

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Monday, November 28, 2016
5:00 PM

NVTA Conference Room

Active Transportation Advisory Committee

All materials relating to an agenda item for an open session of a regular meeting of the Active Transportation Advisory Committee (ATAC) which are provided to a majority or all of the members of the ATAC by ATAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the ATAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NVTA holidays. Materials distributed to a majority or all of the members of the ATAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the ATAC or staff and after the public meeting if prepared by some other person. 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.

Members of the public may speak to the ATAC on any item at the time the ATAC is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the ATAC Secretary. Also, members of the public are invited to address the ATAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

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

1. Call To Order
2. Introductions
3. Public Comment
4. Committee Member and Staff Comments
5. Routine Accommodations/Complete Streets Checklist Review

5.1 Routine Accommodations/Complete Streets Live Walk-through

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 October 24, 2016 ATAC Meeting (Diana Meehan) (Pages 4-6)**

Recommendation: Approval

Estimated Time: 5:15 P.M.

Attachments: [Draft Minutes.pdf](#)

7. REGULAR AGENDA ITEMS

- 7.1 **Manual on Uniform Traffic Control Devices (MUTCD)
Pedestrian Crossing Warrant (Diana Meehan) (Pages 7-21)**

Recommendation: Information only. Staff will provide an overview on traffic signal protocols.

Estimated Time: 5:20 p.m.

Attachments: [Staff Report.pdf](#)

- 7.2 **ATAC Draft Work Plan for Calendar Year 2017 (Diana Meehan)
(Pages 22-23)**

Recommendation: The ATAC will review and discuss the ATAC draft Work Plan for Calendar Year 2017.

Estimated Time: 5:50 p.m.

Attachments: [Staff Report.pdf](#)

8. FUTURE AGENDA ITEMS

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of December 19, 2016 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 November 21, 2016.

Kathy Alexander (e-sign)

Kathy Alexander, Deputy Board Secretary

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes

Active Transportation Advisory Committee

Monday, October 24, 2016

5:00 PM

NVTA Conference Room

1. Call To Order

The meeting was called to order at 5:00 p.m.

Present: 5 - Chairperson Michael Costanzo

James Eales

Barry Christian

Joel King

Dieter Deiss

Frances Knapczyk

Trinity Talbott

Absent: 2 - Eric Hagyard

Donna Hinds

2. Introductions

Public Present:

John Ferons - City of Napa

Lou Penning-Napa resident

Jean Vincent Deale-NVTA CAC

Patrick Band-NapaBike

3. Public Comment

3.1 Patrick Band, NapaBike Executive Director made the following comments:

- SRTS street training. Students are being taken out on the road to practice street riding skills.
- NapaBike is advocating for better east/west bicycle connections for the Watson Ranch Project located in American Canyon.
- The City of Napa is removing Class II bicycle lanes on Bordeaux Way in order to put in parking for expansion of the Napa Meritage Resort. There is no recollection of the Class II bike lane removal being brought before the City of Napa Bicycle and Trails Advisory Commission (BTAC). NapaBike inquired about the removal and was told the Class II lanes are not included in the bike plan, therefore will be removed. NapaBike's comment is regardless of whether lanes are included in the plan, removing bicycle lanes is counter to the goals within the plan.

- Issues with the SR29 channelization project: Caltrans failed to install Class II lanes per the Napa Countywide Bicycle Plan. Stormwater grates are below grade posing hazards for cyclists.

4. Committee Member and Staff Comments

- 4.1 Barry Christian announced a ribbon cutting event for a new ½ mile segment of the Napa Valley Vine Trail in American Canyon on November 1, 2016 at 4:00pm
- 4.2 Trinity Talbott gave an update on SRTS activities including off campus training rides for students (supported by NapaBike) and bike safety rodeos at multiple schools. The program has a new Americorps volunteer who will be working with schools to recruit on campus volunteers to help expand the program activities. SRTS program coordinator Aly Hight assisted in writing program lesson plans for K-8 students. The Vine Trail Coalition is promoting school education outings and will help provide funding for bus transportation for outdoor education classes on the Vine Trail.
- 4.3 Francis Knapczyk noted a bicycle ride to promote active transportation and health was held during Food Day at the Farmers Market.
- 4.4 NVRTA staff member, Alberto Esqueda provided an update on the Express Bus Study Survey which was recently completed. Survey results are being processed and will be presented to the committee later this year.

