Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

NAPA VALLEY TRANSPORTATION AUTHORITY

Agenda - Final

Monday, June 27, 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.

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 Technician, 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 the NVTA website at www.nvta.ca.gov, click on Minutes and Agendas – ATAC or go to /www.nctpa.net/active-transportation-advisory-committee-atac

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

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 the May 23, 2016 ATAC Regular Meeting (Diana Meehan)** ***(Pages 4-5)***

Recommendation: Approval

Estimated Time: 5:15 p.m.

Attachments: Draft Minutes.pdf

7. REGULAR AGENDA ITEMS

7.1 **Techinical Training: Presentation on Roundabouts (Diana Meehan)** ***(Pages 6-40)***

Staff will provide a presentation on roundabouts with an emphasis on bicycle and pedestrian safety.

Recommendation: Information only

Estimated Time: 5:15 p.m.

Attachments: Staff Report

7.2 **Vine Trail Programs Committee Overview (Philip Sales and Patrick Band)** ***(Pages 41-42)***

Philip Sales, Executive Director, Napa Valley Vine Trail Coalition (NVVTC), and Patrick Band, Chair of the NVVTC Programs Committee, will provide an overview of upcoming Vine Trail Programs.

Recommendation: Information only

Estimated Time: 5:35 p.m.

Attachments: Staff Report

7.3 **Complete Streets Checklist Update (Diana Meehan)** ***(pages 43-53)***

Staff will review the new Complete Streets Checklist procedures issued by the Metropolitan Transportation Commission.

Recommendation: Information only

Estimated Time: 5:45 p.m.

Attachments: Staff Report

7.4 **Draft Countywide Pedestrian Plan Update (Diana Meehan)** ***(Pages 54-55)***

Staff will provide an update on the Countywide Pedestrian Plan Draft.

Recommendation: Information only

Estimated Time: 5:55 p.m.

Attachments: Staff Report

8. FUTURE AGENDA ITEMS

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of July 25, 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 June 22, 2016

Kathy Alexander e-sign June 22, 2016

_____

Kathy Alexander, Deputy Board Secretary

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Meeting Minutes

Active Transportation Advisory Committee

Monday, May 23, 2016 **5:00 PM** **NVTA Conference Room**

1. Call To Order

The meeting was called to order at 5:05 p.m.

Present: 5 - James Eales
Joel King
Eric Hagyard
Dieter Deiss
Frances Knapczyck

Absent: 3 - Chairperson Michael Costanzo
Barry Christian
Donna Hinds

2. Introductions/Public Present

Public Present:
Lorien Clark- City of Napa
Aly Hite – Napa County Office of Education Safe Routes to School
Philip Sales, Napa Valley Vine Trail Coalition (NVVTC) Executive Director

3. Public Comment

3.1 Philip Sales, NVVTC Executive Director is seeking volunteers to help support a fundraising ride being held on Wednesday June 1st.

4. Committee Member and Staff Comments

4.1 Joel King commented on another successful Bike Fest which was held at the Oxbow Commons on May 15th.

4.2 Frances Knapczyk commented on the Oxbow Commons as an ideal area for bicycle and pedestrian events.

4.3 Diana Meehan reminded the committee that the environmental document for the Countywide Pedestrian Plan is now open for review and comment. The document link can be accessed on the NVTA website. A copy is also available at the NVTA office. The comment period will close on June 23, 2016.

5. Routine Accommodations/Complete Streets Checklist Review

None.

6. CONSENT AGENDA

6.1 Meeting Minutes of March 28, 2016 ATAC Meeting (Diana Meehan) (Pages 4-6)

MOTION MADE by King SECONDED by Hagyard to APPROVE the March 28, 2016 minutes. Motion Passed Unanimously.

7. REGULAR AGENDA ITEMS

7.1 Transportation for Clean Air Projects - Call for Projects (Diana Meehan) (Pages 7-23)

Staff provided an overview of the Transportation for Clean Air program and call for projects extension. TFCA projects must have air quality benefits and meet cost-effectiveness criteria. There are approximately $82,000 in remaining funds available for FYE17. The call will remain open until funds are exhausted or until September 2, whichever comes first.

7.2 Active Transportation Program (ATP) Cycle 3 Update (Diana Meehan) (Pages 24-67)

Staff provided and update on the ATP, Cycle 3. Approximately $240 million in state and federal funds are available for this cycle. The 2017 ATP funding will be for Fiscal Years 2019-20 and 2020-21.

Two applications will be submitted in Cycle 3:

- City of Napa-SR 29 Bicycle and Pedestrian Undercrossing Project
- Napa County Office of Education (NCOE) Safe Routes to School Program

Letters of support for both applications are being requested by June 10th. Applications are due by June 15th. NVTA staff will provide application assistance.

7.3 Bicycle Plan Review (Diana Meehan)

Staff provided a presentation on bicycle plans in order to prepare for the upcoming Countywide Bicycle Plan Update. Committee member Deiss requested the bike plan update include recognition of achievements in order to create momentum surrounding successful implementation of programs and policies.

8. FUTURE AGENDA ITEMS

- Vine Trail Programs Committee Update
- Complete Streets Checklist Review

9. ADJOURNMENT

9.1 Approval of Next Regular Meeting Date of June 27, 2016 at 5:00 p.m. and Adjournment

Meeting Adjourned at 6:50 PM.

June 27, 2016
ATAC Agenda Item 7.1
Continued From: New
Action Requested: INFORMATION

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: Roundabouts

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Roundabouts are gaining popularity among local jurisdictions and throughout the state as a viable alternative to the typical signalized intersection configuration. Roundabouts have many benefits such as improving level of service and safety making them a desirable choice for certain intersections.

Staff will provide a power point presentation on roundabouts, including how they function for pedestrians and bicyclists.

FISCAL IMPACT

No

BACKGROUND AND DISCUSSION

A roundabout is an intersection where traffic travels around a central island in a counterclockwise direction. Vehicles entering or exiting the roundabout must yield to bicyclists, and pedestrians.

Roundabouts can have many advantages over traffic signals when constructed in the right location. Some benefits include:

- They reduce collisions as drivers tend to be more cautious entering unsignalized intersections.
- They facilitate reduced speeds.
- They require less maintenance, have lower yearly operational costs, and have a longer service life.
- They reduce greenhouse gas emissions by reducing vehicle idling time.
- The median islands provide refuge for pedestrians, allowing them to cross one direction of traffic at a time.
- They provide additional opportunities for landscaping in the community

The Federal Highway Administration (FHWA) has annual webinar training opportunities which are presented through the Bicycle and Pedestrian Information Center (PBIC). NVTA staff participates in these webinars in order to stay informed of best industry practices.

Staff intends to bring educational information to ATAC and other NVTA committees in order to promote a greater understanding of transportation infrastructure that may be introduced throughout the county.

SUPPORTING DOCUMENTS

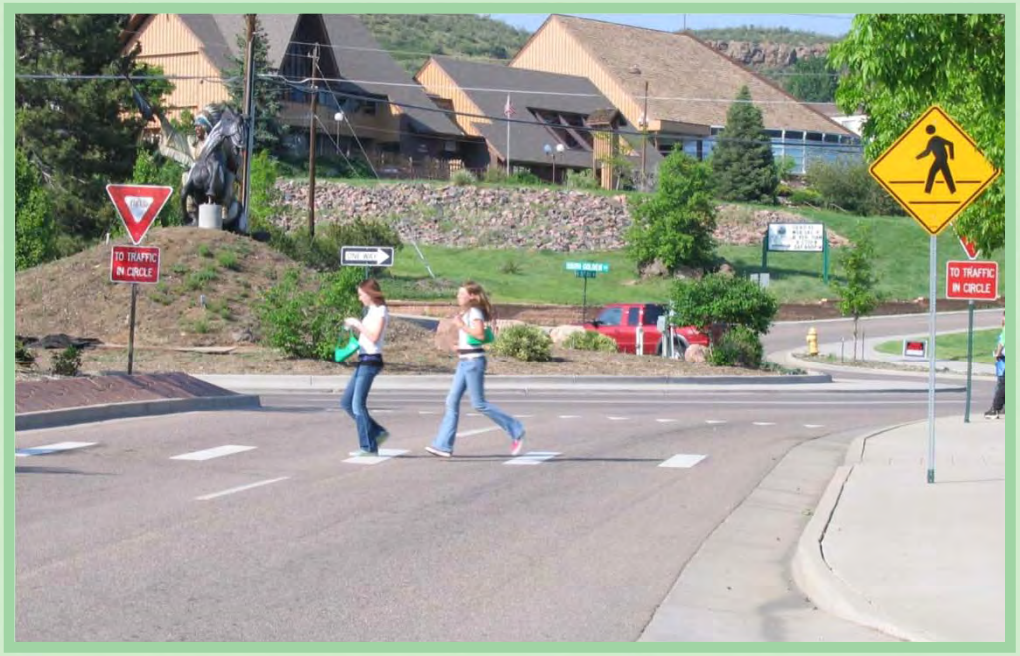
Attachment(s): (1) Roundabouts presentation slides
(2) Caltrans Roundabouts in the United States information pamphlet

U.S. Department of Transportation
Federal Highway Administration

Pedestrian and Bicycle Information Center

Designing for Pedestrian Safety

Roundabouts: How They Work for Pedestrians



Presented by:

Fred Ranck
FHWA Resource Center Safety Design Engineer

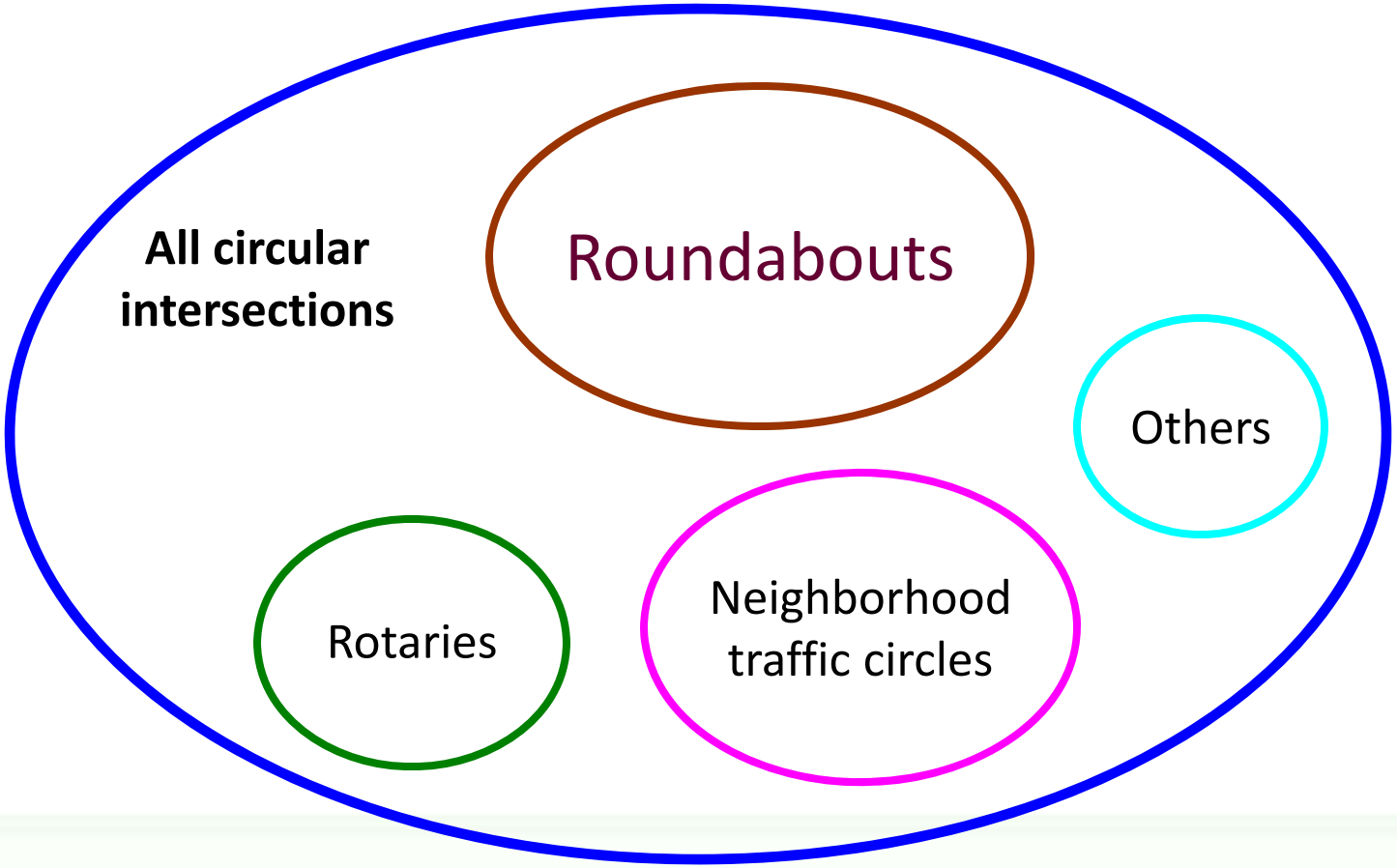
October 5, 2010

Roundabouts: Learning Objectives

At the end of this module, you will be able to:

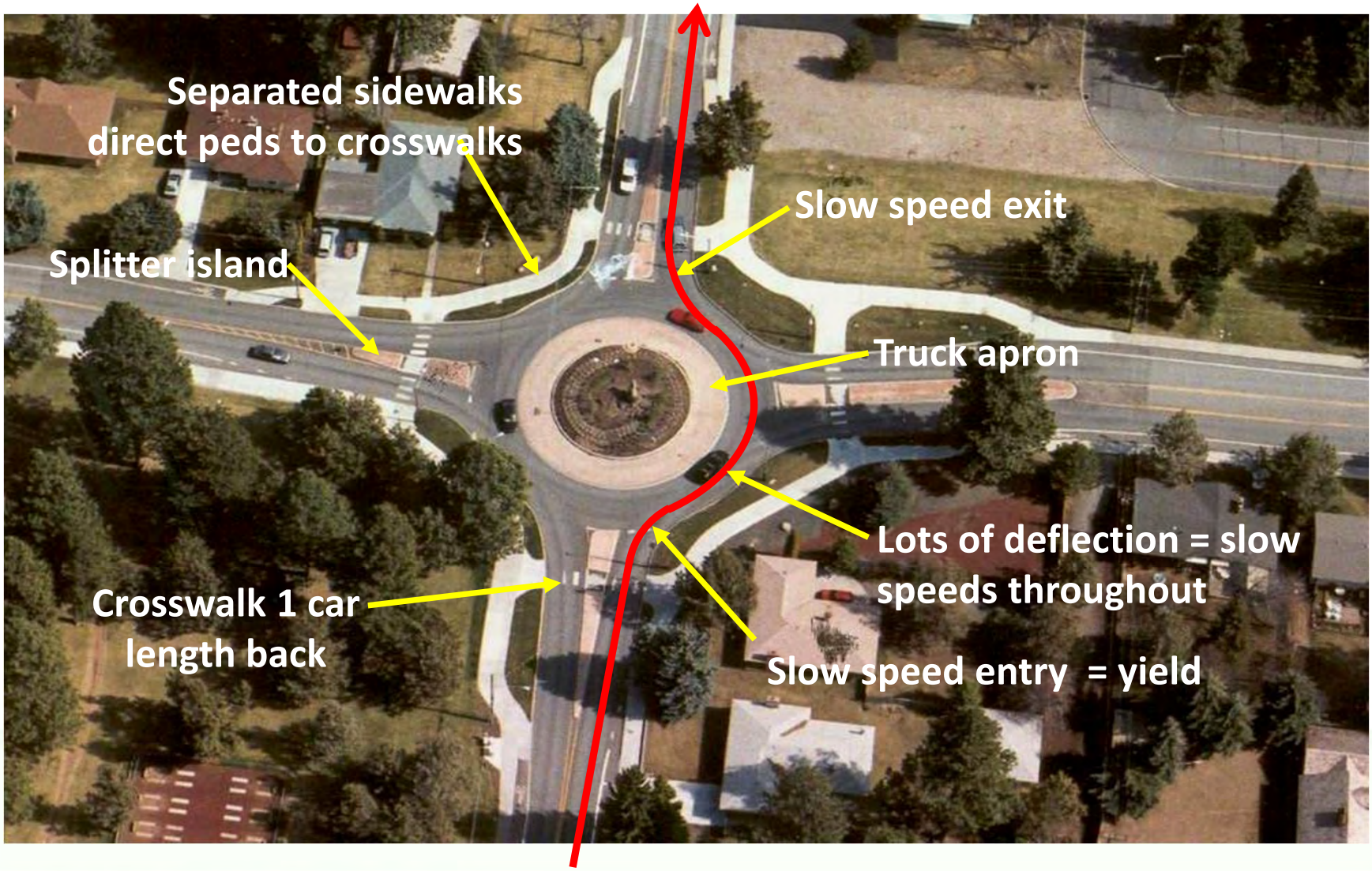
- ⇨ **Explain why roundabouts reduce crashes**
- ⇨ **Describe the safety benefits for pedestrians and motor vehicles of roundabouts**
- ⇨ **Describe how roundabout safety depends on correct design**

Roundabouts are a type (or subset) of circular intersections



Bottom Line: Not all circular intersections are roundabouts!!!

