

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559



Agenda - Final

Wednesday, November 2, 2016
5:00 PM

NVTA Conference Room

Citizen Advisory Committee

All materials relating to an agenda item for an open session of a regular meeting of the Citizen Advisory Committee (CAC) which are provided to a majority or all of the members of the CAC by CAC 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 CAC, 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 CAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the CAC 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 CAC on any item at the time the CAC 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 CAC Secretary. Also, members of the public are invited to address the CAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

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 the Administrative Assistant, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting <https://nctpa.legistar.com/Calendar.aspx>, click on the Citizen Advisory Committee meeting date you wish to review.

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 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.

5. CONSENT AGENDA**5.1 Meeting Minutes of September 7, 2016 CAC Meeting (Danielle Schmitz) (Pages 4-6)**

Recommendation: Approval

Estimated Time: 5:15 p.m.

Attachments: [Draft Minutes.pdf](#)

6. REGULAR AGENDA ITEMS**6.1 Executive Director's Report (Kate Miller) (Pages 7-8)**

Recommendation: Information only.

Estimated Time: 5:15 p.m.

Attachments: [Staff Report.pdf](#)

6.2 State Route (SR) 29 Corridor Update (Danielle Schmitz) (Pages 9-21)

Recommendation: Information only. Staff will provide an update on the SR 29 Corridor.

Estimated Time: 5:30 p.m.

Attachments: [Staff Report 6.2.pdf](#)

6.3 Travel Behavior Study (Danielle Schmitz) (Pages 22-33)

Recommendation: Information only. Staff will review the Travel Behavior Study.

Estimated Time: 5:55 p.m.

Attachments: [Staff Report.pdf](#)

6.4 Rail Presentation/Discussion* (Danielle Schmitz)

Body: Information only. Staff will provide a presentation on rail transportation.

Estimated Time: 6:10 p.m.

7. FUTURE AGENDA ITEMS

8. ADJOURNMENT

8.1 Approval of Next Regular Meeting Date of January 4, 2017 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 October 26, 2016.

Kathy Alexander (e-sign)

Kathy Alexander, Deputy Board Secretary

*Information will be available at the meeting

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes

Citizen Advisory Committee

Wednesday, September 7, 2016

5:00 PM

1. Call To Order

Chair Baldini called the meeting to order at 5:03 p.m.

Present: 12 - Michael Baldini
Christina Benz
Nicole Cummings
Jean-Vincent Deale
Paul Han
Larry Kromann
Aisha Nasir
Jennifer Palmer (2 year term)
Matthew Schmitz
Cass Walker
Doug Weir
Maria Zuniga

Absent: 2 - Aly Hite
Jesse Ramer

2. Introductions

Chair Baldini asked member Jennifer Palmer to introduce herself to the committee. Ms. Palmer is a Napa County Health & Human Services employee and is interested in how transportation fits in to an overall healthy community.

3. Public Comment

None

4. Committee Member and Staff Comments

Member Deale expressed he has had some difficulties with the new Vine schedule and

he is dependent on the service. He thanked Director Miller for be responsive to his concerns.

Member Weir voiced his concerns with the Third Street bus stop spacing. Staff stated it was aware of the issue and is working on it with the development of bus stop policy and the COA.

Ms. Schmitz provided the CAC members with Title VI surveys which are required to be distributed by the FTA, however the CAC members were informed completing the survey is voluntary.

5. CONSENT ITEMS

5.1 Meeting minutes were accepted as written.

6. REGULAR AGENDA ITEMS

6.1 Executive Director's Report. (Kate Miller)

- New staff member Rebecca Schenk was introduced to the committee
- Oak Knoll Vine Trail project ribbon cutting will most likely be in October
- OBAG 2 call for projects will open in October
- Legislative Funding Update on the state of transportation funding and Senator Beall and Assemblymen Frazier's work to address the challenge through SBX1 and ABX 25.

6.2a Technical Training (Matt Wilcox)

Transit Manager, Matt Wilcox provided a presentation and overview of the Vine Transit system and all the programs provided by NVTA.

- Member Kromann brought up the question of service to St. Helena Hospital. Staff explained the issues with providing service to the hospital but assured the CAC that communication with the hospital is still ongoing.
- Member Palmer mentioned the 2% ridership dip could be correlated to the drop in NVUSD enrollment.
- Member Deale asked what method NVTA preferred for communication and feedback. NVTA staff said all methods of feedback are welcomed.
- The Express Bus Study Survey will be live on September 15th. The CAC will receive an email with a link to the study and is encouraged to send it out to their networks.

***It was suggested by Member Walker that items be deferred to the November meeting in the interest of time. Chair Baldini moved items 6.3 and 6.4 to the November 2nd meeting.**

6.2 Technical Training: MUTCD Pedestrian Crossing (Diana Meehan)

Diana Meehan provided a presentation on pedestrian crossing standards as outlined in the Manual on Uniform Traffic Control Devices (MUTCD).

