

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, April 26, 2021
5:30 PM

*****SPECIAL MEETING*****

REFER TO COVID-19 SPECIAL NOTICE

Active Transportation Advisory Committee (ATAC)

*****COVID-19 SPECIAL NOTICE*****

PUBLIC MEETING GUIDELINES FOR PARTICIPATING VIA PHONE/VIDEO CONFERENCING

Consistent with Governor's Executive Orders No. N-25-20 and N-29-20 from the State of California and Napa County's workplace restrictions, the Napa Valley Transportation Authority (NVRTA) Active Transportation Advisory Committee (ATAC) meeting will be held virtually. To maximize public safety while still maintaining transparency, members of the public may observe and participate in the meeting from home. The public is invited to participate telephonically or electronically via the methods below, barring technical difficulties:

- 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>

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 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. Introductions
4. Public Comment
5. Committee Member and Staff Comments

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.

6. CONSENT AGENDA

- 6.1 **Meeting Minutes of March 22, 2021 Active Transportation Advisory Committee Meeting. (Diana Meehan) (Pages 7-10)**

Body: ATAC action will approve the March 22, 2021 meeting minutes.

Estimated Time: 5:35 p.m.

Attachments: [Draft Minutes.pdf](#)

7. REGULAR AGENDA ITEMS

- 7.1 **Complete Streets Checklist Review - Safe and Seamless Quick Strike Program - Napa Forward SR 29 Safety and Operational Improvements and Napa County Safe Routes to School Program (Diana Meehan) (Pages 11-27)**

Recommendation: That the ATAC review and approve Complete Streets Checklists for the Napa Forward SR 29 Safety and Operational Improvements and the Napa Valley Safe Routes to School Program.

Estimated Time: 5:40 p.m.

Attachments: [Staff Report.pdf](#)

8. FUTURE AGENDA ITEMS

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of May 24, 2021 and Adjournment.

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 April 19, 2021.

Kathy Alexander (e-sign) April 19, 2021

Kathy Alexander, Deputy Board Secretary

Glossary of Acronyms

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

Glossary of Acronyms

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
PIR	Project Initiation Report	TAC	Technical Advisory Committee
PMS	Pavement Management System	TCM	Transportation Control Measure
Prop. 42	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	TCRP	Traffic Congestion Relief Program
PSE	Plans, Specifications and Estimates	TDA	Transportation Development Act
PSR	Project Study Report	TDM	Transportation Demand Management Transportation Demand Model
PTA	Public Transportation Account	TE	Transportation Enhancement
RACC	Regional Agency Coordinating Committee	TEA	Transportation Enhancement Activities
RFP	Request for Proposal	TEA 21	Transportation Equity Act for the 21 st Century
RFQ	Request for Qualifications	TFCA	Transportation Fund for Clean Air
RHNA	Regional Housing Needs Allocation	TIGER	Transportation Investments Generation Economic Recovery
RM2	Regional Measure 2 (Bridge Toll)	TIP	Transportation Improvement Program
RM3	Regional Measure 3	TIRCP	Transit and Intercity Rail Capital Program
RMRP	Road Maintenance and Rehabilitation Program	TLC	Transportation for Livable Communities
ROW	Right of Way	TLU	Transportation and Land Use
RTEP	Regional Transit Expansion Program	TMP	Traffic Management Plan
RTIP	Regional Transportation Improvement Program	TMS	Transportation Management System
RTP	Regional Transportation Plan	TNC	Transportation Network Companies
SAFE	Service Authority for Freeways and Expressways	TOAH	Transit Oriented Affordable Housing
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	TOD	Transit-Oriented Development
SB 375	Sustainable Communities and Climate Protection Act 2008	TOS	Transportation Operations Systems
SB 1	The Road Repair and Accountability Act of 2017	TPA	Transit Priority Area
SCS	Sustainable Community Strategy	TPI	Transit Performance Initiative
SHA	State Highway Account	TPP	Transit Priority Project Areas
SHOPP	State Highway Operation and Protection Program	VHD	Vehicle Hours of Delay
SNTDM	Solano Napa Travel Demand Model	VMT	Vehicle Miles Traveled
SR	State Route		
SRTS	Safe Routes to School		

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes - Draft Active Transportation Advisory Committee

Monday, March 22, 2021

5:30 PM

REFER TO COVID-19 SPECIAL NOTICE

1. Call To Order

The meeting was called to order at 5:33 p.m.