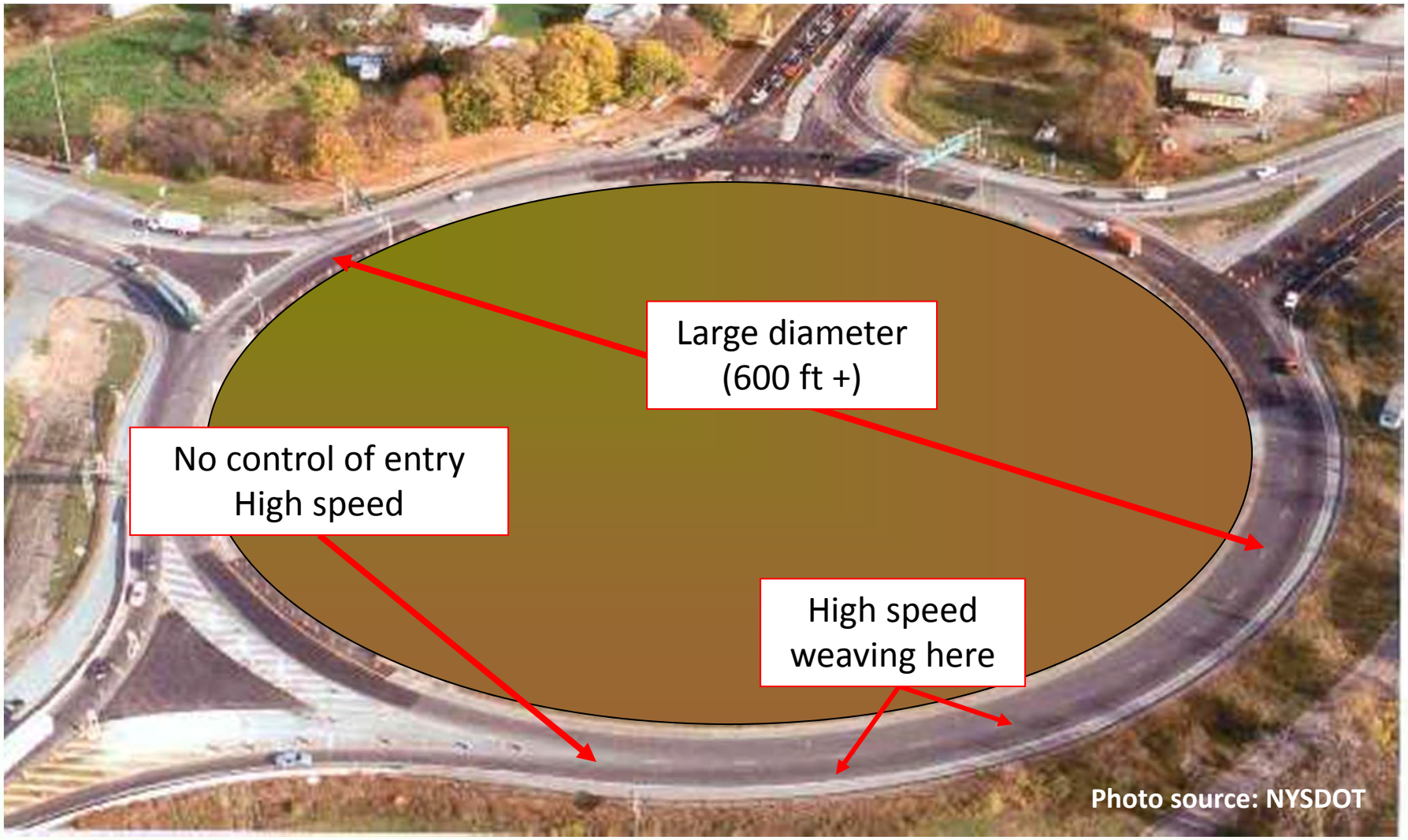
Essential roundabout characteristics



A roundabout is not:

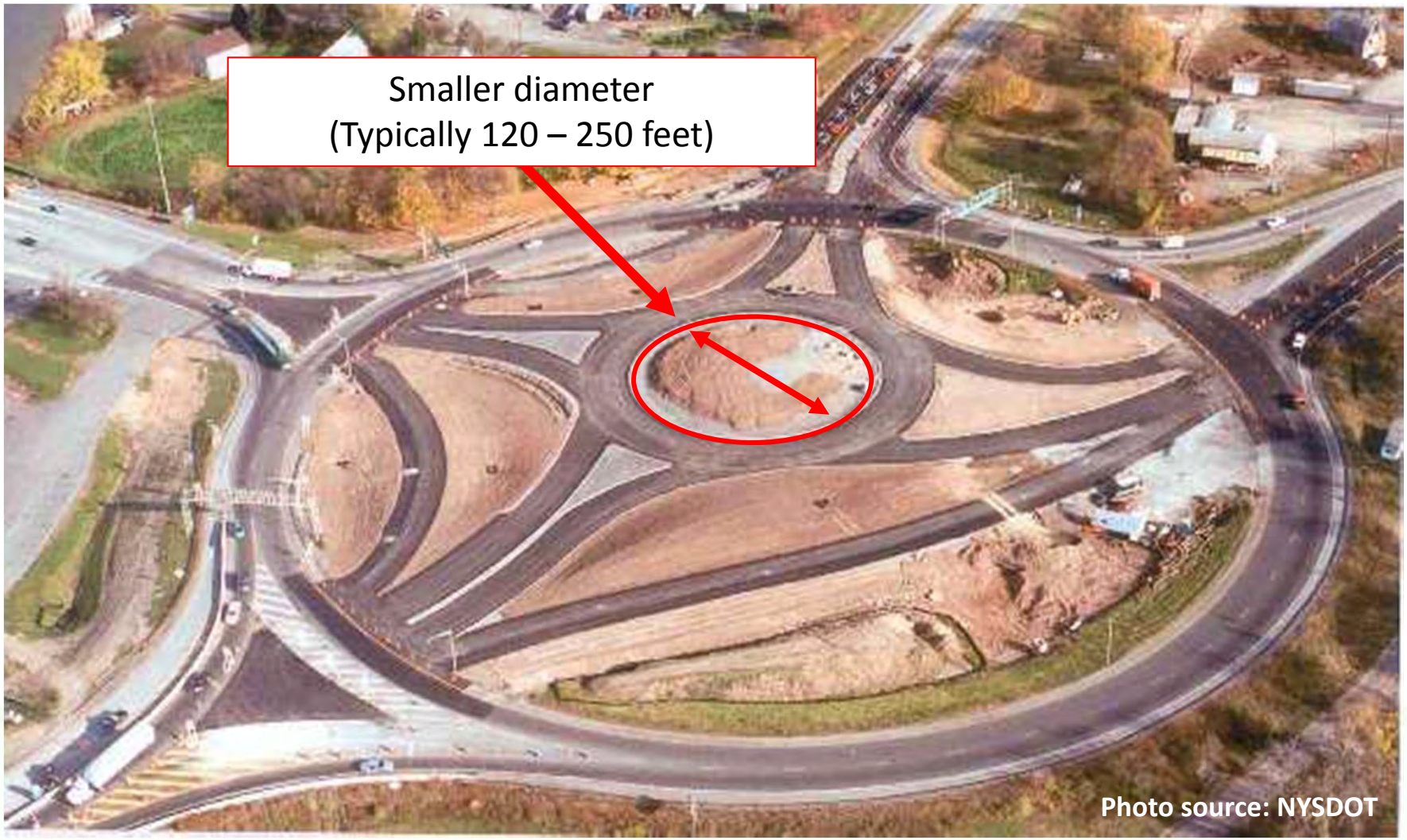
1. **A New England style rotary, with large size & high speeds**

Kingston, NY – Traffic Circle



Kingston, NY

Traffic Circle reconstructed to Roundabout



A roundabout is not:

2. **A Washington DC style circle, with traffic signal controls**

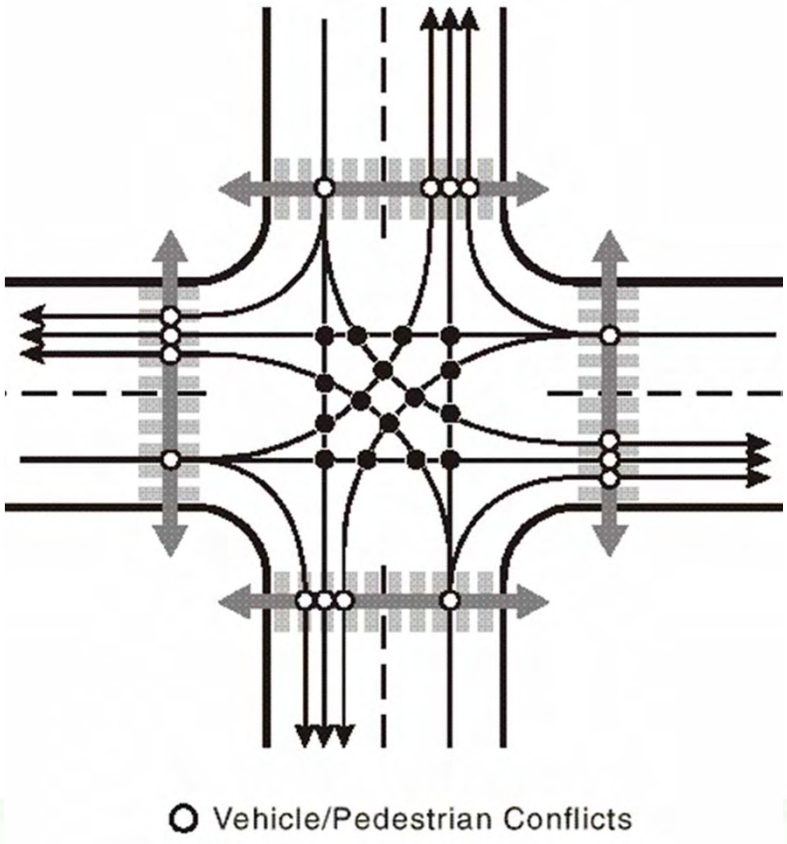
A roundabout is not:

3. **A traffic-calming circle**

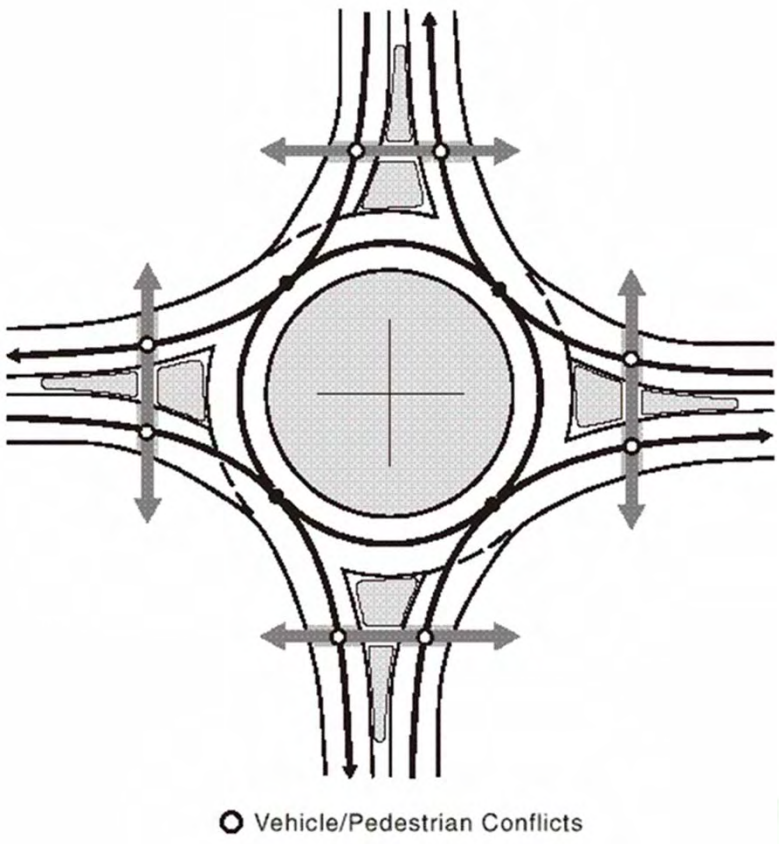
A roundabout is not:

4. **Paris**

Vehicle-Pedestrian Conflicts at Intersections



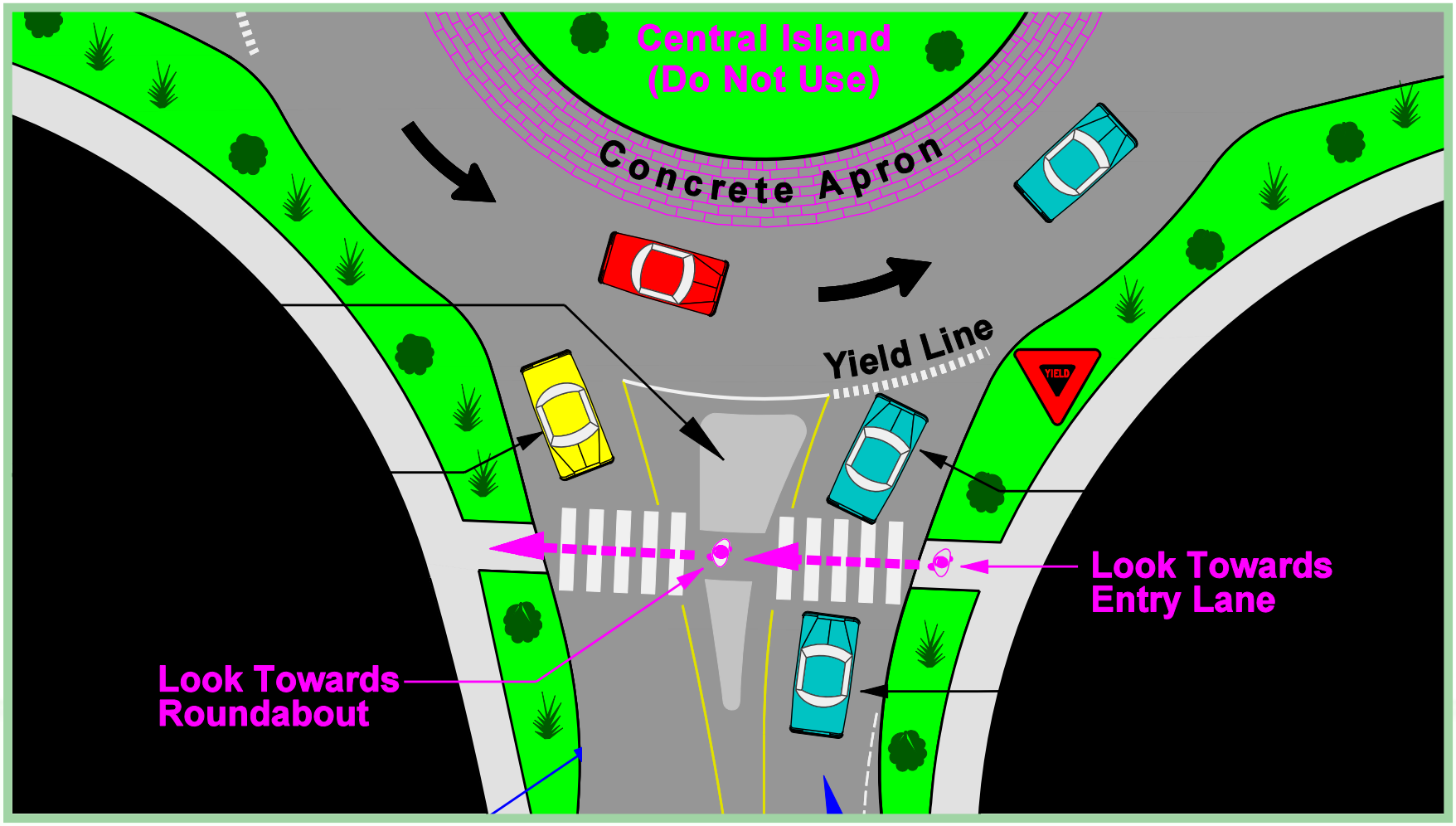
16 Conflicts



8 Conflicts

- **Why roundabouts are safer for all users:**
  - **Slow speeds for all traffic**
  - **Reduced conflicts**
  - **Yield on entry**
  - **No left turns**
- **CRF (all users):**
  - **About 54% overall**
  - **27% pedestrian crashes**
  - **Up to 76% fatalities and serious injuries**

Pedestrian movements at roundabout

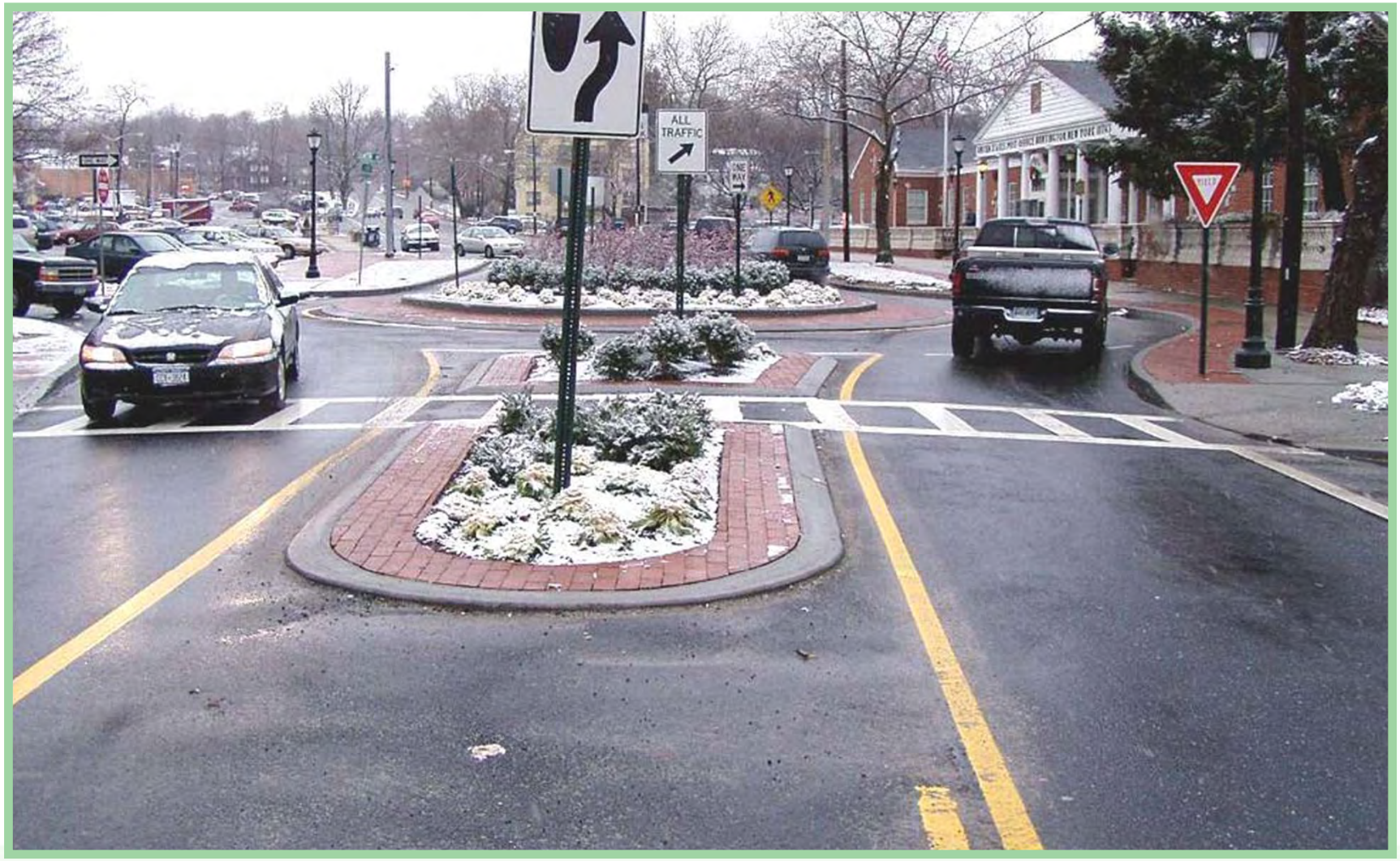


Advantages for Pedestrians

- Pedestrian crosses only one direction of traffic at a time
- Splitter island provides a refuge and shortens the traveled distance
- Reduced vehicle speeds

Photo Source: Ken Sides

Photo Source: Anthony Butzek
(City of Asheville, NC)