7. FUTURE AGENDA ITEMS

- Item 6.3 – State Route 29 Update
- Item 6.4 – Travel Behavior Study Update
- Rail presentation/discussion (at the November or January meeting)
- Possible Express Bus Study Update

8. ADJOURNMENT

10.1 Approval of Next Regular Meeting Date of November 2, 2016 and Adjournment.

The meeting was adjourned at 6:38 p.m.

DRAFT



NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Letter

TO: Citizens Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: Executive Director Report

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Vine Trail Ribbon Cutting

NVTA held the Vine Trail Oak Knoll Segment Ribbon Cutting on Friday, October 21 in Yountville for the opening of the trail from Oak Knoll north. The Oak Knoll Segment links Yountville to north Napa at the Redwood Park and Ride. It was awarded \$3.6 million in Active Transportation Funds; the total cost of the 6 miles segments is close to \$9 million. The signal work in City of Napa along Trower, Wine Country, and Salvador is still underway. The entire trail should be open by January.

One Bay Area Grant Call for Projects

The NVTA Board released the OBAG 2 call for projects at their October meeting. OBAG 2 has roughly \$6.4 million dollars available for the 5 year program FY 2017-18 to 2021-22. Eligible project types include planning, Safe Routes to School, Bike and Pedestrian, Local Street and Road Rehabilitation, Transportation for Livable Communities, and Priority Conservation Area projects. Most of the funds are available exclusively to local government agencies however non-government entities if they partner with a government agency are eligible to receive for Priority Conservation Area and Safe Routes to School funds. NVTA will be holding a workshop on the OBAG 2 call for projects on November 3 from 4-5:30 pm at the Soscol Gateway Transit Center (SGTC). Projects are due on Friday, December 23rd.

Transit Maintenance Facility Update

The comment period for the Initial Study/ Mitigated Negative Declaration for the Vine Transit Maintenance Facility is officially open and will continue until November 6 at 5pm. The documents can be accessed at the www.nvta.ca.gov website.

New Bike Lockers

E-lockers have been installed at Redwood and Yountville Park and Rides and are available for use. They are managed by BikeLink. Users must have an account which can be established at the SGTC customer service window.

FISCAL IMPACT

None

SUPPORTING DOCUMENTS

Attachment(s): None



NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Letter

TO: Citizen Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Update on State Route 29 Corridor Projects

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

SR 29 is the major transportation backbone of Napa County, passing through all six jurisdictions. As a State Highway, SR 29 is under the jurisdiction of the California Department of Transportation (Caltrans), which owns the right-of-way and maintains the highway. SR 29 is often congested in several stretches especially during periods, and improvements to the corridor have been long sought. In 2014, NVTA completed a major planning effort, the SR 29 Gateway Corridor Improvement Plan, focusing on the segments of SR 29 south of the Trancas St. interchange in the City of Napa, with a particular focus on the segment that passes through the City of American Canyon. The Study identifies a series of improvement projects along the corridor ranging from \$200,000 to \$75 million.

The portion of SR 29 through American Canyon was studied using a detailed computer model to examine the full picture of each of the intersections along SR 29 and demonstrate how two possible designs (“Boulevard” and “Modified Boulevard”) would perform, including pedestrian and bicycle movements. Following the completion of the additional data, a final version of the Plan was presented to the NVTA Board for adoption.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

Since the completion of the SR 29 Gateway Corridor Study, American Canyon launched the Broadway Specific Plan. The Broadway Specific Plan further evaluates the Modified Boulevard concept along SR 29 to include reduced speed limits between American Canyon Road and Napa Junction. In addition, a staff-level working group was formed to discuss more cost effective measures for improving congestion and to identify project funding to implement the corridor improvements.

