

October 2024

Accessible Transportation Needs Assessment

Existing Conditions Report

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1 INTRODUCTION

This report documents existing transportation conditions for older adults and people with disabilities in Napa County. This information is used to identify gaps in the existing available transportation services along with the needs facing these populations. The following chapters describe:

- Key findings from previous studies
- Identification of origins and destinations and other existing travel patterns
- Existing transportation service options in Napa County

Existing data, past plans, and objective findings are all important pieces that will help inform a larger comprehensive understanding that forms the Accessible Transportation Needs Assessment (ATNA) Key findings from these existing conditions include:

- Medical Access is Imperative
- Navigating Available Transportation Options is a Challenge
- Limited Affordable Transportation Options
- Physical Infrastructure Improvements are Needed
- Travel Model Data Supports Survey and Planning Data
- Vine and VineGo Services are Optimally Located
- Service Gaps Exist for Out-of-County and Some In-County Trips
- Trips Occur Later Into the Evening
- Transit Cannot Meet All Needs Alone

Observations supporting these key findings will be in bold throughout this report.

For the purposes of developing strategies and recommendations to meet needs in Napa County, this existing conditions review is not the sole resource that will be used to inform ATNA strategies and recommendations to meet Napa County's mobility needs. Other ongoing and upcoming components of ATNA are just as crucial, including contributions from community members and stakeholders, comparative reviews of

services and programs in other counties, and the process of developing and prioritizing relevant recommendations supported by high-level cost-estimates and implementation steps.

2 RELEVANT PLANNING DOCUMENTS

To support the current Accessible Transportation Needs Assessment (ATNA), needs, strategies, and other information from previous plans were reviewed. Plans reviewed included:

- Healthy Aging Population Initiative Older Adult Survey (2015)
- Napa Countywide Pedestrian Plan (2016)
- 2019-2024 Napa County Community Health Improvement Plan (2018)
- Napa Valley Travel Behavior Study (2019)
- Napa Valley Community-Based Transportation Plan (2020)
- Queen of the Valley Medical Center Community Health Needs Assessment (2020)
- Napa Valley Countywide Transportation Plan-Advancing Mobility 2045 (2021)
- Napa Valley Transportation Authority Short Range Transit Plan (2022)
- Adventist Health St. Helena Community Health Needs Assessment (2022)
- Kaiser Permanente Community Health Needs Assessment (2022)
- Community Health Needs Assessment (2023)
- Napa County Older Adults Assessment (2023)
- NVRTA Countywide Accessible Transportation Needs Study Survey Results (2023)
- Napa County Older Adults Assessment Solutions Report (2024)

Health Aging Population Initiative Older Adult Survey (2015)

The 2015 Healthy Aging Population Initiative (HAPI) Older Adult Survey set the stage for refining, developing, and implementing a collective action plan to prepare for the future of aging in Napa Valley to address needs and gaps and improve the quality of life of older adults in Napa Valley. HAPI partners share a vision that older adults living in Napa Valley will have a high quality of life that allows them to remain healthy, safe, secure, and independent for as long as possible. **The Older Adult Survey is broad, but mobility plays a significant role in quality of life for older adults in Napa County. One of the top gaps in Napa County is transportation to services, including medical appointments.**

85.5% of survey respondents agree that public transportation is available, but only 8% use it. **The majority of older adults drive themselves**, including 73% of those aged 75 to 84 years. (48% of those 85 and older drive themselves).

Napa Countywide Pedestrian Plan (2016)

The Napa Countywide Pedestrian Plan guides and informs pedestrian infrastructure, policies, programs, and development standards to make walking in Napa County safe, comfortable, convenient, and enjoyable for all pedestrians and improve accessibility for disabled residents. The first goal of the plan is to provide a connected network of pedestrian sidewalks, trails, and pathways in the County and its jurisdictions that are safe and accessible to a variety of users and that foster community interactions. Two specific policies under this goal relate to older adults and accessible transportation:

- Prioritize safe routes to schools, safe routes to transit, and safe routes for older adults within the County.
- Connect key pedestrian destinations via accessible sidewalks and marked crosswalks, focusing on downtown areas, transit stops, schools, senior housing, and tourist lodging.

The plan includes crash data and demographics, showing that **“children and seniors are the two most vulnerable populations in the context of pedestrian-involved collisions.”** Yountville has the highest percentage of collisions involving older adults. Targeting safe routes for older adults, respectively, may be of particular importance in Yountville. In response to these findings, two key actions for countywide implementation include:

- Collaborate with senior centers and advocates to implement education, encouragement, and **engineering projects to improve mobility for older adult pedestrians.**
- Collaborate with transit providers to prioritize and implement access improvements to transit stops.

2019 – 2024 Napa County Community Health Improvement Plan (2018)

The Napa County Community Health Improvement Plan (CHIP) outlines a long-term, systematic effort to improve the health of a community. The vision outlined in the CHIP is “A livable Napa County will be diverse, inclusive, equitable, and safe for community members across cultures and generations. It will have affordable and appropriate

housing, multiple transportation options, and supportive community features and services. Once in place, these resources will enhance both personal independence and interdependence, effectively engaging residents in the area’s civic, economic, and social life.” The CHIP includes four priorities: respect and social inclusion, food insecurity, housing, and transportation **recognizing that transportation impacts public and community health**. Transportation objectives¹ outlined in the plan include:

- By 2024, increase the percent of Napa County residents who regularly walk for transportation, fun or exercise from 39% to 43%.
- By 2024, reduce the percentage of people driving alone to work from 79% to 71%.
- By 2024, increase the percentage of 5th, 7th and 9th grade students meeting fitness standards for aerobic capacity from 65% (2017) to 72%.

Transportation strategies outlined in the plan include:

- Provide education on the connection between health outcomes and the built environment
- Promote a Health in All Policies approach when local jurisdictions are revising their general plans

Napa Valley Travel Behavior Study (2019)

The Napa Valley Travel Behavior Study focuses on work, school, and other trips in Napa Valley. The study identifies how many trips per day are associated with visitors, residents and employees, where those trips start and end, and the predominant modes and times of travel. The study accounts for seasonal variations, as well as weekday and weekend travel. The study found that 353,000 total trips occur on a weekday. 12,000 are pass-through trips, 52,000 are trips into Napa County, 51,000 are trips out of Napa County, and 238,000 are intra-Napa County trips, meaning the start and end of the trip is in Napa County. 22% of trips occur in the morning peak period (6:00am-10:00am), 34% occur in the midday peak period (10:00am-3:00pm), and 29% occur in the afternoon peak period. Common destinations for trips leaving and entering Napa County are Solano, Sonoma, and Contra Costa Counties. The Travel Behavior Study does not track older adult travel patterns.

¹ It’s unclear how these metrics are tracked.

Napa Valley Community-Based Transportation Plan (2020)

The goals of NVTA’s Napa Valley Community-Based Transportation Plan (CBTP) are to identify Equity Priority Communities (formerly called Communities of Concern or COCs), address resident-perceived transportation gaps or needs in Napa County, provide example projects identified by those residents, and compile a list of improvements such as infrastructure projects or social service programs that can provide a solution to the identified need. Improving equitable access to all aspects of the transportation network for Napa County EPC residents requires providing safe pedestrian access to transit stops including lifeline connections to educational opportunities and healthcare resources and expanding mobility options for transit-dependent EPC residents. Therefore, **improving the safety of roadway crossings for pedestrians, and improving the transit-dependent users experience are of utmost importance** when developing the CBTP and prioritizing future projects.

Key themes from CBTP outreach included:

- Pedestrian safety
- Mobility options
- Improve transit service, hours, and frequency
- Increase transit Americans with Disabilities Act (ADA) access

The series of recommended programs and themes from the CBTP are described in Figure 1.

Figure 1: CBTP Recommended Programmatic Themes

Program Theme	Program Description	Project Examples
Improve pedestrian safety	Improve pedestrian conditions to reduce traffic collisions and increase safety	<ul style="list-style-type: none"> ▪ High visibility pedestrian crosswalks ▪ Pedestrian crossing warning signage ▪ Rectangular Rapid Flashing Beacons

Program Theme	Program Description	Project Examples
<p>Improve pedestrian access to schools and transit</p>	<p>Improve, maintain, and repair pedestrian facilities around schools and transit stops to enable and encourage pedestrian mobility/walkability/active forms of transportation</p>	<ul style="list-style-type: none"> ▪ Repair sidewalks around schools/transit stops ▪ Complete sidewalk paths and missing links bridging network gaps around schools/transit stops ▪ High visibility Pedestrian crosswalks around schools/transit stops ▪ Pedestrian crossing warning signage around schools/transit stops ▪ RRFB - Rectangular Rapid Flashing Beacons around schools/transit stops ▪ New sidewalks around schools/transit stops
<p>Improve transportation options to healthcare</p>	<p>Increase and promote transportation options to and around healthcare facilities</p>	<ul style="list-style-type: none"> ▪ New bus routes, connections, extended service hours ▪ Bus stop amenities ▪ Educational/outreach activities
<p>Expand mobility options for low-income, older adult, and disabled residents</p>	<p>Introduce enhancements that improve service for residents of Communities of Concern</p>	<ul style="list-style-type: none"> ▪ New bus routes, connections, extended service hours ▪ Bus stop amenities ▪ Educational/outreach activities
<p>Increase local transit evening frequencies</p>	<p>Increase local transit frequencies into the evening hours serving higher frequency job centers</p>	<ul style="list-style-type: none"> ▪ Increase transit service hours
<p>Increase transit amenities</p>	<p>Increase while maintaining transit-related amenities like benches, shelters, restrooms, pedestrian and bicycle facilities to enable and encourage a significant Napa County transit mode shift</p>	<ul style="list-style-type: none"> ▪ New bus stop benches, shelters
<p>Decrease transit fares for low-income individuals</p>	<p>Adapt policies and programs to lessen the financial burden of transit costs on low-income persons</p>	<ul style="list-style-type: none"> ▪ Expand free transit program from 85+ persons to 65+ ▪ Expand mobility programs like TaxiScrip

Program Theme	Program Description	Project Examples
Increase transit ADA access	Increase transit service enhancements that improve service for persons with disabilities	<ul style="list-style-type: none"> ▪ New ADA curb ramps ▪ New ADA transit amenities ▪ High visibility Pedestrian crosswalks ▪ RRFB - Rectangular Rapid Flashing Beacon

Source: Napa Valley Community Based Transportation Plan

Queen of the Valley Medical Center Community Health Needs Assessment (2020)

Queen of the Valley Medical Center is an acute-care, 208-bed hospital located in the City of Napa. With over 1,600 employees and a wide range of programs and services, Queen of the Valley Medical Center characterizes itself as the largest and most comprehensive healthcare facility in Napa County. As part of the assessment process, “listening sessions” were held with caregivers who serve individuals that have chronic conditions, are from diverse communities, have low-incomes, and/or are medically underserved. Caregivers expressed concerns that too many people in Napa County experience barriers to accessing both primary and specialty care. Their primary concern was **the lack of specialists in Napa County**, noting that people must travel to UC San Francisco or UC Davis, which are far away and create additional transportation barriers. A lack of transportation accessibility is among the challenges which sometimes limit older adults from seeking care. This echoes the statements made by stakeholders during the Napa Solano Older Adults Needs Assessment that **a lack of services forces locals to travel longer distances to seek specialty care.**

Napa Valley Countywide Transportation Plan- Advancing Mobility 2045 (2021)

The Napa Valley Countywide Transportation Plan is the long-range transportation plan for all jurisdictions in Napa County and NVTA. The plan outlines priorities for NVTA and its six member jurisdictions to relieve congestion, improve traffic safety, create more active transportation infrastructure, provide more reliable and frequent bus service, and maintain and repair the existing transportation system. Goal 1 of the Countywide

Transportation Plan, “serve the transportation needs of the entire community, regardless of age, income, or ability,” includes objectives for accessible transportation.

Objectives of Goal 1 include:

- Provide safe access to jobs, schools, recreation, and other daily needs for Napa’s residents and visitors
- Serve the special transportation needs of older adults, children, and the disabled
- Coordinate transportation services for people with disabilities, older adults, children, and as many other groups so each serves as many people as possible
- Provide affordable transportation solutions to ensure access to jobs, education, goods, and services for all members of the community

Public comments emphasized the desire for better or alternative transportation options for older adults and persons with disabilities, such as on-demand rideshare services. Project considerations in the plan responding to the needs of Equity Priority Communities (formerly known as Communities of Concern) include:

- Expanding transit
- Supporting complete streets efforts
- Improving access to transit and schools
- Expanding shared vehicles and bicycle programs
- Building out the active transportation network
- Supporting van and carpooling
- Supporting programs that subsidize the needs of Equity Priority Communities

Napa Valley Transportation Authority Short Range Transit Plan (2022)

The Metropolitan Transportation Commission (MTC) requires transit agencies to submit a Short Range Transportation Plan (SRTP) to receive federal funding. NVTA’s SRTP is NVTA’s primary justification for receiving federal and state funding for transit operations and transit capital projects. The current SRTP outlines pre-pandemic NVTA service, current NVTA service, and goals, objectives, and performance standards through 2024. The plan considers multiple future scenarios, including:

- Scenario 1: During Fiscal Years 2024 – 2028, there is robust recovery, which entails adequate funding to return to 100% of pre-pandemic levels with

escalation. This scenario does not assume proportionate recovery across all revenue services.

- Scenario 2: During Fiscal Years 2024-2028, Federal relief funds are eventually exhausted, although other funds recover to pre-pandemic levels. However, farebox revenue remains stagnant (20%-50% below pre-pandemic levels, depending on current status) for the next five years.
- Scenario 3: Federal relief funds are eventually exhausted and total revenue available to the agency is 15% below pre-pandemic levels for the next five years.

