

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559



## Agenda - Final

**Monday, November 27, 2023**  
**5:30 PM**

**JoAnn Busenbark Board Room**

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

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

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

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

- 1) To join the meeting via Zoom video conference from your PC, Mac, iPad, iPhone or Android at the noticed meeting time, go to <https://zoom.us/join> and enter meeting ID 92900898715
- 2) To join the Zoom meeting by phone - dial 1-669-900-6833, enter meeting ID: 929 0089 8715 If asked for the participant ID or code, press #.

#### **Public Comments**

Members of the public may comment on matters within the purview of the Committee that are not on the meeting agenda during the general public comment item at the beginning of the meeting. Comments related to a specific item on the agenda must be reserved until the time the agenda item is considered and the Chair invites public comment. Members of the public are welcome to address the Committee, however, under the Brown Act Committee members may not deliberate or take action on items not on the agenda, and generally may only listen.

Instructions for submitting a Public Comment are on the next page.

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

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

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

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

Instructions on how to join a Zoom video conference meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

Note: The methods of observing, listening, or providing public comment to the meeting may be altered due to technical difficulties or the meeting may be cancelled, if needed.

All materials relating to an agenda item for an open session of a regular meeting of the NVTA ATAC are posted on the NVTA website 72 hours prior to the meeting at: <https://nctpa.legistar.com/Calendar.aspx> or by emailing [info@nvta.ca.gov](mailto:info@nvta.ca.gov) to request a copy of the agenda.

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

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

5.1 Staff Comments

5.2 Mark Lucas Remembrance

**6. STANDING AGENDA ITEMS**

6.1 Safe Routes to School (SRTS) Update

6.2 Active Transportation Legislative Updates\*

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

**7. PRESENTATIONS**

7.1 Vine Trail Signage Presentation (Kara Vernor/Shawn Casey-White)

**Recommendation:** Information only

**Estimated Time:** 5:55 p.m.

**8. CONSENT AGENDA**

8.1 Meeting Minutes of September 26, 2023 Active Transportation Advisory Committee (ATAC) (Laura Sanderlin) (Pages 8-10)

**Recommendation:** ATAC recommendation will accept the September 25, 2023 Meeting Minutes.

**Estimated Time:** 6:05 p.m.

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

**9. REGULAR AGENDA ITEMS**

**9.1 Active Transportation Advisory Committee (ATAC) Work Plan and Meeting Schedule for Calendar Year 2024 (Diana Meehan) (Pages 11-14)**

**Recommendation:** That the ATAC review and adopt the 2024 Work Plan and 2024 ATAC meeting calendar.

**Estimated Time:** 6:05 p.m.

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

**9.2 Federal and State Legislative Advocacy Platform and Project Priorities for Calendar Year 2024 (Danielle Schmitz) (Pages 15-20)**

**Recommendation:** Staff will review the 2024 Federal and State legislative advocacy platform for calendar year 2024. Information only

**Estimated Time:** 6:10 p.m.

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

**9.3 Active Transportation Network - Existing Facilities Rubric (Patrick Band) (Pages 21-28)**

**Recommendation:** Staff will provide an overview of the Active Transportation Network Existing Facilities Rubric. Information only

**Estimated Time:** 6:15 pm

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

**9.4 Napa Valley Vine Trail Coalition (NVVTC) Active Transportation Advisory Committee (ATAC) Appointment (Diana Meehan) (Page 29)**

**Recommendation:** That the Active Transportation Advisory Committee (ATAC) appoint a member to represent the ATAC on the Napa Valley Vine Trail Coalition (NVVTC) Board of Directors.

**Estimated Time:** 6:25 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 January 22, 2024 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 Monday, November 20, 2023.

*Kathy Alexander*

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Kathy Alexander, Deputy Board Secretary

\*Information will be available at the meeting

## Glossary of Acronyms

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

## Glossary of Acronyms

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

# Napa Valley Transportation Authority

625 Burnell Street  
Napa, CA 94559

November 27, 2023  
ATAC Item 8.1  
Continued From: New  
Action Requested: Accept

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

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Monday, September 25, 2023

5:30 PM

JoAnn Busenbark Board Room

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### 1. Call To Order

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

### 2. Roll Call

**Present:** 6 - Barry Christian  
Jonathan Schellin  
Majel Arnold  
Jeffrey Davis  
Frances Knapczyk  
Michael Rabinowitz

### 3. Public Comment

None

### 4. Committee Member Comments

None

### 5. Staff Comments

Staff member Diana Meehan reported:  
-current committee openings for ATAC  
-Caltrans district 4 Bike and Pedestrian committee openings  
-2023 V Commute Challenge

### 6. STANDING AGENDA ITEMS

#### PRESENTATIONS

#### 7.1 Caltrans District 4 Bicycle Plan Update Overview (Caltrans Staff)

Information only/No action taken

Jasmine Stitt, Caltrans reported presentation.

