuse trails also known as Class I Bikeways or Shared Use Paths. Most Class 3 electric bikes have the ability to travel at speeds of 28 miles per hour or more. Class I Bikeways allowing both bicycles and pedestrians, and increased use of EPAMDs is bringing forward discussions on how to accommodate all users safely.

Policies and regulations related to operating speeds, minimum age requirements and where EPAMD's are allowed to operate in the public right-of-way varies among states as well as local jurisdictions.

Locally, the County of Napa has adopted an ordinance for the Napa Valley Vine Trail segments located in the county's jurisdiction. Current language will prohibit the use or operation of certain EPAMD's on segments of the Vine Trail, such as Segways and electric scooters. This is a requirement of those granting easements for the Vine Trail.

There have been discussions about regulating speeds on Class I facilities as well as including wayfinding and courtesy signage to help alleviate concerns over EPAMD conflicts with pedestrians. The current county ordinance does not regulate speeds on Class I facilities.

As use of Class I facilities increases, so does the potential for conflicts among users. Many jurisdictions are considering or have adopted speed limits on these facilities to help mitigate issues with speed conflicts among users.

Some strategies for improving safety on Class I facilities is to implement a public safety campaign that could include, but not be limited to:

- Providing user courtesy signage on Class I facilities
- Countywide public safety campaign through:
  - Social Media
  - Print Ads
  - Billboards
  - Radio
  - Local Television

- Increase safety awareness through local education programs
  - Safe Routes to School
    - Family Biking Workshops
    - Rider Safety Trainings
- Provide printed safety pamphlets
  - Hospitality
  - Chambers
  - Visitor Centers
  - Community Centers
- Public Safety Tips for Bikes/Pedestrians/Drivers
  - Published on social media
  - Print Ads
  - Websites

### **ATTACHMENTS**

- 1) ATAC Member Presentation
- 2) Research links/sources

## Active Transportation Advisory Committee

### E-Mobility Device Safety Review & Recommendations

**23 January 2023**

**Presented by:**

ATAC members Barry Christian & Jeffrey Davis



## E-Mobility Device Safety Study & Recommendations

### WHAT ARE WE DOING?

- November 2022 the ATAC committee discussed AB 1909 law changes regarding allowance of all classifications of e-bikes on Class I multiuse facilities
- The ATAC determined more information is necessary to help support jurisdictions with making informed decisions about electric mobility device usage on Napa County Class I facilities, including the Vine Trail.

### WHAT IS AN ELECTRIC MOBILITY DEVICE?

- Any **battery powered** transportation device with a maximum assist speed of 28 mph or less
- Does not require licensing to operate (as defined by the CA DMV)
- Is not required to have vehicle insurance

## Examples of electric mobility devices:



Fig. 1. Examples of Personal Electric Mobility Devices (Source: pugley.com, imgbn.com & iotatrx.com).

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## SOME OF THE QUESTIONS WE CONSIDERED ARE:

- What types of electric mobility devices are allowed on multiuse facilities?
- What is the trail context (Purpose, uses location—recreation, transportation, urban, rural)?
- What user behaviors are occurring that may affect safety (speeds, courtesy, use of listening devices etc.)?
- Are there any pilot policies related to device types and safety?

**Research** was based on best practices for the information compiled.

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## E-Mobility Device Safety Study & Recommendations

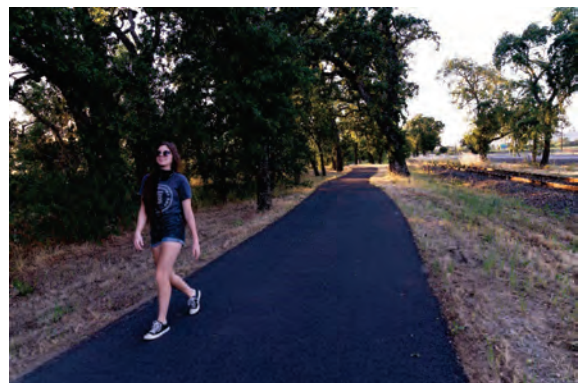
- California defines assistive speed specifications (**not speed limits**) for e-bikes as Class I and Class II up to 20 mph, and Class III up to 28 mph.
- AB 1909 now allows all classification of e-bikes on Class I multiuse facilities and does not allow ordinance to prohibit these classifications of e-bikes except on recreational trails.
- Our research indicates a recommended maximum speed of 15 mph and slowing to 5 mph when approaching other trail users could reduce trail safety risks, and create the optimum level of safety for all multiuse trail users.