5. Routine Accommodations/Complete Streets Checklist Review

None

6. CONSENT AGENDA

- 6.1 **Meeting Minutes of the July 25, 2016 ATAC Regular Meeting (Diana Meehan) (Pages 4-5)**

MOTION MADE by Talbott SECONDED by Knapczyk to APPROVE the July 24, 2016 minutes as presented. Motion Passed Unanimously.

7. REGULAR AGENDA ITEMS

- 7.1 **Roundabouts Presentation-City of Napa (John Ferons)**

City of Napa Senior Civil Engineer, John Ferons provided a presentation on the California Boulevard/First and Second Street Roundabouts project. Bicycle and pedestrian design improvements were made to the project on the recommendation of the City of Napa BTAC and the Bicycle Coalition.

There will be a special meeting in late November with the Caltrans D-4 Bicycle Advisory Committee and FHWA Roundabout design experts regarding best practices for accommodation of bicycles and pedestrians on roundabouts. Staff will bring back information at a future meeting.

7.2 One Bay Area Grant Cycle 2 (OBAG 2) Update (Alberto Esqueda) (pages 6-82)

NVTA staff provided an update on the OBAG 2 call for projects. The committee expressed concern regarding the NVTA Board decision to eliminate the staff recommendation to set aside funding explicitly for non-infrastructure SRTS programs. Staff advised the committee that SRTS non-infrastructure projects could still be funded.

Also discussed were PCA funds, potential for update of rail studies and the Surplus Lands Act.

Program Timeline highlights include:

- December 23, 2016 - Project Applications Due to NVTA
- Jan/Feb 2017- NVTA application review-draft project recommendations
- March 2017 - NVTA committees review projects
- April 2017 - OBAG 2 draft project selections to NVTA Board for Approval/submittal to MTC
- August 31, 2017 - Deadline for projects submission to Fund Management System (FMS) with Resolution of Local Support.
- Fall 2017 - MTC adoption of county programs and 2017 TIP amendment
- October 2017 - Funding available-PE/CMA Planning available beginning FY 2017-18; capital projects FY 2018-19

7.3 Manual on Uniform Traffic Control Devices (MUTCD) Pedestrian Crossing Warrant (Diana Meehan) (pages 83-91)

This item was postponed due to time constraints and will be presented at the next ATAC meeting.

8. FUTURE AGENDA ITEMS

- MUTCD- Pedestrian Crossings
- Complete Streets Checklist Procedure-Live walk-through
- Caltrans D-4 BAC Best Practices recommendations-Bicycle and Pedestrian Safety design on roundabouts
- ATAC Work Plan review/adoption

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of November 28, 2016 and Adjournment.

Meeting Adjourned at 7:10 PM.



NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Technical Training Presentation: MUTCD - Pedestrian Crossings at Intersections - Traffic Signal Warrants

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Manual on Uniform Traffic Control Devices (MUTCD) is a document published by the Federal Highway Administration (FHWA) of the United States Department of Transportation (USDOT) to specify the standards by which traffic signs, road surface markings, and signals are designed, installed, and used.

The California MUTCD 2014 edition provides uniform standards and specification for all traffic control devices in California. Two warrants in particular specifically apply to pedestrians; the Pedestrian Volume Warrant (Warrant 4) meaning there is a large number of pedestrians that would benefit from the installation of a traffic signal, and the School Crossing Warrant (Warrant 5), meaning there is a good opportunity to improve a crossing for children near schools.

Staff will provide an overview of the MUTCD with a focus on the two pedestrian-specific traffic signal warrants.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

Traffic signals are not placed at intersections nor are they altered for function without first considering a number of factors. Due to high cost and lower efficiency for moving high volumes of vehicles, signals are typically a last option considered. The California MUTCD Chapter 4C., Traffic Control Signal Needs Studies, provides guidance and standards for determining the need for signalization at intersections. Engineering studies of traffic conditions, pedestrian characteristics and physical characteristics of intersections are performed to determine whether installation of a traffic control signal is justified at a particular location. These studies include analysis of factors relative to the existing operation and safety of a particular location and the potential to improve the conditions using the following warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

Two warrants are specific to pedestrians; Warrant 4, Pedestrian Volumes, and Warrant 5, School Crossings. The MUTCD states that “A traffic control signal should not be installed unless one or more of the factors described are met.” Where warranted, traffic signals can benefit pedestrians in certain situations. In areas with high volumes of pedestrians and vehicles, particular consideration is made towards moving pedestrians safely and efficiently across intersections while maintaining traffic volumes.