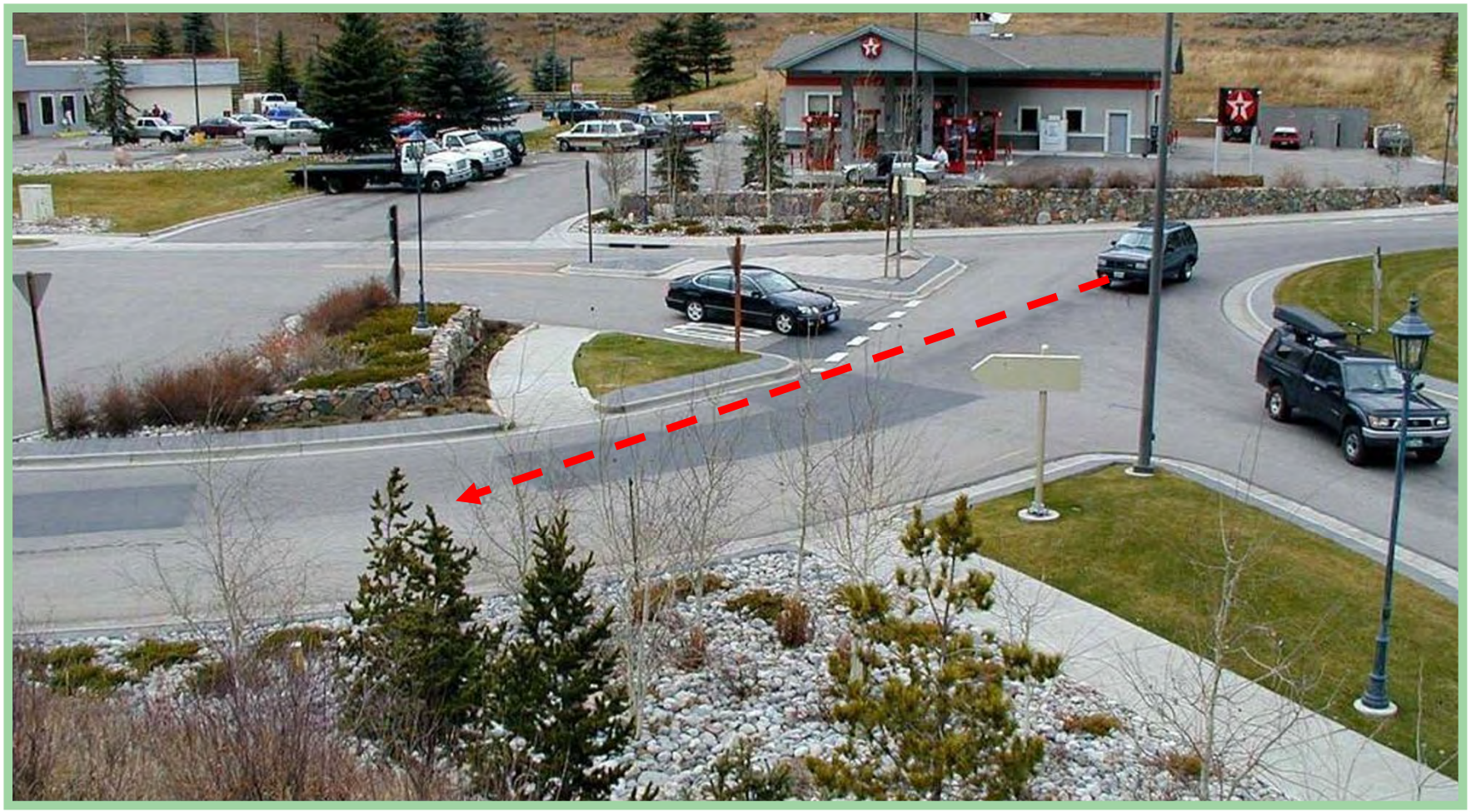


Narrow entry slows drivers

Well defined crossings & splitter islands

Well defined crossings & splitter islands

Truck apron keeps roadway narrower



Multi-lane roundabouts have potential for "multiple threat" and higher speeds

Pedestrian Safety Findings – NCHRP 572

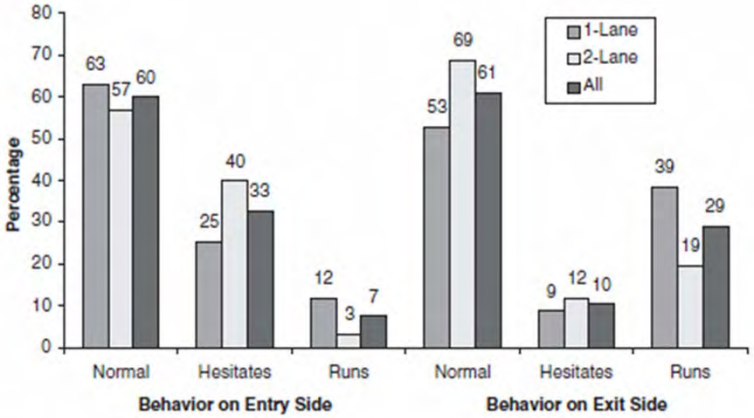


Figure 59. Pedestrian crossing behaviors when a vehicle was present and the crossing began on the entry side.

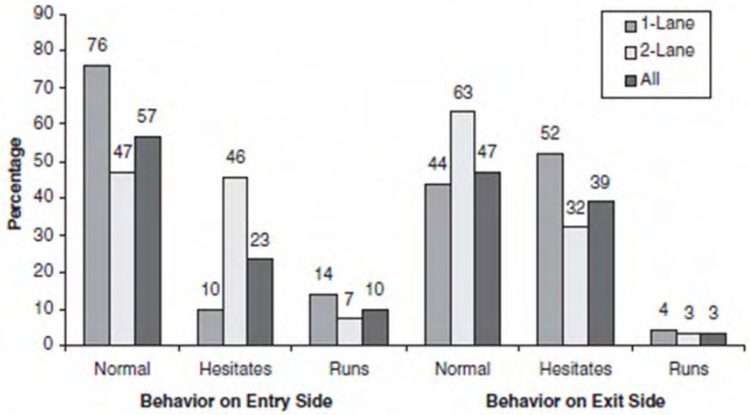


Figure 60. Pedestrian crossing behaviors when a vehicle was present and the crossing began on the exit side.

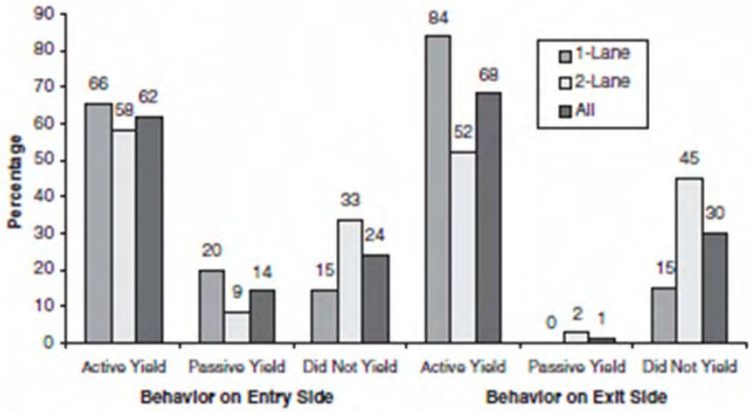


Figure 62. Yielding behavior of motorists when the pedestrian crossing begins on the entry side.

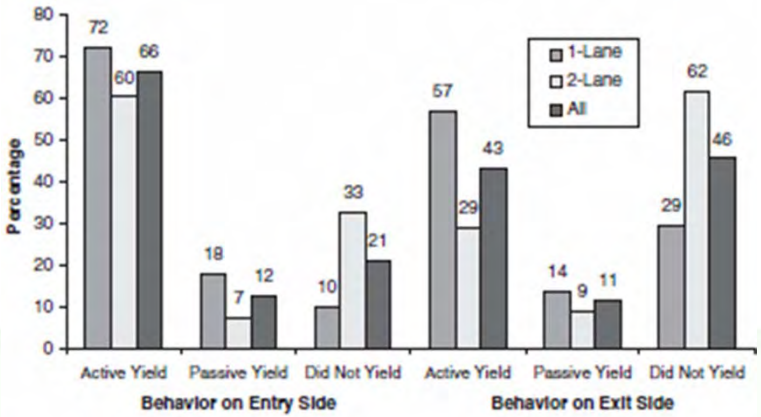
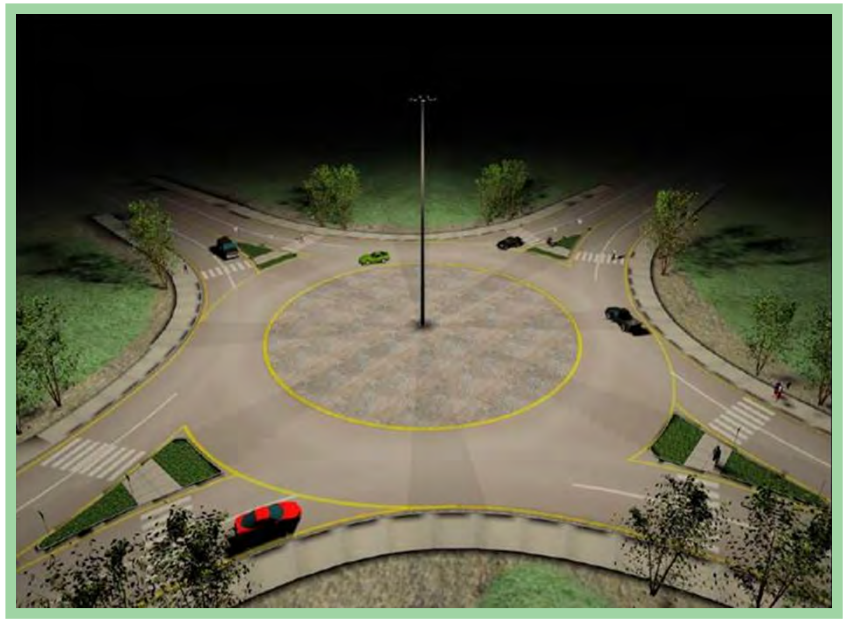


Figure 63. Yielding behavior of motorists when the pedestrian crossing begins on the exit side.