Chair Christian requested for Caltrans to partner with ATAC to develop best practices for shared use/multi use trails.

Member Rabinowitz requested for Caltrans to continue their focus on being better funding partner.



## **7.2 Safe Routes to School Presentation (Kara Vernor/Carlotta Sainato)**

Information only/No action taken

Information on the accomplished programs funded by the Quick Strike Grant.

Public comment made by Napa resident, Rick Warren in support of strengthening the relationship between SRTS and individual schools.

## **7.3 Vine Trail Signage Presentation (Kara Vernor/Shawn Casey-White)**

Information only/No action taken

Kara Vernor provided a brief overview of the etiquette signage and ag respect campaign along the Vine Trail.

## **8. CONSENT AGENDA**

Motion MOVED by SCHELLIN, SECONDED by ARNOLD to APPROVE Consent Item 8.1, Meeting Minutes of May 22, 2023 with amendment of a typo on page 9. Motion passed unanimously.

Aye: 6 - Chairperson Christian, Vice Chair Schellin, Member Arnold, Member Davis, Member Knapczyk, and Member Rabinowitz

## **8.1 Meeting Minutes of May 22, 2023 Active Transportation Advisory Committee (ATAC) (Laura Sanderlin) (Pages 8-10)**

## **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)**

Information only/No action taken

Member Schellin inquired about ballot measure bonding strategy and current Measure T funding.

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

Information only/No action taken

Public comment made by Rick Warren on the efforts of the jurisdictions aligning with the County of Napa ordinance to manage high speed scooter/electric vehicle use on the Vine Trail.

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

Public comment made by Kara Vernor and Rick Warren.

Committee discussed for this item to be moved into the upcoming annual work plan instead of forming an ad hoc committee.

Motion MOVED by KNAPCZYCK, SECONDED by CHRISTIAN, to place E-Mobility Device Safety on Multiuse Trails as a work plan item instead of forming an ad hoc committee. Motion passed

unanimously.

**Aye:** 6 - Chairperson Christian, Vice Chair Schellin, Member Arnold, Member Davis, Member Knapczyk, and Member Rabinowitz

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

Information only/No action taken

Public comment made by Kara Vernor commenting for committee member focus on Class 4 protected bike lanes placed part of the recommendation within the project list.

### **10. FUTURE AGENDA ITEMS**

-Annual work plan

### **11. ADJOURNMENT**

Chair Christian adjourned the meeting at 7:40pm.

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

\*Information will be available at the meeting



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Active Transportation Advisory Committee Agenda Memo

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**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Senior Program Planner/Administrator  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Active Transportation Advisory Committee (ATAC) 2024 Work Plan and Draft 2024 NVTA Meeting Calendar

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#### **RECOMMENDATION**

That the Active Transportation Advisory Committee (ATAC) review and adopt the 2024 Work Plan and 2024 ATAC meeting calendar.

#### **FISCAL IMPACT**

Is there a Fiscal Impact? No

#### **BACKGROUND AND DISCUSSION**

The ATAC makes recommendations to the NVTA Board on all active transportation related projects and programs. The 2024 ATAC Work Plan provides the framework for timely review and recommendation to the NVTA Board on projects and programs related to active transportation.

A review of the 2023 work plan tasks will help evaluate the current progress of active transportation projects and programs. The committee may make recommendations for the 2024 ATAC Work Plan.

Attachment 2 is the 2024 calendar of NVTA Board and committee meetings. The ATAC will approve its calendar for the coming year.

#### **ATTACHMENTS**

- 1) Draft 2024 Work Plan (redlined to show changes)
- 2) 2024 NVTA Meeting Calendar

**NVTA Active Transportation Advisory Committee (ATAC)  
 2024~~3~~ Work Plan**

Item	Period
1. Review Complete Street Checklists as required	As needed
2. Receive updates on the Napa Valley Vine Trail	Bi-monthly
3. Receive updates and comment <del>on active</del> <u>on active</u> transportation goals, projects and programs and performance metrics outlined in the Countywide Transportation Plan	As needed
4. Review Active Transportation Grant Programs and Project Submittals for NVTA	As needed
5. Receive updates from <u>MTC</u> Regional Active Transportation Advisory <del>and</del> Working Groups	As needed
6. Review and recommend Transportation Development Act, Article 3 (TDA-3) call for projects and project selection	March & July
7. Comment on proposed Active Transportation Program (ATP) “call for projects” applications.	As needed
8. Appoint chair and vice-chair for 2024 <del>3</del>	January
9. Review progress and implementation of local Bicycle and Pedestrian Programs and Projects in Countywide Active Transportation Plans	Annually
10. Collaborate and review bicycle map updates	As needed
11. Review Safe Routes to School Projects and Programs	Bi-monthly
12. Attend NVTA committee meetings (TAC, PCC, CAC) to discuss active transportation issues	As needed
13. Attend NVTA Board meetings	As needed
14. Active Transportation Best Practices Review	As needed
15. Safety and Enforcement-Law Enforcement Agencies review of active transportation safety and enforcement issues	As needed
<u>16. E-Mobility Device Safety on Multiuse Trails (Class I)</u>	<u>As needed</u>
<u>17. Napa Valley Vision Zero <del>Plan</del> Action Plan</u>	<u>Annually</u>

