

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, September 25, 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 by 12:00 p.m. on the day of the meeting with PUBLIC COMMENT as the subject line (for comments related to an agenda item, please include the item number). All written comments should be 350 words or less, which corresponds to approximately 3 minutes or less of speaking time. Public comments emailed to info@nvta.ca.gov after 12 p.m. the day of the meeting will be entered into the record but not read out loud. If authors of the written correspondence would like to speak, they are free to do so and should raise their hand and the Chair will call upon them at the appropriate time.

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

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

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

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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 to request a copy of the agenda.

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

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

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

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

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

1. Call To Order
2. Roll Call
3. Public Comment
4. Committee Member Comments
5. Staff Comments
- 6. STANDING AGENDA ITEMS**

None

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

7. PRESENTATIONS

- 7.1 **Caltrans District 4 Bicycle Plan Update Overview (Caltrans Staff)**
Recommendation: Information only
Estimated Time: 5:40 p.m.
- 7.2 **Safe Routes to School Presentation (Kara Vernor/Carlotta Sainato)**
Recommendation: Information only
Estimated Time: 5:50 p.m.
- 7.3 **Vine Trail Signage Presentation (Kara Vernor/Shawn Casey-White)**
Recommendation: Information only
Estimated Time: 6:05 p.m.

8. CONSENT AGENDA

- 8.1 **Meeting Minutes of May 22, 2023 Active Transportation Advisory Committee (ATAC) (Laura Sanderlin) (Pages 8-10)**
Recommendation: ATAC action will accept the May 22, 2023 Meeting Minutes.
Estimated Time: 6:15 p.m.
Attachments: [Draft Minutes.pdf](#)

9. REGULAR AGENDA ITEMS

9.1 Public Survey Results from EMC Research, Inc. and Potential November 2024 Transportation Ballot Measure (Danielle Schmitz) (Pages 11-21)

Recommendation: Information only

Estimated Time: 6:15 p.m.

Attachments: [Staff Report.pdf](#)

9.2 Overview of Micromobility Devices (Diana Meehan) (Page 22-37)

Recommendation: Information only

Estimated Time: 6:25 p.m.

Attachments: [Staff Report.pdf](#)

9.3 E-mobility Device Safety on Multiuse Trails Ad Hoc Committee (Diana Meehan) (Pages 38-52)

Recommendation: That the Active Transportation Advisory Committee (ATAC) form an ad hoc committee made up of three (3) ATAC members representing at least two different jurisdictions to research and develop best practices and safety recommendations for multiuse trail users.

Estimated Time: 6:35 p.m.

Attachments: [Staff Report.pdf](#)

9.4 Countywide Vision Zero Plan Draft Review (Diana Meehan) (Pages 53-55)

Recommendation: Information only

Estimated Time: 6:45 p.m.

Attachments: [Staff Report.pdf](#)

10. FUTURE AGENDA ITEMS

11. ADJOURNMENT

11.1 The next regularly scheduled meeting for the NVTAA Active Transportation Advisory Committee is November 27, 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 NVTa offices, 625 Burnell Street, Napa, CA by 5:00 p.m., on Tuesday, September 19, 2023.

Kathy Alexander

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Glossary of Acronyms

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

Glossary of Acronyms

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

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

September 25, 2023

ATAC Agenda Item 8.1

Continued From: New

Action Requested: Accept

Meeting Minutes Active Transportation Advisory Committee (ATAC)

Monday, May 22, 2023

5:30 PM

JoAnn Busenbark Board Room

1. Call To Order

Chair Christian called the meeting to order at 5:35pm.

2. Roll Call

Present: 7 - Barry Christian
Jonathan Schellin
Majel Arnold
Jeffrey Davis
Frances Knapczyk
Colin Petheram
Michael Rabinowitz

3. Public Comment

Public comment made by Justin Hole, Napa resident regarding transit signage suggestion.

4. Committee Member Comments

Chair Christian commented on the success of Earth Day Event held on April 23.

5. Staff Comments

Staff member, Diana Meehan reported ATAC committee member update and current vacancies.

6. STANDING AGENDA ITEMS

6.1 Safe Routes to School (SRTS) Update

Information Only/No Action Taken

Kara Vernor, Napa County Bicycle Coalition reported:

- Bikefest event recap
- Safety Summits have been completed
- Family Bike Workshops recap
- SRTS Grant
- Bike and Work to School day recap

6.2 Napa Valley Vine Trail Update

Shawn Casey-White, Napa Valley Vine Trail, reported:

- Construction for Calistoga to St. Helena is on track
- Maintenance agreement with Open Space District completed
- 20 week communication plan begins in November
- Green Island road project has broke ground
- Vallejo segment will start in September or October 2023
- Expanded environmental work in segment between Oakville, Rutherford and St. Helena
- Community meetings to begin in July
- Consulting firm hired to assist with grant funding and Caltrans agreements
- Expansion of Share the Trail program
- May is Locomotion Month of Movement campaign

6.3 Active Transportation Legislative Updates*

NVTA staff member, Diana Meehan reported legislative updates for:

- AB 645-Speed Safety Systems Pilot (Friedman)
- AB73-Bicycle Safety Stop Bill (Boerner-Horvath)
- AB 825-Decriminalizing Sidewalk Riding (Bryan)
- AB 6-Regional Prioritization for Clean Transportation (Friedman)
- AB 361-Cars Blocking Bike Lanes (Ward)
- AB 413-Daylighting to Save Lives (Lee)
- SB 712-Tenancy & Micromobility (Portantino)
- AB 1447-E-Scooter Classification (Flora)
- SB 295-Regulating E-Scooters (Dodd)
- SB 381-E-Bike Study (Min)
- SB 538-Bike Czar (Portantino)

Public comment made by Kara Vernor, regarding further legislative updates.

PRESENTATIONS

None

7. CONSENT AGENDA

Motion **MOVED** by KNAPCZYCK, **SECONDED** by SCHELLIN to **APPROVE** Consent Item 7.1. Motion passed unanimously.

Aye: 7 - Chairperson Christian, Vice Chair Schellin, Chairperson Arnold, Member Davis, Member Knapczyk, Member Petheram, and Member Rabinowitz

- 7.1 Meeting Minutes of January 23, 2023 Active Transportation Advisory Committee (ATAC) Meeting (Laura Sanderlin) (Pages 7-9)

Attachments: [Draft Minutes.pdf](#)

8. REGULAR AGENDA ITEMS

8.1 E-Mobility Devices and Pedestrian Conflicts (Diana Meehan) (Pages 10-31)

Attachments: [Staff Report.pdf](#)

Information Only/No Action Taken

Committee discussed presenting a formal safety recommendation to the NVTB Board as it relates to the Vine Trail. Follow up discussion and final decision scheduled for the next regular meeting.

Public comment made by Kara Vernor, TC Hulsey and Rick Warren.

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

Attachments: [Staff Report.pdf](#)

Information Only/No Action Taken

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

Attachments: [Staff Report.pdf](#)

Information Only/No Action Taken

9. FUTURE AGENDA ITEMS

- Safe Routes to School Presentation (Kara Vernor/Carlotta Sainato)
- Vine Trail Signage Presentation (Kara Vernor/Shawn Casey-White)
- Overview of Micromobility devices
- Safety Discussion/Formation of Ad Hoc Committee
- Vision Zero Update

10. ADJOURNMENT

Chair Christian adjourned the meeting at 7:43pm.

