

## BICYCLE TRANSPORTATION ACCOUNT PROJECT APPLICATION

I. APPLICANT INFORMATION				
<b>Applicant Agency:</b>	Planning and Building Department, City of Calistoga			
<b>Responsible Local Agency: (City or County)</b>	City of Calistoga			
<b>Responsible Agency (RA) Address:</b>	1232 Washington Street			
<b>RA City:</b> Calistoga	<b>RA County:</b> Napa	<b>State:</b> CA	<b>RA Zip Code:</b> 94515	
<b>RA Contact Person:</b> Erik V. Lundquist				
<b>RA Title:</b> Senior Planner				
<b>RA Phone:</b> (707) 942-2827	<b>RA E-mail:</b> elundquist@ci.calistoga.ca.us			
<b>Assembly</b>		<b>Senate</b>		<b>Caltrans</b>
<b>Member</b>	<b>District No.</b>	<b>Member</b>	<b>District No.</b>	<b>District</b>
Michael Allen	7	Noreen Evans	4	4
II. APPLICANT ELIGIBILITY AND PROJECT SCREENING CRITERIA				
<b>A. Local Match – per California Streets and Highways Code (SHC) 891.4</b>				
1. Attach copy of Local Agency resolution committing applicant to the minimum 10% local match. Y for yes or N for no <u>Y</u> If No, scheduled date of adoption? <u>April 19, 2011</u>				
<b>B. California Environmental Quality Act (CEQA)</b>				
<i>Note: BTA projects must be in compliance with the applicable provisions of the California Environmental Quality Act (CEQA) by the BTA application submittal date. The lead agency is responsible for preparing the required environmental documentation and submitting it with the application.</i>				
1. Attach documentation of CEQA compliance (signed and dated) with the application package. Y or N <u>Y</u>				
<b>C. Bicycle Transportation Plan (BTP)</b>				
<ul style="list-style-type: none"> <li>▪ Project in the BTP? Y or N <u>Y</u> What is the title of the BTP the applicant is using to establish eligibility for BTA funding? <u>City of Calistoga 2007 Bicycle Transportation Plan</u></li> <li>▪ Date BTP was adopted by applicant's governing body: <u>04/03/2007</u></li> <li>▪ Regional Transportation Planning Agency (RTPA) of Responsible Local Agency? <u>Metropolitan Transportation Commission</u></li> <li>▪ Date BTP was approved and certified by RTPA: <u>04/16/2007</u></li> <li>▪ Project must be listed in the Local Agency's adopted BTP. List page(s) that the proposed project is identified in BTP. <u>pgs 9 &amp; 41</u></li> <li>▪ Attach BTP page with project to BTA application. _____</li> </ul>				
<b>D. Prior BTA Funding –</b>				
SHC 893.4. <i>If available funds are insufficient to finance completely any project whose eligibility is established..., the project shall retain its priority for allocations in subsequent fiscal years.</i>				
Was another part or segment of this project funded in a previous BTA cycle? Y or N <u>N</u>				
If yes, what cycle? _____				
Does Responsible Local Agency have BTA awards active? Y or N <u>N</u>				
If Yes, List BTA Award Numbers _____				
III. PROJECT INFORMATION				
<b>Project Title:</b>	Fair Way Extension Class I Bike Path			
<b>Project Type:</b> (Enter 1 or More) Class I Bikeway (I), Class II Bikeway (II), Class III Bikeway (III) and/or Other (O)	Class I Bikeway (I)			

**Project Location: (see Examples)**  
**"Bikeway" Example:** *Along abandoned railroad right-of-way from Apricot Street to Elm Street*  
**"Other" Example:** *Update bike map with detailed information on routes in South Bay region*

From Lincoln Avenue southerly to the Washington Street Class I Bike Path, along City right of way which is an abandoned 70' Southern Pacific Railroad right of way.

**Type of Work: (keep short – see examples)**  
**"Bikeway" Example:** *Design and construct a Class I Bikeway.*  
**"Other" Example:** *Purchase and install front-mount bicycle racks on all regional buses.*

Design Class I Bikeway and prepare plans and specifications for construction.

**Project Description:**

The Fair Way Extension Bike Path Project will develop plans and specifications for a 0.60 mile, 10-ft wide Class I bikeway designed per Highway Design Manual and California MUTCD standards. The purpose of the project is to close a gap between the existing Class I bikeway on Washington Avenue and central Calistoga. From the northern terminus of the Washington Street Class I bikeway, the proposed project would design a Class I bikeway utilizing existing City right of way, an abandoned 70 foot wide Southern Pacific Railroad right of way. Combined with the Washington Street CL I bikeway, this project would provide 1.5 miles of safe off-street bicycling for Calistoga residents and commuters biking from southern destinations to central Calistoga.