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## E-Mobility Device Safety Study & Recommendations

### WHY ARE WE DOING THIS RESEARCH?

- To foster an equitable and safe environment for everyone using all Napa County Class I multiuse facilities.
- To assist jurisdiction staff and decision-makers with policy recommendations that improve and enhance safety for all users on Class I multiuse facilities countywide
- To inform creation of consistent policies affecting user safety on Class I multiuse facilities countywide





### DATA WAS GATHERED FROM THE FOLLOWING SOURCES

- Google – Broad overview of what's out there
- YouTube – Visual and verbal reviews of some of the problems and potential solutions nationally and internationally
- Referenced sources – detailed information related to our study
- Industry Contacts – we asked trail managers what information and examples they could provide on Class I multiuse facilities related to speeds and signage.

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### WHAT WE FOUND REGARDING SPEED LIMITS, ORDINANCES, PROHIBITED DEVICES:

- **National Speed Limits** across different states is usually defined by the E-Bike Class 1, 2, or 3 assistive speed specification.
  - Class 1 and 2 – up to 20 mph with pedal assist and no assist after 20 mph.
  - Class 3 – up to 28 mph with pedal assist and no assist after 28 mph
  - California now allows Classes 1,2, and 3 E-Bikes on its shared use facilities.
- **Research on Prohibited Devices** identified that:
  - The Bureau of Land Management defines specific areas where e-bikes are allowed to ride.
  - National Parks changed their rules in 2018 to allow e-bike use wherever regular bikes can go.
  - Many municipalities struggle with the decision allowing various types of electric assist devices.

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### FINDINGS

- The Safety risks of E-Mobility devices is linked to rider experience, rider age & maturity, device speed, device weight, and road rules adherence.
- Specific types of E-Mobility devices do not cause collisions - it's the user error or behavior that is typically at fault.
- Nationally, the same rules of the road apply to E-Mobility devices at road crossings and shared right-of-way, where the most collisions occur.
- We found little to no U.S. safety data related to E-Mobility devices on Class I Multiuse facilities. More data exists for foreign countries where bicycle usage is a stronger element of the culture.
- Most U.S. states including California utilize the E-bike classes 1,2,3 pedal assist limits to help define speed limits for E-Mobility usage.

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### DEDUCTIONS & RECOMMENDATIONS

- The Safety risks of E-Mobility devices linked to rider experience, rider age & maturity, device speed, device weight, and road rules adherence **can be mitigated by:**
  - Completing a safety walk/ride of Class I multiuse facilities countywide
  - Defined speed limits on all Class I multiuse facilities countywide
  - Defined rider safety and operation curriculum for all E-Mobility users
  - Defined Safety, Etiquette, and Wayfinding signage on all Class I multiuse facilities

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### POTENTIAL POLICY RECOMMENDATIONS

- **No restrictions on using any type of electric mobility device**
  - To support alternative transportation over single occupancy vehicles
  - No ADA concerns from a prohibition.
- **Adopt a speed limit of 15 mph, and slowing to 5 mph when approaching/passing others on Class I multiuse facilities countywide**
  - To foster safety for all users on all Class I multiuse facilities
- **Unified definition of electric mobility device types; consistent signage, pavement markings and striping for all Class I multiuse facilities countywide**
  - Increase user awareness for trail courtesy
  - Provide clear description of all types of allowable devices (electric and non-electric)
  - Provides clear understanding to users on trail etiquette, and safe operation of all types of mobility devices
  - Establishes clear policies that promote alternative transportation use over single occupancy vehicles

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### POTENTIAL POLICY RECOMMENDATIONS

#### **Establish policies for shared mobility companies and rental companies (Identify user training requirements, user training formats, associated costs, insurance requirements)**