SUPPORTING DOCUMENTS

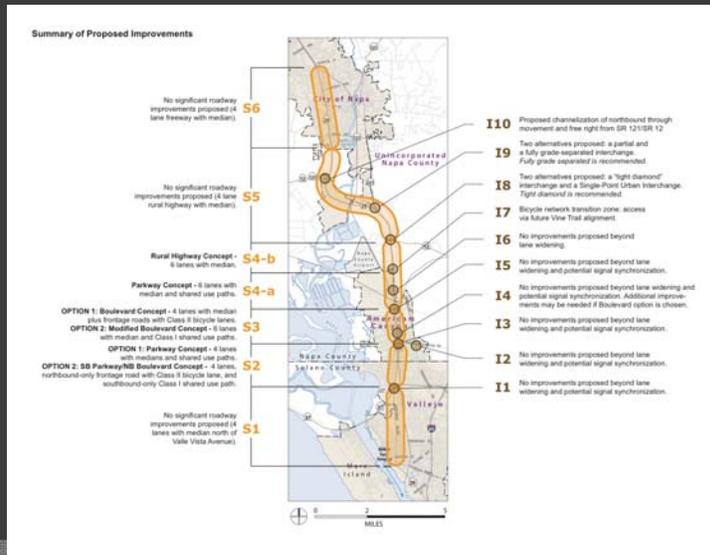
Attachments: (1) SR 29 Corridor Update



State Highway Update -SR 29

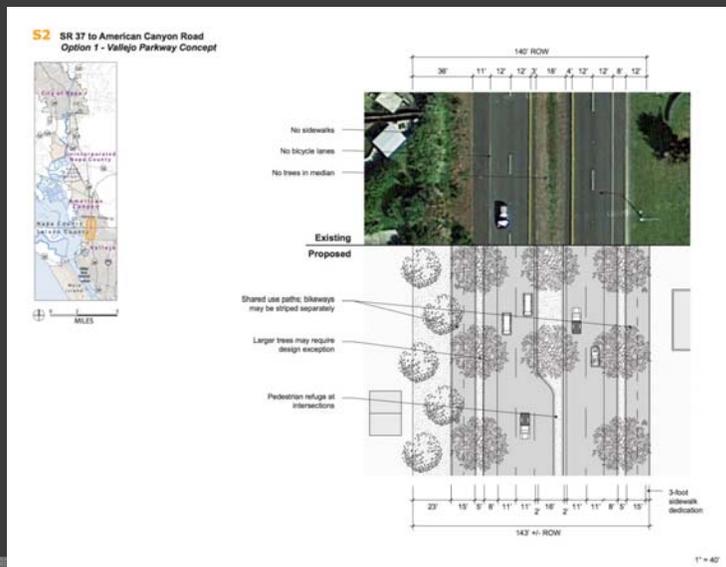
- The SR 29 Corridor study identified a \$350 million dollar list of unfunded projects
- Currently working on refining projects to mirror community values and look of Napa Valley.
- Leverage *Active Transportation* and *Transit* grants/funding to help deliver the project.

State Highway Update – SR 29



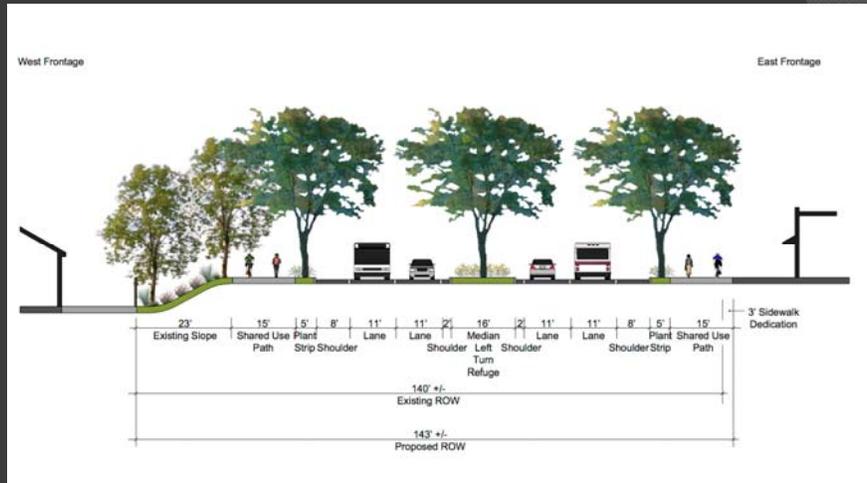
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SR 29 from Vallejo to American Canyon Road



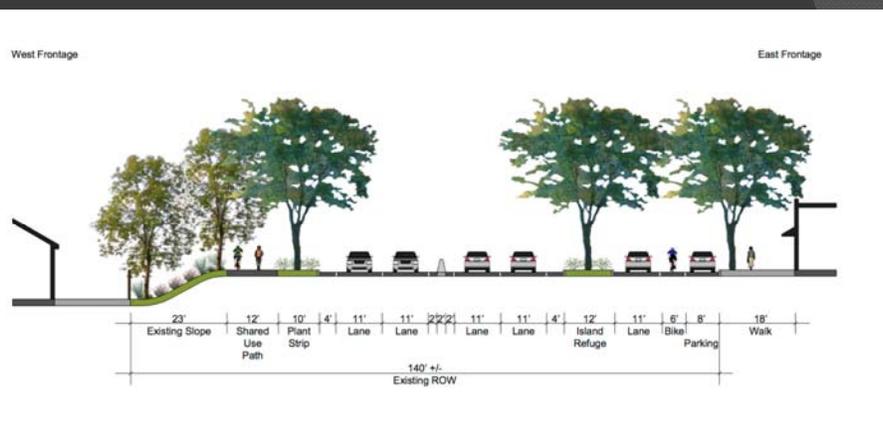
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SR 29 from Vallejo to American Canyon Road: Option 1