10.1 The next regularly scheduled meeting for the Napa Valley Transportation Authority Active Transportation Advisory Committee is July 24, 2023 at 5:30 p.m.

Laura Sanderlin, NVTB Board Secretary



September 25, 2023
ATAC Agenda Item 9.1

Continued From: New
Action Requested: Information

NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: Public Survey Results from EMC Research, Inc. and Potential November 2024 Transportation Ballot Measure

RECOMMENDATION

Information only

BACKGROUND AND DISCUSSION

Measure T is a ½ cent countywide transportation sales tax that was passed by the voters in 2012 which became operative in 2018. Measure T generates roughly \$25 million a year, and is distributed on formula to the Cities, Town, and County for local streets and road maintenance. The Measure T Ordinance does not permit NVTA-TA to issue public debt against future sales tax revenue. Consequently, pavement condition index (PCI) scores for all but one jurisdiction continue to decline. This is largely due to years of underfunding and growing deferred maintenance.

In 2021, the NVTA Board held a Retreat to review financial modeling and polling results on a new Measure that would continue the ½ cent sales tax and allow bonding against future sales tax revenues.

The new Measure would:

- Replace Measure T
- Increase the number of years the Measure is in place to 30 years, beginning in 2025 until 2055.
- Allow bonding.
- Increase NVTA's administrative fee to 2-3% to manage bonding and project complexities.

- Replace the existing distribution to the jurisdictions with a return to source/lane mile formula which would be memorialized in the ordinance and updated to reflect changes in development on a 3-5 year schedule to be determined.
- Include a set aside for highway improvements; financial modeling in 2021 showed that \$60 million could be pulled out and jurisdictions would still be able to improve individual pavement condition scores.
- Remove the 6.67% equivalent requirement and consider other options for funding bike and pedestrian infrastructure. The existing 6.67% equivalent provision requires that the jurisdictions collectively commit to funding class 1 facilities in the amount equivalent to 6.67% of Measure T annually using other eligible revenues.
- Address the inequity between jurisdictions on how much current maintenance of effort amounts are and adjust it annually to reflect growth in CPI and gas tax revenues. The provision requires that jurisdictions fund an amount equal to an average of general fund expenditures spent on road repair (FY 2007-08, FY 2008-09, and FY 2009-10).

More recently, NVTa contracted with EMC Research to update voter interest in continuing the ½ cent sales tax measure but with the outlined modifications. In June of 2023, EMC prepared and administered a voter survey in coordination with NVTa staff. The survey approach closely mirrored the survey administered in 2020 so that the EMC team could gauge both current voter interest in a continuation of the transportation sales tax and to assess what, if anything, had changed since the beginning of 2020. The ballot question was developed working with the EMC team and legal counsel, and is shown in the box below:

Without raising taxes, shall the Napa Valley Transportation Authority implement an updated Transportation Expenditure Plan to repair roads and improve highways; fix potholes; reduce traffic congestion; improve evacuation routes; make transit more affordable for veterans, seniors, students, and people with disabilities; and make biking and walking safer; by continuing its ½ cent transportation sales tax with no increase, providing \$25,000,000 annually for 30 years, with citizens oversight, and all funds dedicated to serving transportation needs in Napa County?

A total of 600 surveys were completed. The survey included email, text, and live web and telephone surveys. In general, respondents felt that matters in Napa County were going in the right direction (58%). High priority issues included repairing roads (71%) and improving wildfire protection and response (70%); when voters were asked specifically about transportation issues, traffic congestion rose to the top, and road condition remained a key priority.

When the ballot measure was first read to respondents, 78% responded that they would vote yes on the measure. When additional information was provided about a potential measure, support remained roughly the same, at 77%. However, when a general opposition statement was read to respondents, just 53% stated that they would support

the measure. This indicates that voters are overall supportive of the approach in concept, but the agency and its members will need to develop a solid expenditure plan, ensure voters understand this measure is replacing the prior tax at the same rate with no increase, and provide consistent messaging about how the measure will improve transportation in Napa Valley.

Next Steps

The table below outlines the primary steps necessary and schedule to put a ballot measure on the November 2024 ballot. The schedule will allow time to provide regular updates to the Board, NVTa's committees, and countywide governing bodies.

Item	Who	Start Date	End Date
Refine Expenditure Plan	Elected Officials and City Staff	July 2023	November 2023
Present Materials to Community Members and Stakeholders	NVTa Board and Staff	November 2023	November 2024
Approval of Ordinance by Jurisdictions	City/County/Town Meetings	April 2024	May 2024
NVTa-TA Board Approval	NVTa-TA Board and Staff	May 2024	June 2024
County BOS Approve Ballot Measure	County BOS	June 2024	June 2024
Ballot initiative to Registrar	Registrar	July 2024	July 2024
Impartial Analysis Due	General Counsel	July 2024	July 2024
Ballot Arguments and Rebuttals	Separate Campaign Committee-TBD	July 2024	August 2024

ATTACHMENT

(1) EMC Research Topline Survey Results Document

**Survey of Likely November 2024 Voters
Napa County, CA
Mixed-Mode Telephone/Email- and Text-to Web Survey
Conducted June 14–21, 2023
n=600; Margin of Error ± 4.0 percentage points
EMC Research #23-8918**

***All numbers in this document represent percentage (%) values, unless otherwise noted.
Please note that due to rounding, percentages may not add up to exactly 100%.***

INTRO: Your opinions are important! Thank you for participating in this survey about issues in Napa County. Your responses will remain completely confidential. Please try to answer every question even if you're not sure. If you need to, you may skip a question.

1.	Gender (Observed + Self-ID)	
	Male	48
	Female	52
2.	Are you registered to vote in Napa County?	
	Yes	100
	No	-
	(Don't Know/Refused)	-
3.	What would you say are the chances that you will vote in the November 2024 Election for President, Congress, and offices and measures – are you almost certain to vote, will you probably vote, are the chances fifty-fifty, or do you think that you will not vote?	
	Almost certain/(Definitely)	92
	Probably	5
	50/50 Chance	3
	Will not vote/(Don't Know/Refused)	-
4.	Do you feel that things in Napa County are generally going in the right direction or do you feel things are pretty seriously off on the wrong track?	
	Right direction	58
	Wrong track	38
	(Don't know/Refused)	4
	Net Right Direction	20

5INT. I'm going to read you a list of issues in Napa County. For each one, please tell me if that is a high, medium, or low priority for you.