- Establishes consistent safety and operations rules for shared-use services companies and local rental companies
- Promotes use of shared-use services as an alternative to single occupancy vehicles for shorter trips
- **Consistent messaging, advertising statements, and trail signage that communicates the Countywide written policies.**
  - Provides facility users with consistent, clear messaging of rules for safe use of all Class I multiuse facilities
  - Supports management of safety risks on Class I multiuse facilities

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## Examples of Multiuse Facility Etiquette Signage:



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## Examples of Wayfinding Signage:



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### Examples Multiuse Facility Pavement Markings:



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### **NEXT STEPS:**

- Update recommendations based on ATAC discussion (can bring back for more focused discussion at a future meeting)
- Possible presentations to NVTATechnical Advisory Committee, Jurisdiction BTACs/ATACs, BOS, Councils for additional feedback
- Safety walk/ride audits starting this Spring or Summer to collect local data
  - Determine types/quantities of signage necessary
    - Wayfinding signage
    - Safety/Etiquette signage
  - Determine sign placement/locations
  - Identify areas where there is potential conflict among user types

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Thank you!

**Presented by:**

ATAC members Barry Christian, Jeffrey Davis



## EMOBILITY RESEARCH LINKS

### YouTube

#### The Safety Issues and Problems

<https://youtu.be/f3s2gVxLN9Q>

Video of real time issues

<https://youtu.be/wM8Xli2KTzI>

<https://youtu.be/TujjA9HvBHU>

#### The Law & Safety Solutions

California

<https://mdcoastdispatch.com/2022/09/21/council-debates-allowing-e-bikes-on-boardwalk/>

Identifies Ocean Beach Solutions  
(Could be used on Napa Trails)

[https://youtu.be/dNmoiG\\_prU](https://youtu.be/dNmoiG_prU)

CHP standards development

<https://youtu.be/FEGCvuGYX6M>

San Diego, California

Florida, Roads and Trails

<https://youtu.be/IfWaMWIa3Xo>

Good general discussion.

## INTERNET SEARCHES

[https://www.researchgate.net/publication/262878008 Experiences of electric bicycle users in the Sacramento California area](https://www.researchgate.net/publication/262878008_Experiences_of_electric_bicycle_users_in_the_Sacramento_California_area)

<https://www.peopleforbikes.org/reports/e-bike-safety-a-review-of-empirical-european-and-north>

[E-bike safety. A review of Empirical European and North American ...](https://en.wikipedia.org/wiki/Electric_bicycle_laws)  
[https://en.wikipedia.org/wiki/Electric\\_bicycle\\_laws](https://en.wikipedia.org/wiki/Electric_bicycle_laws)

[Electric bicycle laws - Wikipedia](#)

2015, the CounASty of Marin passed an ordinance setting the speed limit for a portion of the Mill Valley - Sausalito Multi Use Pathway at 10 mph.

<https://www.marincounty.org/depts/bs/board-actions-meetings/2015/march/march-31/mv-saus-path>

Marin County Staff Report

<https://www.marincounty.org/-/media/files/maringov/board-actions/2015/march/15033113parksmultiusepathwayltr.pdf?la=en>



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COUNTRY	POWER	SPEED LIMIT	NOTES	
CANADA	500W	20 mph		
AUSTRALIA	250 W	15.5 mph		
CHINA	N/A	< 20 mph		
EUROPEAN UNION	250 W	15.5 mph		
BELGIUM	250 W 1000 W 4000 W	15.5 mph 15.5 mph 28 mph	Classified as Moped	
DENMARK	N/A	28 mph	Age 15, wear helmet	
FINLAND	250 W 250-1000 W	15.5 mph 15.5 mph	Requires Insurance	
LATVIA	250 W	N/A		
NORWAY	250 W	15.5 mph	Speed Limiter Reqd > 15.5 mph	
SWEDEN	250 W	15.5 mph		
SWITZERLAND	500 ➤ 500 W	15.5 mph 28 mph	License Required	
TURKEY	250 W	15.5 mph		
UNITED KINGDOM	250 W	15.5 mph		
INDIA	<250 W  >250 W	15.5 mph  ➤ 15.5 mph	No build certs needed Build certs needed	
ISRAEL	250 W	15.5 mph	16 years and older	
JAPAN	N/A	15 mph		
PHILIPPINES	N/A	N/A	N/A	
RUSSIAN FEDERATION	250 W	15.5 mph	N/A	