<del>16-18.</del> <u>18.</u> Live Healthy Napa County (LHNC) Coordination	As needed
<del>17-19.</del> <u>19.</u> Existing Conditions-Bicycle and Pedestrian Issues Review-Committee Position	As needed
<del>18-20.</del> <u>20.</u> Active Transportation Annual Report	July
<del>19-21.</del> <u>21.</u> Alternative Transportation-Legislative Updates	Bi-monthly
<del>20-22.</del> <u>22.</u> Caltrans District 4 SHOPP Review	As needed
<del>21-23.</del> <u>23.</u> NVTa Executive Director's Report	Quarterly
<del>22-24.</del> <u>24.</u> NVTa Projects Update	Quarterly
<del>23-25.</del> <u>25.</u> Other Items	As needed

#### Other topics for 2024

- ~~Napa Valley Vision Zero Plan/ High Injury Network Mapping-Review and comment as needed~~
- Countywide Active Transportation Plan Update
- Community Based Transportation Plan Update
- Countywide Accessible Transportation Needs Assessment-Review and comment as needed
- Countywide Bicycle Map Update- review
- Periodic reports from jurisdictions to allow local staff an opportunity to present their active transportation programs/projects-~~as available~~
- ~~SR 29 multimodal and operational improvements~~
- Imola Corridor Complete Streets Improvements
- ~~Measure T 6.67% Equivalent Projects (every two years)-2023 is a review year~~Measure T Sales Tax Replacement Measure
- Quick Strike-Napa Forward Project~~gram~~
- SR 29 American Canyon Corridor Improvements
- State Highway Safety Plan (SHSP)-Bike & Pedestrian Area Action Items
- V-Commute (Travel Demand Management)
- SB 743-Vehicle Miles Traveled (VMT) Mitigation

**2024**  
**NVTA Board of Directors and Committee Meeting Calendar**

Attachment 2  
 ATAC Item 9.1  
 November 27, 2023

**January**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

**February**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29		

**March**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

**April**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

**May**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

**June**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

**July**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

**August**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

**September**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

**October**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**November**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

**December**

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
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<b>NVTA</b> 1:00 PM	<b>NVTA-TA</b> 1:00 PM	<b>TAC</b> 2:00 PM	<b>PCC</b> 10:00 AM	<b>ATAC</b> 5:30 PM	<b>CAC</b> 5:00 PM	<b>ITOC</b> 2:00 PM	<b>HOLIDAY</b>
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## NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

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**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Danielle Schmitz, Director, Capital Development and Planning  
(707) 259-5968 / Email: [dschmitz@nvta.ca.gov](mailto:dschmitz@nvta.ca.gov)  
**SUBJECT:** 2024 Draft Federal and State Legislative Advocacy Program

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

Napa Valley Transportation Authority (NVTA) Board adopts a legislative program each year. The Legislative Agenda allows staff to establish direction and focus agency efforts to meet key agency goals and objectives. It also authorizes staff to advocate for various policies, programs, and projects. The adopted 2024 Legislative Agenda can be found in Attachment 1.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **ATTACHMENT**

(1) 2024 Federal and State Legislative Advocacy Program

## 2023 Federal and State Legislative Advocacy Program and Project Priorities

### Federal Legislative Advocacy Program

- Revenues
  - Support efforts to implement the Bipartisan Infrastructure Law (BIL) (also known as Infrastructure Investments and Jobs Act) and the Inflation Reduction Act of 2022.
  - Support efforts to stabilize and increase revenues that flow to the Highway Trust Fund.
  - Advocate for grant programs that fund clean fuel technologies and other emerging technologies.
  - Advocate for increased appropriations for the New Starts and Small Starts program, as well as establishing a robust set aside for Small Starts projects in rural areas.
  - Advocate for increased appropriations for the Department of Transportation's (DOT) Rebuilding American Infrastructure and Sustainability and Equity (RAISE) program (formerly BUILD and TIGER).
  - Advocate for increased appropriations for Federal Transit Administration (FTA) Bus and Bus Facilities funds and Low and No Emission Vehicle Deployment program (FTA §5339 B and C).
  - Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts through budget sequestration.
  - Support efforts to address the National Environmental Policy Act (NEPA) reciprocity language to align the statute of limitation to file a claim to be consistent with the 30-day statute of limitation in the California Environmental Quality Act (CEQA), or at a minimum, to align it with existing NEPA statute of limitations for highway and transit projects which is set at 150 days.
  - Support increased funding for advanced/emerging technologies pilot and demonstration programs.
  - Streamline Federal Emergency Management Agency (FEMA) reimbursement processes.
  - Reform the Federal Aviation Administration's Fuel Tax Policy (79 Federal Register 66282) that requires sales taxes generated on aviation fuel to be spent at the airport.