The southerly end of the Washington Street Class I bikeway is at Dunaweal Lane, currently a Class III signed bikeway. In the soon to be adopted Napa Countywide Bicycle Plan Dunaweal Lane is proposed to be a primary Class I bikeway, connecting Silverado Trail and State Route 29. With the realization of this new Countywide Bicycle Plan the Washington Street Bikeway will become the primary off-street bicycle route into central Calistoga.

The Washington Street bikeway terminates approximately 0.60 miles from central Calistoga. At this location Washington Street becomes a local street with mixed use zoning, partially commercial and partially residential, and the street becomes a signed Class III bikeway. (This is currently the only established bike route to central Calistoga.) The biggest commercial business on Washington Street is Crystal Geyser Water Company with their corporate office and bottling facility. Currently bicyclists using the Washington Street Class I bikeway continue on Washington Street toward central Calistoga competing with commercial traffic, mainly Crystal Geyser Water trucking. This is not a safe condition for public use and discourages bicycle commuting. This Fair Way Extension project would route bicyclists onto the abandoned railroad right of way and safety into central Calistoga. See the Vicinity Map .

**Length:** 0.60 (miles)

**Estimated Cost Note:** *Applicant agency must provide 10% (minimum) of the total project cost.*  
 Attach Engineer's Estimate

Funding Source	Preliminary Engineering	Construction Engineering	Right of Way Acquisition	Construction Contract	Total Amount	Total Percent
BTA	\$ 70,000	\$ 0	\$ 0	\$ 0	\$ 70,000	0.875
Local	\$ 10,000	\$ 0	\$ 0	\$ 0	\$ 10,000	0.125
Other	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	
<b>Total</b>	<b>\$ 80,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 80,000</b>	<b>1</b>

**Map and Cross Section Attachments:**

- Attach a map to scale with north arrow showing the project location, length, limits, adjacent land uses, activity centers and origins and destinations served.
- If this is an on-street bikeway project, include cross-sections showing the roadway prior to and after project implementation, or for Class III projects include before cross sections and description and diagram of proposed signing.
- If this is an off-street bikeway project include a cross-section.

**Project Schedule - Award announcements are made after State Budget Enactment:**

Item	Beginning Date Month/Year	Ending Date Month/Year	Comments
CEQA Clearance			Not required for plan & specification preparation
Right of Way Acquisition			Right of way is secured
Preliminary Engineering	09/15/2011	12/15/2011	Work to commence after grant award
Final Design	12/15/2011	07/01/2012	Work to be concluded 1 year after grant award
Advertise Project			Pending Funding
Award Construction			Pending Funding
Submit Final Invoice	07/01/2012	04/01/2017	

## IV. EVALUATION CRITERIA

Streets and Highways Code Section 893 requires Caltrans to **disburse money** "... from the Bicycle Transportation Account... for projects that improve the safety and convenience of bicycle commuters."

Streets and Highways Code Section 890.3 defines **bicycle commuter** as "... a person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination."

The BTA Evaluation Committee evaluates applications as Excellent, Good, Fair, Poor, or Ineligible according to the following criteria:

How well has the applicant demonstrated that the project:

- Will be used primarily by bicycle commuters?
- Has the potential to increase bicycle commuting?
- Is the best alternative for the situation?
- Improves bikeways and/or amenities that support bicycle commuting e.g., bicycle parking, lockers, showers, lighting, call boxes, maps, and bicycle safety education programs.
- Provides or improves bikeway continuity to activity centers such as public buildings, transit terminals, business districts, shopping centers, schools, etc.
- Is consistent with the applicable BTP?

Other considerations used in evaluating BTA project applications include:

- |   |  |
|---|--|
| ▪ Citizen and community involvement                     | ▪ Project readiness  |
| ▪ Cost of project and cost-effectiveness                | ▪ Project type Class II & III (on-road) / Class I (off-road) / other |
| ▪ Geographic distribution                               | ▪ Prior funding and project implementation                           |
| ▪ Projects initiating a community bikeway network       | ▪ Urban/Rural balance  |
| ▪ Land use, population density, and settlement patterns | ▪ Transportation interface with other modes of transportation        |
| ▪ Local - State match ratio                             | ▪ Trip purpose work, school, shop, social/recreational, other        |

### 1. How will the proposed project benefit bicycle commuters?

The City of Calistoga's BTP was developed to provide safe bicycle access and encourage bicycle commuting in Calistoga. Providing safe bicycle access within blocks of business/commercial/government buildings and transit in the downtown is a priority for the City of Calistoga and at the heart of this project. Bicycle commuters will benefit greatly when the project is completed because the Class I bikeway will provide a direct route to and from destinations south of Calistoga.