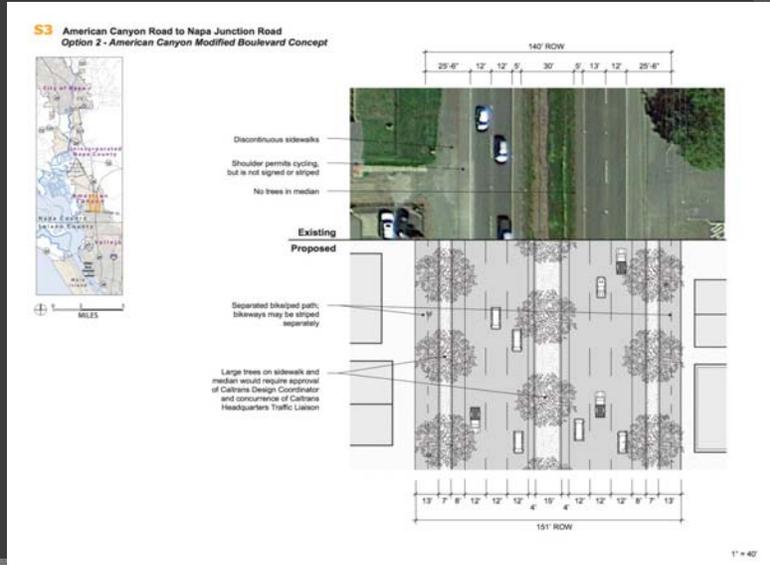
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SR 29 from Vallejo to American Canyon Road: Option 2

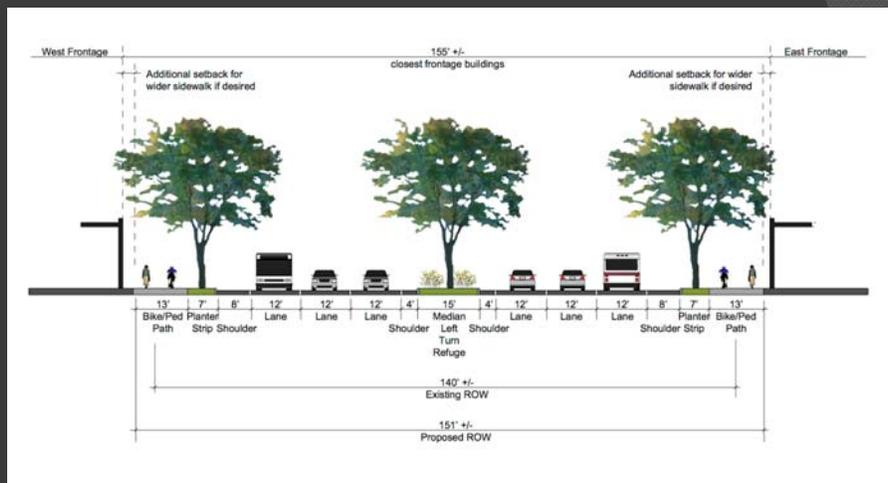


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American Canyon Rd. to Napa Junction - Modified Blvd.



Modified Blvd. cross-section



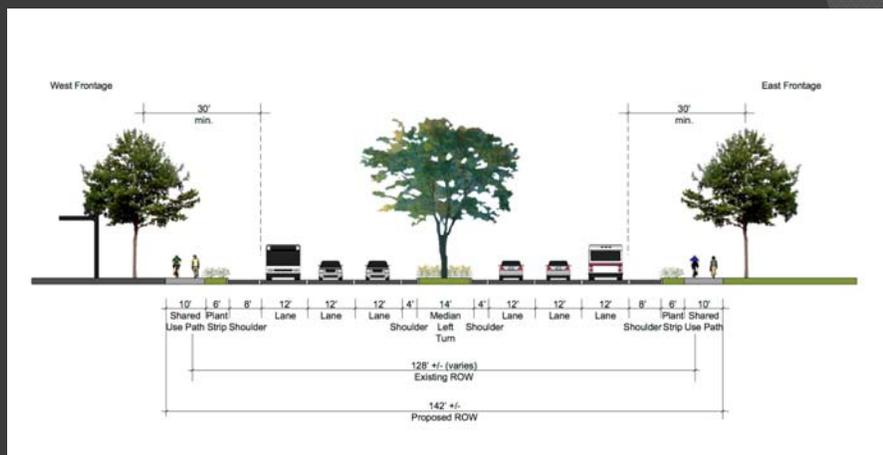
Modified Blvd. – Includes multi-modal infrastructure



S3 American Canyon Road to Napa Junction Road
Option 2 - American Canyon Modified Boulevard Concept

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Napa Junction to South Kelly Rd.