The fiscal scenarios described in all the scenarios underscores the fact that **NVTA is fiscally constrained from providing full transit coverage across the entirety of Napa County.**

Adventist Health St. Helena Community Health Needs Assessment (2022)

Adventist Health St. Helena is a 151-bed acute-care hospital with a service area that includes the majority of Napa and Lake Counties. Persons over the age of 65 account for about 19% of the community served by Adventist Health. The community engagement process for the CHNA² revealed that **access to healthcare was ranked the highest priority need**. Just over 26% of the population served by the Adventist Health St. Helena service area resides in a “Health Professional Shortage Area” characterized by **the need to travel longer distances to access medical care**. Some of the anecdotal comments made from the community describe how rural areas in Napa County have poor transportation access and lack available transportation services. Some respondents note that **people are reluctant to take an ambulance to access care at the hospital due to the lack of transportation services to get back home** (note that ambulance transport is typically not used other than in an emergency; however, reluctance or refusal to use ambulances when needed could potentially be life threatening).

² It is unclear who was involved in the community engagement process. Adventist Health St. Helena’s CHNA Steering Committee was comprised of healthcare, civic, public, and business leaders.

Kaiser Permanente Community Health Needs Assessment (2022)

Napa County is included in the service area of two Kaiser Permanente regional hospitals: Vallejo Medical Center and Santa Rosa Medical Center. Kaiser Permanente also operates medical offices in the City of Napa. Kaiser Permanente's CHNA utilized a scoring process approved by community stakeholders to identify the top health needs within their service areas.³ The Vallejo Medical Center service area, which includes the majority of Napa County, ranked transportation to medical services among the top six priorities. **Respondents cite the car-dependent nature of the area which causes disparities for older adults, individuals with disabilities, and lower-income households who have issues owning or operating private vehicles.** Another interdependent priority was general access to care. This would include issues with transportation, but also availability of medical services within the area.

Community Health Needs Assessment (2023)

The Community Health Needs Assessment (CHNA) is a shared document produced by Napa County Health and Human Services and Providence Queen of the Valley Medical Center. The CHNA is an opportunity to engage the community every three to five years with the goal of better understanding community strengths and needs. This process informs the community of our partnerships, programs, and investments. The CHNA names several high-priority community health needs, many of which touch on transportation, including:

- Many Napa County residents must travel out of the county, particularly for specialty care, making transportation a major barrier.
- Lack of accessible and affordable transportation options poses barriers to accessing healthcare, maintaining stable employment, and accessing childcare and nutritious food options.

³ Community stakeholders included Adventist Health, OLE Health, Providence/Queen of the Valley Medical Center, Partnership Health Plan, North Bay Healthcare, Sutter Health, Napa County Public Health, Community Health Insights, Solano County Public Health, and key informant interviews with individuals, local public health experts, community leaders with expertise on local health needs, and individuals with knowledge or lived experience of racial health disparities.

- Navigating the public transportation system can take up a disproportionately large amount of time and energy.
- Inconsistent transportation options can lead to instability in employment and income, which impacts housing, food, and access to services.
- Those who most need to take the bus, often can't afford to take the bus. Accessing financial support for public transportation can require the ability to navigate systems that may be difficult for non-English speakers.
- Participants described how one late bus can dismantle many other aspects of a healthy and productive day.

Napa County Older Adults Assessment (2023)

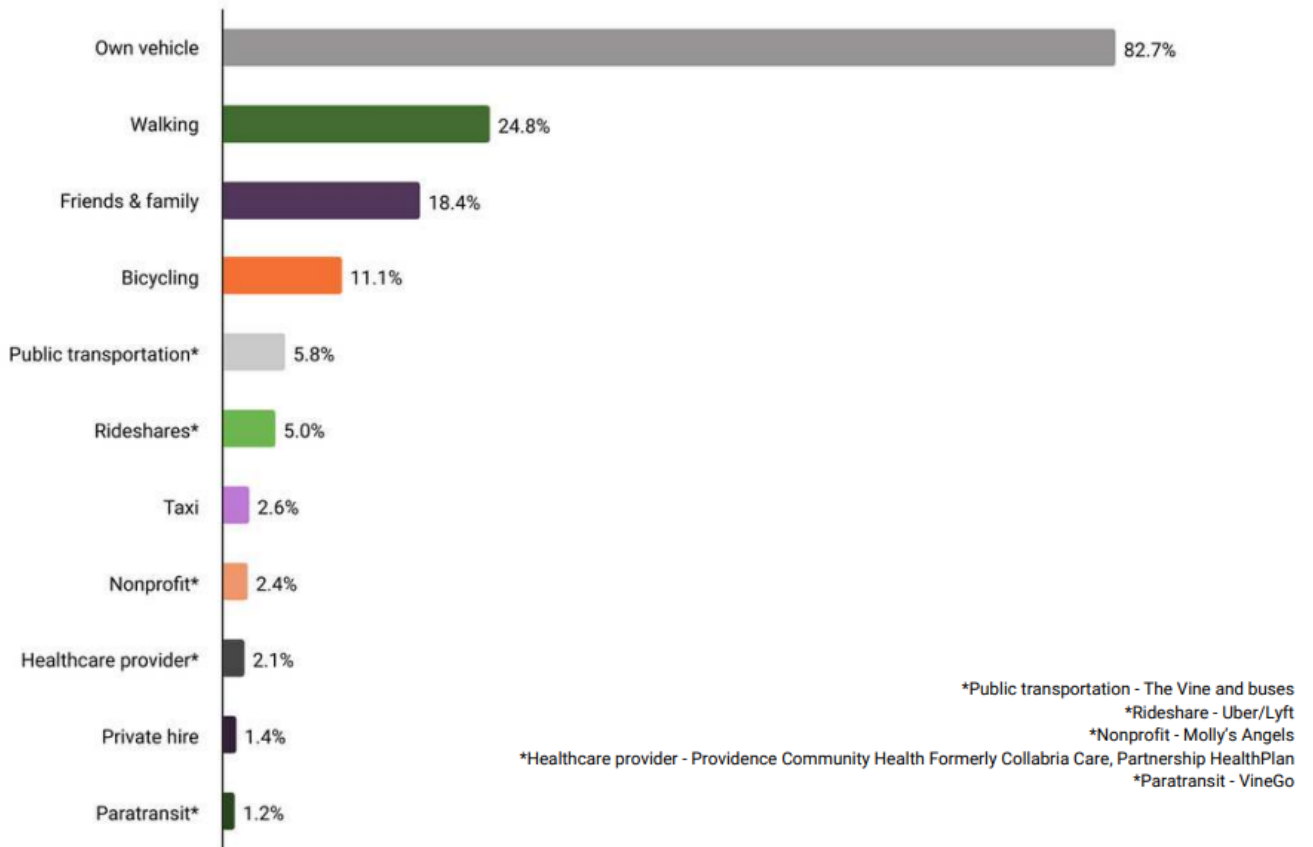
The Napa County Older Adults Assessment (NOAA) is a community-based initiative that aims to assess the needs of Napa County's older adults and identify gaps in needed policies, programs, and services that will enable older adults to thrive; develop a strategic action plan to identify ways to address disparities and close gaps and; create and implement a fund development plan to identify and obtain funding that will lead to improved quality of life for Napa County's older adults. The most significant transportation concerns in the NOAA report focus on service accessibility and NVTA service. Medical appointments are often expensive and difficult to access, especially those outside of Napa County. Most survey respondents drive their own vehicle (82.7%) in Napa County (Figure 2). However, for Latino/a/e respondents, only 39.2% use their own vehicles, with "friends or family drive me" being the most common mode of transportation for 50% of the respondents. 5.8% of respondents selected public transportation (Vine) as a regular mode of travel. The use of public transportation increased with low-income (15.6%) respondents. However, most respondents have not used public transportation in the past three years (80.6%). When asked to rate the "ease of travel by public transportation," 50% of respondents rated NVTA as "fair" or "poor." Focus group and key informant interview participants described NVTA as difficult to access, having poor availability and limited reach, and being unresponsive to needs. Some Angwin survey respondents mentioned that there is no public transportation in the area even if they wished to access it.

Low-income respondents' top three reasons for not using public transportation were "difficulty getting on and off the bus" (21.5%), "it takes too long to get to where I need to be" (21.5%) and "it is too hard to get to and from the stop" (20.1%). Latino/a/e respondents reported "I don't know where to find information about routes, fares, and schedules" (14.7%), "I have no interest in using public transportation regardless of the

reason” (14.7%) and “Difficulty getting on or off the bus or shuttle” (13.2%) as the top three reasons.

Other transportation modes of interest for respondents were free or low-cost on-demand (17.5%), out-of-county medical transport (15.6%), same day on-demand (15.4%) and door-to-door (14.5%).

Figure 2: NOAA Respondents' Modes of Transportation

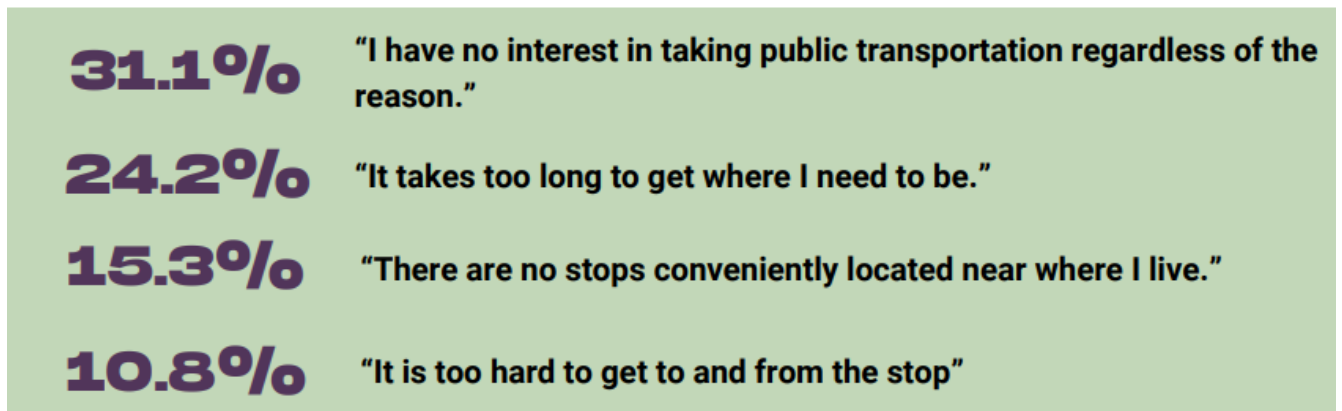


NOAA respondents (all) modes of transportation

Source: Napa County Older Adults Assessment Report

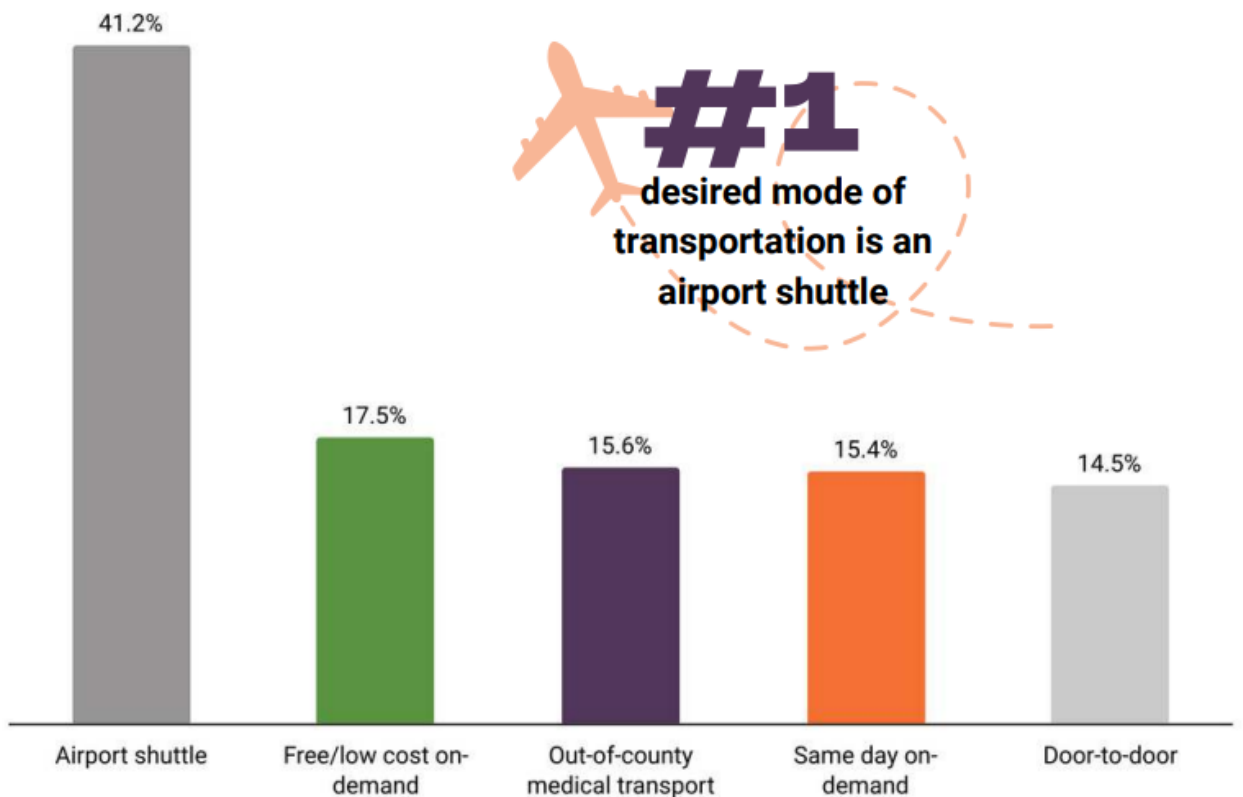
Figure 3: NOAA Respondents' Reasons for Not Taking Public Transportation

Reasons for not taking public transportation included the following:



Source: Napa County Older Adults Assessment Report

Figure 4: NOAA Respondents' Most Desired Additional Transportation Services



Source: Napa County Older Adults Assessment Report

Napa County Older Adults Assessment Solutions Report (2024)

The Solutions Report includes high-level transportation statistics. Among white survey respondents, 96% use their own vehicle and 3% use public transportation or non-profit services. Among Hispanic/Latino survey respondents, 47% use their own vehicle and 29% use public transportation or non-profit transportation services. Key concerns raised during the transportation solution session include:

- **Lack of awareness of available transportation options**
- **Challenges supporting a community that may not use technology**
- **Limited service areas and times**
- **Need for out-of-county transportation, transportation to and from remote regions, and transportation to support pre- and post-medical procedures**
- **Need for location-specific transportation options to address social isolation**

Prioritized actions from the solution session include:

- Pilot a program to take people to Kaiser in Santa Rosa. The pilot could be three days a week and encourage people to schedule their appointments on those days.
- The City of Napa would benefit from a shuttle dedicated to older adults going to and from everyday chores such as the bank, the library, and grocery store.
- Provide healthcare discharge planners at hospitals and older adults living facilities with resources to help coordinate rides for discharge and daily needs. Older adults may need people to plan rides for them.
- Sponsor a creative public education program that will show people how to use public transit.
- Host a meeting of older adult residence managers and leaders of older adult services to discuss how each group supports transportation needs and how groups might collaborate to better support transportation needs.
- Distribute NVTA guides through Meals on Wheels.
- Task a team to work with medical providers to develop cross-sector partnerships that support transportation for medical care.
- Encourage older adult centers to apply for transportation grants to bring people to the senior center for lunch and daily activities.