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State	Identity	Type	Max speed (mph)	Max power	Helmet	Min age	Driver's License
Alabama	Motor-driven cycle	Motorcycle	None	150 cc	Motorcycle helmet required	14	Yes, M class <sup>[66]</sup>
Alaska	Motor-driven cycle	Motorcycle	None	50 cc		14	Yes, M class
Arizona	Motorized electric bicycle or tricycle	Bicycle	20	48 cc	No	None	No
Arkansas	electric bicycle	Bicycle	20 (Class III 28)	750 w	Yes for class III	16 for class III	No, as of 2017 HB-2185
California	Motorized Bicycle	Bicycle	20 (Class III 28)	750 W <sup>[67]</sup>	Class dependent	Class dependent	No
Colorado	Electrical assisted bicycle	Bicycle	20	750 W	No	None	No
Connecticut	Bicycle with helper motor		30	2.0 bhp (1.5 kW) and <50 cc	yes	15	yes
Delaware	Bicycle	Bicycle	20	<750 watts	Under 16		
District of Columbia	Motorized bicycle		20		No	16	No
Florida	Electric-assist bicycle	Bicycle	20	None	No	16	No
Georgia	Electric bicycle	Bicycle	20	750 W	Under 16		no
Hawaii	Moped		30	2 hp	No	15	Yes
Idaho	Motorized Electric Bicycle	Bicycle	30	< 2 brake hp	No	16	Yes, class D & liability Ins.
Illinois	Low-speed bicycle	Bicycle (625 ILCS 5/11-1516)	20	None	No	16	No
Indiana	motorized bicycle		25		yes if under 18	15	ID card
Iowa	Electric Bicycle	Bicycle	<20, unless pedaling	<750 watts	No	None	No
Kansas	Electric with Pedal	Bicycle	<20, <sup>[68]</sup>	1000 Watts	yes, under 18		No
Kentucky	Motorized bicycle	Moped	30	2.0 brake hp or 50 cc	yes, under 18	16	yes
Louisiana	motorized bicycle		25	1.5 brake hp or 50 cc	yes	15	yes
Maine	Electric Bicycle <sup>[69]</sup>	Electric Bicycle	20 Class I & II, 28 Class III	750 Watts	yes, under 16	Minimum 16, for Class II & III	no
Maryland	Electric bicycle		20	750 <sup>[70]</sup> watts	yes		no
Massachusetts	Motorized bicycle		25	50 cc, cannot go more than 30 mph	Yes	16	Yes

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NAPA VALLEY TRANSPORTATION AUTHORITY

**Active Transportation Advisory Committee Agenda Memo**

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**TO:** Active Transportation Advisory Committee (ATAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Senior Program Planner/Administrator  
(707) 259-8327 | [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY)  
2022-23 Countywide Claim and Annual Review

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**RECOMMENDATION**

Information only

**EXECUTIVE SUMMARY**

The Napa Valley Transportation Authority (NVTA) Board adopted the TDA-3 three-year program of projects for FY 2021-22 through FY 2023-24 at its July 21, 2021 meeting. The Countywide Claim for the two Calistoga projects below went to the NVTA Board on March 15, the American Canyon and Yountville projects were already programmed.

**Table 1. TDA-3 Program of Projects FY 2021-22 through 2023-24**

Jurisdiction	Project	Year	Amount
Yountville	Washington Street ADA Sidewalk	2021-22	\$160,000
American Canyon	Eucalyptus Drive Sidewalk	2021-22	\$98,454
Calistoga	Brannon St. Crosswalk	2022-23	\$150,000
Calistoga	Logvy Park Sidewalk Extension	2023-24	\$150,000
	Total New Funding		\$300,000

Final program estimates will be updated in July. There is approximately \$100,000 left over which will be rolled over to the TDA-3 call for projects in March 2024.

**FISCAL IMPACT**



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Is there a fiscal impact? No

### **BACKGROUND AND DISCUSSION**

The TDA-3 program is a grant program funded by approximately 2% of the ¼ cent Statewide Sales Tax. This generates approximately \$160,000 per year in revenues for Napa County jurisdictions. The purpose of the TDA-3 program is to provide grants for local bicycle and pedestrian projects.