## **State Legislative Advocacy Program**

- Revenues
  - Work closely with state legislators and agencies to maximize AB 32 Cap and Trade revenues for transportation projects, specifically expanding eligibility to include travel demand management program and traffic congestion relief, grow the transit program, and identify measures to advance funds.
  - Advocate for new transit operating funds, while preserving existing transit capital funding.
  - Support efforts associated with SB 125 (Ting), and the work of the Transit Transformation Task Force that supports and enhance California's public transportation systems.
  - Support efforts to lower the 2/3rds voting threshold for local transportation sales tax measures.
  - Expand efforts that stabilize funding for transportation programs to address fleet transition from traditional fuels to cleaner fuels in response to Governor Newsom's Executive Order N-79-20 requiring all vehicles to be zero emission by 2035.
  - Support new funding innovations such as user-based fees (e.g. tolls, parking fees, and other congestion pricing mechanisms) that reduce congestion and stabilize and or generate new revenues for transportation.
  - Protect transportation funds from being diverted for other purposes or conditioned for housing production.
  - Advocate for formulas that maximize local and regional control of state transportation funds.
  - Support efforts that encourage housing development in priority development areas and honor existing growth boundaries, preserving agriculture and open space to reduce vehicle miles traveled.
  - Identify and advocate for measures that would preserve and grow local streets and road revenues.
  - Sponsor and support legislation that would condition the sale of excess property in Napa County owned by the California Department of Transportation to be used for highway transportation projects in Napa County as identified by NVTAs Countywide Transportation Plan.
  - Support consistent interpretation of the Transportation Development Act (TDA) which guides both TDA and State Transit Assistance (STA) specific to qualifying revenues and eligible recipients and support TDA reform that would eliminate farebox recovery requirements and benefit the Vine Transit system.
  - Support efforts to create new funding for Bay Area regional corridor operations, transit connectivity and transit priority on Bay Area highways.

- Support efforts to identify new revenues to implement complete streets programs, safe routes to schools, and bicycle and pedestrian safety projects.
- Support efforts by Caltrans to set-aside State Highway Operations and Protection Program (SHOPP) Funds for Active Transportation Projects on the State Highway System.
- Project Delivery
  - Support efforts to streamline project delivery requirements and reduce costs for delivering projects, including efforts that streamline CEQA processes.
  - Support efforts to expand local and regional authority to support innovative project contract and delivery.
- Environment and Resiliency
  - Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.
  - Support programs that assist employers in meeting the SB 1128 commuter-benefit requirements.
  - Support resiliency programs intended to minimize natural disasters that impact transportation infrastructure.
  - Support efforts that would maximize energy security and minimize energy disruptions in order to sustain electric vehicle fleet operations especially during disasters.
- Congestion Relief
  - Support efforts to establish and maintain HOV lanes on State Highways.
  - Support efforts that allow Express Bus and Regional Routes to operate on highway shoulders.
  - Support Caltrans efforts to expand traveler information and other solutions that reduce congestion and increase throughput.
  - Support transit priority on freeways and highways.
- Safety
  - Support State efforts to implement Vision Zero statewide.
  - Support efforts to implement automated speed enforcement.
- Statutory and Regulatory Changes
  - Support legislation and policies that would allow tolling to reduce vehicle miles traveled, encourage transit use and ridesharing.
  - Support efforts that streamline administrative oversight of grants, regulatory compliance, and reporting.
  - Pursue administrative, regulatory or statutory exemption for public transit buses from truck safety inspections by California Highway Patrol or other entity while buses are in revenue service.

### **Regional/Local Measures/Ordinance Advocacy Programs**

- Napa Countywide Transportation Sales Tax Ordinance
  - Lead efforts and advocate to modify the countywide ½ cent sales tax transportation ordinance (Measure T):
    - To seek a 30-year extension
    - To allow debt issuance to advance projects, improve pavement management scores, and provide seed funding for major in-county projects, and to make other changes that streamline and improve the Measure that enhance services to members of the community.
- Regional Transportation and Housing Measures
  - Advocate for regional transportation and housing measures and other efforts led by the Metropolitan Transportation Commission that benefit Napa County.