2. Roll Call

Present: 5 - Frances Knapczyk
Barry Christian
Colin Petheram
Sean Hughes
Spiro Makras

Absent: 1 - Grant Dinsdale

3. Introductions

Public Present:

Justin Hamilton Hole
Carlotta Sainato, Napa County Bicycle Coalition
Lorien Clark, City of Napa
Philip Sales, Napa Valley Vine Trail Coalition
Mauricio Hernandez, Alta Planning and Design
Elliot Goodrich, Caltrans D-4 Bicycle and Pedestrian Branch

Staff Present:

Diana Meehan
Alberto Esqueda
Sanjay Mishra

4. Public Comment

None

5. Committee Member and Staff Comments

Staff member Diana Meehan reminded committee members to respond to quorum calling when agendas are distributed. She also provided information regarding votes on meeting minutes for those who were not in attendance. Voting on minutes is allowed even if a committee member was not in attendance since minutes are distributed and can be reviewed in advance. A yes vote indicates the members are "accepting" minutes as written.

Staff member Alberto Esqueda announced that the Draft Countywide Transportation Plan is now available for review and comment. There will be an information and Q&A session on April 8 at 5:30 p.m. Information for registration will be sent out to all committee members.

6. STANDING AGENDA ITEMS

6.1 Safe Routes to School (SRTS) Update

Carlotta Sainato, Program Manager for the Napa County Bicycle Coalition (NCBC), provided a SRTS program update.

- Safe routes to school education has been put on hold due to COVID-19.
- Walk audits have been completed at most of the schools and the reports are in process.
- Due to COVID-19, the school community engagement segment will consist of a parent survey, which is live on the website.

6.2 Napa Valley Vine Trail Update

Philip Sales, Executive Director of the Napa Valley Vine Trail Coalition (NVVTC), provided the following updates:

- The NVVTC's funding application for the Yountville to St. Helena segment did not score enough points for funding. That particular section does not connect to schools or serve disadvantaged communities.
- A contractor has volunteered to build a 150 foot connector section on Redwood Road between the end of the City of Napa bicycle path and where the Solano to Yountville Vine Trail segment starts.

NVTA staff member Sanjay Mishra added that NVTA has submitted the final plans to Caltrans for review, and the funds authorization request will be submitted to the California Transportation Commission for approval at its May meeting.

6.3 Active Transportation Legislative Updates

None

7. PRESENTATIONS

7.1 Caltrans Bike Highway Study Presentation (Elliot Goodrich, Caltrans) (Pages 6-7)

Elliott Goodrich and Mauricio Hernandez of Alta Planning and Design provided an overview of the Bike Highway Study that included:

- A description and background of bike highways, intended users
- Design principles – higher speed, mobility, dedicated to bicycles, and direct connections
- Alignment – levels of separation, design speeds, width, and slope
- Materials and amenities – surface materials, branding/wayfinding, lighting and support facilities
- Study timeline and next steps

Mr. Hernandez and Mr. Goodrich answered questions regarding:

- Maximum bike speeds
- Inclusion of bike highways in state and federal highway design manuals
- Use of electric scooters
- If Caltrans is willing to grant right of way for building bike highways
- Jurisdiction/agency responsible for maintaining the bike highways
- If there are any efforts to change policies so that bike and pad paths are included in the planning process for new roads and highway

- How long before a bike highway could be built in Napa

Alberto Esqueda noted he needed to leave for another commitment very shortly and requested that Item 9.1 be taken at this time.