- Partner with the DMV and NVTA to host “How to use Public Transportation” events. Dedicate one day a month to giving older adults the opportunity to practice taking public transportation as part of a facilitated group.
- Expand non-profit rides programs like Molly’s Angels.

NVTA Countywide Accessible Transportation Needs Study Survey Results (2023)

NVTA administered a survey to identify barriers to transportation access and key concerns among the target priority populations. 339 responses were collected between January 15, 2023, and March 17, 2023. The majority of respondents (63%) said their primary means of transportation was driving themselves most of the time, followed by 38% who drive with friends and 30% who walk. Public transit was cited by 18% with Uber/Lyft/Taxi services used by approximately 9% of the time. A combination of volunteer drivers, paratransit and caregivers or assistants combined for approximately 20%. **The largest barriers to using public transportation were frequency of bus schedules, routes/location of bus stops, and perceived safety issues.** This was consistent across all demographics and income levels regardless of location. Respondents were most likely to take a trip on public transportation for medical visits (57%) or for grocery shopping (40%). Respondents shared that point-to-point services and on-demand services were critical to older adults in Napa County. Voucher systems and scrip payments were also identified as needed services.

3 TRAVEL PATTERNS

There is an excess of collected and analyzed data on the home locations, common destinations, and transportation choices of older adults and people with disabilities in the county. This chapter presents findings from these analyses, which are categorized in the following order:

- Home locations of **demographic** groups, informed by the US Census Bureau's American Community survey (ACS) released in 2021
- Locations of **key facilities and services** considered critical to the health and wellbeing for older adults and people with disabilities
- Transit **ridership data** reported by NVRTA
- **Additional modeled travel behaviors** using a platform with aggregated anonymized transportation data

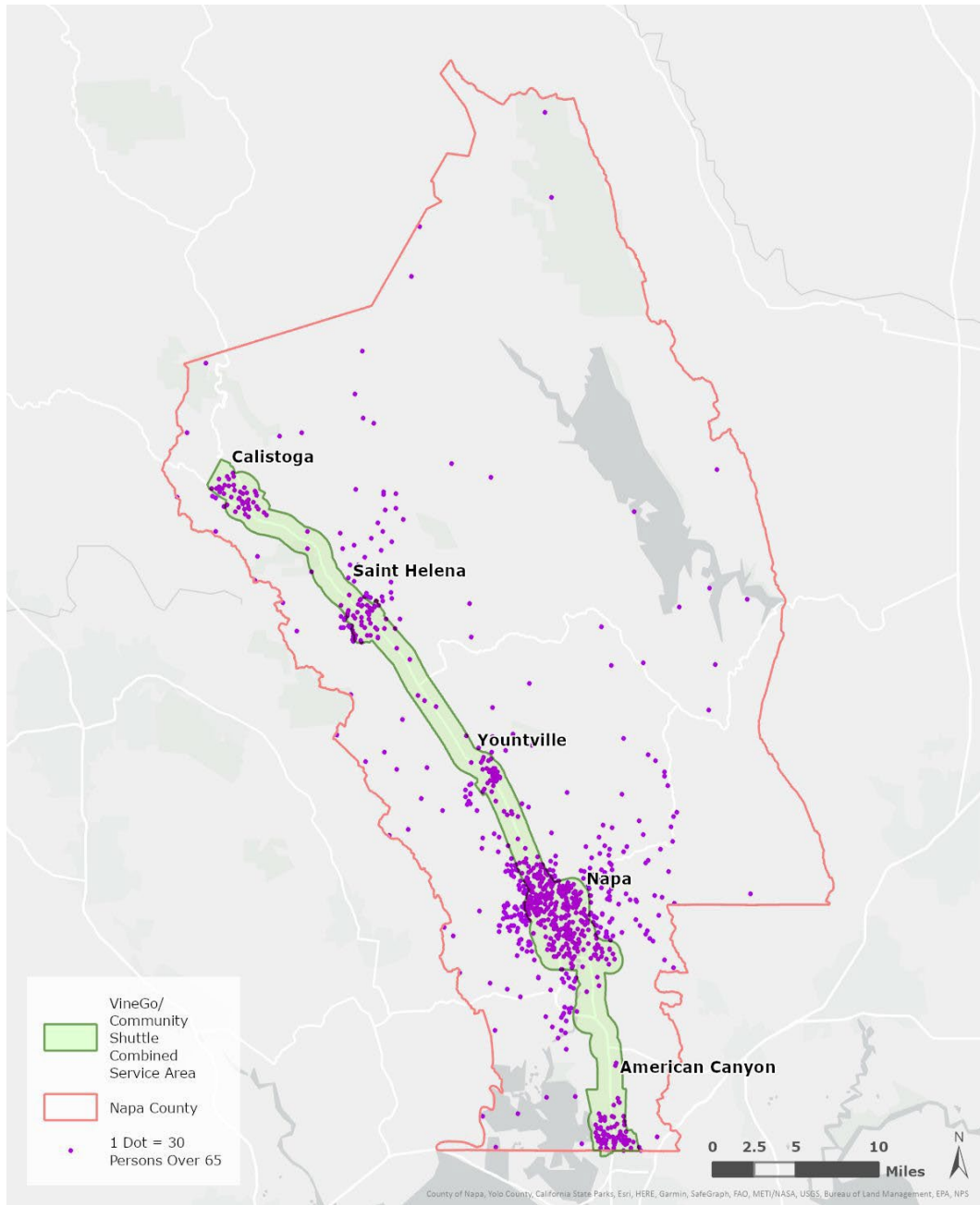
Like other components of this existing conditions review, these analyses are parts of a larger whole. When viewed as parts of a larger whole, they may provide insights into the mobility and accessibility needs of the ATNA target populations.

Demographics

Location of Older Adults

According to the 2021 American Community Survey, there are approximately 26,700 persons over the age of 65 living in Napa County. Figure 5 depicts their distribution across the County as well as their proximity to Vine transit, VineGo paratransit, and community shuttle service areas. There are high concentrations of older adults within the Cities of Napa, St. Helena, Calistoga, and the Town of Yountville. **The majority (61%) of Napa County's older adults live within the Vine fixed-route transit, VineGo paratransit, and community shuttle service areas.** The other 39% of older adults, who mostly reside in rural areas of the county east of State Route 29, must currently rely on other options to get to where they need to go.

Figure 5: Location of Older Adults



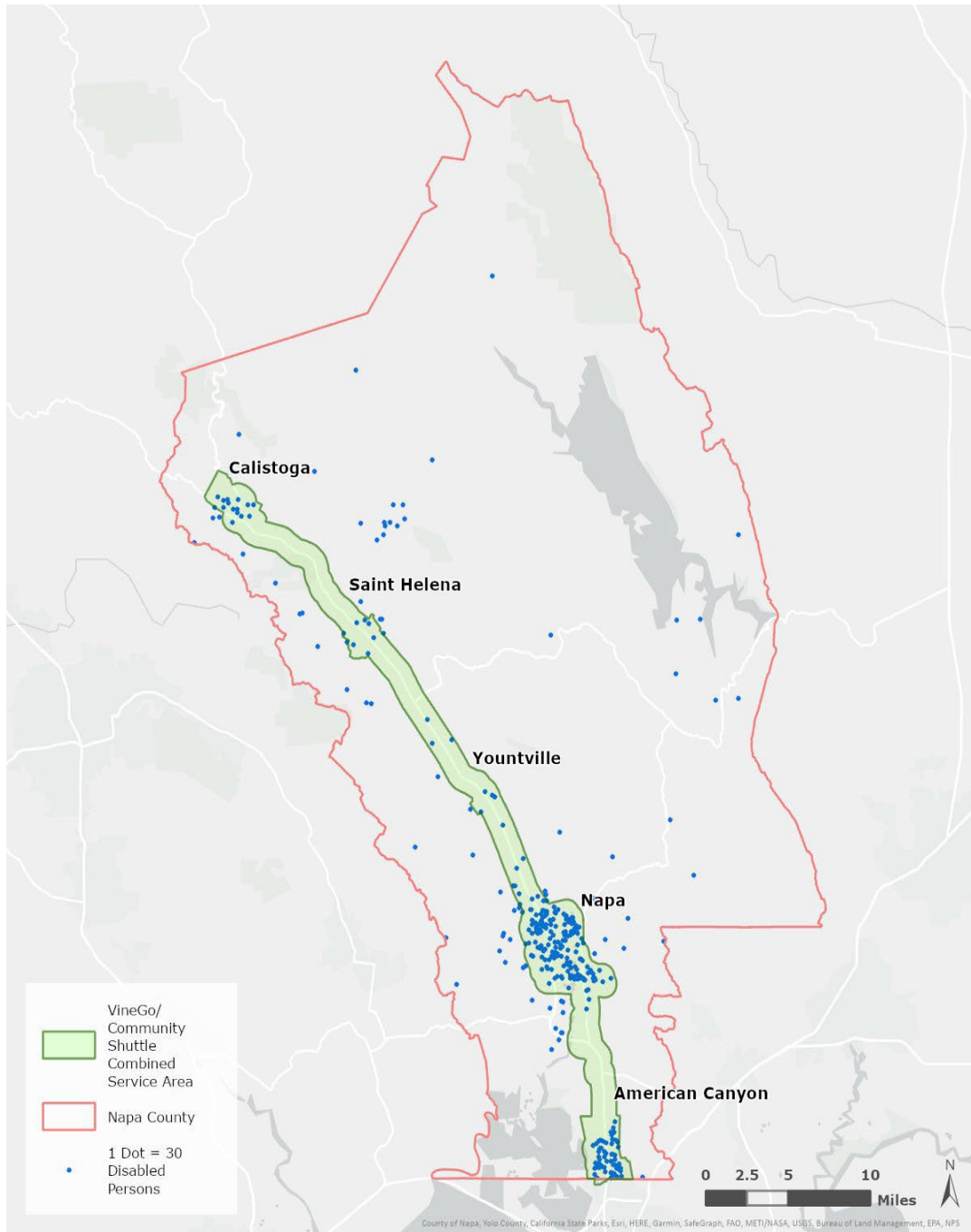
Source: US Census, American Community Survey 5-Year Estimate (2021), Table B01001

Location of People with Disabilities

According to the 2021 American Community Survey, there are approximately 7,200 persons with a disability between the ages of 20 and 64. Approximately 8,400 adults

over 65 years of age living in Napa County also have a disability. Figure 6 depicts their distribution across the County as well as their proximity to Vine transit, VineGo paratransit, and community shuttle service areas (outlined in green). The majority of people with disabilities live in the southern portions of Napa County, specifically in the City of Napa and the City of American Canyon, and areas along the current fixed-route service area. **The majority (approximately 76%) of persons with disabilities live within the VineGo and community shuttle service areas.** Of those residing outside the service areas, most are to the east and west of the City of Napa.

Figure 6: Location of People with Disabilities



Source: US Census, American Community Survey 5-Year Estimate (2021), Table B23024

Key Facilities and Service Locations

Based on the review of existing plans and surveys, a set of key facilities and service locations were derived based on common trends or comments. **Improved access to medical facilities, community services, and food services (like grocery stores) were considered critical to the health and wellbeing for older adults and people with disabilities.**