The TDA-3 call for projects was opened by the NVTB Board at the March 17, 2021 meeting and closed on April 23, 2021. Four (4) project applications were received from three jurisdictions, two applications from the City of Calistoga, one application from the City of American Canyon, and one application from the Town of Yountville. In the previous three-year cycle call for projects, the Town of Yountville pulled their application to allow funds to be programmed to other projects with the agreement that the Town would receive full funding in this program cycle. The Town of Yountville project is fully funded, and the remaining projects will be partially funded in the next two fiscal years.

Project prioritization considers the TDA-3 Project Selection Criteria for Napa County to ensure funding priority projects. TDA-3 funds can be used on plans but locally the NVTB Board has determined priority will be given to capital projects. An annual review of the program must take place each year to ensure selected projects are in compliance with program guidelines and to update actual funding amounts. Local resolutions of support are required for each project submitted with the annual Countywide Claim. The Calistoga Resolutions were received in January 2023, which delayed the FY 2022-23 Countywide claim submission. Project funds must be expended within two years of their programming year. The FY 2022-24 fund estimate is \$249,915.

The NVTB Board approved the FY 2022-23 Countywide Claim of \$150,000 to the Calistoga Brannon Street Crossing Project. The submission of the Countywide Claim of \$150,000 for the Calistoga Logvy Park Sidewalk Extension Project will take place in July, once the final fund estimate is received. If funds come in lower than estimated for FY 2023-24, the project amount will be adjusted accordingly. The TDA-3 FY 2022-24 program timeline is shown in Table A below.

Staff will bring updated TDA- 3 program guidance to the ATAC for review in advance of the next 3-year cycle call for projects in March 2024.

**Table 2: TDA-3 Timeline FY 2022-23 through 2023-24**

<b>ITEM</b>	<b>DATE</b>
TDA-3 Program Review - TAC	March 2, 2023
Countywide Claim Approval FY 2022-23 NVTA Board	March 15, 2023
TDA-3 Program Review - ATAC	March 27, 2023
Submit FY 2022-23 Countywide Claim to MTC	March 28, 2023
TDA-3 Final Fund Estimate FY 2023-24	July 1, 2023
Countywide Claim Approval FY 2023-24 NVTA Board	July 19, 2023
Submit FY 2023-24 Countywide Claim to MTC	July 26, 2023
TDA-3 Program Guidance Review	January 2024
FY 2024-25 to 2026-27 Call for Projects	March 2024

**ATTACHMENTS**

- (1) Project List FY 2021-22 through FY 2023-24 - Revised
- (2) FY 2022-23 TDA Fund Estimate-September

**ATTACHMENT 1**  
**ATAC Agenda Item 8.2**  
**March 27, 2023**

Project Sponsor	Project Description	Amount Requested	NVTA Proposed Programming by Year (Revised)				Notes
			FY 2021-22	FY 2022-23	FY 2023-24	Staff Recommendation	
Amount rolled over from prior year			\$53,000*	\$0	99,915		
Fund Estimate		\$205,454	\$205,454	\$249,915	\$150,000		
Total Available for Programming		\$258,454	\$258,454	\$249,915	\$249,915		
City of American Canyon	Eucalyptus Dr. sidewalk Gap Closure	\$150,000	\$98,454			Partial funding (includes \$53,000 re-allocation from FY 2018-19) Staff recommends re-programming previous allocation and an additional \$102,745 to the project	Environmental complete; Resolution of local support. This project was delayed due to staffing changes. \$53,000 in previously allocated funding must be used prior to June 2022.
City of Calistoga	Logvy Park Sidewalk Extension	\$415,000			\$150,000	Partial funding	
City of Calistoga	Brannon St. Crosswalk and RRFB	\$360,000		\$150,000		Partial funding	This project has received funding through the Lifeline Transportation Program Cycle IV and has experienced significant delays due to requested changes by Caltrans. TDA-3 funds will be used to cover a portion of the funding shortfall.
Town of Yountville	Washington Park ADA Sidewalk Improvements	\$160,000	\$160,000			Fully Fund	Yountville staff postponed requesting funds for this project in the previous TDA-3 Cycle Call for Projects to allow time to do additional public outreach and in lieu of receiving funding priority in this round.
Total Project Request		\$1,085,000	\$258,454	\$150,000	\$150,000		
Balance		\$526,546	0	\$99,915	\$99,915		