MOTION by CHRISTIAN, SECOND by PETHERAM to take Agenda Item 9.1 at this time. The Committee was in consensus.

Agenda Item 9.1 was taken at this time.

8. CONSENT AGENDA

8.1 Meeting Minutes of January 25, 2021 ATAC Meeting (Diana Meehan) (Pages 10-13)

MOTION by CHRISTIAN, SECOND by HUGHES to accept the January 25, 2021 meeting minutes as submitted. Motion passed unanimously with the following vote:

Aye: 5 - Chairperson Knapczyk, Vice Chair Christian, Member Petheram, Member Hughes and Member Makras

Absent: 1 - Member Dinsdale

9. REGULAR AGENDA ITEMS

9.1 Measure T Biennial Report Overview (Alberto Esqueda) (Pages 14-31)

Alberto Esqueda provided an overview of the first biennial Measure T report draft for Fiscal Years 2018-19 and 2019-20, as required by the ordinance. He noted that during the first two years since Measure T started, the jurisdictions repaired or replaced 22.36 miles of road segments, 23,646 linear feet of sidewalk segments and 238 curb ramps. The report lists all of the projects that were completed or are still in progress and highlights two projects from each jurisdiction.

9.2 Transportation For Clean Air (TFCA) Call for Projects and Guidance Review (Diana Meehan) (Pages 32-49)

NVTA staff member Diana Meehan provided an overview of the TFCA Call for Projects and Guidance that included a background of the program, eligibility requirements. She also reported that Napa County revenues available for Fiscal Year (FY) 2022 are \$205,699, and the estimated revenues for FY 2023 and FY 2024 are \$175,000 per year, with an annual true up each February. One application from the City of Napa or a sidewalk gap close project was received by the March 19, 2021 due date.

Vice Chair Christian asked if there were any comments from the jurisdictions regarding why they didn't submit an application.

Ms. Meehan replied she had not received any comments, but further noted that it's difficult for projects to qualify because they don't meet the level of emissions reductions.

9.3 Transportation Development Act Article 3 (TDA-3) Call for Projects and Guidance Review (3-year program) (Diana Meehan) (Pages 50-60)

NVTA staff member Diana Meehan provided an overview of the TDA-3 program, which funds bicycle and pedestrian projects. She also reported that \$209,745 is available for FY 2021-22, and the fund estimates for FYs 2022-23 and 2023-24 were \$150,000 for each year. Applications are due to NVTA by April 23, 2021. The ATAC will review the applications during the May meeting.

10. FUTURE AGENDA ITEMS

- Active Transportation Annual Report Layout/Content Review
- TDA-3 Three-Year Program Review
- TFCA Three-Year Program Review

11. ADJOURNMENT

11.1 Approval of Next Regular Meeting Date of May 24, 2021 and Adjournment.

Meeting was adjourned at 7:20 p.m.



NAPA VALLEY TRANSPORTATION AUTHORITY **Active Transportation Advisory Committee Agenda Memo**

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Senior Planner
(707) 259-8327/ Email: dmeehan@nvta.ca.gov
SUBJECT: Complete Streets Checklist Review - Safe and Seamless Quick Strike Program - Napa Forward SR 29 Safety and Operational Improvements and the Napa Valley Safe Routes to School Program

RECOMMENDATION

That the ATAC review and approve Complete Streets Checklists for the Napa Forward SR 29 Safety and Operational Improvements and the Napa Valley Safe Routes to School Program.

EXECUTIVE SUMMARY

County Transportation Agencies (CTA's) are required to review Complete Streets Checklists and seek input from the ATAC to ensure routine accommodation is considered in the early stages of project development.

FISCAL IMPACT

Is there a Fiscal Impact? No.