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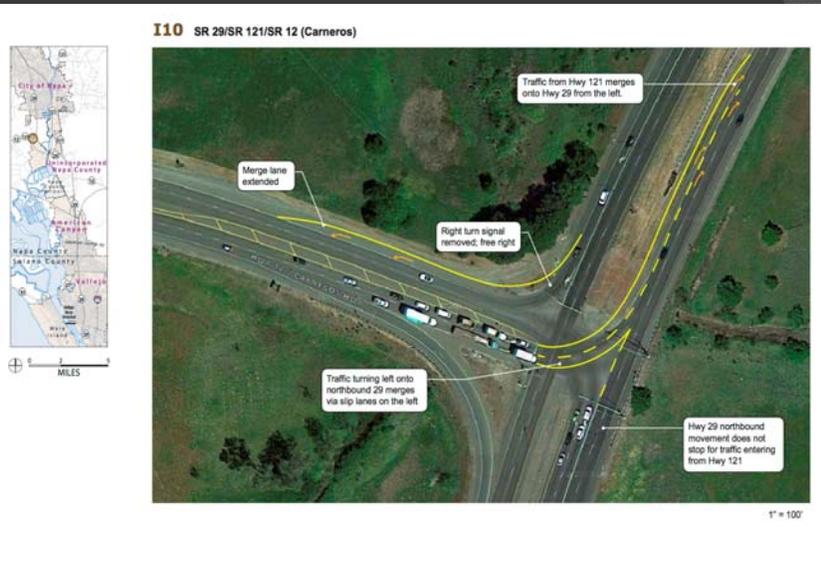
Soscol Junction – SR 221 and SR 29



- Draft environmental document in circulation
- Working group looking into project efficiencies and a more aesthetically pleasing design and reduced cost

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SR 29 and SR 12 – Carneros Interchange



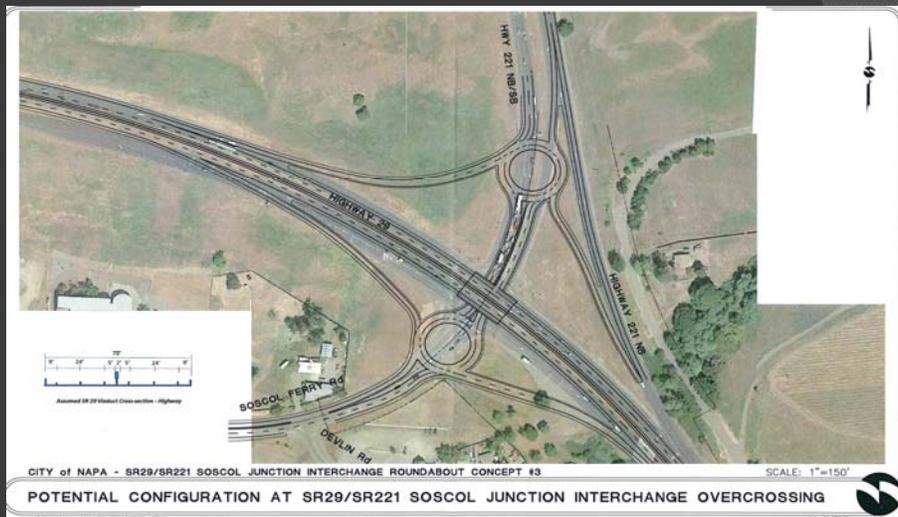
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What is currently being done?

- October 2015 – formed staff level SR 29 Corridor Working Group
- Draft Environmental Document for Soscol in final stages
 - Evaluating other alternatives to flyover structure
- American Canyon PDA Specific Plan suggests reduced speed, narrowed lanes, intersection improvements, smart signals, and pedestrian crossings.

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SR 29 – Additional Concepts



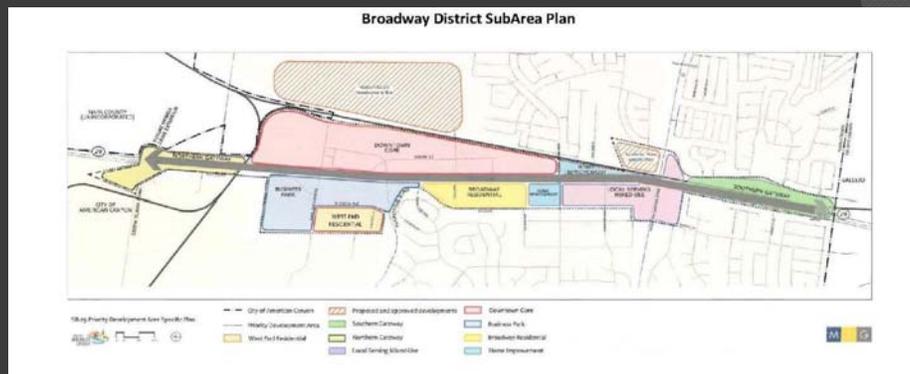
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American Canyon “Modified-Modified Boulevard”

- American Canyon has launched its Broadway Specific Plan and conducted numerous workshops to capture a community vision for Hwy 29 through American Canyon:
 - *The overarching goal for the Broadway District Specific Plan is to enhance the Broadway District as a livable, small town, mixed use city center that is vibrant and thriving and alluring as the “Face of the City”.*

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Broadway District Specific Plan Area



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Questions





NAPA VALLEY TRANSPORTATION AUTHORITY CAC Agenda Letter

TO: Citizen Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Travel Behavior Study Overview

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

In April 2013, the NVTA Board approved an agreement with Fehr & Peers to conduct the Napa County Travel Behavior Study. This study was a joint effort with the County of Napa and to inform the Countywide Transportation Plan in order to better understand travel behaviors and patterns throughout the county. Unlike the Napa-Solano Travel Demand Model, which solely looks at peak commute volumes Monday through Friday, the study looked at several different data sources to understand how, why, and where residents, workers, and visitors move throughout the county.