SCALE:	High priority	Medium priority	Low priority	(Don't know/
(RANDOMIZE)				
5. Reducing crime	58	30	12	-
6. Reducing traffic congestion	50	39	11	0
7. Repairing local streets and roads	71	23	6	-
8. Protecting open space	57	31	12	0
9. Improving local public schools	58	30	11	1
10. Building more affordable housing	43	30	27	0
11. Addressing homelessness	63	24	12	-
12. Improving wildfire protection and response	70	24	6	0
13. Protecting the environment and combating climate change	53	26	21	0

(END RANDOMIZE)

14. Now thinking more specifically about transportation, what do you think is the most important transportation problem facing Napa County today?	
Traffic/congestion	27
Not enough public transit	14
Condition of roads	12
Public transit quality	6
Highway 29 traffic	4
City mismanagement of funds	3
Need car alternatives	3
More roads/connection in Napa	3
Speeding cars	2
Traffic lights/intersection congestion	2
Transit to airports	2
Other	10
Don't know/Unsure	4
None/Nothing	7

15. I'd like to read you a measure you may see on a future election ballot:

Without raising taxes, shall the Napa Valley Transportation Authority implement an updated Transportation Expenditure Plan to repair roads and improve highways; fix potholes; reduce traffic congestion; improve evacuation routes; make transit more affordable for veterans, seniors, students, and people with disabilities; and make biking and walking safer; by continuing its ½ cent transportation sales tax with no increase, providing \$25,000,000 annually for 30 years, with citizens oversight, and all funds dedicated to serving transportation needs in Napa County?

If the election were held today, would you vote yes to approve or no to reject this measure?

Yes	78
(Lean Yes)	0
No	20
(Lean No)	0
(Undecided/Don't Know/Not Sure)	0
Yes	79
No	21

- 16INT. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements.

SCALE:	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	(DK/Ref)	Total agree	Total disagree
(RANDOMIZE)							
16. I will vote no on any tax increase, no matter what it is for.	29	21	26	24	0	50	50
17. It is crucial to have high-quality local roads and transit, even if it means raising taxes.	24	33	18	25	0	58	42
18. We need to make it easier and safer to get around Napa County, even if it means raising taxes.	20	29	23	28	0	49	51

(END RANDOMIZE)

19INT. Next, I'd like to read you items that may be included in the potential measure designed to improve transportation in Napa County. On a scale from one to seven, where one is not at all important and seven is extremely important, please tell me how important each of the following is to you.

		Not at all important			Extremely important					Mean
SCALE:		1	2	3	4	5	6	7	(DK/ Ref)	
(RANDOMIZE)										
19.	Reduce traffic congestion	5	3	6	14	20	16	35	0	5.3
20.	Repair roads and improve highways	3	2	4	9	20	17	44	0	5.7
21.	Fix potholes	2	1	5	9	14	15	53	0	5.9
22.	Improve evacuation routes	8	4	9	13	20	14	32	-	5.0
23.	Make transit more affordable for veterans, seniors, students, and people with disabilities	10	5	7	13	18	14	32	0	4.9
24.	Make biking and walking safer	9	5	8	11	17	11	38	0	5.1
25.	Reduce greenhouse gas emissions	20	5	6	11	15	11	30	-	4.5
26.	Improve safety on routes to schools for children and families	6	3	7	13	17	17	36	0	5.3
27.	Support new housing near transit stops and stations	22	8	11	15	18	10	15	0	3.9
28.	Improve public transit service throughout the county	14	8	10	16	16	12	23	1	4.4
29.	Redesign the intersection of Highway 29 and 12 and Airport Boulevard to improve traffic flow, increase safety, and enhance evacuation routes	8	3	5	15	20	15	33	0	5.1
30.	Redesign Highway 29 through American Canyon to improve traffic flow, increase safety, and enhance evacuation routes	8	3	5	13	18	13	40	-	5.3
31.	Redesign the intersection of Silverado Trail, Coombsville Road, Third Street, and East Avenue to improve traffic flow, increase safety, and enhance evacuation routes	15	6	11	18	19	12	19	0	4.3

(END RANDOMIZE)

32INT. Next I'd like to read you statements from people who **support** the proposed measure. After each one, please tell me how convincing that statement is as a reason to vote **for** the measure – very convincing, somewhat convincing, not too convincing, or not at all convincing.

SCALE:	Very convincing	Somewhat convincing	Not too convincing	Not at all convincing	(DK/Ref)	Total convincing	Total not convincing
(RANDOMIZE)							
32.	[TRAFFIC] This measure will fund local road and highway projects throughout the County that will reduce traffic congestion and make it easier for residents to get to school, work, and appointments.						
	26	43	17	13	0	69	30
33.	[ROAD REPAIR] This measure will fund pothole and road repair around the whole County, saving local residents time and money on flat tires, cracked windshields, and other car repairs.						
	35	37	15	13	0	72	28
34.	[TRANSIT] This measure will support public transit and reduce fares for seniors, veterans, people with disabilities, and students—the people who depend on it to get to the grocery store, doctors' appointments, school and work.						
	32	35	19	13	0	67	32
35.	[SAFETY] This measure will make our communities safer in emergencies by improving evacuation routes and installing electronic information signs along major routes to communicate real-time traffic and evacuation information.						
	30	38	17	14	1	68	31
36.	[CLIMATE CHANGE] This measure will reduce greenhouse gas emissions, improve air quality, and help combat climate change by redesigning our worst bottlenecks to reduce traffic congestion and unnecessary idling.						
	22	38	19	21	1	59	40
37.	[SCHOOLS] This measure will make routes to schools safer, making walking and cycling safer for kids and families by redesigning some of our most dangerous intersections.						
	32	39	16	12	1	72	28
38.	[IMPROVE NOW] This measure will allow local officials to make significant improvements to our streets and roads now, before they get any worse.						
	25	41	19	15	0	66	34
39.	[NO INCREASE] This measure will not increase taxes by one penny. This measure will just extend the existing sales tax while updating the plan to improve transportation across the County.						
	37	35	14	14	0	72	28
40.	[MATCHING AND CONTROLS] This measure will bring millions of dollars in state and federal matching funds to Napa County for critical transportation projects, and strong controls like citizen's oversight and independent audits will ensure all funds are spent as promised.						
	33	41	12	13	1	74	25

(END RANDOMIZE)

41. Now that you've heard more, I'll read you the measure again:

Without raising taxes, shall the Napa Valley Transportation Authority implement an updated Transportation Expenditure Plan to repair roads and improve highways; fix potholes; reduce traffic congestion; improve evacuation routes; make transit more affordable for veterans, seniors, students, and people with disabilities; and make biking and walking safer; by continuing its ½ cent transportation sales tax with no increase, providing \$25,000,000 annually for 30 years, with citizens oversight, and all funds dedicated to serving transportation needs in Napa County?

If the election were held today, would you vote yes to approve or no to reject this measure?

Yes	77
(Lean Yes)	0
No	22
(Lean No)	0
(Undecided/Don't Know/Not Sure)	1
Yes	77
No	22

42. Some people say this measure just isn't necessary. We already have a tax for transportation in Napa County, this measure replaces that tax with a new one that allows the County to borrow against future tax dollars so they can spend more of our money faster. It also extends the tax all the way through 2054, which is just too long. With other tax measures likely to be on the upcoming ballot, and the cost of living constantly increasing, we should reject this unnecessary tax and send the message that the people have had enough.

Now, given everything you've heard, would you vote yes to approve or no to reject this measure?

Yes	53
(Lean Yes)	1
No	44
(Lean No)	1
(Undecided/Don't Know/Not Sure)	1
Yes	54
No	45

DEMOS. My last questions are for statistical purposes only.

43INT. For each of the following methods of transportation you might use to get around, please tell me if you use that method frequently, occasionally, rarely, or not at all.