BACKGROUND AND DISCUSSION

The Complete Streets Checklist was established by the Metropolitan Transportation Commission (MTC) Resolution 3765 to ensure that all projects funded with regional funds consider the accommodation of pedestrians, cyclists and public transit users as part of the project planning, design, funding and construction. The Complete Streets Checklist works in conjunction with the One Bay Area Grant (OBAG) and the Active Transportation Program (ATP) to utilize funding to support MTC's regional transportation priorities, which

include improvements for people walking, biking and using transit as well as safe routes to school projects.

MTC has \$55 million in a one-time grant program for the purpose of funding quick-strike projects. Five million dollars from this program has been set aside for Blue Ribbon Transit Recovery Task Force efforts. MTC cannot distribute the remaining funds on formula, but have established targets loosely based on the One Bay Area Grant (OBAG) formula with a minimum of \$1 million to any one county. Napa's target, as the smallest county in the region, would be \$1 million dollars. However, projects that demonstrate regional coordination are a high priority and may garner additional funds.

NVTA is working with MTC on mini roundabouts at intersections on SR 29 at Oakville Cross Road and Rutherford (SR 128) that would address safety and traffic operations concerns under the Napa Forward umbrella. MTC has already set aside \$2 million in capital funds for Napa Forward projects; of which \$1 million is for Napa Forward Commute Program. The roundabouts would greatly improve traffic operations, slow traffic to allow for cross traffic to safely turn left onto SR 29 and improve bicycle and pedestrian movements.

In addition, NVTA is applying for \$100,000 in partnership with the Napa County Bicycle Coalition to fund the Safe Routes to School Program (SRTS) for Fiscal Years 2021 to 2023. Napa Bike is requesting \$100,000 to:

- Conduct targeted education and encouragement programming at elementary and middle schools in American Canyon, Napa, and St. Helena (16 school sites).
- Build a network of Parent Champions at targeted schools to continue and expand engagement around youth walking and biking safety (safety summits at 7 schools).
- Conduct broad-based community encouragement and safety education programming, including Community Rides and Family Biking Workshops, with specific focus on Spanish-speaking populations and locally identified communities of concern.

Both the Napa Forward and SRTS projects meet the eligibility criteria and the connected mobility framework, values and goals outlined in Attachment 6. Due to the regional partnership with MTC on the Napa Forward program, NVTA is hopeful that the proposed project will garner additional funds above the Quick-Strike Program target threshold.

In order to meet deadlines for submission and programming projects, ATAC must review and make recommendations on the Complete Streets checklists for both projects prior May 21st.

Project Selection Timeline:

February 1	MTC releases call for letters of interest to CTAs
March 30	Deadline for CTAs to submit letters of interest nominating projects
April	MTC staff evaluates projects, develops recommended funding approach
Late April/ Early May	Partnership Board: Discussion of staff recommendation
May	MTC works with sponsors to refine projects & submit detailed project applications with defined scopes and funding plans
May 21	Deadline for ATAC/BAC to review Complete Streets Checklist
June 9	PAC: Discussion of proposed Safe and Seamless program of projects
June 23	Commission: Approval of Safe & Seamless program of projects
March 31	Funds obligated/authorized in an E-76

ATTACHMENTS

- (1) MTC Complete Streets Checklist - Napa Forward SR29 Safety and Operational Improvements
- (2) MTC Complete Streets Checklist – Napa Valley Safe Routes to School

Project:

Napa Forward SR 29 Safety and Operational Improvements
(/projects/1156)

Checklist:

Napa Forward SR 29 Safety and Operational Improvements

Name:

Napa Forward SR 29 Safety and Operational Improvements

Description:

The project will provide operational and safety improvements in the form of roundabouts along the up valley SR 29 corridor at the intersections of Rutherford/SR 29 and Oakville Cross Road/SR 29.