Roundabouts and sight impaired pedestrians:

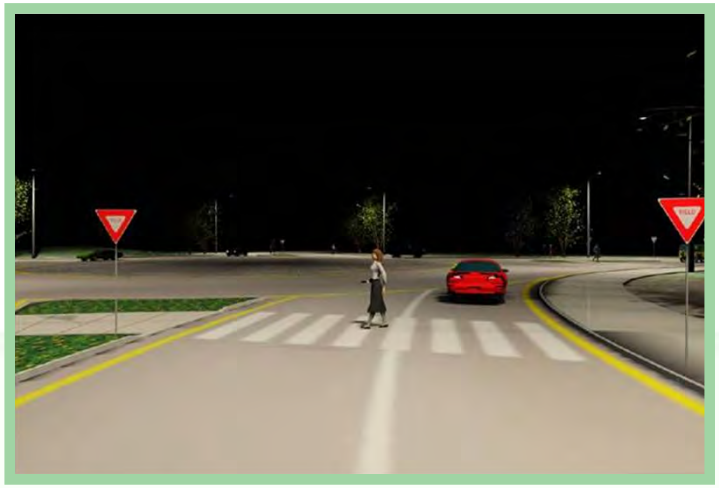
- Circulating traffic masks the sound cues that sight impaired pedestrians use to identify gaps and masks the sound of yielding vehicles

Center Mounted Lighting - 8-400W HPS



28 Lux

Approach Mounted Lighting - 8-250W HPS



25 Lux

Raised Crosswalk in Golden, CO -- NCHRP 3-78A

Raised Crosswalk in Golden, CO -- NCHRP 3-78A

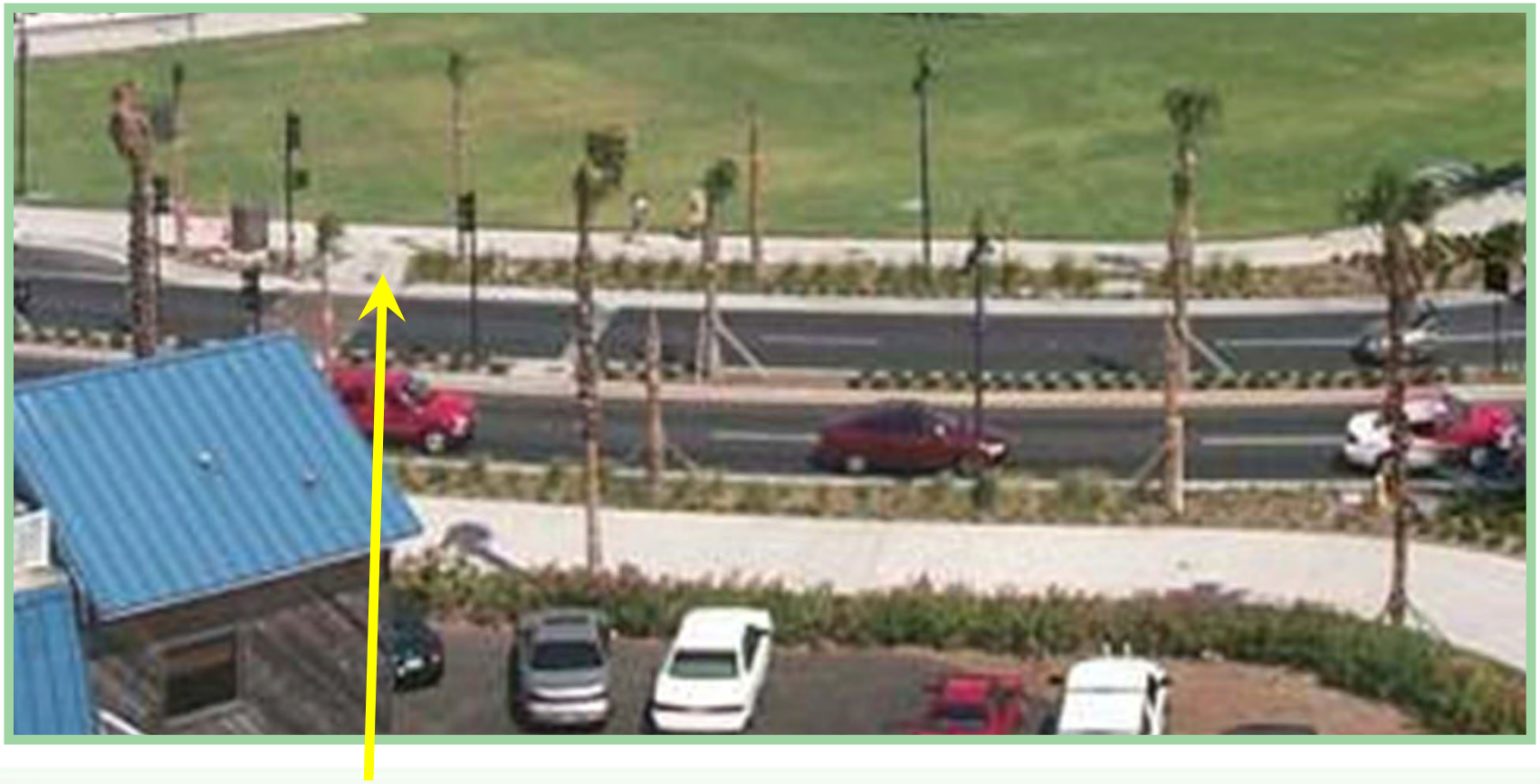
HAWK in Golden, CO -- NCHRP 3-78A

HAWK in Golden, CO -- NCHRP 3-78A

Possible Mitigation For 2-lane Roundabout Ped signal at selected leg(s)

Signalized Pedestrian Crossing

Possible Mitigation For 2-lane Roundabout Ped signal at selected leg(s)



Signalized Pedestrian Crossing

Roundabout Learning Outcomes

You should now be able to:

- ⇨ **Explain why roundabouts reduce crashes**
- ⇨ **Describe the safety benefits for pedestrians and motor vehicles of roundabouts**
- ⇨ **Describe how roundabout safety depends on correct design**

Questions?

Roundabouts and the Multi Modal Roadway Network of the Future

The vision of a multimodal transportation network requires the integration of all of the various modes of transportation.

Interchange Designs Incorporating Roundabouts

A well-designed roundabout requires motorists to slow when negotiating the roadway. Because of this, roundabouts can serve as a method to alert roadway users that they are transitioning from one roadway environment to another, such as from the freeway to the local street system, or from a rural environment to one that is more urban.

The modern roundabout can be used in a variety of urban and rural settings and with a variety of configurations ranging from mini-roundabouts to large multilane roundabouts and interchange ramp terminals. Motorists and transportation professionals alike are realizing the broad potential application and benefit to considering roundabouts along with traditional intersection designs.

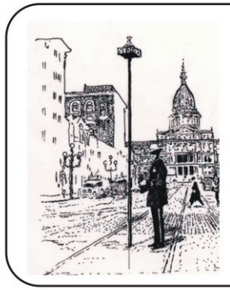
As roundabouts do not use traffic signals to control the entry, they do not require a constant power supply. This means that a roundabout can continue to function during power failures. Also, roundabouts do not require the installation or maintenance of the traffic detection devices associated with traffic signals.

Presented By: Caltrans

Roundabouts in the United States

Many people in the United States are unfamiliar with roundabouts. Today, however, there is a growing volume of information on roundabouts that demonstrate how they have proven to be a safe and effective form of intersection design.

Traffic Management and Intersection Control: A Historical Perspective

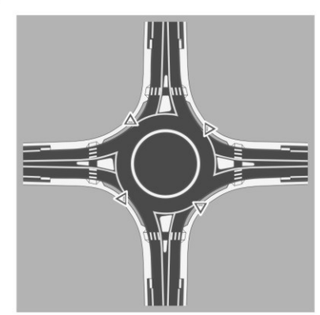


Sometime in the early 1800's traffic management became an issue as urban populations gained in density. Pedestrian and horse traffic became such a problem in 18th century London that systems of traffic control devices began to appear, including colored lanterns and semaphore flags.

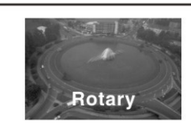
By the beginning of the 20th century the widespread usage of the automobile increased the need for safe traffic control as the increasing speed of traffic escalated safety issues regarding vehicle collisions and pedestrian safety.

Roundabouts and Other forms of Circular Intersection Design

The modern roundabout has three distinguishing characteristics: They are generally circular in shape, they have geometric features to slow traffic passing through the intersection, and they are always yield-controlled for the motorist entering the roundabout.



The Modern Roundabout



The other forms of circular intersections serve different purposes. The rotary is usually larger and serves a wider geographic function, with parking or other features occupying the center island. The large traffic circle likewise functions as more of a circular confluence of streets, often allowing and encouraging pedestrians to access the center of the circle. The neighborhood traffic circle is a much smaller design usually placed in the center of an intersection, narrowing the available travel lanes in an effort to slow the traffic traveling through the neighborhood. None of these is, by intent or by design, a modern roundabout.

Safety Benefits of Roundabouts

Research has shown there are many safety benefits associated with roundabouts.

As a school crossing guard from Wisconsin stated. "Personally, I love them, . . . you only have to stop one lane of traffic, then go to the middle and wait. The cars can't go much faster than 20 mph through the roundabout so the crossing aspect is great"

Research shows that roundabouts can be an effective way to improve safety at intersections. When comparing data from roundabouts that were converted from four-way intersections, the reduction in crash rate is quite remarkable. A review of 55 sites where various traditional intersections were converted to roundabouts, before and after crash data shows that a total of 1122 crashes per year were reduced to 726 total crashes per year, a reduction of 35 percent.

Bicycle Safety Benefits

Bicycles travel as vehicle

Bicycles travel as pedestrian

In 2003, there were an average of 6,850 motor vehicle crashes per day at intersections across the United States. This means there were over two and a half million intersection related crashes in that year. Data from the Insurance Institute for Highway Safety shows that the intersection-related crashes represent 41 percent of the total motor vehicle crashes that occur on the roadway system, 46 percent of all injury crashes and 23 percent of all fatal crashes in this country.

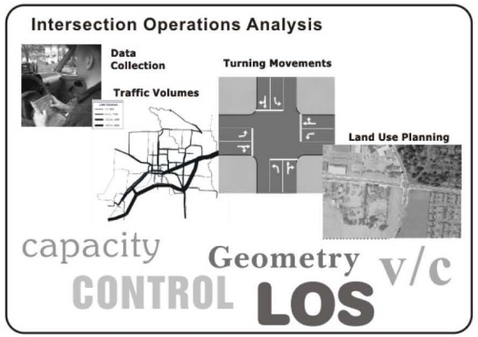
Safety Data

While crashes do occur at roundabouts, the research has shown that with the one exception of an all-way stop controlled intersection, there is a significant reduction in the overall number of crashes where roundabouts replace conventional intersections. More importantly, the number of severe injury related crashes was reduced significantly, in some cases, a reduction of 60 to 80 percent.