Traffic signals are expensive to build and have ongoing operation and maintenance costs. Sometimes, less expensive alternatives are sufficient in providing safer crossing for pedestrians while moving vehicle traffic. The City of Napa has recently installed Rapid Rectangular Flashing Beacons (RRFB’s) which are a cost effective and efficient safety alternative for crossing pedestrians.

At signalized intersections, the standard pedestrian crossing interval (clearance time) in California was recently changed from 4 feet per second to 3.5 feet per second. This interval allows adequate time for pedestrians walking at a slower pace, such as children or seniors. This clearance time may be reduced under certain conditions as stated in MUTCD Section 4E.6.10:

Where pedestrians who walk slower than 3.5 feet per second, or pedestrians who use wheelchairs, routinely use the crosswalk, a walking speed of less than 3.5 feet per second should be considered in determining the pedestrian clearance time.

10a-Where older or disabled pedestrians routinely use the crosswalk, a walking speed of 2.8 feet per second should be considered in determining the pedestrian clearance time.

Warrant 4, Pedestrian Volume is intended for application where traffic volume on a major street is so heavy, that pedestrians experience excessive delay in crossing the major street. MUTCD Chapter 4E describes pedestrian control features that are used at intersections to help pedestrians cross. Common pedestrian signal heads include:

- Steady Walking Person (symbolizing walk) permits pedestrian to proceed
- Flashing Upraised Hand-(symbolizing Don't Walk) pedestrian shall not proceed into intersection, but pedestrians already within the intersection shall proceed to the far side of the intersection.
- Steady Upraised Hand(symbolizing Don't Walk) pedestrian shall not enter the roadway
- Countdown Pedestrian Signals-Flashing number indicates time left to cross (displayed simultaneously with upraised flashing hand)
- Audible signals-For sight impaired pedestrians may include audible tones, speech messages and/or vibrating surfaces
- Pedestrian Detectors-May be pushbuttons or passive detection devices
- Leading Pedestrian Interval (LPI)-Gives the pedestrian a 3 second advance, allowing greater visibility of the pedestrian crossing for left or right turning vehicles

For more information on the California MUTCD including frequently asked questions:

<http://www.dot.ca.gov/trafficops/camutcd/docs/CAMUTCD2014-faq.pdf>

SUPPORTING DOCUMENTS

Attachment(s): PowerPoint Presentation

TECHNICAL TRAINING

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PEDESTRIAN CROSSINGS AT INTERSECTIONS- TRAFFIC SIGNAL WARRANTS

Active Transportation Advisory Committee

November 28, 2016

MUTCD Chapter

4C-Traffic Control Signal Needs Studies

- Provides Guidance and standards for determining the need for a signal
- Studies traffic conditions
- Studies pedestrian characteristics
- Analyzes operations factors
- Uses warrants to determine potential to improve conditions



Traffic Signal Warrants

- Warrant 1: Eight-Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3: Peak Hour
- Warrant 4: Pedestrian Volume
- Warrant 5: School Crossing
- Warrant 6: Coordinated Signal System
- Warrant 7: Crash Experience
- Warrant 8: Roadway Network
- Warrant 9: Intersection Near a Grade Crossing

California MUTCD 2014 Edition

Warrant #4

Pedestrian Volume Warrant

A large number of pedestrians would benefit from the installation of a traffic signal

Warrant #5

School Crossing Warrant

A good opportunity to improve a crossing for children near school

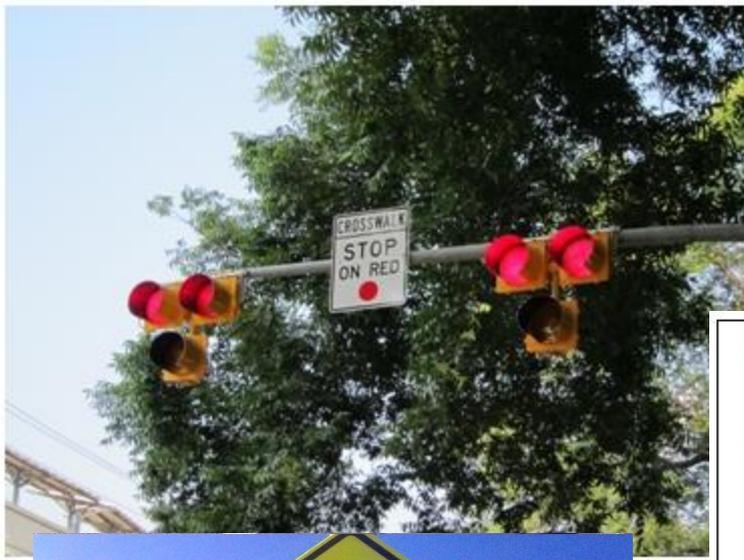
Is a signal warranted?