### **Project Priorities**

- Improvements to State Route 29 and parallel routes, included in the Comprehensive Multimodal Corridor Plan, including improvements to key intersections such as Soscol Avenue (SR 29/SR121/SR12), Carneros (SR 221/SR 29/SR12), Airport (SR 29/SR 12), improvements on SR 29 in American Canyon between Napa Junction and American Canyon Road, and parallel routes along the corridor
- Napa Valley Forward Infrastructure and Travel Demand Management Programs
- Congestion relief projects and sea level rise mitigation on State Route 37 including Resilient SR 37 access to public lands
- Projects located in the County's Priority Development Areas, Priority Conservation Areas, and Priority Production Areas
- Technology projects that increase transit operating efficiencies and reduce emissions
- Technology projects that improve highway and local street and road operations, including autonomous vehicle infrastructure
- Projects included in the Countywide Transportation Plan and Plan Bay Area for NVTa and Napa's jurisdictions
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safety, included in the Countywide Bicycle and Pedestrian Plans
- Improvements included in the Imola Complete Streets Corridor Plan
- Rapid Bus corridor improvements on major corridors including project in NVTa's 2017 Express Bus Plan
- Upgrades to Soscol Gateway Transit Center and park and ride facilities
- Major Corridor Management, Operations and Control Center Projects
- Vine zero emission bus fleet and fueling including a regional charging network
- Countywide electric vehicle charging network
- Safe and accessible routes and infrastructure to transit and schools
- Sonoma Marin Area Rail Transit expansion to Suisun Amtrak/Capital Corridor Station and Vallejo Ferry Terminal



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Active Transportation Advisory Committee Agenda Memo

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**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Patrick Band, Associate Program Planner/Administrator  
(707) 259-8781 / Email: [pband@nvta.ca.gov](mailto:pband@nvta.ca.gov)  
**SUBJECT:** Active Transportation Network – Existing Facilities Rubric

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#### **RECOMMENDATION**

Information only

#### **EXECUTIVE SUMMARY**

NVTA is preparing to kick off development of a Countywide Active Transportation Plan in early 2024. As part of this effort, staff are initiating a mapping process to identify existing facilities that provide access and/or mobility benefits to active transportation users. NVTA staff is introducing a comprehensive rubric that acknowledges the diverse range of facilities that offer access and mobility benefits and recognizes that not all of them may adhere to minimum design standards. This proposed framework aims to encompass all facilities, ensuring inclusivity, while reserving specific classifications (e.g., Class I/II/III/IV) for those that meet the defined minimum design standards.

#### **FISCAL IMPACT**

Is there a Fiscal Impact? No.

#### **BACKGROUND & DISCUSSION**

Bicycle and Pedestrian Plans fulfill crucial roles by formally identifying both current and prospective infrastructure and programmatic enhancements within a community. Moreover, the adoption of such plans is becoming imperative, as a growing number of funding opportunities for active transportation projects stipulate the necessity of having an established plan in place. This not only aligns with regulatory requirements but also enhances the competitiveness of applications from jurisdictions with an adopted plan.

Some of the grant programs that have supported active transportation infrastructure and programs in Napa County in recent years include:

- Active Transportation Program (ATP)
- Transportation Fund for Clean Air (TFCA)
- Transportation Development Act 3 (TDA-3)
- Sustainable Communities Strategy (SCS) Planning Grants
- Safe Streets and Roads for All (SS4A)

The Countywide Bicycle Plan was last adopted in 2019, with the most recent Pedestrian Plan being adopted in 2016. Plans need to be updated periodically to remain current in best practices and with priority projects and programs. Development of a Countywide Active Transportation Plan (CATP) is planned to begin in Spring 2024.

As part of initial preparation for the upcoming Plan, NVTa staff are in the process of reviewing maps and project lists for existing and proposed facilities from the adopted bicycle and pedestrian plans, as well as preparing to solicit information from local jurisdictions regarding those facilities that have been expanded, modified, or removed in recent years. With this information, NVTa will be able to prepare a comprehensive and accurate assessment of existing facilities, which will be utilized for development of future bike & pedestrian maps as well as help inform updates to planned facilities in the upcoming Countywide Active Transportation Plan.

Essential to this process is identification of all existing facilities that provide access and mobility to active transportation users. This includes both facilities that meet current minimum design standards, and those that may not but still provide benefits.

This agenda item is intended to provide the ATAC an opportunity to review select reference documents that provide design guidance for bicycle and pedestrian facilities, as well as NVTa staff recommendations for addressing existing facilities that may not meet current minimum design standards but provide access and mobility to users. It is neither practical nor feasible for NVTa to assess the existing condition and consistency with minimum standards of every active transportation facility countywide. As such, NVTa staff recognize the critical role of local agencies in ensuring that accurate information is shared and current best practices and minimum standards are met.