Intersection Type	Change in Total Crashes after Conversion	Change in Severe Injury after Conversion
All Intersections	-35%	-76%
Signalized Urban	TOO FEW	-60%
Signalized Suburban	-67%	TOO FEW
All-Way Stop Controlled	SIMILAR	SIMILAR
Two-Way Stop Controlled Urban	-72%	-87%
Two-Way Stop Controlled Suburban	-32%	-71%
Two-Way Stop Controlled Rural	-29%	-81%

Roundabouts and Intersection Operations

In order to understand how transportation professionals determine if installing a roundabout is a suitable solution for a specific intersection, it is important to be aware of some of the roundabout's operational considerations.

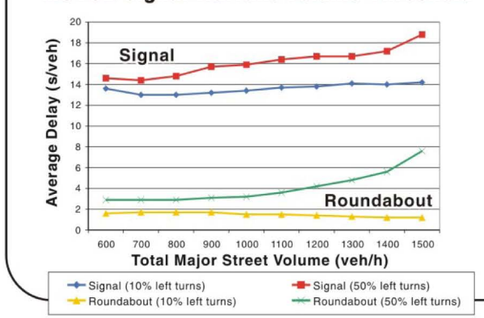


The roundabout design and yield signs allow each motorist to enter the roundabout with a minimum delay by yielding to the vehicles to the left and then proceeding to the desired destination.

A wide range of costly technology is required to achieve a coordinated traffic signal system on a roadway. These systems grow more complex as intersections serve increasing volumes of motorized and non-motorized traffic. Many signal systems today can be monitored and controlled from a central location.

Signal systems are expensive to install and maintain and can result in an expensive energy bill, as the signals are required to operate continuously.

MUTCD Signal Warrant Volume Threshold



A roundabout typically experiences significantly less delay than a signalized intersection serving comparable traffic volumes. This example shows that motorists experience an average of approximately 14 seconds of delay at a signalized intersection as compared to less than two seconds of delay at a roundabout with similar turning volumes.

The combination of geometric and self-regulated yield control represents a simple, low-cost alternative to a traffic signal.

Based on MUTCD Warrant 3 (2000 ed.) Warrant 11 (1988 ed.)

Roundabouts: How They Are Used

Special publications, videos and instructional materials about roundabouts are available to provide guidance to the road users as their use becomes more widespread across the country. Public service TV announcements can provide a great opportunity to show film clips that describe the rules of the road as it relates to roundabouts. This can also include examples and guidance for motorists, cyclists and pedestrians. An increasing number of State Driver's Manuals include criteria and rules of the road related to roundabouts.

Special Publications

June 27, 2016
ATAC Agenda Item 7.2
Continued From: New
Action Requested: Information

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: Napa Valley Vine Trail-Programs Committee

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Napa Valley Vine Trail (NVVT) Coalition Programs Committee has developed goals and priorities for community programs in four focus areas in order to promote the benefits of the trail to the community.

Philp Sales, Napa Valley Vine Trail Executive Director and Programs Committee Chair Patrick Band, Executive Director of Napa Bike, will provide an overview of the 2016 program goals and priorities.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

The Napa Valley Vine Trail Coalition Programs Committee has established four program focus areas (Attachment 1) in order to promote the cultural and community benefits of the trail.

The first program surrounding health and wellness plans to launch in Fall 2016. Program committee members Philp Sales and Patrick Band will provide an overview of the goals for each of the program focus areas.

SUPPORTING DOCUMENTS

Attachment(s): (1) NVVT-Program Committee 2016 Goals & Priorities

Napa Valley Vine Trail – Programs Committee
2016 Committee Goals & Priorities

Focus Area	Goals	Notes
Health & Wellness	• Host three (3) Walk With a Doc programs monthly, starting by Fall 2016	• Significant Logistical needs • Suggested coordination w/ Marketing Committee • Ongoing costs TBD
Outdoor Education	• Host 500 youth and 500 adults in Educational programs on the VT annually	• ID lead for draft curricula • District & site leadership • VT costs likely limited to busses, insurance, etc
Arts & Culture	• Scope Docent programs w/ local subject experts (local history, geology, birding, wine)	• Identify frequency, possible program leaders, fee structure (if any) • Suggested coordination w/ Marketing Committee
Volunteer Maintenance	• Implement Trail Ambassador Program • Establish Work Day pgm • Scope and implement "Adopt a Segment" program	• 5-6 core vol's needed for Ambassador pgm. • Philip ID'ing Work Day req's including liability & coord with local agencies

June 27, 2016
ATAC Agenda Item 7.3
Continued From: New
Action Requested: INFORMATION

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: Complete Streets Checklist Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Complete Streets Checklist was developed in 2006 by the Metropolitan Transportation Commission to address accommodation of bicycles and pedestrians in project planning and design. In the 10 years since its development, bicycle and pedestrian design standards have evolved significantly. The Checklist is undergoing revisions to be consistent with current bicycle and pedestrian planning and design standards and best practices.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

The Metropolitan Transportation Commission (MTC) adopted Resolution 3765 in 2006 to ensure agencies applying for project funding were considering the needs of bicyclists and pedestrians in project planning and design. The intention of the resolution is that the checklist be used during the earliest phase of design to ensure the needs of bicycles and pedestrians are being addressed.

Subsequently, AB 1358 (Complete Streets Act of 2008) requires that all circulation elements within general plans be revised beginning January 2011 to balance a multi-modal transportation network that meets the needs of all users, including bicyclists, pedestrians, children, persons with disabilities, seniors, users of public transit and moving commercial goods.

Several innovations in the realm of complete streets planning and design have occurred since the adoption of the resolution and checklist 10 years ago. MTC's Active Transportation Working Group has reviewed and updated the checklist according to current standards and practices.

A complete streets checklist is a required element for any project funding request made to MTC for a project in the public right of way. If accommodations for bicycles, pedestrians and transit vehicles are not included in a project, a reason is included in the checklist.

A new guideline allows project sponsors to directly submit checklists for review by MTC. This was previously done by the CMAs. After the checklist is submitted, NVTA staff is notified and protocol requires checklist review by the local active transportation advisory committee. ATAC will have the opportunity to review the checklists during the OBAG Cycle 2 call for projects.

Staff is providing the updated (changes in red) checklist (Attachment 1) and checklist guidance (Attachment 2) in order to prepare for the next review cycle scheduled for Summer/Fall.

SUPPORTING DOCUMENTS

Attachment(s): (1) Complete Streets Checklist
(2) Complete Streets Checklist Guidance

	Name	
	Description	
	Status	
	Project	
	City	
	Contact Name	
	Contact Email	
	Contact Phone	
	Contact Address	
1a	**What accommodations for bicycles and pedestrians are now included on the current facility and on facilities that it intersects or crosses?**	Class I bicycle paths Class II bicycle lanes Class III bicycle routes Class IV bicycle facilities Bicycle Boulevards Bicycle parking Sidewalks on one side or both sides of street Widened sidewalks Frequent crosswalks Narrow unpaved path Pedestrian-actuated traffic signals or routine pedestrian cycle 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:	
1b	**If there are no existing pedestrian or bicycle facilities, how far from the proposed project**	0-1/4 mile 1/4 mile to 1/2 mile

	are the closest parallel bikeways and walkways?	1/2 mile to 1 mile 1+ mile
	Other	
1c	**Please describe the overall context of the project area:**	
1d	**Please indicate any particular pedestrian, bicycle, or transit uses or needs along the project corridor that you have observed or have been informed of.**	Improved lighting Lack of sidewalk Intersection improvements Mid-block crossings Elderly or disabled School age children Transit shelter Lack of ADA facilities Narrow curb lanes Lack of bicycle parking Unresponsive signals to bicycles Long signal cycles which require pedestrians to wait long periods of time Choke points RR crossings No bike racks on busses Short signal crossing times Narrow undercrossings Right turn only lanes None
	Other	
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 Sidewalk obstruction or missing sidewalk Pedestrian-level lighting

		ADA compliant facilities Transit vehicle stops
	Other	
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?**	
	If so, please provide the number of collisions and describe the outcomes of each:	
	If so, what resources have you consulted?	
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?	
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
	Other	
	If so, have the policies been followed?	
5b	**If this project includes a bicycle and/or pedestrian facility, have all applicable design standards or guidelines been followed, and if so, which?**	**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*** **None** **N/A – no bicycle or pedestrian facilities included**
	Other	
6a	**~~If~~ What comments have been made regarding bicycle and pedestrian accommodations at BPAC, stakeholder and/or public meetings at which the proposed project has been discussed?**	
	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 bicycle facilities Bicycle Boulevards Bicycle parking Sidewalks on one side or both sides of street Widened sidewalks Frequent crosswalks Narrow unpaved path Pedestrian-actuated traffic signals or routine pedestrian cycle 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	
8a	**Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?**	
	If yes, please describe situation in detail.	
8b	**If the proposed project does not incorporate either bicycle or 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.**	
	Was a road diet or car parking removal considered?	
	What would be the cost of the bicycle and/or pedestrian facility?	
	What is the bicycle and/or pedestrian facility's proportion of the total project cost?	
	~~Right-of-way. (Did an analysis lead to this conclusion?)~~ 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	
10a	**What agency will be responsible for ongoing maintenance of the facility?**	
10b	**How will ongoing maintenance be budgeted?**	

ROUTINE ACCOMMODATION GUIDANCE

I. Existing Conditions

❶ PROJECT AREA

a. What accommodations for bicycles and pedestrians are included on the current facility and on facilities that it intersects or crosses?