\*Previously programmed to American Canyon for the Eucalyptus Dr. sidewalk gap closure project

**FY 2022-23 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**NAPA COUNTY**

FY2021-22 TDA Revenue Estimate			FY2022-23 TDA Revenue Estimate		
<b>FY2021-22 Generation Estimate Adjustment</b>			<b>FY2022-23 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 21)	8,979,207		13. County Auditor Estimate		10,405,658
2. Actual Revenue (Jul, 22)	11,275,897		<b>FY2022-23 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		2,296,690	14. MTC Administration (0.5% of Line 13)		52,028
<b>FY2021-22 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		52,028
4. MTC Administration (0.5% of Line 3)	11,483		16. MTC Planning (3.0% of Line 13)		312,170
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	11,483		17. Total Charges (Lines 14+15+16)		416,226
6. MTC Planning (3.0% of Line 3)	68,901		18. TDA Generations Less Charges (Lines 13-17)		9,989,432
7. Total Charges (Lines 4+5+6)		91,867	<b>FY2022-23 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		2,204,823	19. Article 3.0 (2.0% of Line 18)		199,789
<b>FY2021-22 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		9,789,643
9. Article 3 Adjustment (2.0% of line 8)	44,096		21. Article 4.5 (5.0% of Line 20)		489,482
10. Funds Remaining (Lines 8-9)		2,160,727	22. TDA Article 4 (Lines 20-21)		9,300,161
11. Article 4.5 Adjustment (5.0% of Line 10)	108,036				
12. Article 4 Adjustment (Lines 10-11)		2,052,691			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2021 Balance (w/o interest)	FY2020-21 Interest	6/30/2021 Balance (w/ interest) <sup>1</sup>	FY2020-22 Outstanding Commitments <sup>2</sup>	FY2021-22 Transfers/ Refunds	FY2021-22 Original Estimate	FY2021-22 Revenue Adjustment	6/30/2022 Projected Carryover	FY2022-23 Revenue Estimate	FY2022-23 Available for Allocation
Article 3	225,982	3,028	229,011	(398,382)	0	172,401	44,096	47,126	199,789	246,915
Article 4.5	62,969	439	63,409	(300,000)	0	422,382	108,036	293,827	489,482	783,309
<b>SUBTOTAL</b>	<b>288,952</b>	<b>3,468</b>	<b>292,419</b>	<b>(698,382)</b>	<b>0</b>	<b>594,783</b>	<b>152,132</b>	<b>340,953</b>	<b>689,271</b>	<b>1,030,224</b>
Article 4/8										
NVTA <sup>3</sup>	7,445,594	53,860	7,499,455	(13,931,921)	0	8,025,256	2,052,691	3,645,481	9,300,161	12,945,642
<b>SUBTOTAL</b>	<b>7,445,594</b>	<b>53,860</b>	<b>7,499,455</b>	<b>(13,931,921)</b>	<b>0</b>	<b>8,025,256</b>	<b>2,052,691</b>	<b>3,645,481</b>	<b>9,300,161</b>	<b>12,945,642</b>
<b>GRAND TOTAL</b>	<b>\$7,734,546</b>	<b>\$57,328</b>	<b>\$7,791,874</b>	<b>(\$14,630,303)</b>	<b>\$0</b>	<b>\$8,620,039</b>	<b>\$2,204,823</b>	<b>\$3,986,434</b>	<b>\$9,989,432</b>	<b>\$13,975,866</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 6/30/22.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.



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## NAPA VALLEY TRANSPORTATION AUTHORITY

### Active Transportation Advisory Committee Agenda Memo

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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 Progress Update

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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. 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 Fehr & Peers, 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 Cities of Napa and American Canyon and will help meet safety plan requirements for up valley communities without an LRSP.