Traffic signals are expensive to build and maintain, sometimes there are alternatives that improve both safety and function.



HAWK- High Intensity Activated CrossWalk

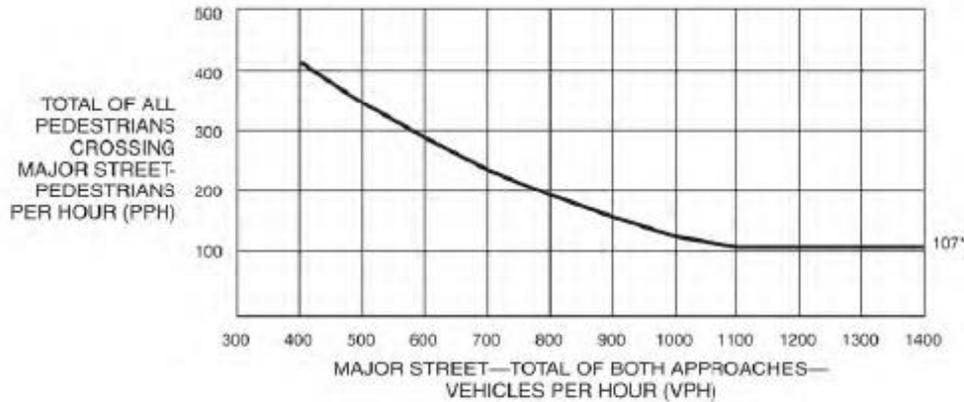


		
1. Dark until activated	2. Flashing yellow light for 3–6 s	3. Steady yellow light for 3–6 s
		
4. Steady red light during pedestrian interval	5. Alternating flashing red lights during pedestrian clearance interval	

RRFB- Rapid Rectangular Flashing Beacon

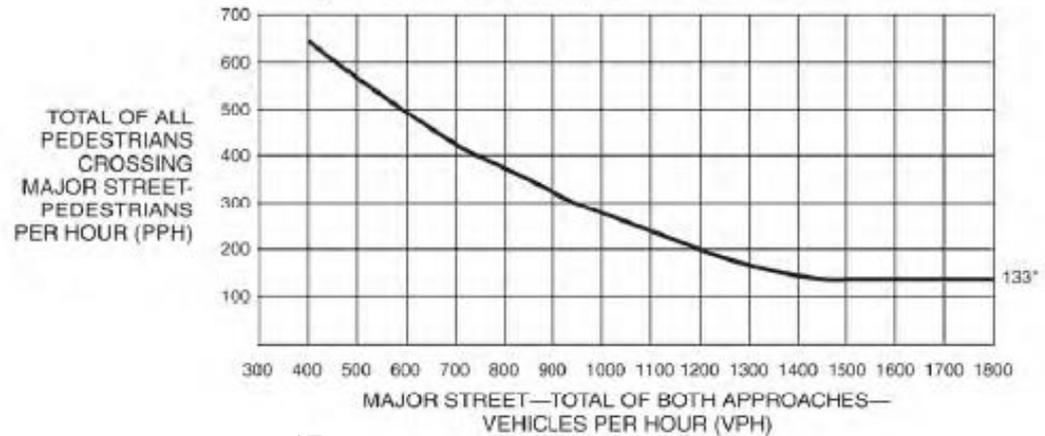
Warrant Diagrams

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



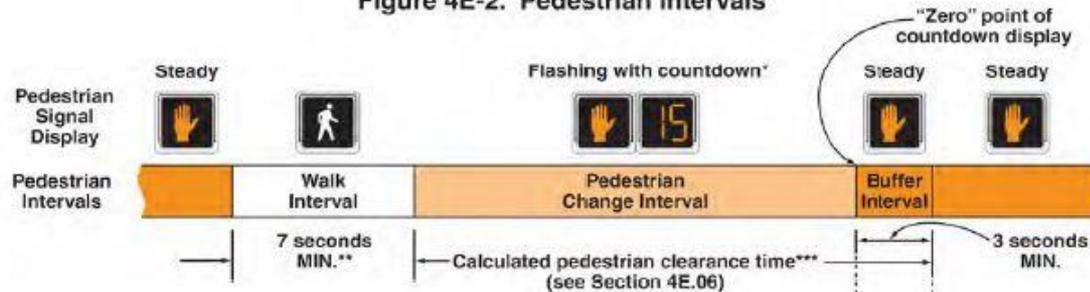
*Note: 133 pph applies as the lower threshold volume.