Medical Services

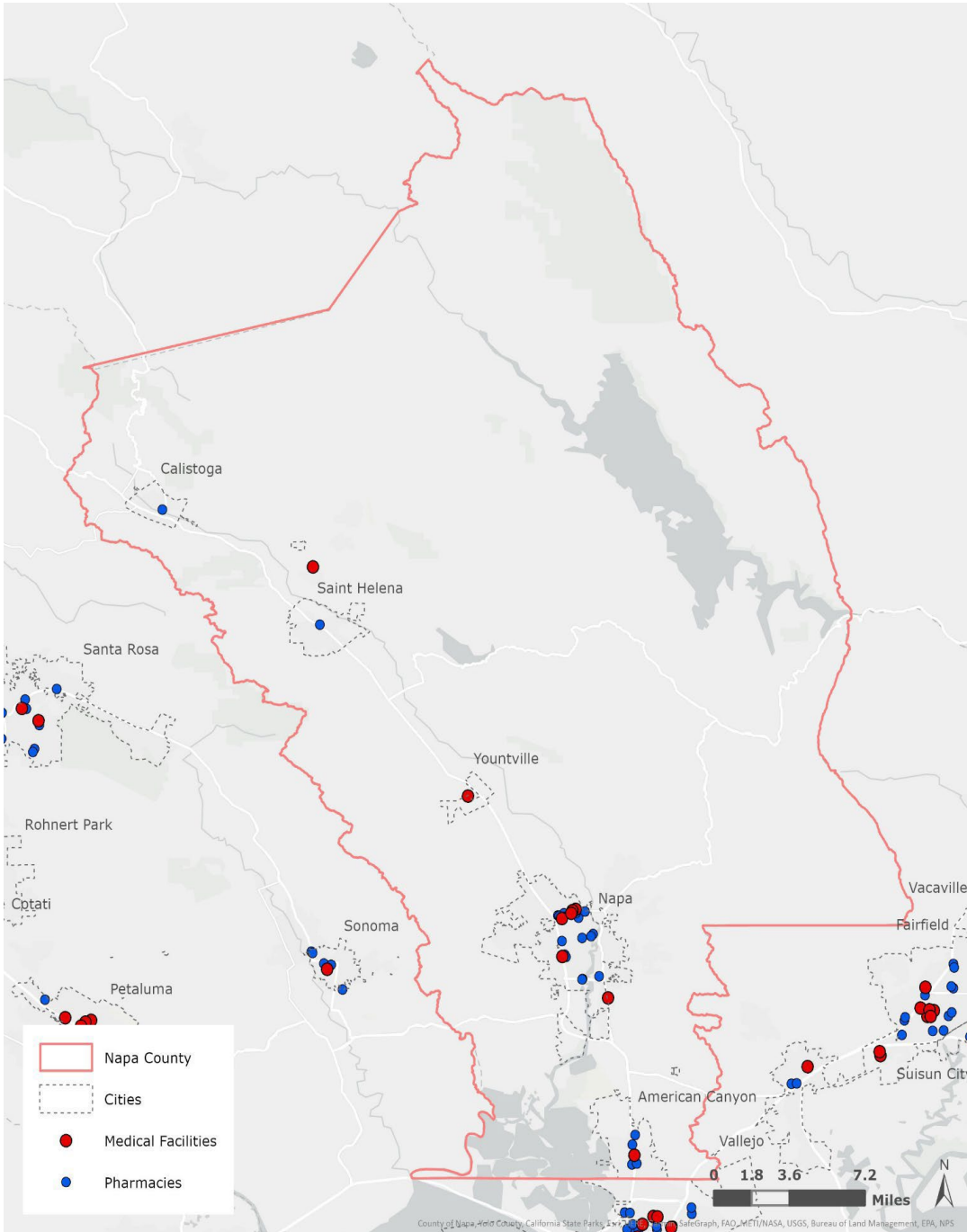
With a couple of exceptions, medical facilities within Napa County are concentrated in the City of Napa. In the 2019 Napa County Community Health Improvement Plan, there were several comments regarding the need to improve access to medical services that are located outside Napa County. Figure 7 shows the density of medical facilities (hospitals, large medical clinics, and pharmacies) in Napa, Solano, and Sonoma counties. The two largest clusters of facilities are within Vallejo to the south in Solano County and Santa Rosa to the west in Sonoma County surrounding three of the largest medical centers in the region: Kaiser Permanente Santa Rosa Medical Center, Kaiser Permanente Vallejo Medical Center, and Providence/Queen of the Valley Medical Center in the City of Napa. Of note, the Yountville Veterans Home in Yountville provides medical care, but only serves veterans.

While access to certain medical services within Napa and Solano counties are available to Napa County residents via Vine Transit and VineGo, there is currently no fixed route service from any public provider to Sonoma County, where the Kaiser Permanente Santa Rosa Medical Center is located. Options for traveling to and from Santa Rosa Medical Center would include the non-profit providers, taxi, and ridehailing services. There is an opportunity to coordinate with private and non-profit service providers and medical service providers in those areas to improve access to medical facilities in the City of Santa Rosa.

There is service between Lake County and St. Helena Hospital via Lake County Transit's Route 3. While there are a total of four southbound and four northbound runs per day with a stop in Calistoga, St. Helena Hospital at Deer Park is directly served twice per day.

From community plans and community health needs assessments, many medical facilities in Napa County do not include specialist appointments. **Many older adults have to travel outside of Napa County to other facilities, and this can limit care for older adults who do not have the option to drive or eligibility for an affordable transportation program.**

Figure 7: Location of Medical Facilities

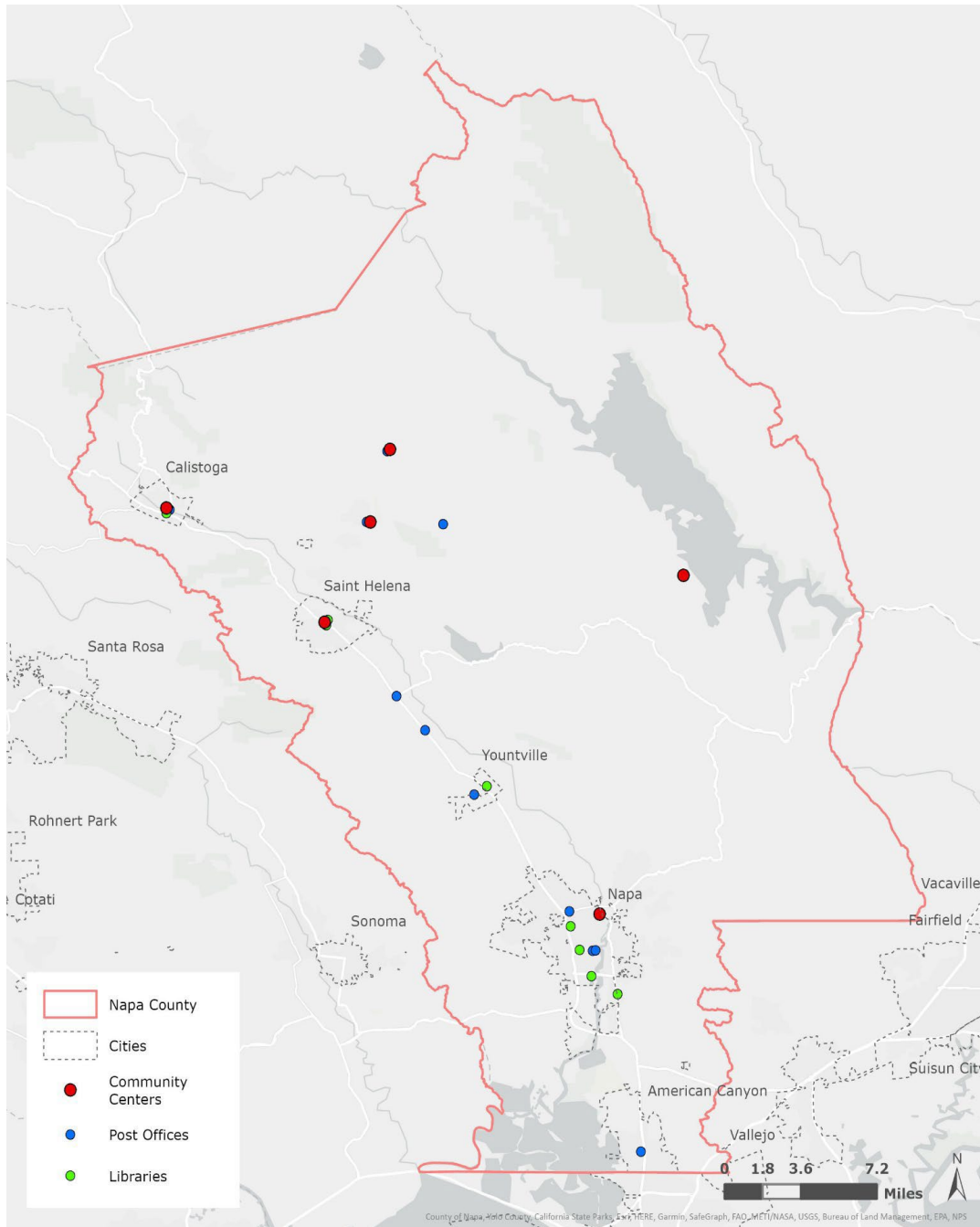


Source: Safegraph Places, Accessed November 2022

Community Services

The location of community services (represented in this analysis by community centers, post offices, and libraries), are depicted in Figure 8. These locations are considered the frontline in delivering basic community services. Having greater access to these facilities contributes to a more social, connected, and educated community. **An estimated 46% of older adults and 63% of persons with disabilities in Napa County are within one mile of one of these community facilities.** The highest number of these facilities are in the City of Napa with the rest located in the other urban centers along the SR 29 corridor. The Calistoga, St. Helena, and Angwin areas have the largest concentrations of community centers outside the City of Napa. Some key facilities include the Napa Senior Center, the Up Valley Family Center in Calistoga, the Yountville Community Center, the American Canyon Senior Multi-Use Center, the Rianda House Senior Activity Center in St. Helena, and the Berryessa Senior Citizens Center.

Figure 8: Location of Community Services

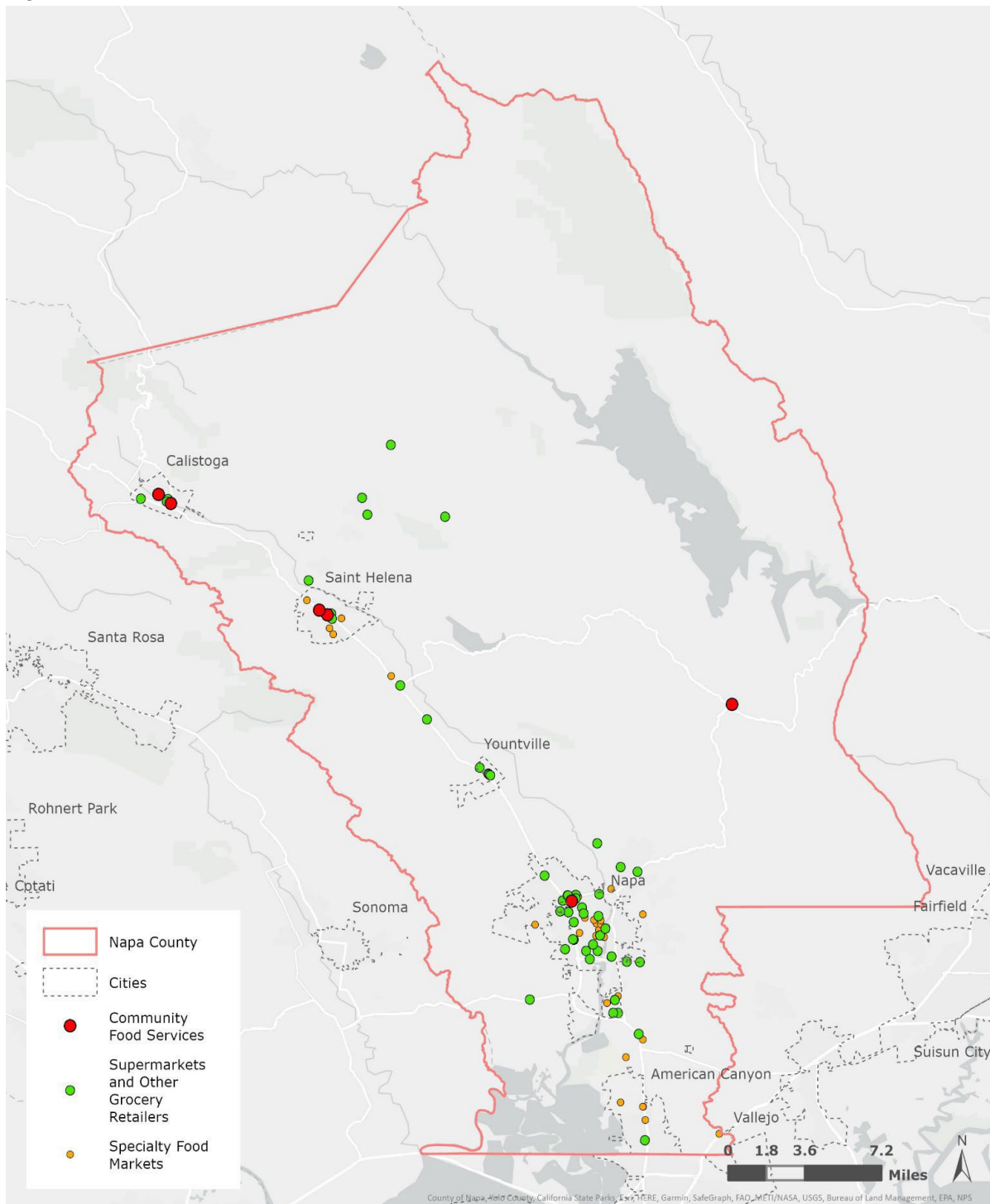


Source: Safegraph Places, Accessed November 2022

Food Services

Food service locations (categorized as supermarkets, grocery retailers, specialty food markets, and community food banks), are depicted in Figure 9. Proximity to quality food sources is critical for healthy communities. **An estimated 59% of older adults and 68% of persons with disabilities in Napa County are within one mile of one of these food services.** The highest number of these facilities are in the City of Napa with the rest located in the other urban centers along the SR 29 corridor.

