



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
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SUBJECT: Community Based Transportation Plan Update

RECOMMENDATION

That the Technical Advisory Committee (TAC) review and comment on the Napa Valley Transportation Authority (NVTA) Community Based Transportation Plan (CBTP) progress update.

EXECUTIVE SUMMARY

The intent of the outreach portion of the Community Based Transportation Plan (CBTP) is to identify projects that: 1) are developed through a collaborative and inclusive planning process; 2) improve transportation choices; 3) address and identify transportation gaps; and 4) focus on transportation needs specific to elderly, disabled, and low-income communities. This memo provides a project update and timeline for work completed as part of the CBTP for Napa County.

FINANCIAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

The purpose of the CBTP is to improve mobility options and close transportation gaps for low-income and disadvantaged communities in Napa County. The plan will also review census data and other data sources to determine where resources are most needed and identify additional communities of concern (CoC), beyond those identified by the Metropolitan Transportation Commission (MTC).

- The Metropolitan Transportation Commission (MTC) requires that NVTA, as the Congestion Management Agency (CMA), regularly analyze local conditions to

improve mobility options and close transportation gaps for low-income and disadvantaged communities. This plan will be an update to NVTA's previously prepared CBTP in 2015. This update will incorporate MTC's updated guidelines to include simple and clear program goals, incorporate a list of priority projects in coordination with other agency planning efforts, and involve a steering committee inclusive of social service and community based organization/non-profit representation that work with low-income and other underserved residents. NVTA has reached out to housing, low-income and senior representatives to serve on the steering committee.

NVTA staff met with the Steering Committee on July 23rd to discuss outreach efforts. Based on input from the Steering Committee, staff identified outreach events to ensure equitable and appropriate outreach in all communities (Attachment 1). Prior to all events staff issued press releases and coordinated with the local jurisdictions to inform and invite them to take part. The scheduled outreach events began in September of 2018 and concluded in early December of 2018.

Outreach

Feedback from residents was generally positive. Many residents expressed their appreciation for the mobility programs NVTA offers. The CBTP outreach has helped in educating the public about the transportation options in the Napa Valley. At some events, it was the first time members of the community had heard about NVTA's transit connections to Amtrak and BART. In order to effectively engage residents NVTA staff will continue to coordinate with the CBTP Steering Committee to ensure the priorities of Napa Valley residents are appropriately considered.

Based on the comments and feedback from the outreach events and the online survey, staff has prepared a draft of CBTP recommended transportation projects (Attachment 2). The next steps in the process include setting clear goals for the Plan and prioritizing projects and programs to improve mobility in Napa County.

Evaluation of Transportation Proposals

NVTA staff created criteria to evaluate proposals to see if they addressed community needs that were identified through the outreach process, and if they should be included in the final plan. The Steering Committee reviewed and concurred with the evaluation criteria at their February 27th meeting. The five criteria used to evaluate projects included:

1. Project Lead:
Existence of a "program champion," an agency (or agencies) that takes a leadership role in securing funding, staffing and other resources devoted to the proposed service or project.

2. Community Identified:

Does the proposal address transportation needs identified through public outreach? Ultimately, all proposed projects addressed transportation needs identified by the community.

3. Implementation:

Based on anticipated barriers to implementation (such as funding, resource allocation, and project development), the group placed proposals in implementation timeframes:

- Near-Term (to be implemented within 2 years);
- Mid-Term (to be implemented in 3 to 5 years); and
- Long-Term (to be implemented in 6 years or more).

4. Cost/Funding

When funding might be available to plan, construct, and maintain the proposed projects and services. Availability of on-going funding/sources, especially for transit service operations, must also be considered when evaluating the sustainability of a proposal. Although the group did consider the possible costs to develop and implement each proposal, proposals were not ranked based on their costs.

5. Benefit:

Lastly, whether each proposal is easy for potential customers to use in addressing Lifeline Transportation barriers.

- Safety
- System Performance (in addition to helping the community, does the project improve system performance?)
- Emission reduction
- Improved mobility
- Improved Health Outcomes

Identified Projects

Based on the feedback from residents in the CoCs identified by MTC and NVTA staff, the below list represents the projects identified by the community for improving their mobility and lives:

1. Bike facility on Trancas from Redwood Road to Villa Lane
2. Enhanced pedestrian crossing/Rectangular Rapid Flash Beacon (RRFB) on Trancas at Valle Verde
3. Traffic calming and RRFB at Jefferson/Rubicon
4. Enhanced pedestrian crossing Jefferson and El Capitan
5. Bus shelter/benches at high usage stops
6. Sidewalks/Lighting on Hunt Street and Pope Avenue in St. Helena

7. Expanded evening hours on local transit
8. Expanded TaxiScrip and V-Commute Options
9. Transit service from St. Helena to Angwin and St. Helena Hospital
10. Transit service from Calistoga to Santa Rosa Kaiser

Projects Ranked

Based on the above-mentioned criteria the 10 projects identified were ranked in the following order:

1. Sidewalks/Lighting on Hunt Street and Pope Avenue in St. Helena
2. Expanded TaxiScrip and V-Commute Options
3. Bus shelter/benches at high usage stops
4. Traffic calming/RRFB at Jefferson/ Rubicon
5. Traffic calming/RRFB at Jefferson and El Capitan
6. Enhanced Pedestrian Crossing/RRFB at Trancas/Valle Verde
7. Transit service from St. Helena to Angwin and St. Helena Hospital
8. Transit service from Calistoga to Santa Rosa Kaiser
9. Expanded evening hours on local transit
10. Bike facility on Trancas from Redwood to Villa Lane

CBTP Steering Committee

The Steering Committee convened on February 27th to review the projects and criteria staff prepared. Projects were then ranked based on the outlined criteria. The Steering Committee reviewed the projects and ranking criteria and was in agreement with staff's proposal on the five criteria and the ranking of projects. The next step is for staff to bring the draft list of projects to individual jurisdictions to coordinate on the feasibility and deliverability of the identified projects before releasing the draft plan. The April TAC meeting is the first review by the jurisdictions. The Steering Committee will next convene in May to review the draft plan and make a recommendation to the NVT Board of Directors.

SUPPORTING DOCUMENTS

- Attachments:
- (1) CBTP Outreach Comments
 - (2) Matrix of Identified Projects
 - (3) Project Rankings
 - (4) CoC map

Community Based Transportation Plan
Outreach Comments

Resident Feedback

NVTA staff scheduled 15 events throughout Napa County to solicit feedback for the plan, with a minimum of one meeting in each community. NVTA also created an online survey for residents to complete that received 200 responses.

NVTA staff received comments on a variety of mobility topics. Key issues included a lack of information/knowledge on transit services and mobility programs, the need for physical and operational improvements to bus stops and lines, safer routes for pedestrians, particularly seniors, and additional, affordable resources for seniors and the disabled.

Below is a summary of comments, sorted by event and community.

Location	Date
American Canyon - Senior Center <ul style="list-style-type: none"> • Residents we spoke to did not use/need our fixed route or Vine Go services • There was some complaints about wait times for the community shuttle • Some projects listed in the 2014 Countywide Transportation Plan are obsolete, such as the Eucalyptus extension, and the Roundabout • The Napa Junction Rd. intersection has been completed • S. Napa Junction Rd. should be replaced with Rio Del Mar connector to Newell-Modified to Rio Del Mar as E/W connector • The City is considering locations for P&R lots along the corridor 	10/10/2018; 2-4 PM
Napa - Senior Center <ul style="list-style-type: none"> • Found the younger riders on fixed route to be rowdy; made using transit less desirable • People expressed appreciation for the TaxiScrip program • Most attendees drive themselves, it's possible that those without easy access are not utilizing the Senior Center as much 	9/27/2018; 12-2 PM

<p>Napa - Free Market at Health and Human Services</p> <ul style="list-style-type: none"> • Most attendees drove themselves that may be a reflection of limited access, as the location is only served by Route 11. Also may be difficult to transport groceries to/from the bus stop 	<p>9/14/2018; 2-4 PM</p>
<p>Napa - Storehouse/Food Bank</p> <ul style="list-style-type: none"> • Many of these clients drove to the pickup, as transit would not allow them to transport that many bags of groceries • Attendees were glad to know that Vine offered connections to the BART, the Ferry, and Solano County. 	<p>9/20/2018; 11-2 PM</p>
<p>Napa - Queen of the Valley</p> <ul style="list-style-type: none"> • Received feedback that local routes don't run frequently enough for clients • Local routes also do not run late enough • Our fares are too high for some clients 	<p>10/1/2018; 1:30-3:30 PM</p>
<p>Napa Valley College</p> <ul style="list-style-type: none"> • Students who rode the bus to NVC were generally appreciative and spoke well of the service, one rider who used the local routes stated later run times would be better, as to allow for greater flexibility • Most students drove and would only consider transit for emergency purposes • One group of students sometimes walk from the Imola/Shurtleff area neighborhood to campus and remarked on how "scary" it is to walk along that corridor • Would like to see later hours of local routes, so that students can use transit for other errands on the way home 	<p>10/24/18; 11 AM-1 PM</p>
<p>Napa Valley Support Services</p> <ul style="list-style-type: none"> • Issue with clipper card reader functionality • Difficult to board smaller buses with mobility devices • Jefferson/Bel Aire stop and Lincoln/Jordan Lane stops should be prioritized for shelter and seating • Shelters and benches are a necessity for disabled customers • Would like see Routes 10 and 11 stop at Napa Valley College on weekends • Bi-directional service availability on transit routes is needed, resident informed that COA addresses this concern 	<p>11/2/2018; 12:30-1:45 PM</p>