Status:

Submitted

Project:

Napa Forward SR 29 Safety and Operational Improvements (/projects/1156)

Location:

Napa County

Contact Name:

Sanjay Mishra

Contact Email:

smishra@nvta.ca.gov

Contact Phone:

7072595951

Contact Address:

625 Burnell St. Napa CA 94559

1a: What bicycle and pedestrian accommodations are currently included on the facility or on facilities it intersects or crosses? Please check all that apply.

Class I bicycle paths

Class II bicycle lanes

Class III bicycle routes

Class IV bikeways

Bicycle boxes

Raised separated bikeways

Bicycle Boulevards

Bicycle parking

Sidewalks on one side or both sides of street

Marked crosswalks

Protected intersection

Painted conflict zones

Narrow unpaved path

Pedestrian-actuated traffic signals or routine pedestrian cycle

Bulb-outs

Bicycle actuated traffic signals or routine bicyclist cycle

High visibility crosswalks

Pedestrian-level lighting

ADA-compliant ramps

Traffic signal push buttons

Refuge islands on roadways

Transit shelter

Wide curb lanes

Right turn only lanes

Transit vehicle stops

Pedestrian countdown signals

Way-finding or directional signage

None

: Other

Rural Highway intersections no sidewalk curb or gutter except some segments on the North east corner of Rutherford and south east corner of Oakville Cross Road at commercial frontage

: Please provide specifics of any items checked above.

Bike lanes will be maintained and improved with this project and will add crossings where none currently exist

1b: If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

0-1/4 mile

1/4 mile to 1/2 mile

1/2 mile to 1 mile

1+ mile

1c: Please indicate needed pedestrian, bicycle, or transit improvements in the project area that staff or the public have identified

Improved lighting
sidewalks

Improve intersections

Mid-block crossings
Accommodations for the elderly or disabled or school age children
School age children
Transit shelters
ADA facilities
Widened curb lanes
Bicycle parking
Traffic signals responsive to bicycles
Shorter vehicular traffic signal cycles
Addressing choke points or gaps in pedestrian or bicycle
RR crossings
Bike racks on busses
Widened or better-lit under crossings
Removed slip lanes
Right turn only lanes
None

: Other

1d: Please describe the overall context of the project area:

Rural highway with some sidewalk at commercial frontage, existing Class II bike lanes no crossings. Uncontrolled left turns create safety hazard and delays.

1e: What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?

Unresponsive signals to bicycles
Lack of bicycle parking
Freeway on-off ramps
Narrow curb lanes
Choke points
RR crossings
No bike racks on buses
Wide roadway crossings
Long signal cycles which require pedestrians to wait long periods of time
Short signal crossing times
Narrow undercrossings, overcrossings
Slip lanes
Sidewalk obstruction or missing sidewalk
Pedestrian-level lighting
Lack of ADA compliant facilities
Lack of Transit vehicle stops

: Other

No accommodation for left turn movements for bikes/vehicles/transit. No accommodation for bikes/peds crossing highway

2a: What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

Educational institutions
Transit stations
Senior centers
High-density land uses
Downtowns
Shopping areas
Medical centers
Major public venues
Government buildings
Parks

: Other

Restaurants, wineries/tasting rooms, hotels, retail

3a: Have you considered collisions involving bicyclists and pedestrians along the route of the facility?

Yes

: If so, please provide the number of collisions and describe the outcomes of each:

The five year data shows 7 collisions at Rutherford Rd. none involving bikes and pedestrians and 6 collisions at Oakville Cross Rd., one involving a bicycle resulting in severe injury

: If so, what resources have you consulted?

TIMS/SWITRS January 2014 through December 2018 (5 years)

4a: Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project?

City or town bicycle plan
Countywide bicycle plan
City or town pedestrian plan
Countywide pedestrian plan
Combined bicycle and pedestrian plan
ADA transition plan
General plan
Specific plan
Regional transportation Plan
Sales tax expenditure plan
Station area access plan
No plans

: Other

Napa Countywide Transportation Plan

: Is the proposed project consistent with these plans?