### **ATTACHMENTS**

- 1) Existing Facilities Rubric
- 2) Countywide Bicycle Plan-Classification Descriptions

**Existing Facilities Rubric**

Facility Type:	Sub-type	Description	General Criteria	Evaluation Notes
Class I	None	Fully separated, bi-directional facility for bicycles, pedestrians & other AT users (eg: scooters, multimodal devices etc)	Minimum 8' paved width, 2' shoulders. Striping/signage to affirm multi-modal use. May include roadway improvements at higher volume locations.	Some urban Class I facilities adjacent to roadways may lack shoulders (Jumbo Sidewalks). This should not be considered a disqualifying feature.
Class II	Standard	On-street facility designated exclusively for bicycle travel.	Minimum 4' or 5' width per CA MUTCD. 6" striping, roadway markings & signage. May include conflict markings at intersections and turn lanes.	Most visible/common bicycle facility, but may require regular maintenance to ensure access and mobility benefits.
	Buffered	On-street facility designated exclusively for bicycle travel.	Similar criteria as standard Class II, with minimum 18" horizontal separation from travel lane via paint alone.	Fairly new treatment type locally. Initial feedback from users may shape guidance in upcoming Plan.
Class III	Bicycle Boulevard or Urban Class III	On-street shared facility incorporating signage/striping and roadway improvements. Most often located parallel to primary vehicle routes.	Corridors should be clearly marked and often include vehicle speed/volume management, and intersection safety or preferential ROW improvements.	Facility should provide significant additional treatments above/beyond Rural Class III.
	Rural	On-street shared facility designated primarily through signage, identifying a preferred route for bicycles, or a route with higher rates of bicycle ridership.	Limited signage requirements. Often include use of "Share the Road" signage & sharrow pavement markings at conflict points, curves, or areas with poor sightlines.	Limited guidance and standards provide significant discretion to jurisdictions in designation.
Class IV	None	Exclusive bicycle facility providing vertical & horizontal separation from vehicle lane.	May be located at street or sidewalk grade (or other elevation). Physically separated from vehicles by bollards, curb, or other barrier.	See DIB 89-01 and related Caltrans guidance for specifications.
Sidewalk	Standard Sidewalk	Paved off-street facility to accommodate pedestrians and other active transportation users as allowed. Provides primary access to all destination types.	Various criteria per jurisdiction standards. Min 36" for ADA, often 4' standard. High Ped volume locations or high speed roadways may require greater width.	Incomplete segments of sidewalks should be included, but may be separately identified as having limited mobility/safety benefits to users.
	TBD	Due to the wide range of local standards for sidewalks, additional sub-types may be developed that reflect local agency standards, adopted plans, and other uniform criteria.		
Trails & Fire Roads	Singletrack Trail	Narrow (1-3') unpaved dirt/rock trail, often following contours of land. Wide enough for single-file use only.	Most often found in public parks.	Social trails or "fisherman's" trails are generally not included. Inclusion of Singletrack trails at discretion of local jurisdiction.
	Doubletrack Trail	Wide (often 6-8') two-track unpaved dirt/rock corridor with tracks parallel as with vehicle tires. More readily supports multiple modes (eg: bike/equestrian) or greater user volumes.	Most often found in public parks.	Inclusion of Doubletrack trails at discretion of local jurisdiction.
	Fire Road	>8' wide gravel or dirt roadway designed to accommodate off-road vehicle & emergency access.	Most often found in public parks, although increasingly also seen on private property with access easements.	Inclusion of Fire Roads at discretion of local jurisdiction.
Unclassified	None	Active transportation facility that does not meet any of the above facility types. May represent a readily apparent sub-standard facility. Provides some level of access/mobility.	N/A	Facilities of this type will be individually reviewed with local jurisdictions. Those that meet access & minimum design standards will be re-classified.
Not a Facility	None	Corridor or Segment that appears in a current Bicycle/Pedestrian Plan, but is either inaccessible or in state of repair that negates any mobility benefit.	N/A	Facilities of this type will be individually reviewed with local jurisdictions. Those that meet access & minimum design standards will be re-classified.

## Facility Types

This section includes an overview of bicycle facility types and their application in Napa County.

**Shared-Use Path (Class I)** are two-way paved facilities, physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users. Shared-use paths are often located in an independent alignment, such as a greenway, though sometimes they are located adjacent to roadway. Shared-use paths provide low-stress facilities for bicyclists.

Some trails in Napa County, although technically not standard shared-use paths provide connections within neighborhoods or as cut-throughs to destinations (see Figure 3.13) and are identified in this plan. Although some of these shared-use paths are substandard in width compared to best practices for Class I design, they are separated from automobile traffic and provide important desired connections within the bicycle network.<sup>14</sup>



Figure 3.13. Neighborhood connection in Calistoga

The Vine Trail is a key shared-use path that is becoming the backbone of Napa County's low-stress bicycle network. The largest completed segment currently connects the Town of Yountville to Kennedy Park at the south end of Napa. Additional small segments have been built elsewhere, and the completed Vine Trail will connect all Napa County jurisdictions as part of a 47-mile active transportation corridor between the Vallejo Ferry Terminal and Calistoga. The Napa Valley Vine Trail Coalition and NVTAC are actively working on planning, design, and construction of trail segments throughout the county.