<ul style="list-style-type: none"> • Longer service hours into the evening • A stop at the Napa Bowl is needed, currently inaccessible due to construction on Soscol, but not removed • Most people can't walk or move more than a couple of blocks, so they need stops closer together • People want to be able to use TaxiScrip with Uber and Lyft, current taxi companies are unreliable • Imperial Way and Jordan needs a stop and bus shelter/seating • Drivers have not provided service to some riders in wheelchairs or driven past riders in wheelchairs • The stop along Lincoln/Jordan Lane has a slope making wheelchair access difficult. • The limit on three books per month are not enough for Taxi Scrip • Real-time signage need to be more reliable and work consistently • Fares are too costly • Transdev drivers place ramps down on streets less than a foot away from curb, so there is no way for a wheelchair to safely board • Would like more curb space painted red, so there is better access for ADA riders to board the bus 	
<p>Napa-St. Thomas Church</p> <ul style="list-style-type: none"> • Lack of sidewalks connecting to Pueblo Vista elementary school • From a truck driver: Educate cyclists on riding on the inside of the bike lane • Add a stop sign at the intersection of Hemlock and Hoover • Put up signs requesting people not to walk down middle of the street on Homewood Ave. • Drainage issues at Kilburn and Bryant from rainwater from Westwood Hills. • Add a bus line that goes directly from Laurel Street on the west side of SR-29 to Napa High School 	<p>11/18/18; 1-3 PM</p>
<p>Napa- Silverado Creek Apartments</p> <ul style="list-style-type: none"> • Bus stop is too far from apartments • Crossing larger intersections is difficult, would like more lighting, more crosswalks • Speeding around school, traffic calming/enforcement needed 	<p>11/29/18; 5-7 PM</p>

<ul style="list-style-type: none"> • Sidewalk improvements for Vintage and Bel Aire schools • Bike Lane on Trancas from Redwood to Villa Lane (class 4) • Traffic light or stop sign at Trancas and Valle Verde • RRFB at Jefferson/ Rubicon • Traffic light at Jefferson/Rubicon/ El Capitan • Traffic light at Jefferson/ Rubicon • Bus (public transportation) to Villa Lane • Rehab sidewalk on Villa Lane • RRFB at Trancas/ Valle Verde 	
<p>Napa- Redwood Park and Ride</p> <ul style="list-style-type: none"> • Riders had very positive comments about the service and drivers • Cyclists love the Vine Trail • Rider pointed out that real time signs were incorrect and sometimes non functional • A senior rider would like to see bathroom facilities at the park and ride, as there is nowhere nearby to use the restroom and sometimes there are long wait and transfer times for our buses 	11/30/18; 2-4 PM
<p>Yountville - Veteran's Home</p> <ul style="list-style-type: none"> • Residents of the Vet's Home have their transportation needs met almost exclusively by the transportation provided by the Home, including medical transport to San Francisco • Some residents do use the Vine Trail and Routes 10 and 29 and appreciate that those services are available • They love the Community Trolley and really appreciate having access to the town for dining and entertainment 	9/26/2018; 1-3 PM
<p>St. Helena - Rianda House</p> <ul style="list-style-type: none"> • Most residents rely on Kaiser Napa and felt the existing transit options were adequate for their medical and grocery trips • Appreciative of the service on St. Helena shuttle, spoke highly of the drivers • Discussion about St. Helena/Lyft pilot shuttle program. All rides are coordinated through Molly's Angels. One issue is lack of wheelchair access on Lyft vehicles • Issue with Molly's Angels only taking ambulatory passengers 	10/26/2018; 11-12 PM

<ul style="list-style-type: none"> • Driver reimbursement under MRP for Molly's Angels drivers-Drivers are prohibited from receiving reimbursement-Consider updating MRP form for volunteer drivers to indicate they are with Molly's Angels. • Request from Angwin resident to have a "one-day-a-week" shuttle down to St. Helena • Many were supportive of pedestrian infrastructure improvements • When asked how they receive information-many still rely on the St. Helena Star newspaper. • Several of the senior housing developments have their own monthly newsletters for residents and requested information on transportation be included. Also requested information be made available at the offices of senior housing complexes, Library, Safeway, coffee shop etc. 	
<p>St. Helena-Stonebridge Apartments</p> <ul style="list-style-type: none"> • Transit services for residents of Silverado Orchard • RRFBs for all School crossings (they mentioned a school where they were already installed and said they worked well) • Complete sidewalk on Hunt Avenue to Montevista • Transit services to Angwin. • Improved street lighting on Pope, Hunt (and the street where the apartments are located) 	11/27/18; 5-7 PM
<p>Calistoga – Springs Mobile Home Park</p> <ul style="list-style-type: none"> • Residents discussed issues they have with accessing medical care, specifically St. Helena Hospital and Kaiser in Santa Rosa • They asked that we evaluate the potential to revive the previous Route that connected to Santa Rosa • Some residents have to travel long distances for medical care out of the county, staff let them know about the Mileage Reimbursement program and how to apply • Residents expressed their view that the Calistoga shuttle seemed geared towards tourists and the long wait times made it less than ideal for residents • Residents had complaints about lack of handicap parking at Cal-Mart, we connected them with city staff personnel to address the issue • Residents would also appreciate if drivers could let them off closer to their destination, rather than only at designated stops, staff explained that for 	9/13/2018; 5-7 PM

safety reasons, we don't let drivers stop just anywhere	
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Survey Results

The survey was an opportunity for Napa County residents to provide direct feedback on their transportation issues and needs. From the survey responses, some important findings were as follows:

- The most common modes travel are solo driving, bus/community shuttles, carpooling, and walking/biking.
- Most of the survey respondents are 65+, 69.3%.
- One out of every three respondents (36.1%) make less than \$25,000.
- Two out of every three respondents (66.7%) do not use any of the existing Vine routes, 34% of those said the bus did not go where they needed, and 23% said it didn't fit their schedule.
- 50.5% of the respondents are either retired or not currently working.