Figure 9: Location of Food Services



Source: Safegraph Places, Accessed November 2022

Ridership Data

Fiscal Year 2023 Ridership Data

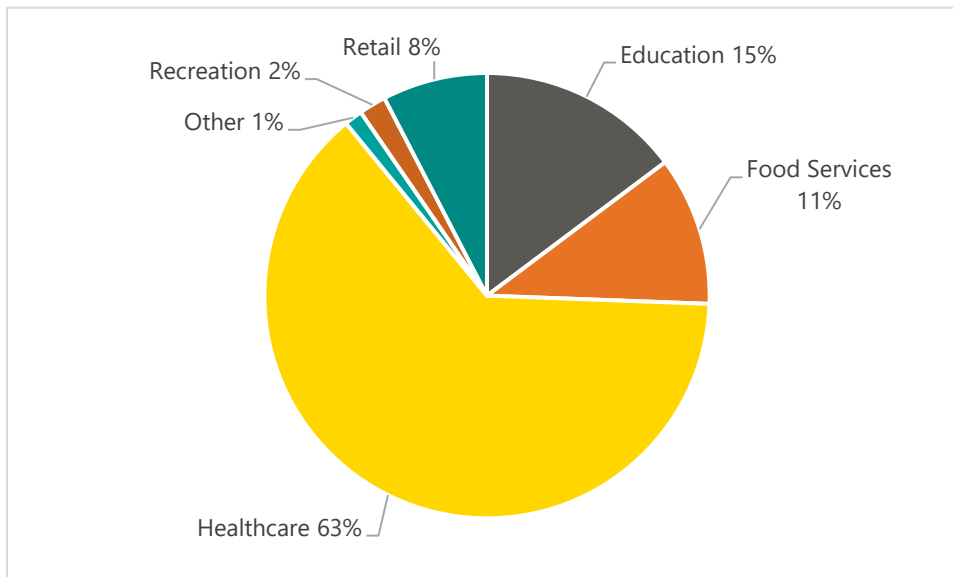
NVTA shared fiscal year (FY) 2023 ridership data for on-demand services in Napa County, including Napa Local On Demand service, VineGo paratransit, Calistoga Shuttle, St. Helena Shuttle, Yountville Bee, and American Canyon Transit (Figure 10). In total, all demand response services carried approximately 75,000 passengers between July 2022 and June 2023. Non-paratransit demand response services carried approximately 61,000 passengers and VineGo paratransit carried the remainder

Figure 10: FY 2023 Ridership Data

Passengers Carried	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	FY Total
Napa Local On Demand	4,605	4,275	3,971	3,979	16,830
VineGo	2,793	3,303	3,310	3,934	13,340
Calistoga Shuttle	3,994	3,679	3,080	3,545	14,298
St. Helena Shuttle	1,544	1,862	1,740	1,588	6,734
Yountville Bee	1,308	925	980	1,087	4,300
American Canyon Transit	4,477	5,100	4,828	4,922	19,327
All Demand Response	18,721	19,144	17,909	19,055	74,829
<i>Non-Paratransit Total</i>	<i>15,928</i>	<i>15,841</i>	<i>14,599</i>	<i>15,121</i>	<i>61,489</i>

Common Paratransit Pickup Locations

NVTA shared common VineGo paratransit pickup and dropoff locations for fiscal year (FY) 2023. Locations that were not residences were placed into a category. The percentage of non-home VineGo pickups in FY 2023 by category are shown in Figure 11. **Outside the home, the majority of pickups are at locations involving healthcare, followed by education and food services (or grocery stores).** Two healthcare providers, DaVita Dialysis and Collabria Care (now known as Community Health Napa Valley), each experienced an average of about one pickup for every single weekday in the year in their respective Napa Valley network of locations. Each of those pickups averaged multiple riders at a time.

Figure 11: FY 2023 Percent of VineGo Pickups by Non-Home Location Type

Additional Modeled Travel Behaviors

Data from Replica, a platform that provides modeled travel behavior data aggregated at the Census tract level, was used to examine common origins and destinations across Napa County.⁴ Replica uses a diverse range of data to create their models, including mobile cellphone location data, consumer and resident data, land use and real estate data, consumer marketing data, and credit transaction data. With these inputs, Replica runs large-scale, computationally-intensive simulations to create a “replica” of transportation and economic patterns. This approach is intended to create a holistic view of the built environment. Replica data, currently available through 2023, shows trips by mode choice, origin and destination, time of day, trip purpose, and trip distance. While this data on general travel behaviors may provide insights, it is **limited to a relatively broad level**. For example, Replica data typically shows trips to and from the Census tract, not the specific destination or drop-off point. Napa County’s large census

⁴ For more information, see: [Seasonal Mobility Model Methodology Extended \(Places\) \(replicahq.com\)](https://replicahq.com)

tracts, low density areas, and the smaller sample size of the older adult population (compared to the entire population of Napa County) allow analysis of broad trends, but not smaller, more granular level details. While Replica does not allow for granular analysis, Replica combines several data sources and provides a model of demographics, travel, and other data that can be used to understand the transportation environment in a certain place – for example, the mode choice of older adults in unincorporated Napa County.

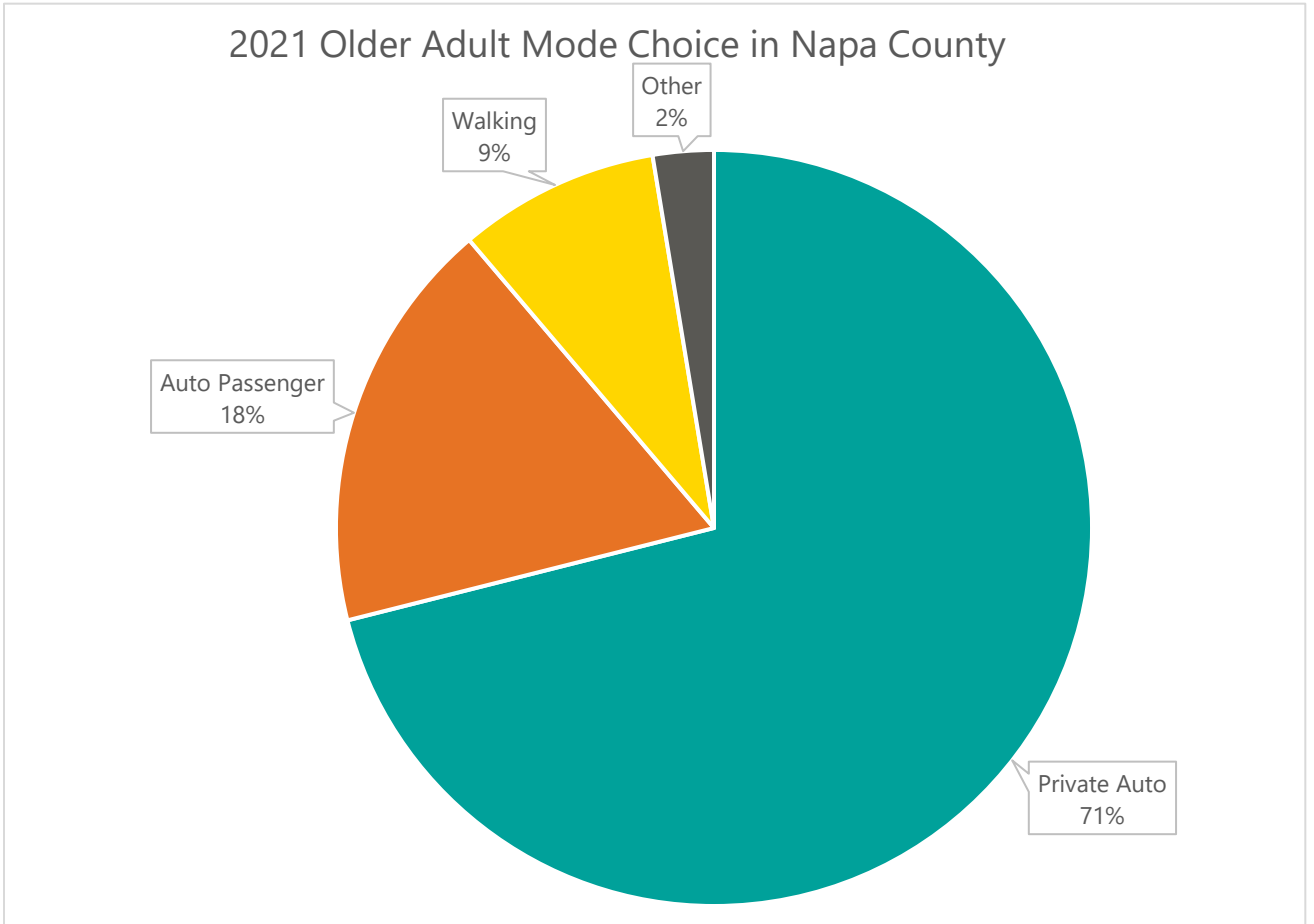
Mode Choice

In 2021 and 2023, the majority of older adults in Napa County either drive themselves or have someone drive them. 2021 Replica⁵ data for Napa County (Figure 12) shows that **the majority of residents choose to drive** (71%) which is consistent with other collected data. Auto passenger (17.70%) and walking (8.60%) are the two other most common mode choices. 2023 Replica data for Napa County (Figure 13) shows that driving has increased slightly since 2021, up to 73% from 71% in 2021. Auto passenger trips and walking trips decrease slightly in 2023, compared to 2021. Other than driving, walking is the most common mode choice. In 2023, less than 0.1% of older adults across Napa County use public transit. Mode choice for unincorporated Napa County is similar to incorporated Napa County, showing the amount of older adults that drive in Napa. Replica data also models non-white mode choice (Figure 14). Non-white mode choice is similar to total mode share in 2021 and 2023. Private vehicle trips are still the primary mode, with approximately 68% of mode choice. Auto passenger trips increase from 17% in total 2023 data to 23.5% in non-White mode choice data. The other mode choice options remain within one percentage of total mode choice percents. This reinforces the results in the HAPI survey and the NOAA that **the majority of older adults in Napa County choose to drive, and if they cannot drive, choose to ride in a vehicle, rather than taking transit or another mode.**⁶

⁵ Transit does not include paratransit. Replica does not currently model paratransit data.

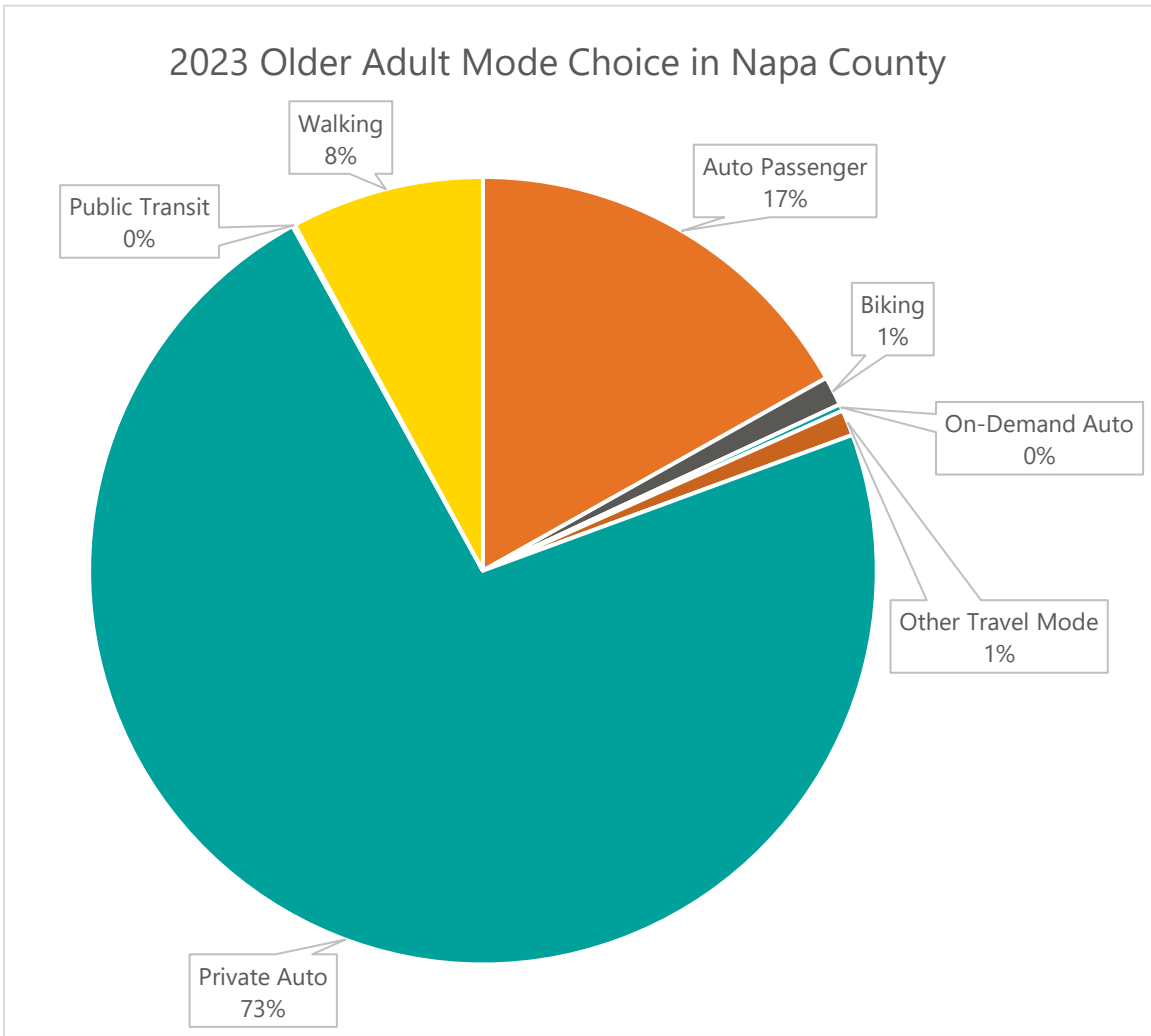
⁶ As noted before, Replica models simulated data derived from a variety of sources. Therefore, it provides insights into the understanding that relatively few older adults in Napa County overall take transit trips, but it does not get into a more granular level.