The Winegrowers of Napa County, in partnership with the Napa Valley Vintners, funded additional winery data collection which took place in October 2014 at selected wineries across the valley to collect information about the visitors including where they were traveling from and to as well as demographic information. NVTA also conducted additional vehicle counts at the south end of the county to understand whether the widening of Jameson Canyon influenced travel behavior.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

The Napa Travel Behavior Study focuses on vehicle trips throughout Napa County. The study helped identify how many trips per day are associated with visitors, residents, and employees, where those trips start and end, the predominant modes of travel, vehicle occupancies, and times of day/week that have the heaviest traffic volumes.

To better inform the study and validate the data, the consultants pulled from several different data sources. Data sources included, basic traffic counts at selected locations, mailed surveys based on the capture of license plate numbers, cell phone tracking data (information about where a sample of vehicles travel within Napa County without identifying the owner/driver), and finally, detailed intercept interviews at selected locations, including 12 wineries throughout the county. Also, included in the study was a detailed employee survey that resulted in over 1,400 responses. This survey, along with the mailed survey, provided information about how likely workers and visitors would use other modes of transportation to get to and from their destinations.

The Napa County Travel Behavior Study provided NVTa with several quantitative and qualitative data sets. The resulting data has provided NVTa and its member jurisdictions the basis for future planning efforts. Such uses may include but are not limited to the refinement of the Napa-Solano Travel Demand Model (NSTDM) and the update of the Countywide Transportation Plan. The data collected in this study will also be used to inform future plans or projects requiring baseline data. NVTa plans on repeating the study again in the next few years as a predecessor to the next countywide plan.

Data Highlights:

- **License plate recognition** (cameras) at 11 strategic locations over a 24-hour period (a Friday in October - to capture weekday commute trips along with winery and other visitor trips during peak winery visitation season). The locations include the seven major Napa County gateways to capture all inter-regional travel as well as four locations within Napa County to capture a sample of local trips. Infrared video cameras provided classification of the vehicles into passenger vehicle, medium truck, heavy truck, and bus. 154,389 license plate numbers were observed, which led to the following conclusions:
 - 9% of daily trips at Napa County external gateways are pass-through trips- the majority of pass-through traffic travels between SR 121 at the Napa/Sonoma county line and SR 12 at the Napa/Solano county line.
 - 25% are imported work trips i.e. from a license plate observed entering and exiting Napa County at same location in an approximately 8 hour window.
 - 16% are exported work trips observed exiting and entering Napa County at the same location in an approximately 8 hour window.
 - The largest number of imported work trips from neighboring counties comes from Solano County (35%), Sonoma County (22%), Contra Costa County (10%), and Alameda County (7%).

Surveys: To supplement previous surveys, three additional surveys were conducted:

1. *Vehicle Intercept Mail Survey:* Using the license plate data (above) 183 surveys provided the following results:
 - 52% of respondents are full-time residents of Napa County, 26% are non-residents but employed in Napa County.
 - 66% of external trips were imported, consistent with license plate matching data and mobile device data.
2. *In-person winery Survey* at 12 wineries around Napa:
 - 92% of groups were visitors to Napa County;
 - 35% of patrons started their day in Napa County, 23% of patrons started their day in San Francisco County;
 - 52% of groups traveled by rental car, 36% of groups by personal auto;
 - 58% said they would use transit if it was an option.
3. *Online Major Employers Survey:* 100 of Napa County's major employers totaling approximately 20,000 employees in Napa County helped gather travel behavior and commute data for local employees. 1,444 responses reported:
 - 71% live in Napa County
 - 51% live in City of Napa
 - 97% commute using their personal automobile more than half the time
 - 43% said they would use public transit if service was expanded and it became a reasonable option.

Cell phones and GPS data: Anonymous reading of cell phone locations gathered over a two month period in September and October of 2013 was utilized to analyze traffic patterns within the county. Of the 206,152 data samples:

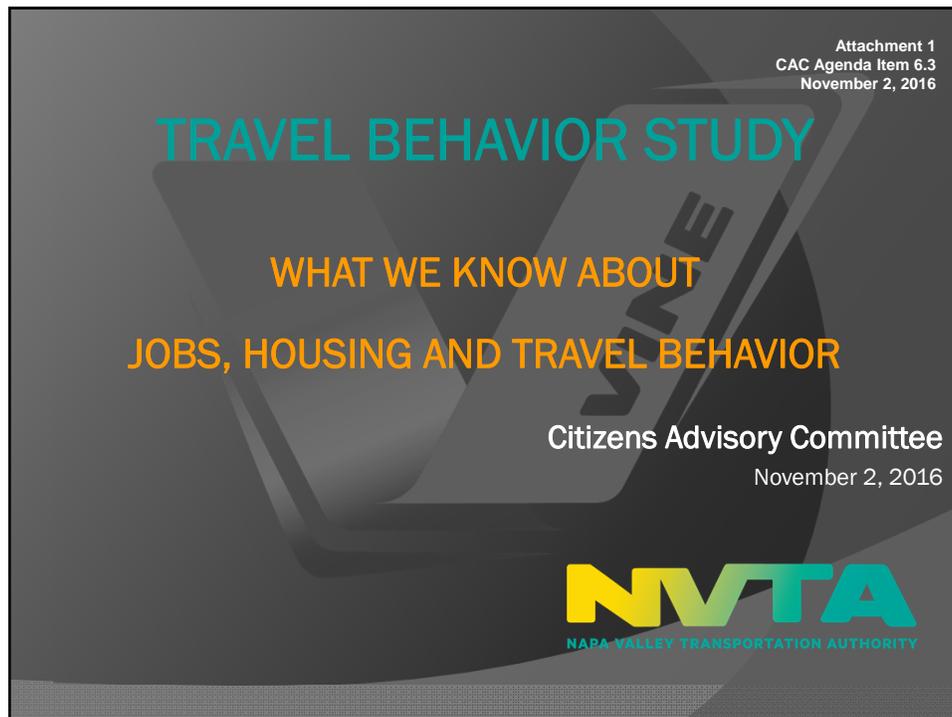
- 55% were internal trips
- 45% were external trips (meaning passed through one or more external gateways)
 - Approximately 9% of external trips were pass through

Travel Behavior Study Conclusions

Data from all collection methods has been compiled in a format close to results derived from the Napa Solano Travel Demand Model (the principal computer model for transportation used by NVTA). Study results have provided a substantial amount of real-life origin and destination-level travel data to supplement the recent (2013) California Household Travel Survey for base year calibration and validation purposes.

SUPPORTING DOCUMENTS

Attachments: (1) Presentation on Jobs, Housing, and Travel Behavior



Travel Behavior Study

- Conducted In 2013/14
 - Partnership: County of Napa & Napa Valley Vintners
- Objectives – the Why and the Where People Travel
 - Gather work/non-work travel behavior data :
 - Visitors/employees/residents who make trips in/out/and around Napa County
 - Find how much congestion is from residents, imported workers, pass-through trips, winery patrons, etc.
 - Use data to inform future transportation investments

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Study Approach

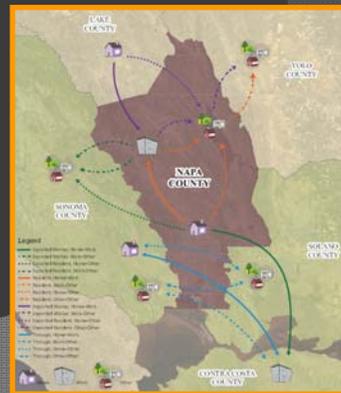
- 5 data collection methods

1. Vehicle Classification Counts
2. Winery Regression Analysis
3. License Plate Matching
4. In-Person Winery, Vehicles Intercept, and Online Employer Surveys
5. Mobile Device Data



Mobile Source Results

- 55% Internal Trips
 - Work
 - Recreational or non-work based
- 45% External Trips
 - 36% imported/exported
 - 9% pass-through



License Plate Matching

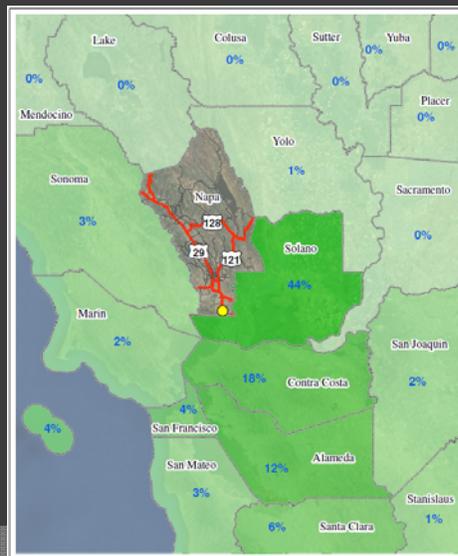
Trip Type	Daily Totals
Inbound Trip	45%
Outbound Trip	45%
Pass-Through Trips	9%

Trip Type	Daily
Imported Work Trip	25%
Imported Other Trip	16%
Exported Work Trip	16%
Exported Other Trips	11%
One-way Total	23%
Pass-Through	9%

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County of Origin for Trips per gateway

SR-29 North
of American
Canyon Road



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Travel Behavior Study Results

- 25% of external trips are generated by workers commuting into Napa County
 - Approximately 20,000 imported work trips per day.
- 16% of external trips are outbound commuters — Napa County workers commuting to jobs outside the county.
- The largest number of imported work trips from neighboring counties comes from
 - Solano County (35%)
 - Sonoma County (22%)
 - Contra Costa County (10%)
 - Alameda County (7%)