SCALE:	Frequently	Occasionally	Rarely	Not at all	(Don't know/ Refused)
(RANDOMIZE)					
43. Walk or ride a bike for transportation	17	25	23	35	1
44. Take public transit like a bus or train	3	7	22	67	1
45. Drive a car alone	75	15	4	5	0

(END RANDOMIZE)

46.	Do you currently own the home or apartment where you live, do you rent, do you live with family, or do you not have stable housing?	
	Own/buying	65
	Rent/lease	21
	Live with family	11
	No stable housing	1
	(Don't know/Refused)	3
47.	What is the last grade you completed in school?	
	Some grade school	0
	Some high school	1
	Graduated High School	15
	Technical/Vocational	5
	Some College/Less than 4 year degree	36
	Graduated College/4 year degree (BA, Bachelor)	24
	Graduate/Professional (MA, MS, Master's, PhD, MBA, Doctorate)	16
	(Don't know/Refused)	3
48.	In what year were you born? (YEARS CODED INTO CATEGORIES)	
	18-29	12
	30-39	14
	40-49	14
	50-64	25
	65 or over	35
	(Refused)	-

49. For this question, tell me all responses that apply to you. Do you consider yourself to be Hispanic or Latino, White or Caucasian, Black or African American, Asian or Pacific Islander American, or another race or ethnicity?

Hispanic or Latino	16
White or Caucasian	69
Black or African American	2
Asian or Pacific Islander American	6
Another race or ethnicity	4
(Refused)	10

THANK YOU!

SUPERVISORIAL DISTRICT

1	17
2	23
3	20
4	21
5	19

PARTY REGISTRATION

Democrat	52
Republican	22
NPP/Other	26

VOTE HISTORY (G18 PG20 S21 PG22)

New or Infrequent Voter (0-3/6)	33
Frequent Voter (4-5/6)	30
Perfect Voter (6/6)	37

LANGUAGE OF INTERVIEW

English	98
Spanish	2



NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Overview of Micromobility Devices

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Staff will provide the ATAC with an overview of micromobility and e-mobility device types, classifications, and regulations for operating these devices in the public right of way.

BACKGROUND AND DISCUSSION

Micromobility devices encompass a wide range of small vehicles, either fully or partially powered by humans, including bicycle, scooters, skateboards, roller skates, self-balancing vehicles, and other wheeled devices. When these devices have a motorized component and operate at lower speeds, they are referred to as powered micromobility, with electric variants such as e-bikes and e-scooters being the most prevalent.

The popularity and utilization of both human-powered and electric powered micromobility devices, also known as Electric Personal Assistive Devices (EPMADs), are on the rise. These devices can be found in various models and are available for personal ownership or through shared systems in cities worldwide. With the increasing demand for affordable transportation alternatives to traditional motor vehicles, these “NextGen” mobility devices are expected to gain further traction and usage.

ATTACHMENT

- 1) Micromobility and e-Mobility devices presentation



Micromobility Devices Overview

**Active Transportation Advisory Committee Monday,
September 25, 2023**

Presented by:

Diana Meehan, Principal Planner



What is a Micromobility Device?

Micromobility encompasses a range of compact, energy-efficient vehicles that are either entirely or partially propelled by human power. These include bicycles, scooters, skateboards, roller skates, self-balancing vehicles and other wheeled devices.

Powered micromobility refers specifically to lower-speed, motorized devices. These devices are most commonly electric (e.g., e-bikes, and e-scooters)

Examples of Micromobility



Ever since the invention of the wheel...



Examples of Micromobility



Most common types:



Examples of Micromobility



Less common types:



Examples of Micromobility



Adaptive:



Examples of Micromobility



Powered:



Examples of Micromobility



Powered:



Where is Micromobility allowed to operate?



CVC Division 11. Rules of the Road, Articles 4-7

Vehicle Type	Operation on Roadway Facility	California Vehicle Code (CVC)	Local Prohibitions/Restrictions?
Bikes and E-Bikes (all classifications, including adaptive)	All Roadways and designated bike facilities (with or without bicycle infrastructure) Exception: Freeways	21200-21213	Yes-No operation on sidewalks in commercial areas (St. Helena, Napa) Prohibition on All sidewalks-(Calistoga)
E-Scooters	Roads 35 mph or less or Multiuse path (drivers license required for operation or roads)	21235 (motorized-age 16 or older with drivers license)	City of Napa-Prohibited on roadway (10.32.090) (e-scooters-see CVC) County of Napa –Vine Trail: Prohibited
Roller skates and Roller blades	On sidewalks unless prohibited by local ordinance	N/A	City of Napa-Prohibited on roadway(10.32.090)
Segways	Roads 35 mph or less or Multiuse paths-on sidewalks unless prohibited by local ordinance	21281.5	County of Napa-Vine Trail: Prohibited
Skateboards, scooters or similar devices	Roads 35 mph or less or Multiuse path-on sidewalks unless prohibited by local ordinance	21291 (motorized-age 16 or older with drivers license)	City of Napa-Prohibited on roadway(10.32.090)
Electric Personal Assistive Mobility Devices (EPAMD)	Roads 35 mph or less or Multiuse path	21280-21282	Segways and e-scooters prohibited on Vine Trail in County sections only

- Innovations in EMBs, combined with state policy goals to reduce greenhouse gas emissions and develop a more "multi-modal transportation network, led to proposed legislation to exempt EMBs from Section 21968 CVC.
- **Assembly Bill 604 defined the term "electrically motorized board" and exempted EMBs from Section 21968(a) CVC.**
- Assembly Bill 604 also enacted regulations for the safe operation of EMBs. The statutes went into effect January 1, 2016.
- Section 2129~ CVC, added by AB 604, requires the California Highway Patrol (CHP) to submit a report to the Legislature, on or before January 1, 2021, to assist in determining the effect the . use of EMBs has on traffic safety.



What is Shared Micromobility?

Shared Micromobility encompasses all shared-use fleets of small, fully or partially human-powered vehicles such as bikes, e-bikes, and e-scooters.



Station-based bike share
(including e-bikes)



Dockless bike share
(including e-bikes)



Scooter share

Source: NACTO



Section 21294(a) An electrically motorized board shall only operate upon a highway designated with a speed limit of 35 miles per hour or less, unless the electrically motorized board is operated entirely within a designated Class II or Class IV bikeway.**

- (b) A person shall not operate an electrically motorized board upon a highway, bikeway, or any other public bicycle path, sidewalk, or trail, at a speed in excess of 15 miles per hour.
- (c) Notwithstanding subdivision (b), a person shall not operate an electrically motorized board at a speed greater than is reasonable or prudent, having due regard for weather, visibility, pedestrian and vehicular traffic, and the surface and width of the highway, bikeway, public bicycle path, sidewalk, or trail, and in no event at a speed that endangers the safety of any person or property.
- *(Amended by Stats. 2016, Ch. 86, Sec. 302. (SB 1171) Effective January 1, 2017.)*

****A Class IV Bikeway (separated bikeway) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic.**

The Commissioner of the California Highway Patrol shall submit a report to the Legislature, on or before January 1, 2021, to assist in determining the effect that the use of electrically motorized boards has on traffic safety. The report shall include detailed statewide traffic collision data involving electrically motorized boards, including property damage only, injury, and fatal traffic collisions. The report shall be submitted in compliance with Section 9795 of the Government Code. Pursuant to Section 10231.5 of the Government Code, this section is repealed on January 1, 2025.