Examples include: Class I, II, III and IV bicycle facilities; Bicycle Boulevards; bike parking; sidewalks on one or both sides of street; widened sidewalks; frequent crosswalks; pedestrian-actuated traffic signals or routine pedestrian cycle; bicycle-actuated traffic signals or routine bicyclist cycle; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; ADA-compliant ramps, push buttons and green time; median safety islands on roadways with three or more traffic lanes; shade trees; benches; transit shelters; wide curb lanes, right turn only lanes, transit vehicle stops, pedestrian countdown signals; way-finding or directional signage; and water fountains.

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

Please provide distance to nearest parallel bicycle and pedestrian facilities, in blocks, miles or kilometers.

c. Please describe the current context of the project area.

Examples of useful information include # of vehicle lanes, motor vehicle lane widths, bicycle lane widths, and speed limit(s).

d. Please describe any particular pedestrian, bicycle, or transit uses or needs along the project corridor which you have observed or of which you have been informed.

Examples include: schoolchildren; nighttime pedestrian activity, including sidewalk use or roadway crossings; mid-block crossings; and large numbers of elderly or disabled pedestrians.

e. What existing challenges could the proposed project address for bicycle and pedestrian travel in the vicinity of the proposed project?

Examples of existing challenges include: traffic signals that are unresponsive to bicycles; freeway on- and off-ramps; narrow curb lanes; choke points; railroad crossings; lack of bicycle racks on buses (for bus replacement projects); lack of secure bicycle parking; gaps in bicycle facilities; existing bicycle or pedestrian routes that require significant out-of-direction travel; infrequent opportunities for pedestrians to cross roadways; wide roadway crossings; long signal cycles, which require pedestrians to wait long periods of time; narrow undercrossings and overcrossings; missing sidewalks; sidewalk obstructions; lack of adequate sidewalk clear path of travel for current and projected pedestrian volumes; free right turns for vehicles (which can discourage drivers from observing pedestrian right-of-way); lack of pedestrian-level lighting; and non-ADAAG-compliant facilities.

❷ Demand

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?

Examples of generators include: educational institutions; transit stations; senior centers; high density land uses; downtowns; shopping areas; medical centers; major public venues; government buildings, and parks. Worn paths through unpaved surfaces ("goat paths") are also an indication of pedestrian activity.

❸ Collisions

In the project design, have you considered collisions involving bicyclists and pedestrians along the route of the facility? Please document the number and outcomes of each collision. And if so, what resources have you consulted?

Resources consulted could include: SWITRS (specify queries); local police data; history of complaints from pedestrians and cyclists; anecdotal reports; etc. Please refer to MTC's Safety Toolbox for examples of collision countermeasures. (www.mtc.ca.gov/planning/bicyclespedestrians)

II. Plans, Policies and Process

❹ Plans

a. Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project? If yes, list the applicable plan(s).

b. Is the proposed project consistent with these plans?

Please cite all plans in which bicycle or pedestrian facilities are identified for the project or its corridor, such as: local and countywide bicycle plans, pedestrian plans, and combined bicycle/pedestrian plans; ADA transition plans; general plans; specific plans; neighborhood plans; station area access plans; park master plans; trails plans; short range transit plans; San Francisco Bay Trail plan; and the Regional Bicycle Plan. For each plan cited, please provide adoption date and URL or staff contact.

❺ Policies, Design Standards & Guidelines

a. Are there any local, statewide or federal *policies* that call for incorporating bicycle and/or pedestrian facilities into this project? If so, have these policies been followed?

In addition to locally-adopted policies, examples include Caltrans Deputy Directive 64 and Policy Directive 22, ACR 211, MUTCD 2003 and MUTCD California supplement. In addition, please see guidance for question #4, above, for examples of plans which may contain applicable policies.

b. If this project includes a bicycle and/or pedestrian facility, have all applicable *design standards* or *guidelines* been followed?

Examples of design standards and guidelines include: locally adopted standards; Caltrans *Design Information Bulletin 89*, *Highway Design Manual* (Chapter 1000) and *Pedestrian and Bicycle Facilities in California;* American Association of State Highway and Transportation Officials (AASHTO) *Green Book, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of*

Pedestrian Facilities; Manual on Uniform Traffic Control Devices (MUTCD); MTC *Pedestrian Districts* Study, National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*, *Americans with Disabilities Act Accessibility Guidelines* (ADAAG) and applicable countywide CMA, transit agency and regional agency standards.

❻ Review

If there have been BPAC, stakeholder and/or public meetings at which the proposed project has been discussed, what comments have been made regarding bicycle and pedestrian accommodations? How have you responded to the comments received?

Although this checklist may be completed prior to BPAC, stakeholder or public review of the proposed project, some projects may have been presented to reviewing bodies and/or the public at this stage. For these projects, please summarize comments received that seek to influence project design with respect to accommodating bicyclist and pedestrian travel.

III. The Project

❼ Project Scope

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

Have you considered including the facilities listed in Question 1a and/or the following?

- **Bicycle facilities:** Class I bicycle path; Class II bicycle lane; Class III bicycle route; Class IV bikeway; bicycle boulevard; wide outside lanes or improved shoulders; bicycle actuation at signals (loop detectors and stencil or other means); signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities; long term bicycle parking (e.g., for commuters and residents); and short term bicycle parking.
- **Bicycle amenities:** Call boxes (for trail projects) and water fountains (also for trail projects).
- **Pedestrian facilities:** Sidewalks on both sides of the street; frequent crosswalks; geometric modifications to reduce crossing distances; pedestrian-actuated traffic signals or automatic pedestrian cycles; pedestrian signal heads; lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; and median safety islands for roadways with three or more traffic lanes.
- **Pedestrian amenities:** Shade trees; benches; water fountains; and planter or buffer strips.
- **Facilities for disabled persons** as required by US DOT, as of 11-29-06: Curb ramps, including truncated domes; accessible signal actuation; adequate sidewalk width; acceptable slope and cross-slope (particularly for driveway ramps over sidewalks, overcrossings and trails); and adequate green signal crossing time.

❽ Hindering Bicyclists/Pedestrians

a. Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement? If yes, please describe situation in detail.

Examples of projects that could inadvertently worsen conditions for bicyclists and/or pedestrians include: removal of existing roadway shoulder; narrowing of existing curb lane; creating large corner radii; right turn slip lanes; multiple right or left turn lanes; roadway widening, which increases pedestrian crossing distance; increasing green time for one direction of traffic, which increases delay for pedestrians waiting to cross; crosswalk removal; redirecting bicyclists or pedestrians to routes that require significant out-of-direction travel; and elimination of an existing bicycle and/or pedestrian facility.

b. If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.

- Cost (What would be the cost of the bicycle and/or pedestrian facility and the proportion of the total project cost?)

The Federal Highway Administration recommends including up to 20 percent of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages. Therefore, please provide estimated cost of planned bicycle and/or pedestrian improvements as a percent of total project cost. Has your jurisdiction adopted a threshold? If so, please provide percent and attach adopted threshold policy.

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

If lack of adequate right-of-way precludes the accommodation of bicyclists and/or pedestrians, please describe limitations. Please make distinction between absence of right-of-way, and trade-offs between various transportation modes. For instance, does existing curb/gutter/sidewalk prevent striping of a new bicycle lane? (If so, please attach intersection LOS data and existing travel lane configuration and widths.) Would curb extensions (to shorten street crossing distance for pedestrians) require eliminating on-street parking spaces?

- Was a road diet or car parking removal considered?

No guidance

- Other (Please explain.)

❾ Construction Period

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

Specify or attach applicable policies and construction permit conditions.

❿ Ongoing Maintenance

What agency will be responsible for ongoing maintenance of the facility and how will this be budgeted?

No guidance

June 27, 2016
ATAC Agenda Item 7.4
Continued From: New
Action Requested: INFORMATION

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: Countywide Pedestrian Plan Update –Environmental Document and Plan Adoption

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RECOMMENDATION

Information only

EXECUTIVE SUMMARY

NVTA Staff and its consultants, Fehr & Peers began the process for the Countywide Pedestrian Plan (CPP) in November 2014. A series of public workshops for the CPP took place in January and early February 2015. Fehr & Peers also met with staff in each jurisdiction to develop Benchmarking summary reports related to pedestrian facilities and programs. In May 2015 walk audits were completed in key focus areas in all jurisdictions. Project list development and cost estimates including projection of future demand for potential priority projects was completed in November 2015. An administrative CPP draft was circulated among jurisdiction staff for review and comment in November and December. The Draft CPP was released in February 2016 and was presented to the jurisdictions' councils/BOS in February and March 2016. The draft environmental document was open for review and comment through June 23, 2016. All CPP and environmental document comments are currently being compiled and adoption of the CPP is planned for the July 20th NVTA Board meeting.

FISCAL IMPACT

Is there a Fiscal Impact? No

BACKGROUND AND DISCUSSION

Consultants from Fehr & Peers met with staff in each jurisdiction to identify inventory within the pedestrian network, keeping the unique characteristics of each location in

context. Inventory maps were created from these meetings and used in a series of public workshops held in January and February 2015. From these exercises, Fehr & Peers created benchmarking for each jurisdiction.

Walk audits took place in identified key focus areas in all jurisdictions in May 2015. Walk audits focused on conducting visual surveys and observing physical characteristics and conditions while examining the connectivity and continuity of the area's surrounding pedestrian network. The audits resulted in the development of potential infrastructure improvement lists for each area using project prioritization/evaluation criteria.

Staff worked with Fehr & Peers and jurisdiction staff to customize the project prioritization methodology in order to maintain consistency county-wide and to create flexibility for each jurisdictions particular priorities and needs. Project lists for each jurisdiction were created with cost estimates for potential priority projects. Previously planned projects were included although not evaluated as part of the CPP.

Environmental review was completed on June 23rd. The CPP is scheduled to be adopted by the NVTA Board July 20, 2016.

Project Timeline:

- July 7: TAC Review of final document
- July 20: Environmental Review Final (Public Hearing)-Plan Adoption NVTA Board
- July-September: City Council Plan Adoption

SUPPORTING DOCUMENTS

Attachment(s): None