Project #	Mode Type	Proposal	Community Need Addressed	Description	Sponsor	Estimated costs	Benefit	Potential Implementation Timeline	Status	Project Rank
1	Active Transportation/ Biking	Bike facility from Redwood to Villa Lane	Access to and encouraging active transportation, public health	Bike lane for east west connection along Trancas Avenue from Redwood Avenue to Villa Lane	City of Napa		Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	
2	Active Transportation/ Walking	Enhanced Ped Crossing/RRFB on Trancas at Valle Verde	Improved pedestrian experience	Traffic calming and pedestrian improvements along Trancas Avenue at Valle Verde	City of Napa	\$60,000	Safety; Improved Mobility	Medium-term	Identified	
3	Active Transportation/ Walking	Traffic calming and RRFB at Jefferson/ Rubicon	Traffic calming, improved pedestrian experience	Traffic calming and pedestrian improvements along Jefferson Street and Rubicon	City of Napa	\$50,000	Safety; Improved Mobility	Medium-term	Identified	
4	Active Transportation/ Walking	Enhanced pedestrian crossing at Jefferson and El Capitan	Improved safety for vehicles and improved pedestrian experience	Traffic calming and pedestrian improvements at Jefferson Avenue, El Centro, and Rubicon	City of Napa	\$650,000	Safety; Improved Mobility	Medium-term	Identified	
5	Transit	Bus shelter/benches at high usage stops	Transit Amenities	Improved transit experience and rider amenities at bus stops, in accordance with adopted Bus Stop policy	NVTA	\$250,000	Safety; Reduced Emissions; Improved Mobility	Medium-term	Identified	
6	Active Transportation/ Walking	Sidewalks/Lighting on Hunt Street and Pope Avenue in St. Helena	Improved safety and pedestrian experience	Pedestrian and safety improvements along Hunt Street and Pope Avenue	City of St. Helena		Safety; Improved Mobility	Medium-term	Underway	
7	Transit	Expanded evening hours on local transit	Improved Transit Access		NVTA	\$200,000/annually	Reduced Emissions; Improved Mobility	Medium-term	Identified	
8	All Mode types	Expanded TaxiScrip and VCommute Options	and need, implementation of TNC		NVTA	\$25,000/annually	Reduced Emissions; Improved Mobility	Medium-term	Identified	
9	Transit	Transit service from St. Helena to Angwin and St. Helena Hospital	Access to medical care	Expanded trip coverage area for	NVTA; P3	\$80,000/annually	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	
10	Transit	Transit service from Calistoga to Santa Rosa Kaiser	Access to medical care	Two round trip bus trips from Calistoga to Santa Rosa on Weekdays	NVTA; P3	\$195,000/annually	Safety; Reduced Emissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	