(Added by Stats. 2015, Ch. 777, Sec. 3. (AB 604) Effective January 1, 2016. Repealed as of January 1, 2025, by its own provisions.)

- **Why Allow Powered Micromobility Use?**
- Enable equitable and affordable transportation
- Reduce GHG emissions due to mode shift
- Expand the number and demographic of people who can travel by active transportation
- Improve health outcomes

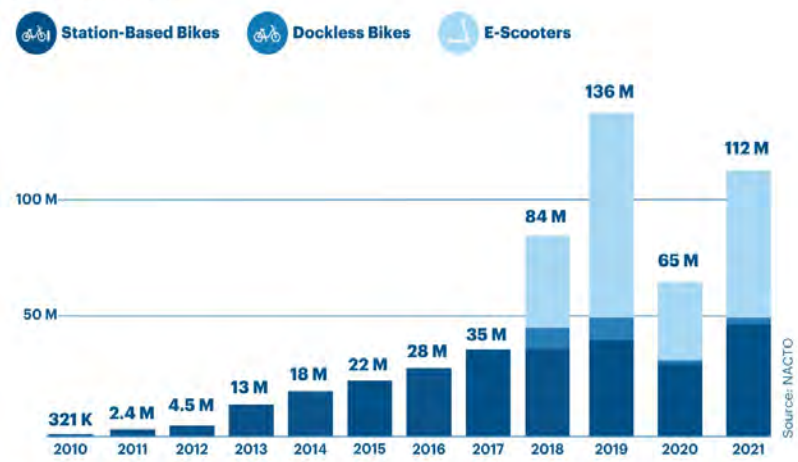


- E-bike sales in the U.S. three-fold from 2019 to 2021
- E-bike sales electric vehicle (EV) sales in the U.S. in 2020 and 2021
- 112 million shared micromobility trips in 2021



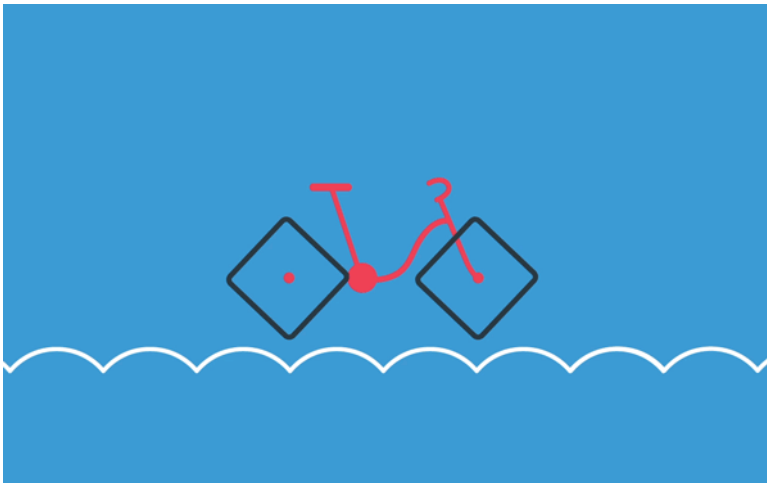
Shared Micromobility Ridership in the U.S. from 2010-2021

IN MILLIONS OF TRIPS



Since the introduction of the country's first bike share system in 2010, people in the U.S. have taken half a billion trips total on shared micromobility

Questions?





Thank you!

Presented by:

Diana Meehan, Principal Planner





Monday, September 25, 2023
ATAC Agenda Item 9.3
Continued From: May 22, 2023
Action Requested: APPROVE

NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: E-Mobility Device Safety on Multiuse Trails Ad Hoc Committee

RECOMMENDATION

That the Active Transportation Advisory Committee (ATAC) form an ad hoc committee made up of three (3) ATAC members representing at least two different jurisdictions to research and develop best practices and safety recommendations for multiuse trail users.

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 multiuse facilities, in addition to increased use of varying types of electric personal mobility assistive devices (EPMADs; e-scooters, segways, electric unicycles etc.) is causing some concern among facility users over potential conflicts between bicycles and pedestrians.

ATAC will form an Ad Hoc committee to research and develop safety best practices for all mobility types on Class I multiuse facilities for review by the Technical Advisory Committee (TAC) and local jurisdictions responsible for the operations and maintenance of multiuse trail systems.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

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. 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, easy to operate and lightweight, making them a popular choice for short trips. Like many forms of transportation, there are also drawbacks and these devices 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 California Vehicle Code (C.V.C.) define rules and laws for pedestrian and bicycle travel on public roadways to ensure the safety of all users. There are concerns surrounding the changes, allowing faster, heavier e-bikes (known as Class 3 electric bicycles or throttle assist) on Class I bikeways and shared use paths. Most Class 3 electric bikes can travel at speeds of 28 miles per hour or more. The increased use of EPAMDs on Class I bikeways 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 and 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 prohibits 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.

ATAC will form an ad hoc committee to research best practices for user safety on multi-use Class I facilities and provide recommendations to the NVTA Technical Advisory Committee. Research should consist of but not be limited to:

- Speed-related ordinances on multiuse paths in the Bay Area
- Safety studies-user conflicts on multiuse paths
- Courtesy signage-best practices

The ad hoc committee will meet over the next 6 months in preparation to bring back recommendations to the TAC in January 2024.

ATTACHMENT

Attachment 1) MTC Next Gen Mobility Presentation

Designing and Managing Trails for Next Gen Mobility



Today's Presentation: Agenda

- Welcome/Introductions
- Micromobility Context
- What Now?
 - Setting Principles
 - Policy and Management Considerations
 - Design Considerations



Images Source: MTC

Bay Area Concerns: What We've Heard

- 1 **AB 1909** loosens the restrictions on Class 3 e-bikes and may have implications for user conflict/safety.
- 2 **Jurisdictions** are considering prohibiting e-scooters, Segways, and e-bikes.
- 3 **Policymakers and trail managers** want to be pro-active with full understanding of the issue, existing research, and any tested strategies.
- 4 **Policymakers and trail managers** want trail network expansion planning to account for both current and future trail uses.

Today's Presentation: alta



Jean Crowther, AICP
Principal,
Innovative Mobility



Doug Arseneault
Planning Associate,
Innovative Mobility



Jeff Knowles, AICP
Principal,
California Planning Leader



Micromobility Device Classifications

International Transport Forum (ITF) uses **weight and speed** to distinguish micromobility vehicles

Types A & B

- Low speed
- Up to 770 lbs

Type C

- Higher speed
- Up to 77 lbs

Type A	Type B	Type C	Type D
unpowered or powered up to 25 km/h (16 mph)		powered with top speed between 25-45 km/h (16-28 mph)	
<35 kg (77 lb)	35 - 350 kg (77 - 770 lb)	<35 kg (77 lb)	35 - 350 kg (77 - 770 lb)

Image Source: ITF Safe Micromobility

What is Micromobility?