Yes

5a: Do any local, statewide or federal policies call for incorporating bicycle and/or pedestrian facilities into this project?

Caltrans Deputy Directive 64
Caltrans Highway Design Manual (Chapter 1000)
ACR 211
MUTCD 2003
MUTCD California supplement
Americans with Disabilities Act Accessibility Guidelines (ADAAG)
MTC Pedestrian Districts Study
None
more

: Other

: If so, have the policies been followed?

Yes

5b: N/A

No

5c: If this project includes a bicycle and/or pedestrian facility, which applicable design standards or guidelines have been followed?

AASHTO bicycle and pedestrian design guides
Americans with Disabilities Act Accessibility Guidelines
Caltrans Design Information Bulletin 89
Caltrans Highway Design Manual
Caltrans California MUTCD
Caltrans Pedestrian and Bicycle Facilities in California
FHWA MUTCD
ITE Designing Urban Walkable Thoroughfares
NACTO Urban Bikeway Design Guide
N/A - no bicycle or pedestrian facilities included
None

6a: What comments have been made regarding bicycle and pedestrian accommodations at BPAC, stakeholder, or public meetings at which the proposed project has been discussed?

Need for crossings where none currently exist
Need for intersection operations improvements due to uncontrolled left turning movements, hazardous for bikes

: How have you responded to comments received?

7a: What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

Class I bicycle paths

Class II bicycle lanes

Class III bicycle routes

Class IV bikeways

Bicycle boxes

Raised separated bikeways

Bicycle Boulevards

Bicycle parking

Sidewalks on one side or both sides of street

Widened sidewalks

Marked crosswalks

Protected intersection

Painted conflict zones

Narrow unpaved path

Pedestrian-actuated traffic signals or routine pedestrian cycle

Bulb-out

Bicycle actuated traffic signals or routine bicyclist cycle

High visibility crosswalks

Pedestrian-level lighting

ADA-compliant ramps

Traffic signal push buttons

Refuge islands on roadways

Transit shelters

Wide curb lanes

Right turn only lanes

Transit vehicle stops

Pedestrian countdown signals

Way-finding or directional signage

None

: Other

Change from conventional intersection to roundabouts with improved safety and operations for bicycle and pedestrians and vehicles

8a: Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?

No

: If yes, please describe situation in detail.

8b: If the proposed project incorporates neither bicycle nor pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project cannot be re-designed to accommodate these facilities.

N/A

: Was a road diet or car parking removal considered?

No-this is a two lane highway

: What would be the cost of the added bicycle and/or pedestrian facility?

: If the proposed project incorporates bicycle or pedestrian improvements, what proportion is the bicycle and/or pedestrian facility of the total project cost?

15

: If right-of-way challenges are the reason for the hindrance, please explain the analysis that led to this conclusion.

9a: How will access for bicyclists and pedestrians be maintained during project construction?

Alternative signed bicycle route
Alternative signed pedestrian route
Separated pedestrian pathway
Other

: Other

10a: What agency will be responsible for ongoing maintenance of the facility?

Caltrans

10b: How will ongoing maintenance be budgeted?

SHOPP

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Project:

Quick Strike-Napa Valley Safe Routes to School (/projects/1158)

Checklist:

Quick Strike-Napa Valley Safe Routes to School

Name:

Quick Strike-Napa Valley Safe Routes to School

Description:

Targeted education and encouragement programming at Elementary and Middle Schools in American Canyon, Napa and St. Helena in the Napa Valley. This non-infrastructure program will be implemented by the Napa County Bicycle Coalition.