Short-term: 1-2 years
Medium-term: 3-5 years
Long-term: 6 or more years

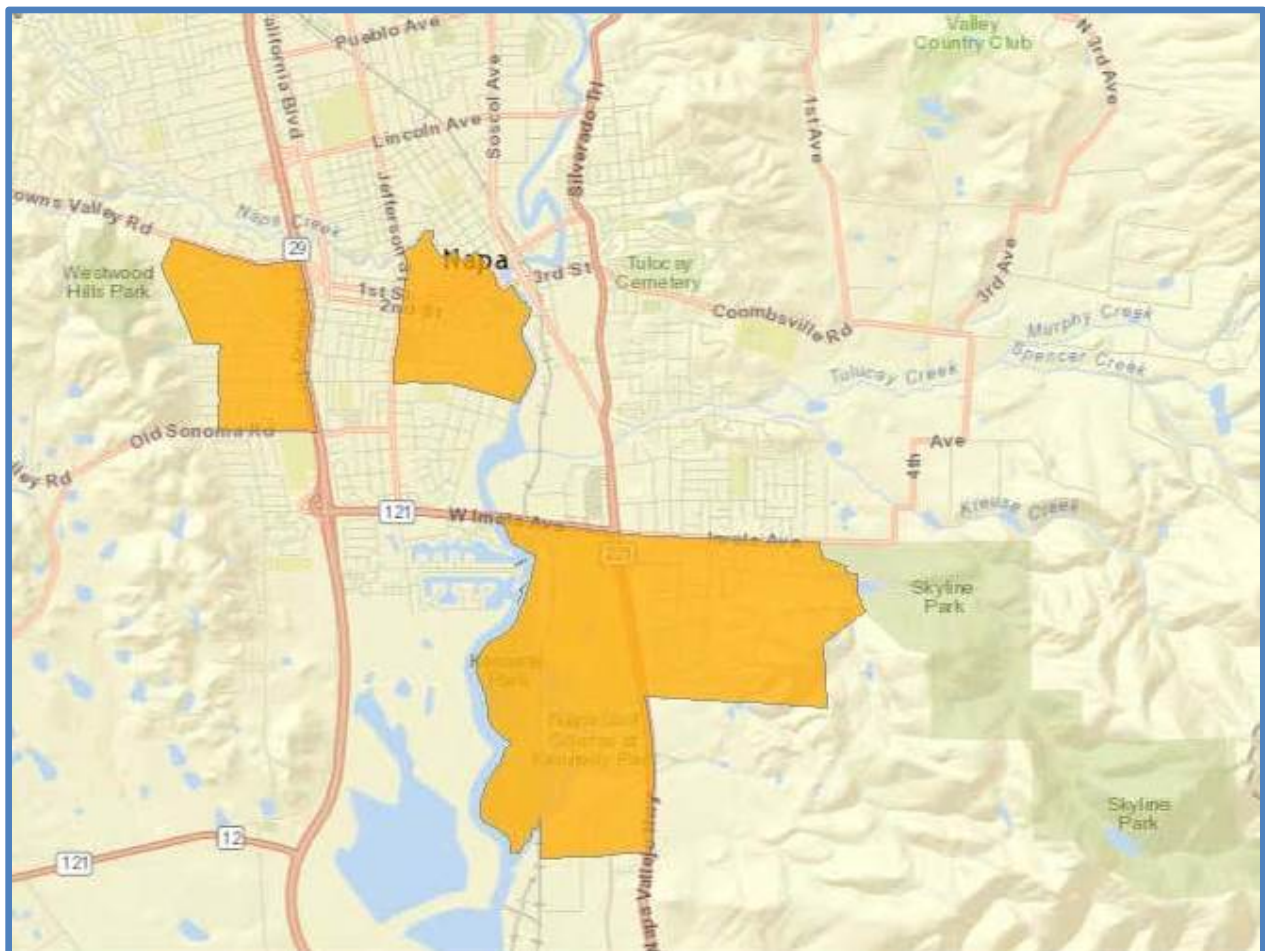
Project Number	Proposal	Sponsor	Estimated costs	Benefit	Potential Implemetation Timeline	Status	Project Rank
1	Bike facility on Trancas from Redwood to Villa Lane	City of Napa		Safety; Reduced Emmissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	10
2	Enhanced pedesrian crossing/RRFB at Trancas/Valle Verde	City of Napa	\$50,000	Safety; Improved Mobility	Medium-term	Identified	6
3	Traffic calming/RRFB at Jefferson/Rubicon	City of Napa	\$50,000	Safety; Improved Mobility	Medium-term	Identified	4
4	Enhanced pedestrian crossing Jefferson and El Capitan	City of Napa	\$650,000	Safety; Improved Mobility	Medium-term	Identified	5
5	Bus shelter/benches at high usage stops	NVTA	\$250,000	Safety; Reduced Emmissions; Improved Mobility	Medium-term	Identified	3
6	Sidewalks/Ligthing on Hunt Street and Pope Avenue in St. Helena	City of St. Helena		Safety; Improved Mobility	Medium-term	Underway	1
7	Expanded evening hours on local transit	NVTA	\$200,000/annually	Reduced Emmissions; Improved Mobility	Medium-term	Identified	9
8	Expanded TaxiScrip and VCommute Options	NVTA	\$25,000/annually	Reduced Emmissions; Improved Mobility	Medium-term	Identified	2
9	Transit service from St. Helena to Angwin and St. Helena Hospital	NVTA; P3	\$80,000/annually	Safety; Reduced Emmissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	7
10	Transit service from Calistoga to Santa Rosa Kaiser	NVTA; P3	\$195,000/annually	Safety; Reduced Emmissions; Improved Mobility; Improved Health Outcomes	Long-term	Identified	8