Micromobility refers to small, fully or partially human-powered vehicles, such as bicycles, scooters, skateboards, roller skates, self-balancing vehicles or other wheeled devices

Powered micromobility refers specifically to low-speed, motorized devices. These devices are most commonly electric (e.g. e-bikes and e-scooters) but may come in other forms



Images Source: Alta Planning + Design

Electric Bicycle Classifications (AB1096)

Type	Asset Type	Max Assist Speed	Minimum Age	Helmet
Class 1	Pedal	20 MPH	NA	17 and under
Class 2	Pedal / Throttle	20 MPH	NA	17 and under
Class 3	Pedal	28 MPH	16	All Ages

Image Source: People for Bikes

Type 2 E-Bike Throttle

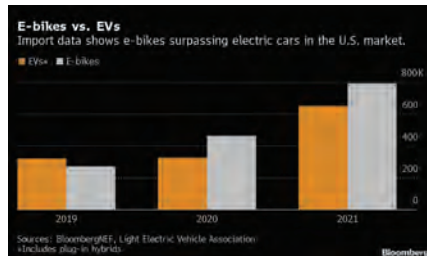


Image Source: Electric Bike Report

Why Now?

E-bike sales in the U.S. **grew** three-fold from 2019 to 2021

E-bike sales **exceeded** electric vehicle (EV) sales in the U.S. in 2020 and 2021



Why Now? (Bay Area)

In the Bay Area between September 2022 and May 2023:

1,662,499 Shared e-bike rides*

1,222,399 Shared e-scooter trips**

14,520 Shared seated e-scooter trips***

*In San Francisco and San José via Bay Wheels

**In San Francisco, San José, Emeryville, Oakland, and Berkeley via Bird, Lime, Link, Spin and VeoRide

***In Oakland via Link

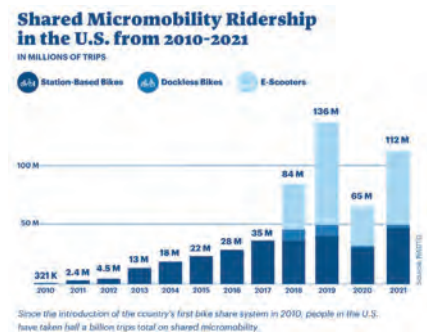
Jan-June 2022 Ridership:
Bay Wheels is Bay Area's
8th largest transit

Rank	Ridership	Agency	Rank 2019
1	53,361,821	SPATA	1
2	20,403,858	BART	2
3	15,153,341	AC Transit	3
4	9,271,938	VTA	4
5	7,729,078	SanTrans	6
6	1,715,150	Caltrain	5
7	1,244,245	Marin Transit	9
8	1,222,023	Bay Wheels	11
9	992,665	GGBMTD	7
10	964,650	County Connection	8
11	782,542	WETA	10
12	546,392	Santa Rosa CityBus	13
13	498,169	Tri Delta Transit	12
14	484,577	MTC	22
15	452,700	LAVTA	14
16	304,115	SanTrans	16
17	284,270	WestCAT	17
18	271,191	Sonoma County Transit	19
19	230,280	Napa Vite	18
20	199,054	SMART	21
21	180,084	FAST	20
22	176,931	AC	15
23	6,488	BikeShare Capital Grant Program	-

Why Now? (National)

112 million shared micromobility trips in 2021

Shared e-bike trips **doubled** from 9.5 million in 2018 to 17 million in 2021



Why Allow Powered Micromobility Use?

- 1 Enable equitable and affordable transportation
- 2 Reduce GHG emissions due to mode shift
- 3 Expand the number and demographic of people who can travel by active transportation
- 4 Improve health outcomes



Image Source: MTC

Why Allow Powered Micromobility Use?

Communities can expand individuals' range of mobility and attract trail use by determining how shared-use paths can safely function with powered micromobility users



Images Source: MTC

Myth-busting Common Concern 1

Myth #1

"Trail users don't want to share."

Lessons from other Trails

Communities prefer trail etiquette strategies rather than prohibiting access, when surveyed.

Source: Surveys in Half Moon Bay, CA and Fort Collins, CO



Images Source: Karl Nielsen

Further Reading:

- <https://www.half-moon-bay.ca.us/DocumentCenter/View/5283/ebike-survey-results>
- <https://www.fcgov.com/bicycling/files/2022-e-bike-evaluation-report.pdf>

Changes with California's AB 1909 (2022)

- 1 **Eliminates** the statewide ban of Class 3 electric bicycles on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail.
- 2 **Eliminates** local authority to ban electric bicycles on bike paths.
- 3 **Authorizes** the state Department of Parks and Recreation (California State Parks) to prohibit the operation of electric bicycles or any class of electric bicycles on any bicycle path or trail within the department's jurisdiction.

Myth-busting Common Concern 2

Myth #2

"E-powered users are going too fast for trails."

Lessons from other trails

People riding e-bikes on trails and local routes typically ride at the same speed or slower than people riding traditional bikes.

Source: Evaluations in Fort Collins, CO; Vancouver, BC; Pinellas, FL



Image Source: Karl Nielsen

Further Reading:

- <https://www.fcgov.com/bicycling/files/2022-e-bike-evaluation-report.pdf>
- https://civil-reactlab.sites.olt.ubc.ca/files/2022/05/HumanElectricHybridVehicles_StreetDesignAndPolicy_FinalReport_2022.pdf
- <https://forwardpinellas.org/blog/pinellas-the-pinellas-trail-is-perception-reality-and-what-can-we-do-about-it/>

Myth-busting Common Concerns 3

Myth #3

“E-powered users are reckless.”

Lessons from other trails

People riding e-bikes tend to be more courteously behaved on trails than people riding traditional bikes

Source: Evaluation in Fort Collins, CO



Images Source: Bike Portland

Further Reading:
• <https://www.fcgov.com/bicycling/files/2022-e-bike-evaluation-report.pdf>



What Now?



Myth-busting Common Concern 4

Myth #4

“E-powered devices are causing more and worse crashes on trails.”

Lessons from other trails

Crash data are currently not collected in such a way to accurately assess the number and severity of crashes involving people riding e-bikes and e-scooters.

Source: NTSB Report



Images Source: East Bay Regional Parks District

Further Reading:
• <https://www.nts.gov/safety/safety-studies/Documents/SRR2201.pdf>



Multiple Approaches

Trail Principles

- 1 What are the goals of the community?
- 2 What are the goals of the trail?
- 3 Who does the trail serve?

Trail Policy and Management

- 4 Rules for who, what, when, where, how
- 5 Education and etiquette

Trail Design

- 6 Designing for the activity you want



Images Source: MTC





Principles to Guide Decision Making 2



Design for Safety

An expanded range of users indicates an expanded range of speeds, volumes, vehicle maneuverability, and potential hazards. Designing for safety requires identifying and prioritizing the most vulnerable trail user first, then accounting for design features that will improve safety for all users. This could include turn radii, signage placement, speed guidance, sight distances, and surface maintenance or repair. High volumes or heavy vehicles (e.g. NEVs) warrant physical separation, speed designated lanes, or policy actions such as designating no-power zones and the use of geofencing technologies for speed control.