Crossing Interval: 3.5 feet per second

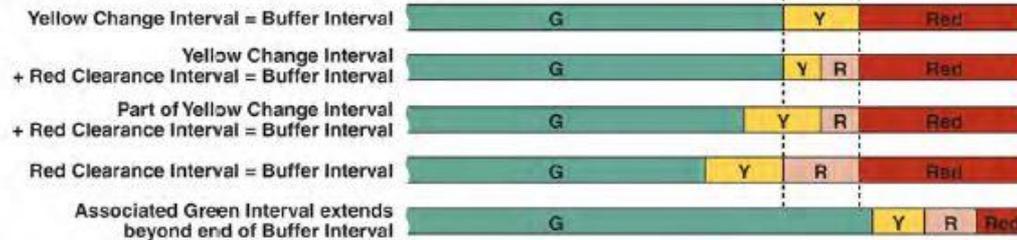
California MUTCD 2014 Edition
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

Page 954

Figure 4E-2. Pedestrian Intervals



Relationship to associated vehicular phase intervals:



Legend

G = Green Interval
Y = Yellow Change Interval (of at least 3 seconds)
R = Red Clearance Interval
Red = Red because conflicting traffic has been released

- * The countdown display is optional for Pedestrian Change Intervals of 7 seconds or less.
- ** The Walk Interval may be reduced under some conditions (see Section 4E.06).
- *** The Buffer Interval, which shall always be provided and displayed, may be used to help satisfy the calculated pedestrian clearance time, or may begin after the calculated pedestrian clearance time has ended.

Leading Pedestrian Interval (LPI)



Is it okay to cross or not?



Questions





NAPA VALLEY TRANSPORTATION AUTHORITY ATAC Agenda Letter

TO: Active Transportation Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Diana Meehan, Associate Planner
(707) 259-8327 / Email: dmeehan@nvta.ca.gov
SUBJECT: Active Transportation Advisory Committee (ATAC) Progress Report on the 2016 Work Plan.

RECOMMENDATION

That the ATAC review progress made on the 2016 ATAC Work Plan and make recommendations for the 2017 Work Plan.

EXECUTIVE SUMMARY

ATAC adopts an annual work plan each calendar year. The committee will review the Work Plan in order to evaluate progress and make recommendations for the 2017 Work Plan.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

The ATAC makes recommendations to the NVRTA Board on all active transportation related projects and programs. The 2016 ATAC Work Plan provides the framework for timely review and recommendation to the NVRTA Board on projects and programs related to active transportation.

A review of the work plan tasks will help evaluate the current progress of active transportation projects and programs. The committee may make recommendations for the 2017 ATAC Work Plan which will be adopted in December 2016.

SUPPORTING DOCUMENTS

Attachment(s): (1) 2016 ATAC Work Plan

**NVTA Active Transportation Advisory Committee (ATAC)
 2016 Work Plan**

Item	Period	Progress
1. Review Complete Street Checklists as required	As Needed	January 2017
2. Partner in the Development of the NVTA Countywide Master Pedestrian Plan	As Needed	Completed
3. Review progress on development of the Napa Valley Vine Trail	Monthly	On-track
4. Review Active Transportation Grant Programs and Project Submittals for NVTA	As needed	On-track
5. Receive updates on the NVTA Countywide Transportation Plan	As Needed	Completed
6. Receive updates from Regional Active Transportation Advisory and Working Groups	Quarterly	On-track
7. Review and recommend Transportation Development Act, part 3 (TDA-3) call for projects and project selection	January-February	On-track
8. Coordinate in applying for various Active Transportation "call for projects"	As needed	On-track
9. Appoint chair and vice-chair for 2016	January 2016	Completed
10. Review Bicycle and Pedestrian Plan Programs	Quarterly-Annual Forum	Needed
11. Monitor 511.org interface	Monthly	Remove
12. Collaborate and Review bicycle map updates	As needed	Needed
13. Review Safe Routes to School Projects and Programs	As needed	On-track
14. Review and provide feedback on Countywide Pedestrian Plan	Quarterly	Completed
15. Attend NVTA committee meetings (TAC, PCC, CAC) to discuss active transportation issues	As needed	Needed
16. Attend NVTA Board meetings	As needed	Needed
17. Active Transportation Best Practices Review	Semi-Annual	On-track
18. Safety and Enforcement-Law Enforcement Agencies	Quarterly	Needed
19. Live Healthy Napa County (LHNC) Coordination	Semi-Annual	On-track
20. Other items as required	As needed	