Short-term: 1-2 years
Medium-term: 3-5 years
Long-term: 6 or more years

Existing County Communities of Concern by Census Tract

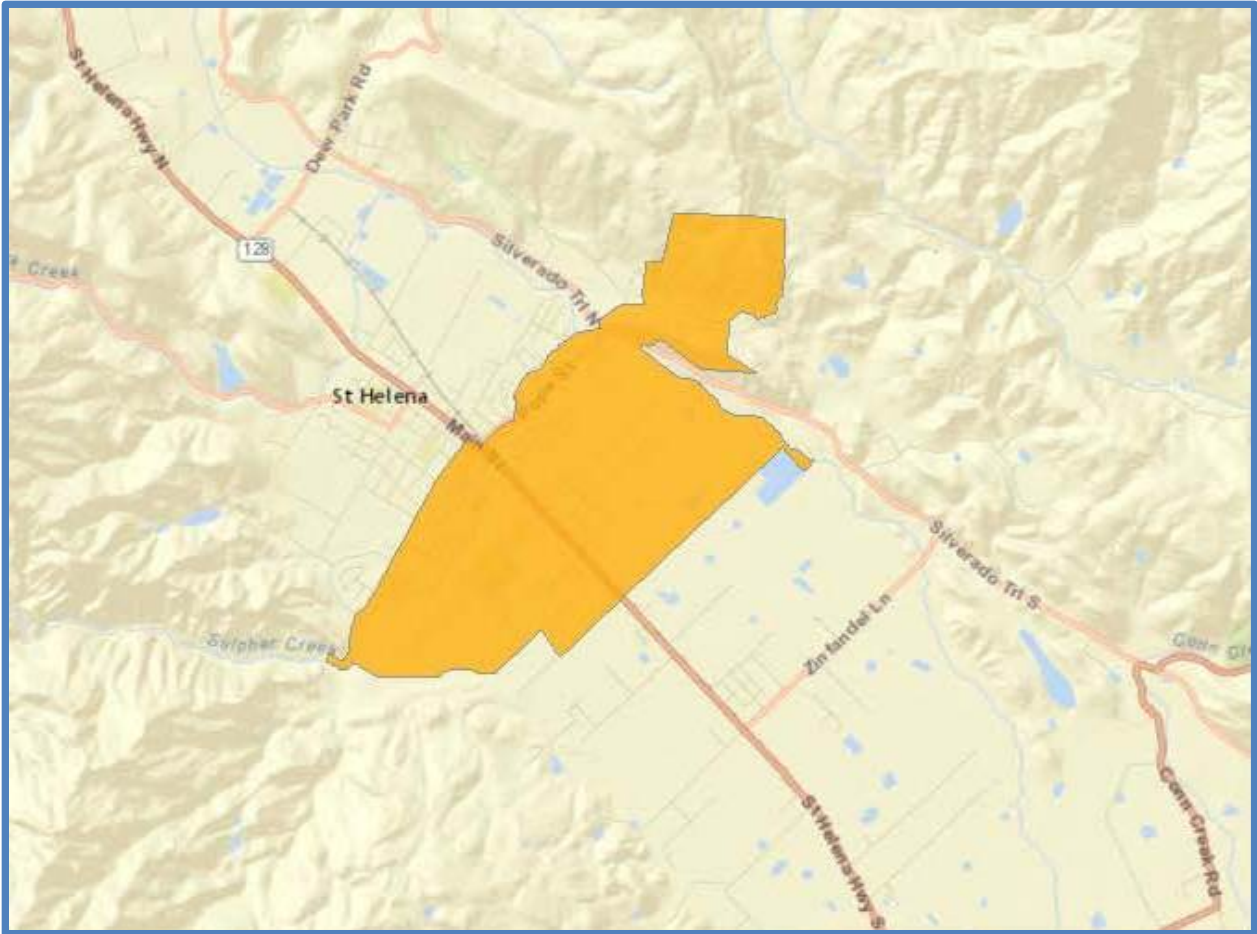
Census Tract	Neighborhood Name
2002.02	South Downtown Napa
2008.04	Westwood Neighborhood
2016.01	South St. Helena
2009	East Imola