Status:

Submitted

Project:

Quick Strike-Napa Valley Safe Routes to School (/projects/1158)

Location:

Napa

Contact Name:

Diana Meehan

Contact Email:

dmeehan@nvta.ca.gov

Contact Phone:

7072598327

Contact Address:

625 Burnell Street Napa CA 94559

1a: What bicycle and pedestrian accommodations are currently included on the facility or on facilities it intersects or crosses? Please check all that apply.

Class I bicycle paths
Class II bicycle lanes
Class III bicycle routes
 Class IV bikeways
 Bicycle boxes
 Raised separated bikeways
Bicycle Boulevards
Bicycle parking
Sidewalks on one side or both sides of street
Marked crosswalks
 Protected intersection
 Painted conflict zones
Narrow unpaved path
Pedestrian-actuated traffic signals or routine pedestrian cycle
 Bulb-outs
 Bicycle actuated traffic signals or routine bicyclist cycle
High visibility crosswalks
 Pedestrian-level lighting
ADA-compliant ramps
Traffic signal push buttons
 Refuge islands on roadways
Transit shelter
 Wide curb lanes
Right turn only lanes
Transit vehicle stops
Pedestrian countdown signals
 Way-finding or directional signage
 None

: Other

: Please provide specifics of any items checked above.

Some schools have the above listed facilities proximal or on-route to the facilities, and some do not. It is variable throughout the county. This program will address safety for each route.

1b: If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

0-1/4 mile
 1/4 mile to 1/2 mile
 1/2 mile to 1 mile
 1+ mile

1c: Please indicate needed pedestrian, bicycle, or transit improvements in the project area that staff or the public have identified

Improved lighting
sidewalks
Improve intersections
Mid-block crossings
Accommodations for the elderly or disabled or school age children
School age children
Transit shelters
ADA facilities
Widened curb lanes
Bicycle parking
Traffic signals responsive to bicycles
Shorter vehicular traffic signal cycles
Addressing choke points or gaps in pedestrian or bicycle
RR crossings
Bike racks on busses
Widened or better-lit under crossings
Removed slip lanes
Right turn only lanes
None

: *Other*

1d: Please describe the overall context of the project area:

Several of the school sites serve or are located in Communities of Concern. The program will build upon current safe routes to school safety and encouragement by focusing on schools in three Napa County jurisdictions throughout Napa County

1e: What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?

Unresponsive signals to bicycles
Lack of bicycle parking
Freeway on-off ramps
Narrow curb lanes
Choke points
RR crossings
No bike racks on buses
Wide roadway crossings
Long signal cycles which require pedestrians to wait long periods of time
Short signal crossing times
Narrow undercrossings, overcrossings
Slip lanes
Sidewalk obstruction or missing sidewalk
Pedestrian-level lighting
Lack of ADA compliant facilities
Lack of Transit vehicle stops

: *Other*

Through safety and encouragement, eventual infrastructure changes could be made by local jurisdictions.

2a: What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

Educational institutions
Transit stations
Senior centers
High-density land uses
Downtowns
Shopping areas
Medical centers
Major public venues
Government buildings
Parks

: Other

3a: Have you considered collisions involving bicyclists and pedestrians along the route of the facility?

Yes

: If so, please provide the number of collisions and describe the outcomes of each:

During the 5 year period from Jan.1 2014-Dec. 31, 2018 there were a total of 226 collisions in school zones (0-1/4 mi. and 1/4-1/2 mi.) throughout the county. 106 involved bicycles, and 120 involved pedestrians. The highest rates were in underserved communities. Of the 226 collisions within one-quarter to one-half mile of school zones, 4 were fatal and 22 were severe.

: If so, what resources have you consulted?

TIMS SRTS Collision Map Jan. 1 2014-Dec. 31 2018 (5-year)

4a: Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project?

City or town bicycle plan
Countywide bicycle plan
City or town pedestrian plan
Countywide pedestrian plan
Combined bicycle and pedestrian plan
ADA transition plan
General plan
Specific plan
Regional transportation Plan
Sales tax expenditure plan
Station area access plan
No plans

: Other

: Is the proposed project consistent with these plans?