Principles to Guide Decision Making 1



Advance Mobility Justice

Shared-use paths provide access to health, economic opportunity, and safe and affordable transportation. There is potential that powered micromobility further extends that reach through longer trip distances, faster travel, and a wider range of abilities. Historically marginalized communities and people facing the greatest mobility barriers have the most to gain from improved access and should be centered in the planning and design process. This includes making decisions about a trail's "design users" and "design uses."

Principles to Guide Decision Making 3



Complement the Natural Environment

Shared-use paths can provide access for multimodal and powered mobility while still preserving users' experience with the natural environment. Design and management strategies should reduce interferences with the natural context with considerations for sound, wildlife interactions (e.g. bird watching), and speed reductions.

Principles to Guide Decision Making 4



Prioritize the Human Experience

Shared-use path design should strive for a consistent user experience and predictable level of comfort. With a “do no harm” approach to accommodating new modes alongside traditional shared-use path users, design modifications and new management policies should prioritize the human experience, including the experience of the trail's most vulnerable user. Future-ready trails recognize perceptions of safety and level of comfort as very real factors that influence trail usage.

Principles to Guide Decision Making 6



Design for the Future Trail

Plan for the shared-use path's future. A range of tools available now can leverage big data, local transportation trends, and modernized modeling tools to estimate future volumes of trail users. Trail designers and managers should track trends, identify shifts in user groups, and conduct research when possible (e.g. counts or intercept surveys). Understanding latent demand and estimated future volumes for a growing suite of trail modes, users, and uses will determine effective design solutions that will have lasting impacts on trail success.



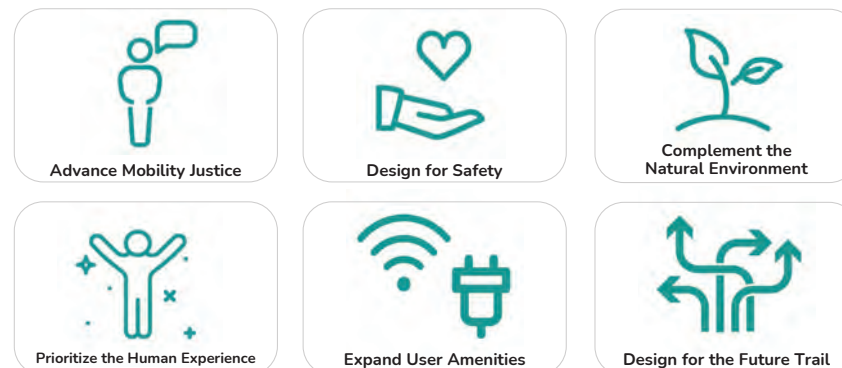
Principles to Guide Decision Making 5



Expand User Amenities

New amenities will improve how shared-use paths accommodate new users. With powered micromobility and other new and emerging modes, public charging infrastructure offers convenience while also reducing risk of “stranded” users or inoperable devices/vehicles that have lost power. Such investments can also provide public charging for motorized wheelchairs or personal phones. Other amenities could include added storage or parking at trailheads and maps/signage for connecting to shared micromobility docking stations and parking corrals.

Principles to Guide Decision Making



Policy & Management Considerations

Trail Classification

A single trail rarely accommodates all user types

Trail classifications can establish appropriate trail use by considering:

- 1 Trail type
- 2 Managed use
- 3 Design use



Image Source: City of Greenville, greenvillejournal.com

Policy & Management Considerations

- 1 Trail Classifications
- 2 User Behavior
- 3 User Types & Devices



Images Source: Alta Planning + Design

User Behavior

Regulate the concern rather than the device

Examples

- Speed
- Access
- Parking
- Noise
- Air pollution



Image Source: Kuhmute. Retrieved on 2/16/2021 from <https://www.kuhmute.com/>

CASE STUDY: Travel Speed

Vancouver, BC

Minimal difference in speed between traditional bicycles and e-bicycles (~2.5 mph)

Fort Collins, CO

Average speed for traditional bikes was 11.78 mph compared to 11.86 mph for e-bikes



Image Source: Emma Tsui, New York Times

Further Reading:

- <https://www.fcgov.com/bicycling/files/2022-e-bike-evaluation-report.pdf>
- https://civil-reactlab.sites.olt.ubc.ca/files/2022/05/HumanElectricHybridVehicles_StreetDesignAndPolicy_FinalReport_2022.pdf



CASE STUDY: Observed Etiquette

Fort Collins, CO

- E-bike riders were more likely than traditional bike riders to give an audible signal when passing another trail user (33% vs 24%).
- E-bike riders were more likely than traditional bike riders to give three feet when passing (50% vs 44 %).
- Zero incidents of conflict were observed between people walking and people riding e-bikes.
 - The only mode of transportation with observed conflict (reckless riding and near misses) were people riding traditional bikes.

Further Reading:

- <https://www.fcgov.com/bicycling/files/2022-e-bike-evaluation-report.pdf>



CASE STUDY: Adhering to Speed Limits

Pinellas County, FL

Of the 67 total e-bike/e-scooter users observed, only 3 (4.5%) were speeding, and only 1 was engaging in unsafe speeding behavior

Fort Collins, CO

More traditional bikes (11.7%) were observed going over the 15-mph speed limit than e-bikes (3.9%).

Vancouver, BC

About 2% of traditional bicycles traveled faster than the posted speed limit, while 7-8% of e-bikes traveled faster than the speed limit.

Further Reading:

- <https://www.fcgov.com/bicycling/files/2022-e-bike-evaluation-report.pdf>
- https://civil-reactlab.sites.olt.ubc.ca/files/2022/05/HumanElectricHybridVehicles_StreetDesignAndPolicy_FinalReport_2022.pdf
- <https://forwardpinellas.org/blog/pinellas/the-pinellas-trail-is-perception-reality-and-what-can-we-do-about-it/>



User Types/Devices

- Each trail user type has its own needs and demands.
- Policy, messaging, and signage tell trail users where they belong.
- Trail policy can allow or prohibit bicycles, e-bicycles, scooters, e-scooters, Neighborhood Electric Vehicles, all-terrain vehicles, skateboards, e-skateboards, and more.

However, in California, local authorities cannot ban e-bicycles from Class I bike paths (per AB 1909).



Image Source: City of Greenville, greenvillejournal.com



CASE STUDY:

Device-Specific Restriction

Atlanta Beltline, GA

- Reduced Speed Zone through a virtual perimeter that restricts e-scooters to a maximum speed of 8 mph during periods of congested activity.
- Resulted in fewer complaints about unsafe riding behavior and trail users say they feel safer.
- Some e-scooter companies reported cost and time factors hurting their bottom line, while others reported no effect from the policy.