Figure 12: 2021 Older Adult Mode Choice (Replica Data)



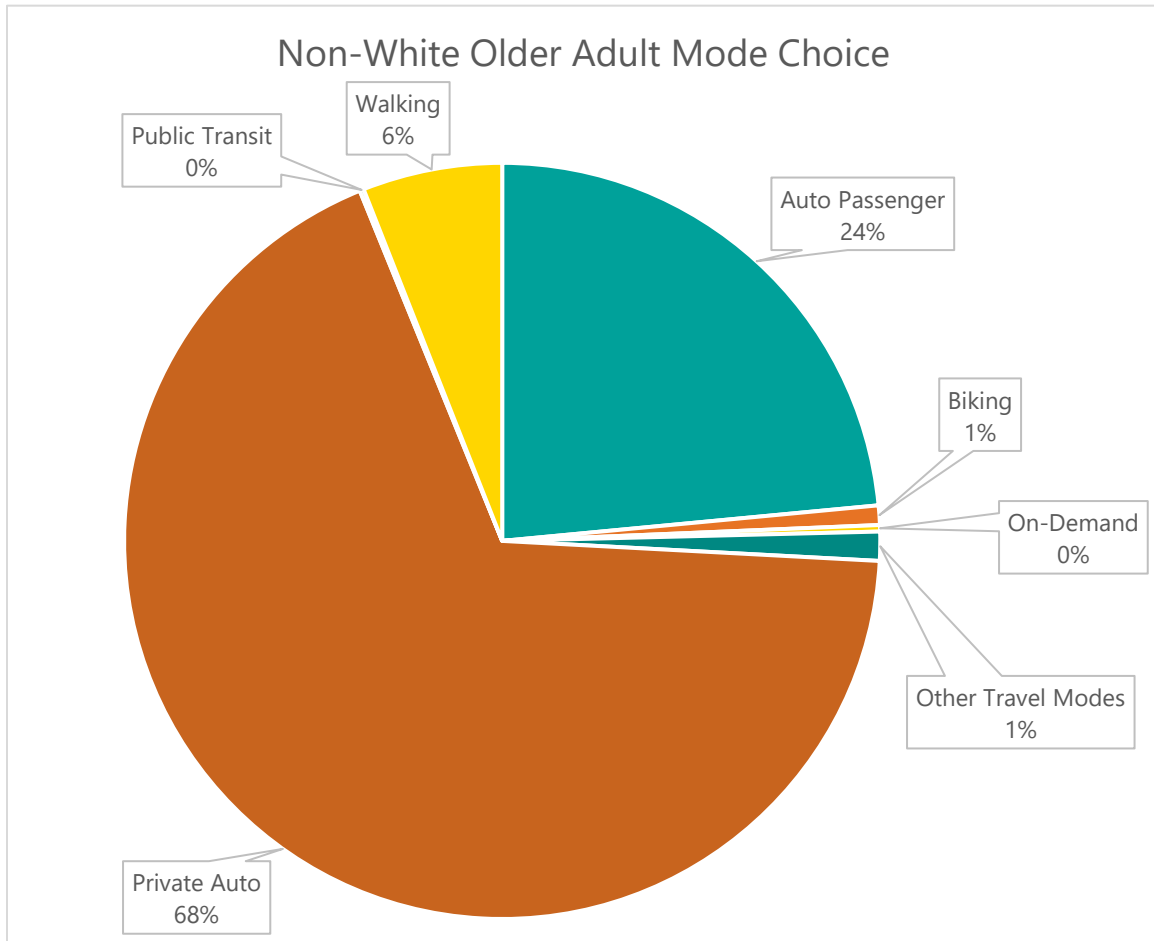
Source: 2021 Replica Data

Figure 13: 2023 Older Adult Mode Choice (Replica Data)



Source: 2023 Replica Data

Figure 14: 2023 Non-White Older Adult Mode Choice (Replica Data)



Source: 2023 Replica Data

Origin and Destination

As noted earlier, Replica data shows general patterns of travel, not pick-up and drop-off points. Wider and darker arrows on the following maps show patterns of where more trips occur (Figure 15 and Figure 16). Because the majority of trips are centered on and around the City of Napa, the ATNA team first focused on understanding movements affecting people living in unincorporated areas of the County. People living in these areas are likely to be outside of Vine and VineGo service areas and will thus have fewer publicly available transportation options.

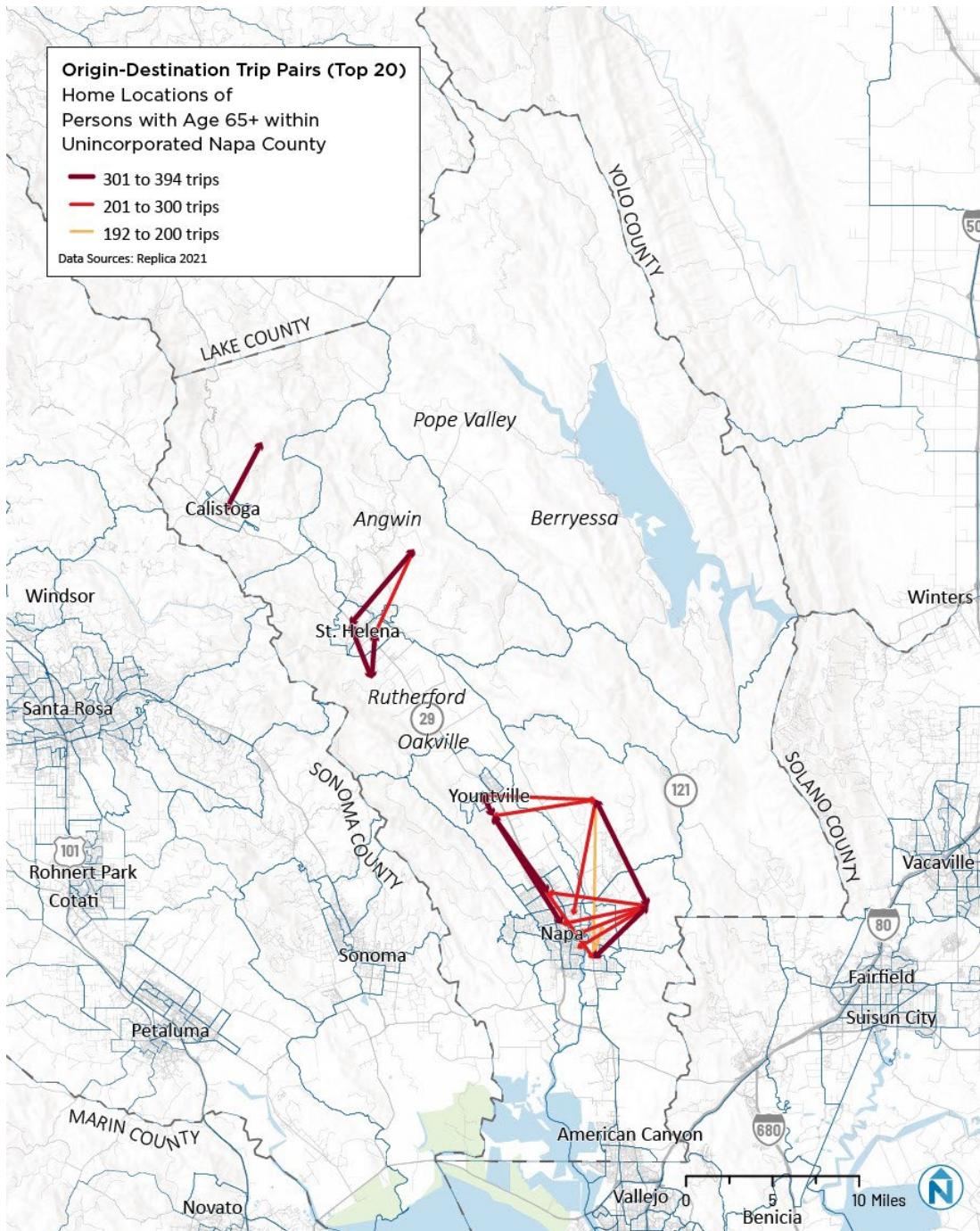
Replica data from 2021 (Figure 15) and 2023 (Figure 16) show that **many trips from homes in unincorporated Napa County are directed toward the nearest town center in Napa Valley.** For example, St. Helena is the most common destination for trips

originating in homes in unincorporated Angwin. While the number of trips to the top 20 origin-destination pairs was higher in 2021, the overall pattern shows that most trips are made from rural areas to more densely populated areas, such as from Angwin to St. Helena or from Vichy Springs to Napa.

Various planning documents and community health needs assessments state that trips to medical appointments are a key need that older adults struggle to meet. Because of this, the ATNA team also looked at data for the top 20 origin-destination pairs with healthcare as a destination (Figure 17). Most trips are made within Yountville (where the Veterans' Home is located), to the City of Napa, or American Canyon.⁷

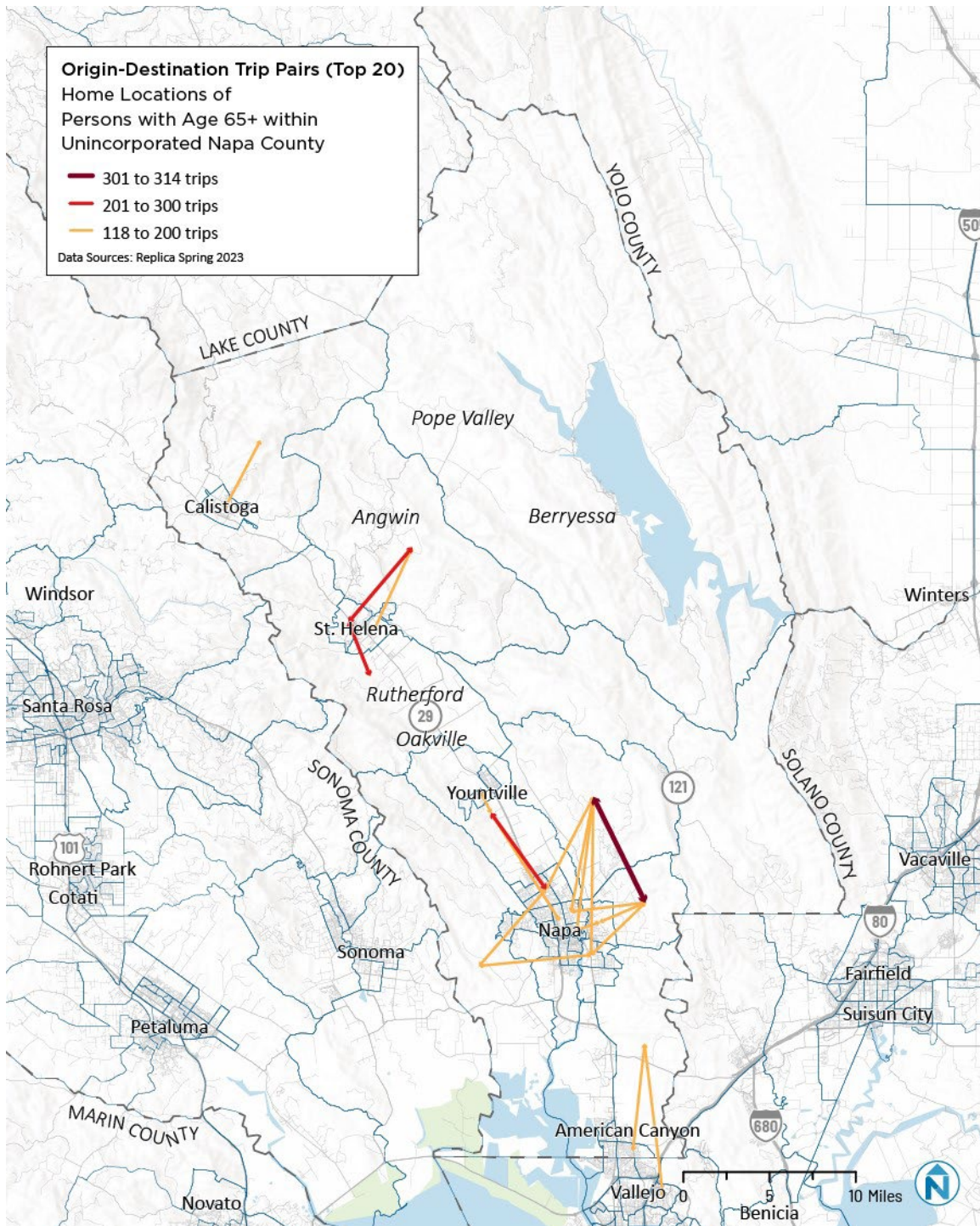
⁷ This census tract includes Vallejo, where the Vallejo Kaiser is.

Figure 15: 2021 Trip Pairs (Unincorporated Napa County Home Locations)



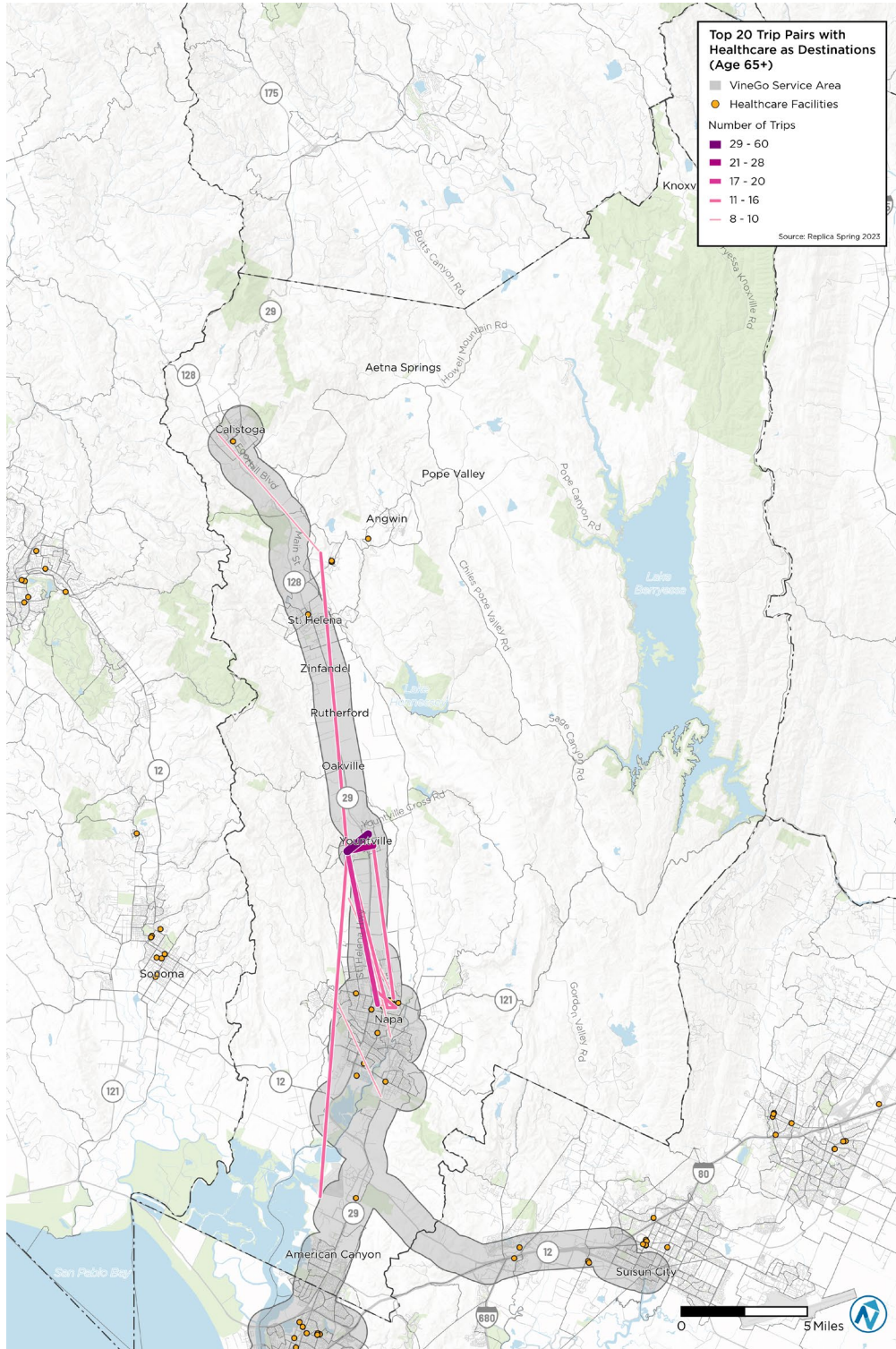
Source: 2021 Replica Data

Figure 16: 2023 Trip Pairs (Unincorporated Napa County Home Locations)