City of Napa COCs



Source: MTC's Communities of Concern Tracts Plan Bay Area 2017

St. Helena COC

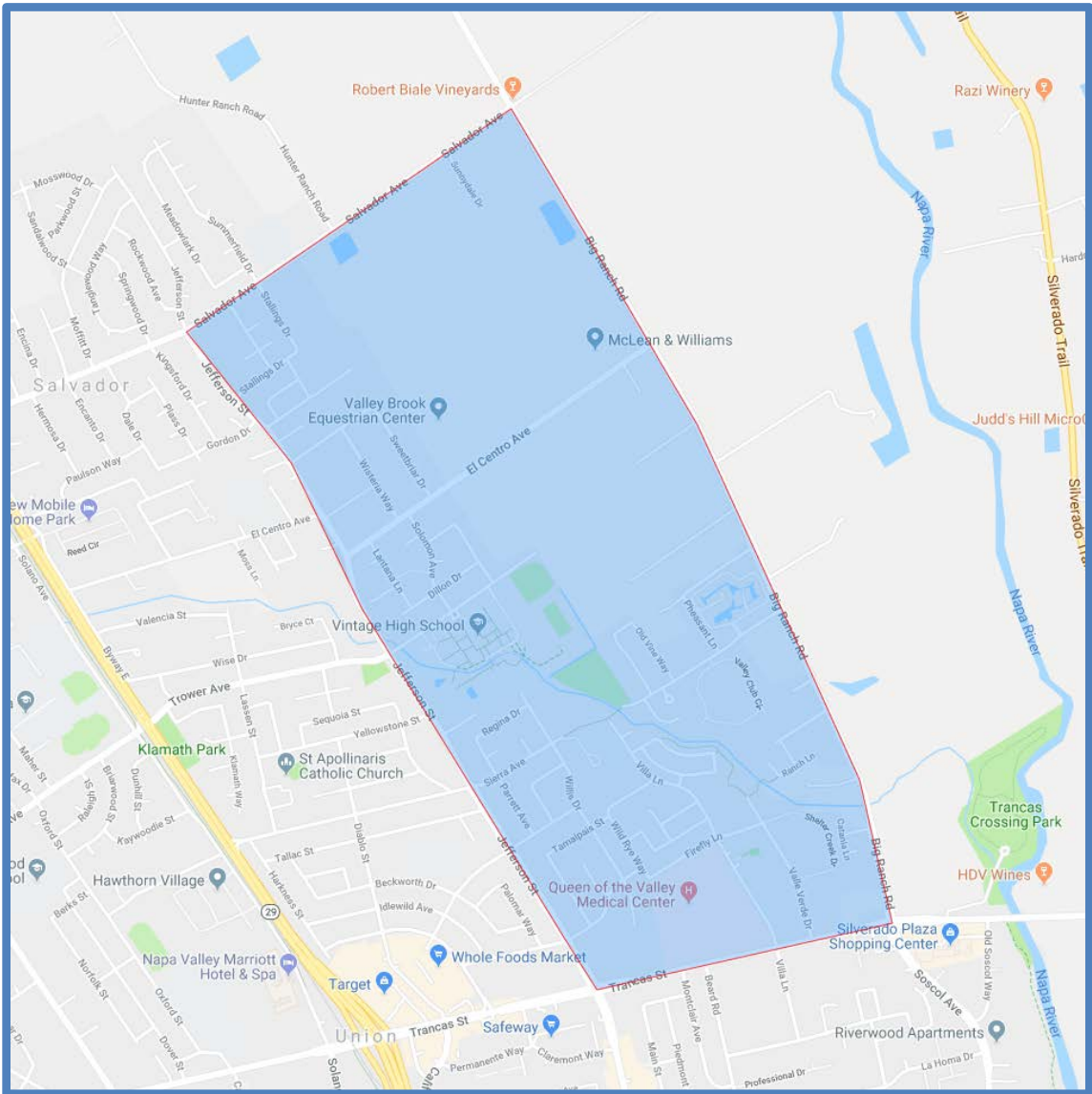


Source: MTC's Communities of Concern Tracts Plan Bay Area 2017

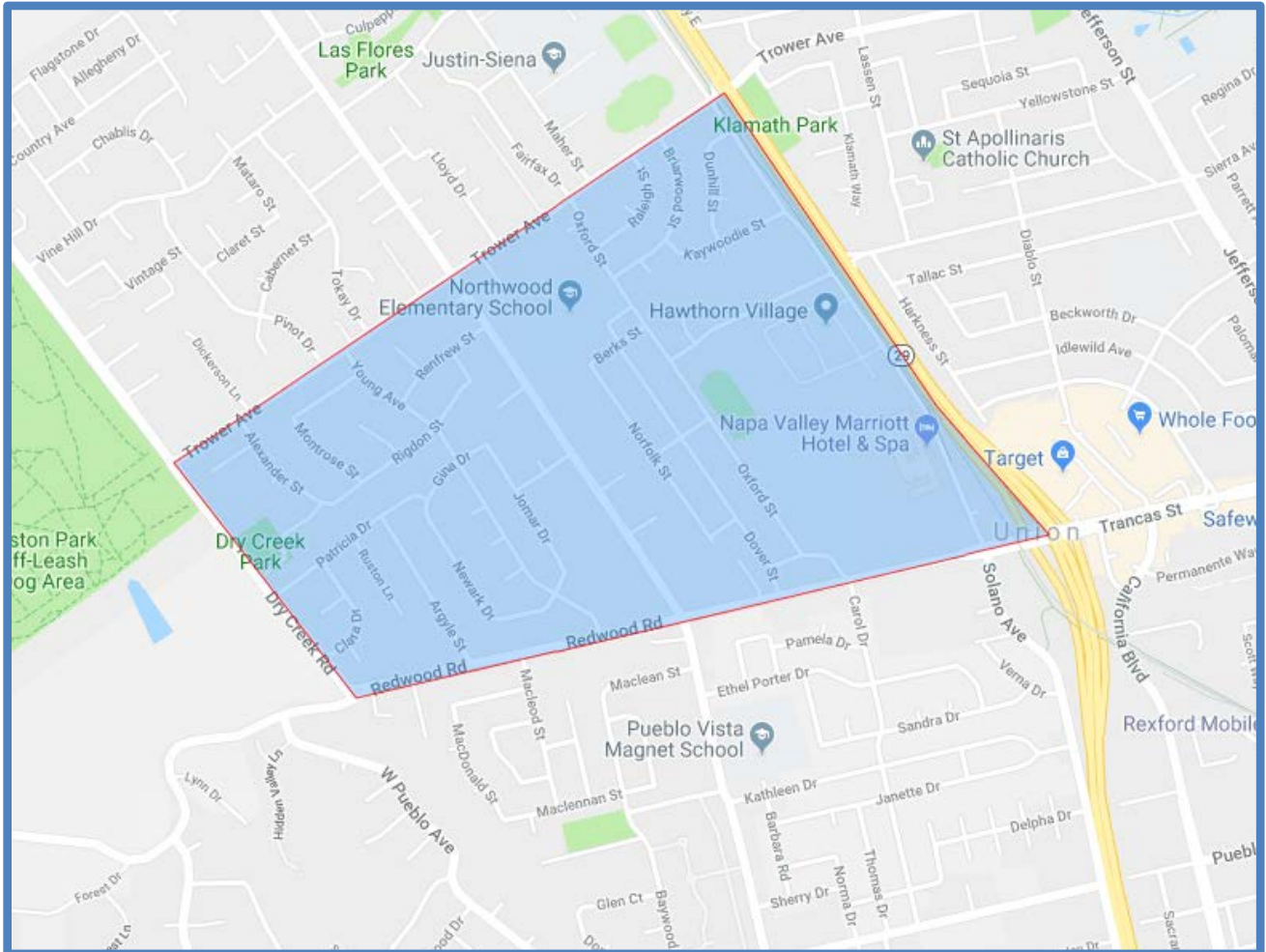
New County Communities of Concern by Census Tract