Many of Napa County's existing shared-use paths connect to the existing and future Vine Trail and natural areas. In addition to providing connectivity to the Vine Trail, these paths connect comfortable neighborhood streets together.

### Examples of Shared-Use Path (Class I) in Napa County:

- Vine Trail (approximately 12 miles over all segments)
- Wetlands Edge Road Trail (1.37 miles), part of the Bay Trail (18 miles in Napa County)
- Connector path between Fairway Vista Ct. and Denise Dr. in Calistoga (0.10 miles)

<sup>14</sup> Eight feet is the typical recommended minimum for any shared-use path. Some small connector paths in the county are as narrow as four feet.



**Bike Lanes (Class II)** provide an exclusive space for bicyclists in the roadway and are established by painting lines and symbols on the roadway surface. Bike lanes are for one-way travel and are typically provided in both directions on two-way streets and/or on one side of a one-way street (see Figure 3.14).

Bike lanes are the most common facility type in Napa County. Most bike lanes are located on major connector routes, such as Silverado Trail, or on major arterials within Napa County jurisdictions, such as Soscol Avenue in Napa and American Canyon Road in American Canyon.



Figure 3.14. Bike Lane - Class II in St. Helena

Bike lanes create a lower-stress riding environment on streets with a maximum posted speed limit of 30 miles per hour and traffic volumes between 3,000 and 6,000 vehicles per day. Many of the bicycle lanes in Napa County are on roadways with higher speeds which can result in a stressful bicycling environment for many bicyclists, including Interested but Concerned bicyclists. Some of these facilities are well used, however, by the many Napa County residents and visitors who are more comfortable with bicycling in high-speed environments.

Bike lanes may also be painted for greater visibility to drivers and bicyclists. One of two painted bike lanes in Napa County is located on Valley View Street in St. Helena (see Figure 3.15). Another painted bike lane is located on SR 29 at Whitehall Lane; the bicycle lane crosses skewed railroad tracks at this location, and the painted bike lane provides an easily understandable route for bicyclists to cross the tracks at a safer angle (see Figure 3.16). This facility was implemented by Caltrans.



Figure 3.15. Painted bike lane on Valley View St in St. Helena

### Examples of Bike Lane - Class IIs in Napa County:

- Grant Street in Calistoga (0.3 miles)
- Silverado Trail from Calistoga to Napa (approximately 26 miles)
- Pope Street in St. Helena (0.85 miles)

**Buffered Bike Lanes (Class II)** are implemented by painting or otherwise creating a flush buffer zone between a bicycle lane and the adjacent travel lane (see Figure 3.17). While buffers are typically used between bike lanes and motor vehicle travel lanes to increase bicyclists' comfort, they can also be installed between bicycle lanes and parking lanes to reduce conflicts with opening car doors. When located on streets with moderate traffic volumes and speeds, buffered bike lanes provide a lower-stress riding environment for bicyclists. No buffered bike lanes exist today in Napa County.

**Bike Routes and Bicycle Boulevards are two types of Class III facilities** in Napa County. This Plan Update will include Class III Rural Routes and Class III Bicycle Boulevards as facility types, but this section describes the existing conditions in the county where bike routes are applied more broadly than in rural areas.

Bike routes are designated with pavement markings or signage to indicate a shared lane environment between bicyclists and drivers. While signage and markings support wayfinding and indicate bicyclist positioning on shared streets, bicycle routes do not provide any protection or separation between people driving and people bicycling. When located on streets that have high traffic speeds and/or volumes, bike routes are uncomfortable and most people will choose not to ride on them.

Currently, bike routes are located on a range of roadway types from local, urban streets (see Figure 3.18) to low-volume rural roads (see Figure 3.19). These routes connect to destinations such



Figure 3.16. Painted bike lane on SR 29



Figure 3.17. Buffered bike lane in Seattle, WA



Figure 3.18. Bike route in St. Helena



as shopping, schools, parks, or other bicycle facilities. Most bicycle routes in Napa County are in the City of Napa, where they comprise much of its downtown network. The City of Calistoga also has a network of bicycle routes that connect to existing trails and bicycle lanes throughout the city.

Bicycle boulevards are also indicated with pavement markings and signage, but are specifically located on low-speed, low-volume streets, often in residential neighborhoods. Bicycle boulevards are designed to prioritize bicycle through-travel, while reducing motor vehicle through traffic volumes and maintaining relatively low speeds. When paired with intersection treatments that help riders cross major intersections, bicycle boulevards are an attractive, low-stress facility (see Figure 3.20).