The proposed project would terminate on Lincoln Avenue in the center of the commercial district. Also within a few blocks of the project's Lincoln Avenue terminus is the Calistoga Junior/Senior High School and the Calistoga Elementary School. The proposed bikeway would provide Class I access, within a few blocks, to Calistoga schools for students and faculty living on the south side of the City. The City anticipates that the proposed facility will be mainly used by students, workers in the commercial district, and commuters for shopping and business related travels.

The southerly terminus of the project will connect to an existing Class I bikeway on Washington Street. The Washington Street bikeway is the primary CL I route in southern Calistoga and runs southerly to Dunaweal Lane. Dunaweal Lane is approximately 1.5 miles from central Calistoga, is designated a Class III bikeway and runs east/west connecting State Route 29 to Silverado Trail. The proposed project will close the gap from central Calistoga to the Washington Street CL I bikeway which provides bicycle commuter access to and from Dunaweal Lane, State Route 29 and Silverado Trail.

Bicycle commuters currently use the Washington Street CL I bikeway to its terminus, approximately 2/3 of a mile from City center, and then use local streets to City center destinations. The proposed project is within City right of way, an abandoned Southern Pacific Railroad right of way. Because it is an off-street route and goes directly to the City center it is the best alternative for safe bicycle access from the south to the City center.

The Lincoln Avenue access to the project is at one of only four scheduled stop in Calistoga for Route 10 of the Vine Transit system. Bicyclers using the project will have convenient access to the Vine's system which operates throughout Napa County. Additionally, there currently exist 10 bicycle parking facilities on Lincoln Avenue in close proximity to the proposed project. Available bicycle parking is a key component in facilitating bicycle commuting.

## **2. How will the proposed project increase bicycle commuting?**

The vitality and livability of a community is enriched when its citizens have a broader range of choices for access to public facilities and access throughout the community. Bicycle safety and accessibility are key factors of consideration for potential bicycle commuters. This project will ensure people have more choices for how they travel by providing safe and convenient bicycle access to central Calistoga. The citizens of Calistoga will have more choices on how they commute into the City while lessening the strain of household transportation costs, reducing their dependence on foreign oil, improving air quality, and promoting a healthier lifestyle. These are all factors that people are starting to take more seriously due to our current economic and environmental conditions. The Fair Way Extension addresses these issues and will provide more choices for commuters with this Class I bicycle route into central Calistoga.

The proposed project would terminate on Lincoln Avenue in the center of the commercial district. Also within a few blocks of this location are the Calistoga Junior/Senior High School and the Calistoga Elementary School. The Lincoln Avenue access to the project is approximately 3 blocks from the only scheduled stop in Calistoga for Route 10 of the Vine Transit system. Bicyclers using the Fair Way Extension will have convenient access to the Vine's system which operates throughout Napa County. Additionally, there currently are 10 bicycle parking facilities on Lincoln Avenue in close proximity to the proposed project. Available bicycle parking is a key component in facilitating bicycle commuting.

The proposed Fair Way Extension project combined with the Washington Street CL I bikeway would provide 1.5 miles of safe off-street access for Calistoga residents and commuters biking from southern destinations to central Calistoga. The proposed project will close the gap from central Calistoga to the Washington Street CL I bikeway which provides bicycle commuter access to and from Dunaweal Lane, State Route 29 and Silverado Trail.

In the soon to be adopted Napa Countywide Bicycle Plan, Dunaweal Lane is proposed to be a primary Class I bikeway, connecting Silverado Trail and State Route 29. With the realization of this new Countywide Bicycle Plan the proposed project combined with the Washington Street Bikeway will become the primary off-street bicycle route into central Calistoga.

This Fair Way Extension project would route bicyclists off of Washington Street and onto the improved railroad right of way and safely into central Calistoga. The Washington Street bikeway terminates approximately 0.60 miles from central Calistoga. At this location Washington Street becomes a local street with mixed use zoning, partially commercial and partially residential, and the street becomes a signed Class III bikeway. (This is currently the only established bike route to central Calistoga.) The biggest commercial business on Washington Street is Crystal Geyser Water Company with their corporate office and bottling facility. Currently bicyclists using the Washington Street Class I bikeway continue on Washington Street toward central Calistoga competing with commercial traffic, mainly Crystal Geyser Water trucking. This is not a safe condition for public use and discourages bicycle commuting. The increased safety and access of the proposed project will encourage more bicycle commuting into Calistoga.

## **3. Why is the proposed project the best alternative for the situation?**

Washington Street is currently the only street that provides improved bicycle access to central Calistoga. From Lincoln Avenue south to the Washington Street Bikeway, Washington Street is a signed Class III facility. At this location Washington Street is a local street with mixed use zoning, partially commercial and partially residential. The biggest commercial business on Washington Street is Crystal Geyser Water Company with their corporate office and bottling facility. Currently bicyclists using Washington Street have to compete with commercial traffic, mainly Crystal Geyser Water trucking. This is not a safe condition for public use and discourages bicycle commuting. This Fair Way Extension project would route bicyclists off of Washington Street and onto the improved railroad right of way and safely into central Calistoga.