Further Reading:

- https://alta.go.com/wp-content/uploads/Next-Generation-Trails-White-Paper_2020_-Alta.pdf

Trail Design

Trail width, surface type, and adjacent space commonly set tone for trail use

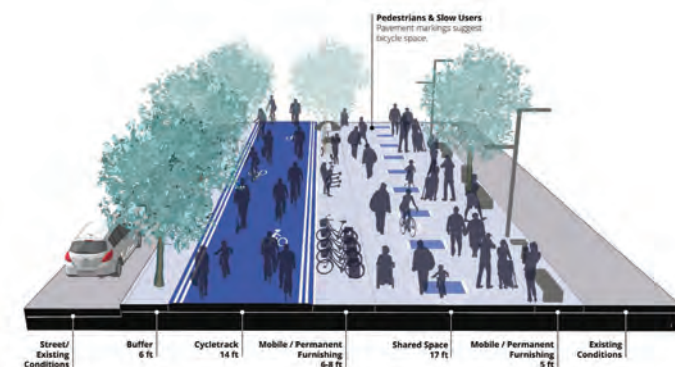
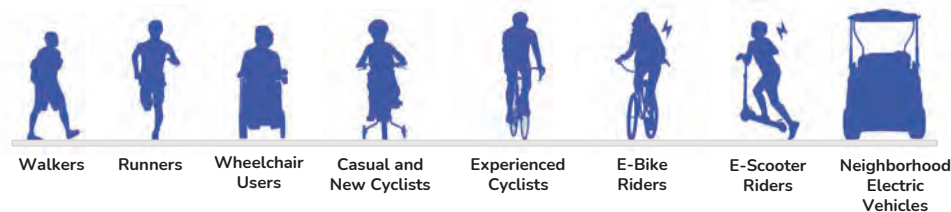


Image Source: Alta Planning + Design

Design Considerations

User types inform design



Safe Operating Widths

Allocate extra width to accommodate wider devices and passing

Account for

- Riding space
- Passing space
- Shy distance



Image Source: MTC

Other Design Considerations

Create safe and maneuverable spaces at **intersections and driveways**

Provide **smooth surfaces** for devices with small wheels

Make the best place to **ride obvious**

- 1 Signage
- 2 Pavement markings
- 3 Network connectivity



Image Source: MTC

When to Separate Users

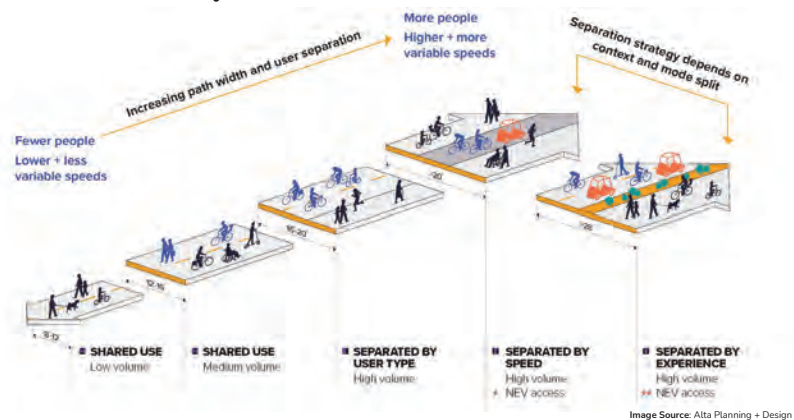


Image Source: Alta Planning + Design

Resources



https://alta.com/wp-content/uploads/Next-Generation-Trails-White-Paper_2020_-Alta.pdf



<https://nacto.org/publication/designing-for-small-things-with-wheels/>



Questions?

MTC Design & Project Delivery Shared Mobility and Active Transportation

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Works Cited

Half Moon Bay, CA: <https://www.half-moon-bay.ca.us/DocumentCenter/View/5283/ebike-survey-results>

Fort Collins, CO: <https://www.fcgov.com/bicycling/files/2022-e-bike-evaluation-report.pdf>

Golden Gate Bridge Study: https://www.goldengate.org/assets/1/25/2021-0225-bocomm-no7-attachment_bicyclesafetystudy.pdf?6592

Vancouver, BC: https://civil-reactlab.sites.olt.ubc.ca/files/2022/05/HumanElectricHybridVehicles_StreetDesignAndPolicy_FinalReport_2022.pdf

Pinellas, FL: <https://forwardpinellas.org/blog/pinellas/the-pinellas-trail-is-perception-reality-and-what-can-we-do-about-it/>

NTSB Study: <https://www.nts.gov/safety/safety-studies/Documents/SRR2201.pdf>

ITF: https://www.itf-oecd.org/sites/default/files/docs/safe-micromobility_1.pdf

SAE International: <https://www.sae.org/binaries/content/assets/cm/content/topics/micromobility/sae-j3194-summary---2019-11.pdf>

DOT: <https://highways.dot.gov/sites/fhwa.dot.gov/files/wfl-e-bike-final-report.pdf>



September 25, 2023
ATAC Agenda Item 9.4
Continued From: May

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY

Active Transportation Advisory Committee Agenda Memo

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Principal Planner
(707) 259-8327/ Email: dmeehan@nvta.ca.gov
SUBJECT: Countywide Vision Zero Draft Plan Review

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Napa Valley Transportation Authority (NVRTA) staff and consultant Fehr & Peers have completed the draft Vision Zero Plan for review and comment by the Active Transportation Advisory Committee.

The development of the plan took place between October 2022 and present. The plan has been reviewed by NVRTA staff, the Vision Zero Technical Advisory and Stakeholder working groups and is available for review and comment in preparation for the plan adoption by the NVRTA Board in October.

Plan Vision Statement

Napa Valley is committed to an equity-focused, data-driven effort to eliminate traffic deaths and severe injuries on our streets by 2030.

Plan Components:

- Introduction, Background and Vision
- Community Outreach
- Identification of High Injury Network (HIN) Countywide (2015-2021 data years)
- Analysis of Safety Data
- Collision Profiles
- Proven Safety Countermeasures/recommendations

- Implementation, Evaluation and Funding Strategies
- Vision Zero Action Plan
- Project Development and Action Strategies for projects on the HIN

Next Steps:

- NVTa Committees review/comment: September
- NVTa Board Adoption: October
- Jurisdiction Vision Zero Policy Adoptions: October-December

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

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 and consultant Fehr & Peers developed a Countywide Vision Zero plan scheduled for completion by December 2023. This effort is data-driven and complements recent Local Roadway Safety Plans (LRSP) completed by the County and Cities of Napa and American Canyon, and meets safety plan requirements for up valley communities without an LRSP.

Several funding sources require adoption of roadway safety plans or Vision Zero plans to ensure funding for transportation projects that prioritize safety for all road users. Jurisdictions receiving One Bay Area Grant (OBAG 3) funds must have a completed plan no later than December 2023. This plan includes priority safety projects and programs countywide in preparation for grant funding opportunities to make transportation safety improvements that will help achieve the goal of zero serious and fatal roadway injuries countywide by 2030.

The Vision Zero Draft Plan was distributed to ATAC members on September 12 to allow sufficient time for review and comment prior to the due date.

Comments on the Vision Zero Draft Plan are due to NVTa staff by Wednesday, September 27. Please use the comment matrix (Attachment 1) and email comments to: dmeehan@nvta.ca.gov

The draft plan is available here:

<https://nvta.ca.gov/planning-and-projects/planning/regional/napa-valley-vision-zero/>

ATTACHMENT

- 1) Draft Vision Zero Plan Comment Matrix

Draft Napa Valley Vision Zero Plan
Comment Tracking Form

Document Name	
Date	
Reviewers	

Comment #	Reference (Page # and paragraph, table number or figure number)	Comment / Proposed Edit / Correction	F&P Response A = Accepted P = Propose alternate solution NC = No change	F&P Explanation	F&P Notes
1					
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