Bicycle boulevards are located on a limited number of streets in Napa County and do not include traffic calming or traffic diversion to lower speeds and volumes. These bicycle boulevards also do not cross major roadways and do not have treatments to facilitate bicyclists' movement through large, unsignalized intersections.

#### Examples of Class III Bicycle facilities in Napa County:

- North Oak Street in Calistoga (Bike route, 0.31 miles)
- Oakville Cross Road in the unincorporated area of Napa County (Bike route, 1.5 miles)
- Franklin Street in Napa (Bicycle boulevard, 0.77 miles)



Figure 3.19. Bike route along rural Silverado Trail



Figure 3.20. Crossing island help reduce stress for bicyclists when crossing intersections. Example in Portland, OR.

**Separated Bike Lanes (Class IV)** are an exclusive bikeway facility type that combines the user experience of a shared-use path with the on-street elements of a conventional bike lane (see Figure 3.21). They are recommended for roadways with speeds higher than 30 miles per hour and motor vehicle volumes over approximately 6,500 vehicles per day. Separated bike lanes are physically separated from motor vehicle traffic with a vertical element and are distinct from the sidewalk. They can be located at street level within the curbs, at an intermediate level, or at sidewalk level, see Figure 3.22 below. Numerous options are available for creating separation between modes, ranging from low-cost paint and plastic flexpost installations, to more robust curb-separated lanes. Separated bike lanes provide a low-stress riding environment to all bicyclists. No separated bike lanes currently exist in Napa County.



Figure 3.21. Separated bike lane in Berkeley, CA

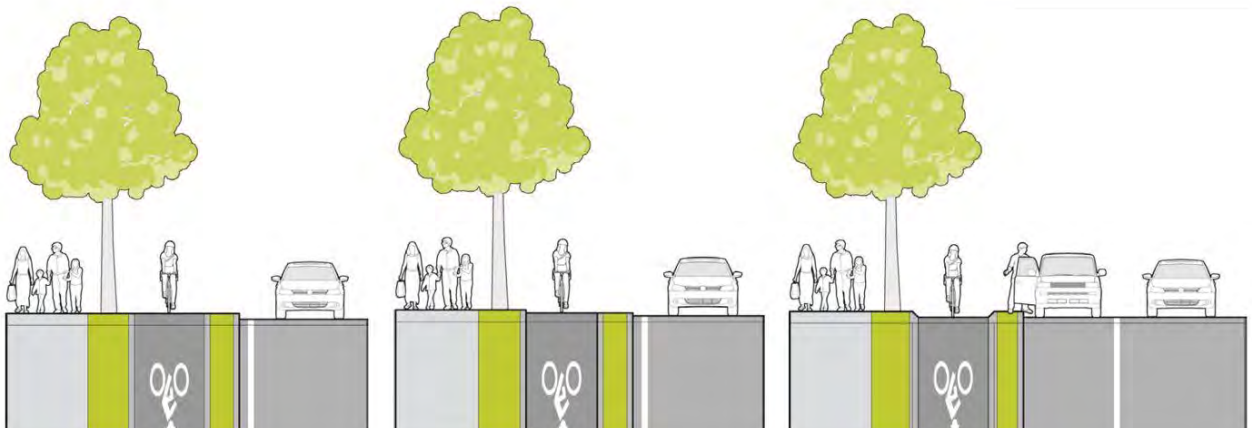


Figure 3.22 Sidewalk level, intermediate level, and street level separated bike lanes, left to right.



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Active Transportation Advisory Committee Agenda Memo

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**TO:** Active Transportation Advisory Committee  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Principal Program Planner  
(707) 259-8327 / Email: [dmeehan@nvta.ca.gov](mailto:dmeehan@nvta.ca.gov)  
**SUBJECT:** Napa Valley Vine Trail Coalition (NVVTC) Active Transportation  
Advisory Committee Appointment

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#### **RECOMMENDATION**

That the Active Transportation Advisory Committee (ATAC) appoint a member to represent the ATAC on the Napa Valley Vine Trail Coalition (NVVTC) Board of Directors.

#### **EXECUTIVE SUMMARY**

The Napa Valley Vine Trail Coalition Board of Directors requested that the NVTA ATAC appoint a delegate member to represent the ATAC on the NVVTC Board. Lee Phillipson was the previous representative, until his resignation from the NVTA ATAC in March 2023. Members are reappointed annually by the NVVTC Board.

The NVVTC Board meets the third Wednesday each month at 9:00 a.m. and currently holds hybrid (in-person and virtual) meetings.

#### **FISCAL IMPACT**

Is there a fiscal impact? No

#### **BACKGROUND AND DISCUSSION**

None

#### **SUPPORTING DOCUMENTS**

None