Source: 2023 Replica Data

Figure 17: Healthcare Origin-Destination Pairs

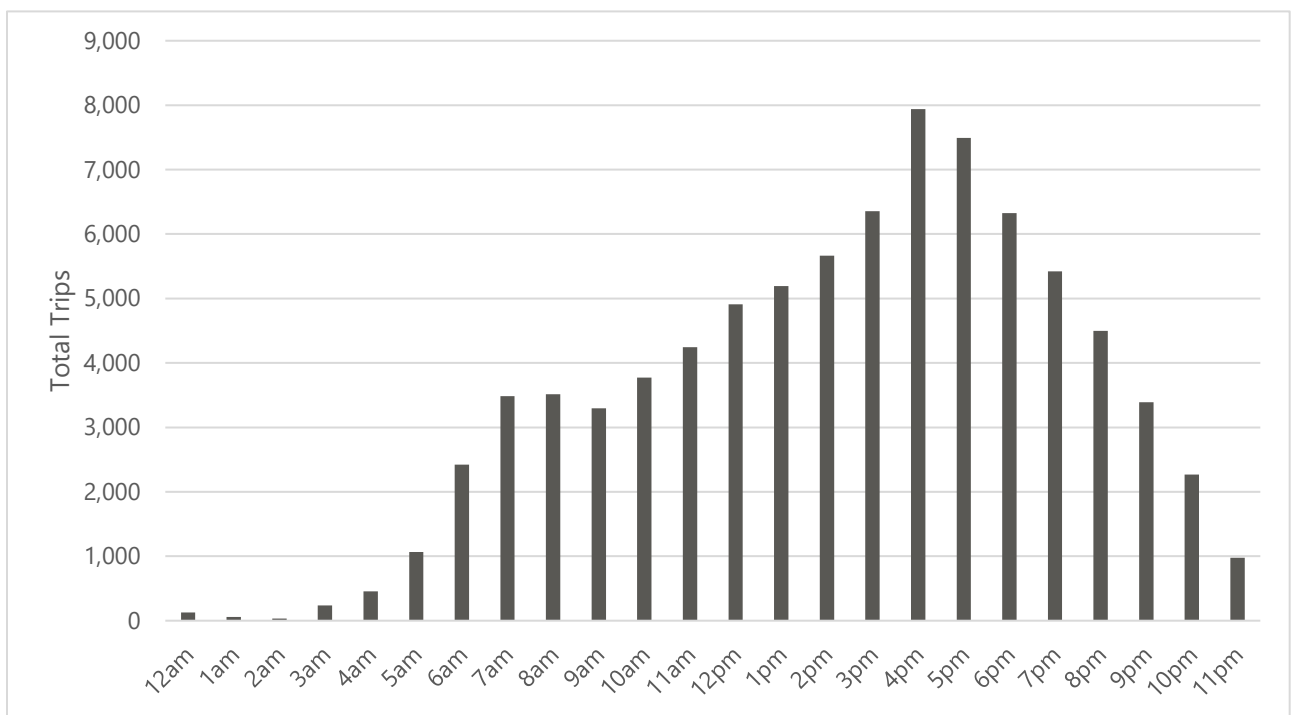


Source: 2023 Replica Data

Time of Day

Figure 18 describes the typical start times for trips taken by older adults on an average day in 2023. The majority of trips occur between 7:00am and 9:00pm. Trips peak slightly during these morning hours, before steadily rising throughout the late morning and afternoon hours. Trips peak at 4:00pm, with approximately 7,950 trips occurring during that hour. After 4:00pm, trips begin to decrease steadily throughout the late afternoon and evening hours. Trip starting hours also follow the hours that transit and paratransit in Napa County operate. **VineGoservice ends around 6:00pm in the City of Napa just like fixed route, but a significant number of trips occur up to 10:00pm, which means that transit riders must find a different way of returning home in the evening. There are later options UpValley until 7pm to 9pm depending on the day of the week, but nothing as late as 10pm.**

Figure 18: Total Older Adult Trips by Hour of Day

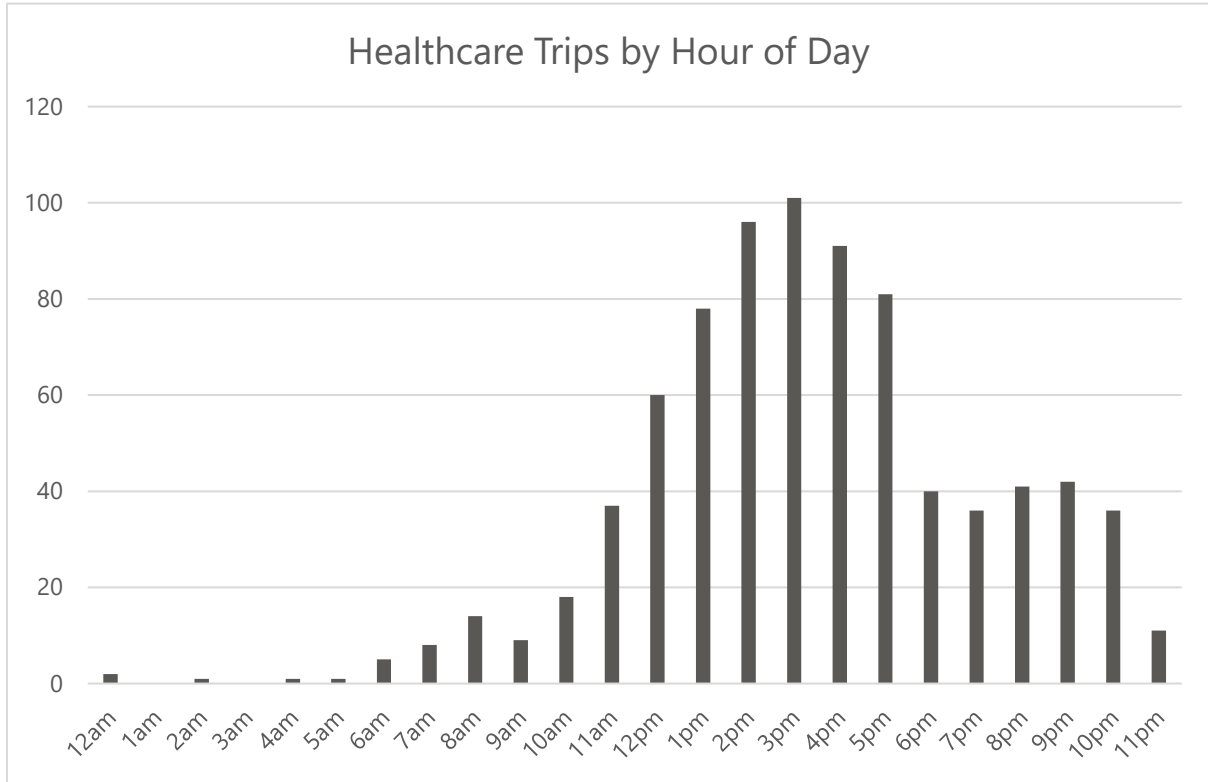


Source: 2023 Replica Data

Like origin and destination data, trip hour can be filtered by trip purpose (Figure 19). Most healthcare trips occur between 12:00pm and 5:00pm. Interestingly, **trips hold steady in the evening hours before dropping significantly between 10:00pm and there is not a significant number of trips until 10:00am the next day.** This indicates that the

peak of healthcare trips (12:00pm-5:00pm) occur during paratransit service hours and fixed-route service hours.

Figure 19: Older Adult Healthcare Trips by Hour of Day



Source: 2023 Replica Data

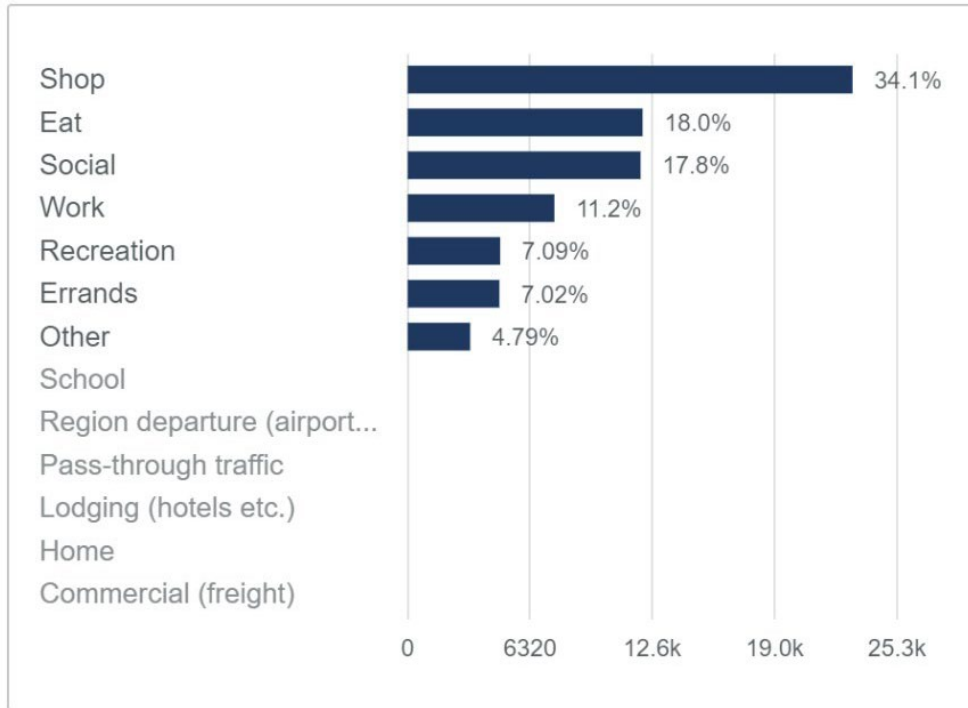
Trip Purpose

Figure 20 describes all trip purposes for older adults with the exemption of trips returning home. Shopping is the largest trip purpose category, capturing 34% of trips. The shopping category includes grocery store trips. The eating, social, and recreation categories collectively account for nearly 43% of trips. This finding echoes comments from existing plans and surveys that older adults are concerned about transportation to and from social, cultural, recreational activities, not just medical trips. Greater flexibility and choice in services that support shopping and recreation trips may increase older adult trips on transit and on-demand services.

In the Replica data platform, trips to medical services are grouped under the “errands” trip purpose. An additional filtering of trips by destination land use category can estimate specifically medical trips, but there is a low degree of certainty. With these caveats in mind, fewer than 1,000 trips are taken to healthcare destinations each day, of

which most (75%) stay within Napa County, with relatively fewer going to Solano County (9%), Sonoma County (2%), and counties further afield (14%).

Figure 20: Trip Purpose

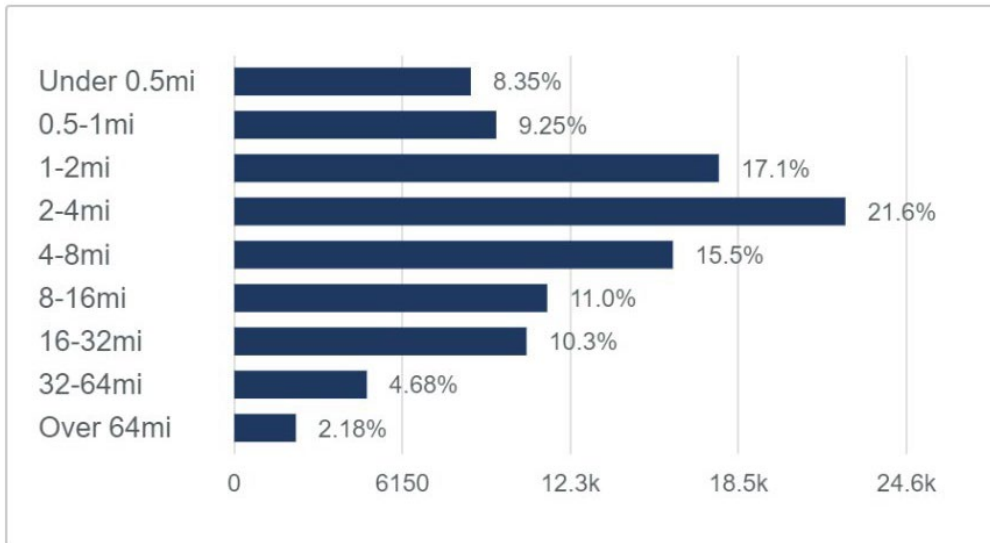


Source: Replica, 2021

Trip Distance

Most trips made by older adults are less than four miles in length, as shown in Figure 21. The difference in trip purpose and mode based on trips shorter or longer than four miles was checked. Private automobile usage remained high in both groups except for walking becoming more desirable than carpooling for shorter trips. Trip purposes remained relatively unchanged.

Figure 21: Trip Distance



Source: Replica, 2021

4 EXISTING SERVICES

A variety of options currently exist to serve the mobility needs of Napa County's elderly and transportation disadvantaged populations. The services are operated by public agencies (e.g., NVTA), non-profit organizations, and private entities as summarized below in Figure 22.