Yes

5a: Do any local, statewide or federal policies call for incorporating bicycle and/or pedestrian facilities into this project?

Caltrans Deputy Directive 64
Caltrans Highway Design Manual (Chapter 1000)
ACR 211
MUTCD 2003
MUTCD California supplement
Americans with Disabilities Act Accessibility Guidelines (ADAAG)
MTC Pedestrian Districts Study
None
more

: Other

Napa Countywide Bicycle Plan and Napa Countywide Pedestrian Plan, Community Based Transportation Plan, Napa Countywide Transportation Plan, General Plans

: If so, have the policies been followed?

Yes

5b: N/A

No

5c: If this project includes a bicycle and/or pedestrian facility, which applicable design standards or guidelines have been followed?

AASHTO bicycle and pedestrian design guides
Americans with Disabilities Act Accessibility Guidelines
Caltrans Design Information Bulletin 89
Caltrans Highway Design Manual
Caltrans California MUTCD
Caltrans Pedestrian and Bicycle Facilities in California
FHWA MUTCD
ITE Designing Urban Walkable Thoroughfares
NACTO Urban Bikeway Design Guide
N/A - no bicycle or pedestrian facilities included
None

6a: What comments have been made regarding bicycle and pedestrian accommodations at BPAC, stakeholder, or public meetings at which the proposed project has been discussed?

Stakeholders and BPAC/ATAC are supportive of the SRTS program. Safety is a priority in countywide long range transportation plans. New groups have recently formed (Slow Down Napa <https://slowdownnapa.com/>) to address safety issues related to speeding. This new group is very supportive of SRTS programs. Several comments at local Council meetings as well as City of Napa General Plan surveys indicate broad support for prioritizing bicycle and pedestrian safety improvements and safety education programs.

: How have you responded to comments received?

The SRTS program is available (while funded) to all Napa County public schools

7a: What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

Class I bicycle paths
Class II bicycle lanes
Class III bicycle routes
Class IV bikeways
Bicycle boxes
Raised separated bikeways
Bicycle Boulevards
Bicycle parking
Sidewalks on one side or both sides of street
Widened sidewalks
Marked crosswalks
Protected intersection
Painted conflict zones
Narrow unpaved path
Pedestrian-actuated traffic signals or routine pedestrian cycle
Bulb-out
Bicycle actuated traffic signals or routine bicyclist cycle
High visibility crosswalks
Pedestrian-level lighting
ADA-compliant ramps
Traffic signal push buttons
Refuge islands on roadways
Transit shelters
Wide curb lanes
Right turn only lanes
Transit vehicle stops
Pedestrian countdown signals
Way-finding or directional signage
None

: Other

This is a non-infrastructure program. Funding for the current program is ending soon through OBAG 2 and ATP. This funding would support the program for an additional year while more permanent fund sources are identified for continuation of the program.

8a: Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?

No

: If yes, please describe situation in detail.

8b: If the proposed project incorporates neither bicycle nor pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project cannot be re-designed to accommodate these facilities.

N/A

: Was a road diet or car parking removal considered?

N/A

: What would be the cost of the added bicycle and/or pedestrian facility?

: If the proposed project incorporates bicycle or pedestrian improvements, what proportion is the bicycle and/or pedestrian facility of the total project cost?

: If right-of-way challenges are the reason for the hindrance, please explain the analysis that led to this conclusion.

9a: How will access for bicyclists and pedestrians be maintained during project construction?

Alternative signed bicycle route
Alternative signed pedestrian route
Separated pedestrian pathway
Other

: Other

This is a non-infrastructure project

10a: What agency will be responsible for ongoing maintenance of the facility?

This is a non-infrastructure project that will implemented by the Napa County Bicycle Coalition through the support of NVTa

10b: How will ongoing maintenance be budgeted?

N/A

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