#### **FISCAL IMPACT**

Is there a Fiscal Impact? No

#### **BACKGROUND AND DISCUSSION**

Several funding sources are requiring adoption of roadway safety plans or Vision Zero plans to ensure funding for transportation projects that prioritize safety for all road users. A plan must be completed no later than December 2023 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

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safety improvements that will help achieve the goal of zero serious and fatal roadway injuries countywide by 2030.

NVTA held a Vision Zero kickoff meeting on November 11 with Fehr & Peers and the NVTA project team. The project will take approximately 9 months to complete. The project timeline is shown in Attachment 1. The following describes work-to-date on the Vision Zero planning effort.

### **Collision Analysis**

The Fehr & Peers team has completed a preliminary overview of collision records in both incorporated and unincorporated areas within the county. The collision data includes injury reported collisions between 2015 and 2021. Initial high-level trends include:

- Collision numbers have remained similar year-over-year, even during the pandemic
- Different modes have different times where collisions are most prevalent:
  - Pedestrian collisions are more prevalent during weekdays
  - Bicycle collisions are more prevalent during the weekend
  - Total injury vehicle collisions were more evenly spread across the week
  - Vehicle collisions involving fatalities and severe injuries are more prevalent during the weekend

The team has started to identify the high injury network at a regional level. Ultimately, this network along with the collision trends will help inform priorities for NVTA and its partners. The safety analysis is on track to have a complete set of findings for discussion with staff and stakeholder working groups in late January/early February 2023.

### **Engagement Plan**

The project team assembled two working groups for participation in the development of the plan. Both met in early February and two additional meetings per group will be scheduled over the course of the plan period.

A draft engagement plan was submitted for review in January and is undergoing minor revisions. The engagement plan will identify goals, roles and responsibilities for both the Vision Zero Technical Advisory Working Group (TAWG), made up of public works, planning, law enforcement/public safety. A stakeholder working group (SWG) will include elected officials, community-based organizations, health departments and school districts, advocacy groups such as *Slow Down Napa* and the Napa County Bicycle Coalition. The engagement plan will identify the number and format of meetings for these groups and public meetings, as well as anticipated topics. NVTA will also bring regular updates to the TAC on the Vision Zero Plan over the coming year.

**Next Steps:**

- Finalize public engagement plan - March
- Develop Collision Profiles - March
- Develop Countermeasure Toolbox – March/April
- Public meetings – April/May
- Identify Priority Project Locations - May
- Develop Funding Plan - June

**ATTACHMENT**

- (1) Project Timeline

As shown in the proposed schedule below, we expect to complete the Final Vision Zero Plan by end of August 2023, assuming an early-November kick-off.

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
<b>1 Project Initiation</b>											
1.1	Scope of Work Finalization	■									
1.2	Project Kick-Off		■								
1.3	Project Management	■	■	■	■	■	■	■	■	■	■
<b>2 Stakeholder Engagement</b>											
2.1	Stakeholder & TAC Contact List		■	■							
2.2	Stakeholder & TAC Outreach & Engagement Program		■	■							
2.3	Stakeholder Committee				■		■			■	
2.4	Technical Advisory Committee				■		■			■	
<b>3 Review &amp; Evaluate Existing Materials</b>											
3.1	Review & Update Existing Data		■								
3.2	Countywide Collision Landscape Analysis		■	■							
3.3	Countywide High Injury Network			■	■						
<b>4 Implementation &amp; Evaluation Strategies</b>											
4.1	Collision Profiles			■	■						
4.2	Countermeasure Research				■	■					
4.3	Engineering Action Plan				■	■					
4.4	Education Action Plan					■	■				
4.5	Enforcement Action Plan					■	■				
4.6	Develop A Funding Plan					■	■				
<b>5 Vision Zero Plan</b>											
5.1	Napa Valley Vision Zero Plan Outline			■	■						
5.2	Administrative & Stakeholder Draft w/ Appendices							■	■		
5.3	Final Plan & VZ Policy & Resolution Templates									■	
5.4	PowerPoints for Presentation								■	■	■
<b>6 Plan Presentation &amp; Adoption</b>											
6.1	Presentation to NVTA Board of Directors										■
6.2	Final Plan & Accompanying Analysis									■	■
<b>7 Vision Zero Data Dashboard</b>											
7.1	Evaluation with External-Facing Data Dashboard			■	■	■	■	■	■	■	■