There are many options that exist, but beyond NVTA-sponsored services and Molly's Angels, **most services are limited in who they serve.** They may include various restrictions on rider eligibility, trip purpose, geographic coverage, or the time or days they are available. **Some private on-demand transportation services are exclusively for tenants or clients, or they may be expensive enough to be unsustainable for regular use.** The extent of service may also be dependent on the number of available drivers and accessible vehicles.

Figure 22: Matrix of Existing Services and Programs

Program Type	Program	Information
Fixed Route	Vine Transit – Local Fixed Route and On Demand ⁸	In July 2023, Vine Transit announced six new local fixed-route services to serve the City of Napa and one stop-to stop on demand service area in Browns Valley. These services provide local fixed route transit throughout the City of Napa to destinations like the Providence Queen of the Valley; Ole Health North Campus; Ole Health South Campus; Outlet Mall; Napa High School; Vintage High School; Imola Park and Ride; and Downtown Napa. These changes restored much of the service that Vine offered before the COVID-19 pandemic.
Fixed Route	Vine Transit – Express Routes	Vine currently offers five regional and express fixed routes, including the Up Valley Connector (10); Napa-Vallejo Connector (11); Napa-Vallejo Express (11X); Napa-Solano Express (21); and Napa-BART Express (29).
Community Shuttle	Vine Transit – Yountville Bee	The Yountville Bee is an on-demand transit service within Yountville town limits. Connects with the Vine Transit Route 10.
Community Shuttle	Vine Transit – St Helena Shuttle	The St. Helena Shuttle is an on-demand transit service within St Helena city limits. Connects with the Vine Transit Route 10.
Community Shuttle	Vine Transit – Calistoga Shuttle	The Calistoga shuttle is an on-demand transit service within Calistoga city limits for the general public. No advanced reservations required. The Shuttle is wheelchair accessible and connects with Vine Transit Route 10.
Community Shuttle	Vine Transit – American Canyon Shuttle	The American Canyon Shuttle is an on-demand transit service within American Canyon city limits. Connects with the Vine Transit Route 11.
ADA Paratransit	Vine Go	ADA Complementary Paratransit Service in Napa County. VineGo operates as a shared ride service and provides transportation curb to curb within 3/4 of a mile from the fixed route system.

⁸ All NVTA vehicles are wheelchair accessible.

Program Type	Program	Information
Fixed Route	Lake County Transit Route 3	Fixed route service by Lake Transit between Clearlake and Deer Park in St. Helena
Subsidized/Discount Programs	Clipper® START	Clipper START is a fare-discount pilot program for riders with lower incomes between the ages of 18 and 64. Launched as a pilot in July 2020, the program offers up to a 50% fare discount to eligible low-income adults for travel on most of the Bay Area’s transit agencies, including the Vine. Restriction Note: Program isn’t available to people with Youth/Senior Clipper cards.
Subsidized/Discount Programs	Regional Transit Connection (RTC) Clipper Card	Riders under age 65 with qualifying disabilities can apply for a Regional Transportation Connection (RTC) Clipper card. It works like any other Clipper card. It can be used as proof of eligibility to receive discount fares on fixed-route, rail, and ferry systems through the San Francisco Bay Area. There is a separate senior Clipper card for older adults who are 65 years and above.
Subsidized/Discount Programs	Senior Clipper Card	Riders 65 or older can receive reduced fares and access to discounted passes.
Subsidized/Discount Programs	Lifeline Taxi Program – Taxi Scrip	Provides a lifeline service to supplement the regular Vine bus system for seniors and/or persons with disabilities that have evening trips after the bus goes out of service, or on a day when the rider may not feel well enough to take the bus. Under the program, eligible City of Napa residents may take a cab ride anywhere in the City of Napa and NVTA will pay up to 50% of the fare.
Subsidized/Discount Programs	V-Commute Program	NVTA's V-Commute program provides carpool and vanpool ride matching services and alternative commuter incentives for employees along with commuter benefits program management for employers. V-Commute is powered under a premier Mobility as a Service (MaaS) platform provider, Ride Amigos.
Subsidized/Discount Programs	Shared Vehicle Program	NVTA provides retired transit vehicles to non-profit organizations serving older adults or persons with disabilities. NVTA provides the vehicle, maintenance and insurance, the non-profit provides fuel and the driver. The driver needs a Class B license.

Program Type	Program	Information
Volunteer Drivers Program	Volunteer Wheels	Volunteer Wheels provides older adults and people with disabilities with transportation from their homes to important appointments and errands, enabling them to live more independently. More than 30,000 rides are provided each year.
Volunteer Drivers Program	Molly's Angels	Molly's Angels offers free transportation to and from non-emergency medical appointments for Napa County residents aged 60 or older who can get in and out of the vehicle unassisted. Molly's Angels also offers navigation services for older adults trying to enroll in NVRTA's VineGo program. Molly's Angels' volunteers can help with VineGo enrollment and will ride along with older adults on their first trips on VineGo.
Volunteer Drivers Program	American Cancer Society Roads to Recovery	The American Cancer Society's Road to Recovery program provides ambulatory (independent of semi-independent individuals) cancer patients with ground transportation to and from cancer-related medical appointments. Rides are dependent on volunteer driver availability. Please call for additional info.
Community Based - Medical/Non-medical/Emergency/Non-emergency transportation	Rapid Response Medical Transportation	Rapid Response Medical Transportation is a non-emergency medical transportation (NEMT) provider serving Sacramento County, San Joaquin County, Solano County, Napa County and Mendocino County. They provide transportation to doctors/dental appointments, non-emergency hospital visits and discharges, dialysis, radiation, adult daycare, rehabilitation appointments, wheelchair transportation, and gurney/ambulatory transportation.
Community Based - Medical/Non-medical/Emergency/Non-emergency transportation	PACE (Program for All-Inclusive Care for the Elderly)	Providence has two cutaways and offers limited transportation for members to medical appointments for those in the PACE program.
Community Based - Medical/Non-medical/Emergency/Non-emergency transportation	Kaiser Permanente	Kaiser provides rides to and from appointments to members of Kaiser Permanente Medicare health plan. Members can receive rides to doctor's appointments, medical services like lab or x-ray appointments, or to medical appointments. Appointments must be scheduled by phone call at least three business days in advance before the appointment. For last minute, urgent appointments, members can call and Kaiser will try to accommodate.

Program Type	Program	Information
Community Based - Medical/Non-medical/Emergency/Non-emergency transportation	Wheelcare Express	Wheelcare Express is a non-emergency transportation service provider for older adults and people with disabilities.
Community Based - Medical/Non-medical/Emergency/Non-emergency transportation	NorthBay Transit group	NorthBay Transit Group is a medical transport service available to citizens in the Bay Area. They are available 24/7 and have a fleet of wheelchair vans.
Community Based - Medical/Non-medical/Emergency/Non-emergency transportation	R&D Transportation	R&D Transportation provides transportation to regional center clients and schools in Sonoma, Napa and Solano County. If the person is a client of the regional center (i.e., has a developmental disability), the services are covered by the regional center
Community Based - Churches	Hopewell Baptist Church	Hopewell Baptist Church provides free bus transportation on Sundays to interested churchgoers in Napa, Calistoga, Vallejo, Fairfield, Benicia, Rodeo, and Suisun.
Private Transportation	Yellow Cab Napa Valley	Yellow Cab of Napa Valley is a transportation and taxi service proudly serving the cities of Napa, Yountville, St Helena, Angwin and Calistoga.
Private Transportation	Napa Red Cab	Napa Red Cab offers hourly service, metered taxi services and flat-rate airport transfers for the Napa Valley.
Private Transportation	Medical Transportation Management (MTM)	Medical Transportation Management (MTM) has a network of transportation providers across the country. MTM works with these providers to match people with an appropriate ride for medical purposes. MTM works with various insurance providers to offer this service but does not accept any form of out-of-pocket payment.
Private Transportation	MedBridge ProCare	MedBridge ProCare is a private for-hire company based in Napa transporting clients to a variety of appointments and needs with ambulatory difficulties. MedBridge has no limits on distance and is based in Napa.
Private Transportation	Uber	Smart phone, app-based ride hailing. Rides provided in contract drivers' personal vehicles.
Private Transportation	Lyft	Smart phone, app-based ride hailing. Rides provided in contract drivers' personal vehicles

Program Type	Program	Information
Residential	The Inn on Villa Lane	The Inn on Villa Lane owns and operates bus transportation for residents Monday-Friday. As of July 2024, they are restructuring their bus services and will have a more formalized update in August 2024.
Residential	Aegis of Napa	Aegis offers two forms of transportation, an accessible bus and a company car, which are available to operate within the City of Napa. Each week, Aegis faculty make a schedule based on information provided from residents. Bus or company car will transport residents to all types of appointments, including for personal reasons. Bus is especially reserved for residents who are disabled, those who are ambulatory may receive rides using a sedan.
Residential	Holiday Redwood Retirement Residence	Holiday Redwood Retirement Center offers residents transportation anywhere within the City of Napa on Tuesdays, Wednesdays, and Thursdays, for any reason.
Residential	The Watermark at Napa Valley	Offers transportation as an amenity to residents.
Residential	The Meadows of Napa Valley	The Meadows offers scheduled transportation for residents to medical appointments, the grocery stores, pharmacies, area-restaurants and more within Napa.
Residential	Veterans Home	The Yountville Veterans Home provides transportation for residents to off-site medical appointments and recreational activities.

5 KEY TAKEAWAYS

Through the examination of existing plans, surveys, demographics, travel patterns, and mobility services, the ATNA can begin building a preliminary set of identified transportation barriers and gaps. These identified barriers will be supplemented by feedback from community engagement and will provide a starting point for recommendations.

Medical Access is Imperative.

Medical access is imperative, as not all medical needs can currently be met in the City of Napa and Napa County. Additionally, there are consequences for public health if the status quo of driving prevails, including increased vehicle crashes. Across multiple surveys from 2015 to 2023, the vast majority of older adults report driving themselves. More people driving themselves contributes to higher rates of traffic congestion, crashes, and emissions – all of which compromise the quality of life in communities. If drivers are also experiencing diminished faculties because of aging, the risk to themselves and others increases. At the same time, if the option of transit continues to be limited in coverage and frequency, then “one late bus can dismantle many other aspects of a healthy and productive day” (as put forth in the Community Health Needs Assessment). Transportation to medical care, especially outside of Napa County, is perceived to be a challenge. Plans as recent as 2023, like the Older Adults Assessment, observe that older adults find transportation to/from medical appointments to be expensive and difficult to access. Additionally, the Accessible Transportation Needs Study Survey showed many respondents choosing to use public transportation for medical appointments. Ensuring that people can both get to and from their appointments in a convenient and affordable manner is a persistent need. As noted in Kaisers’ Community Health Needs Assessment, a car-dependent region can have disparate negative impacts on community members who do not have the option or ability to drive.

Navigating all Available Transportation Options is a Challenge

Multiple plans note how the community has a lack of information and knowledge on transit services and mobility programs. In cases where there is a will to find the most appropriate non-driving transportation options, plans have suggested it takes a significant amount of time and energy. People who stand out as having a particularly challenging experience finding such options include older adults who do not use a smartphone (or have any internet access) and/or have a language barrier.

There are several resources available for older adults and people with disabilities who are seeking transportation, but people may be unaware of these resources. Better communication with the community about what transportation services are available and for what purposes could improve overall utilization. In addition, there may be communication and technology barriers that limit people from accessing transportation options other than driving or taking fixed-route transit.

Limited Affordable Transportation Options

Although calling a local taxi or hailing a Lyft or Uber might appear as the simplest choice for policymakers, it is often the most expensive option for the user. With housing and living costs frequently on the rise throughout California, plans like the Community-Based Transportation Plan have called attention to expanding the age range for affordable transit programs.

Physical Infrastructure Improvements are Needed

The door-to-door experience of transportation is not just limited to the ride on a bus or another vehicle. It includes the walking route to the bus stop and the condition of the bus stop itself. Multiple plans noted a need for safer routes for pedestrians, particularly seniors, and around key destinations like schools. If transit service coverage were to expand to new locations, those new stops would need to be accessible.

Travel Model Data Supports Survey and Planning Data

Planning documents show that most older adults in Napa County choose to drive themselves. If they do not drive themselves, they are often an auto passenger, meaning someone drives them to their destination. Replica mode choice data in 2021 and 2023 supplements these patterns. Replica data also shows that very few older adults take fixed route transit and on-demand options. On-demand options, which are more expensive to operate compared to fixed-route transit, may not really improve service if older adults and people with disabilities do not use them.

Vine and VineGo Services are Optimally Located

Approximately 61% of older adults and 76% of individuals with disabilities live within the transit and paratransit service area. The majority of medical services, community services, and food services are located along the SR 29 corridor, which Vine and VineGo run along. Other locations, especially east of SR 29, are rural and agricultural. Vine and VineGo have appropriate service areas for the population density of older adults and people with disabilities.

Service Gaps Exist for Out-of-County Trips

In planning documents, older adults indicate that they want additional out-of-county trips, especially trips they can make without a transfer. Additional services are needed for older adults and people with disabilities to make out-of-county trips. Through NVRTA outreach and MTC work, there is an opportunity to coordinate with surrounding counties on out-of-county transfer trips.

Trips Occur Later Into the Evening

Travel model data shows that trips occur later into the evening, beyond 6:00pm when VineGo service ends, corresponding with when most fixed route service ends. Healthcare rides, for example, persist as late as 10:00pm. Increasing service hours to 8:00pm or 9:00pm, like NVRTA's website says is available in certain areas with later fixed route service, may be an opportunity to increase service.

Transit Cannot Meet All Needs Alone

As evidenced in NVRTA's Short-Range Transportation Plan, the possibility of exhausted and/or stagnant funds from federal and other governments is being considered in multiple scenarios. This means that one should not expect NVRTA to expand service coverage or span in the next few years. Finding additional funding sources and boosting partnerships with trusted local institutions may be imperative for helping to close transportation gaps for isolated and vulnerable communities in Napa County, at least in the near-term.