Census Tract	Neighborhood Name	Criteria Met
2006.02	Northeast Napa	Senior, Low-Income, Disabled
2007.07	Northwest Napa	Senior, Low-Income, Disabled
2012	Unincorporated area near Yountville	Senior, Low-Income, Disabled
2020	City of Calistoga	Senior, Low-Income, Disabled

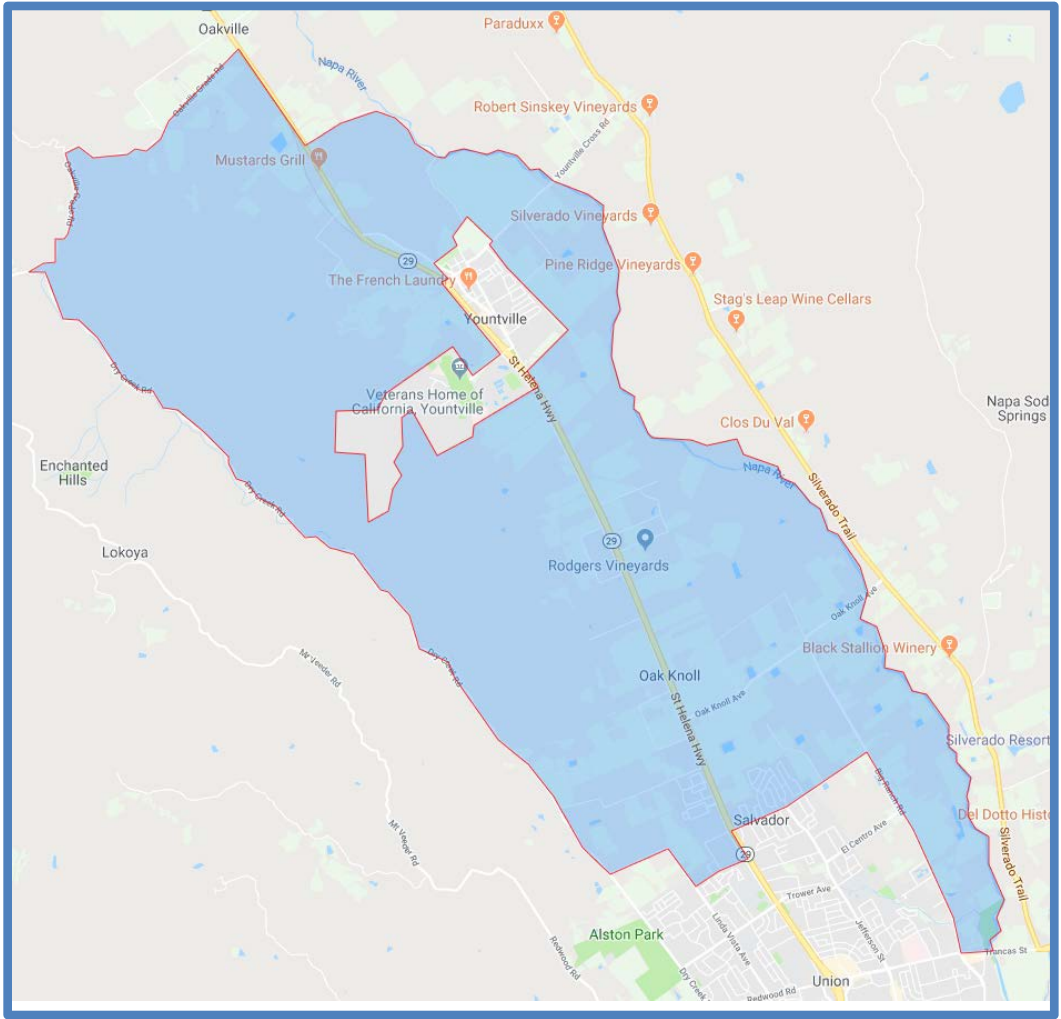
2006.02- Northeast Napa



2007.07-Northwest Napa



2012- Unincorporated area surrounding Town of Yountville



2020-City of Calistoga