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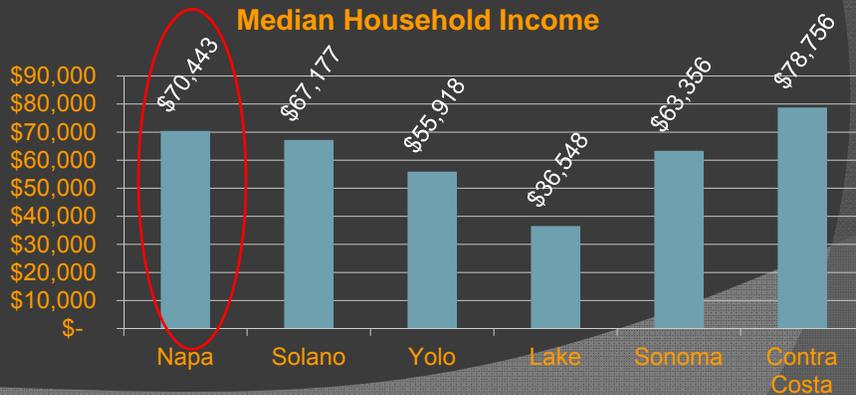
Employment in Napa

- Largely dependent on the wine and tourism industry
 - 40% of labor force
- 21.4% Goods Producing
 - (includes beverage/ tobacco product manufacturing)
- 16.7% Leisure & Hospitality
- 14.3% Trade, Transportation & Utilities
- 14.1% Government
- 13.6% Educational & Health Services
- 9.1% Professional & Business Services
- 10.8% Other

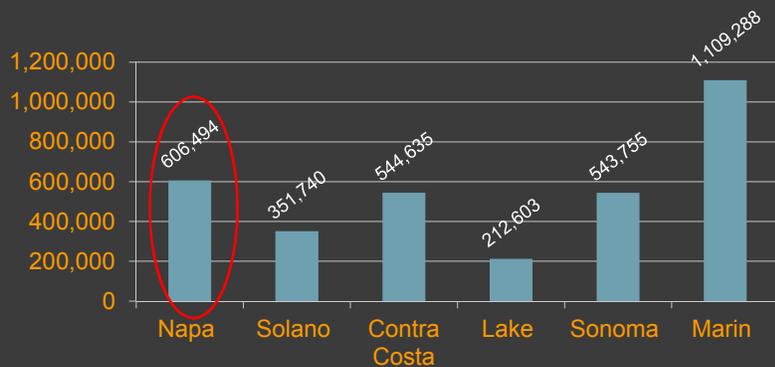
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Jobs/Housing Balance

- Fastest-growing job sectors are hospitality & retail
 - Workers find housing outside the county—adds to commute pressure.
- There are approximately 70,660 jobs in Napa County and 54,760 housing units.



Median Home Price



- Median home price in Napa County is \$606,494 (2015).
- Median rent is \$1,588
 - 44% of people who rent pay 35%+ gross income on their rent.

Median Income/ Median Housing Price

- A person needs to earn **\$95,000/year** to purchase a median-priced \$606,000 home.
- Napa County annual median income of **Napa's Work Force = \$38,168**



Napa home for sale as of Aug. 2016
Zillow.com sale price: \$600,000

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The Housing/Income Mismatch

Effects

- More Vehicle Miles Traveled (VMT)
- Inevitable congestion on Napa's roads
- 2040 Projections: 30,000 workers commuting into Napa each day— 45% increase
- Additional 2,000 outbound-commuters
 - 16,000 daily trips leaving the county for work over this same time period.



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Solutions

- Build more housing.
- Build housing that meets the needs of our existing work force.
- Build housing closer to jobs and services.
- Create jobs that pay more.
- Improve transportation infrastructure to make it easier for workers to access jobs.

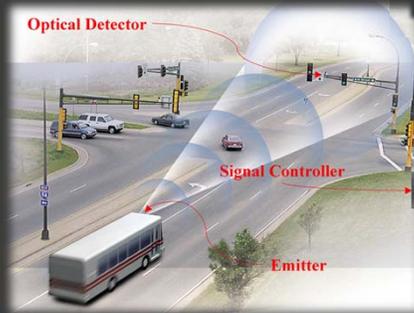
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Transportation Solutions

- Develop alternative transportation options for commuters (Travel Demand Management)
- Improve highway and road infrastructure making it more effective at reducing congestion and auto emissions.
- Promote Priority Development Areas (PDAs) Planning efforts
 - Developments that bring jobs closer to housing
 - Infrastructure improvements that improve traffic flow and encourage walking and biking

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Opportunities: Technology



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Opportunities: Infrastructure Improvements

- First/Second Street Roundabouts
- Vine Trail
- Expanded Express Bus Service
- Transit Operating Efficiencies
- Connecting Rail
- SR 29 Improvements



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Near-term Opportunities

- Alternative Transportation
 - Encouraging walking/biking particularly for school trips during peak period
- Partnering with Employers/Schools subsidized transit passes
- Improve Transit and Active Transportation Infrastructure and Technologies



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Questions



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