Central Calistoga has very few options for bicycle commuter facilities. This is due to the width of the streets and the extensive commercial nature of the area. Parking is very limited and at a premium in this heavily touristed City. All the public facilities are located in central Calistoga but very few options exist for expanding bicycle facilities into central Calistoga. Utilizing the abandoned Southern Pacific Railroad right of way, as is proposed with this project, is the only realistic option for a Class I facility to the downtown.

Washington Street and the Washington Street Bikeway connect to Dunaweal Lane. In the soon to be adopted Napa Countywide Bicycle Plan, Dunaweal Lane is proposed to be a primary Class I bikeway, connecting Silverado Trail and State Route 29. With the realization of this new Countywide Bicycle Plan the proposed Fair Way Extension project combined with the Washington Street Bikeway will become the primary off-street bicycle route into central Calistoga. This project is the best alternative of the very limited available options.

**4. Discuss citizen and community involvement in the development of the proposed project.**

The City of Calistoga's Bicycle Transportation Plan (BTP) lists the Fair Way Extension, the proposed project, as one of the primary bicycle projects for the City. The BTP is the primary public document used for the development of this project.

The Bicycle Advisory Committee (BAC) has had an integral part in the development of the City's BTP and the concept for this project. The BAC has: met in public, posted meetings; regularly ridden throughout the City, noting problem areas and keeping in mind how bicycle circulation could be improved; studied numerous local documents as well as bicycle plans from throughout the State and nation; solicited comments from local, County and State officials and agencies; and actively solicited public opinion. The BAC then assisted City staff in the development and preparation of the BTP.

The proposed project is part of the Napa Valley Vine Trail, a planned Class I bikeway traversing the north/south length of Napa County. The Napa Valley Vine Trail Coalition is a broad based non-profit organization of over 3,000 members comprised of land interest groups, public agencies, economic interest groups, cultural and community interest groups and private citizens. The Napa Valley Vine Trail Coalition will support this project by providing the City of Calistoga with the local matching funds for this project.

**Citizen Involvement**

As part of developing the City's current BTP, City Staff and the BAC developed and distributed the 2006 Cycling Ridership Survey in order to document the bicycle travel habits of the residents of Calistoga. Based on the results of the survey it is clear that improving bicycle facilities, Class I facilities in particular, will increase the percentage of commuters in Calistoga. Of the 99 survey respondents, 81 had bicycles. Of those 81 persons with bicycles:

- 18.5% ride them 4 or more times per week; and
- 45.7% ride them 1-3 times per week; and
- 30.8% ride them 1-3 times per month; and
- 4.9% said that they never ride their bicycles.
- 27% ride their bicycles for commuting to work/school; and
- 14% ride their bicycles for utilitarian (shopping, doctor visits, etc.).

**5. Is the facility open 24/7? If not what are the hours of use? And why isn't the facility always available?**

The proposed facility will be open 24/7.

**V. SIGNATURE - RESPONSIBLE AGENCY**

An authorized representative of the responsible agency must sign the application.

The undersigned affirms that the statements contained in the application package are true and complete to the best of the applicant's knowledge.

Signature of Responsible Agency Representative



Date Signed

3.18.11

Print Name of Responsible Agency Representative

Richard D. Spitler

Title of Responsible Agency Representative

City Manager

**Distribution:**

- Local agency sends original, one copy, and copy saved on CD/DVD to the DLAE.
- Local Agency emails saved PDF application form to BFU.
- DLAE forwards original and CD/DVD to BFU.
- DLAE retains copy for district file.

**VI. FOR CALTRANS USE ONLY**

<b>BTA No:</b>			
<b>DLAE Rank</b>		<b>DLAE Score</b>	
<b>DLAE Rating</b>		<b>HQ Score</b>	
<b>HQ Rating</b>		<b>Weighted Score</b>	
<b>Weighted Rating</b>		<b>Requested BTA\$</b>	70000
<b>BTA\$ (1<sup>st</sup> Criteria)</b>		<b>BTA\$ (2<sup>nd</sup> Criteria)</b>	
<b>10% Res</b>	Y	<b>BTA Res</b>	
<b>BTP RTPA</b>	Metropolitan Transportation Commis	<b>CEQA</b>	Y
<b>CWA</b>		<b>Eligibility</b>	
<b>Application Status</b>			
<b>Assembly Name</b>	Michael Allen	<b>Assembly District</b>	7
<b>Senate Name</b>	Noreen Evans	<b>Senate District</b>	4
<b>Authorized Representation</b>		<b>Title</b>	
<b>District Comments</b>			
<b>HQ Comments</b>			
<b>Missing Items</b>			