

City of Calistoga

Staff Report

TO: Honorable Mayor and City Council
FROM: Erik V. Lundquist, Senior Planner
DATE: March 15, 2011
SUBJECT: Bicycle Transportation Account (BTA) Application

APPROVAL FOR FORWARDING:


 Richard Spittler, City Manager

1 **ISSUE:** Consideration of a Resolution ratifying the submittal of a Caltrans Bicycle
 2 Transportation account (BTA) grant application, certifying availability of local match
 3 funds and authorizing the City Manager to execute all grant documents and
 4 agreements on behalf of the City for the Fair Way Extension Class I, Bike Path
 5 Project.

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7 **RECOMMENDATION:** Adopt Resolution

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9 **BACKGROUND:** The City of Calistoga's Bicycle Transportation Plan (BTP),
 10 adopted April 2007, was developed to provide safe bicycle access and encourage
 11 bicycle commuting in Calistoga. Providing safe bicycle access within blocks of
 12 business/commercial/government buildings and transit in the downtown is a priority
 13 for the City of Calistoga and it continues to be the City Council's objective to
 14 "improve and enhance pedestrian walkways and bicycle trails."

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16 In the interest of the City Council's objectives, the Planning and Building
 17 Department submitted on March 18, 2011 an application for Bicycle
 18 Transportation Account (BTA) grant funding in order to develop plans and
 19 specification for the future construction of a Class I, bicycle path along the former
 20 Southern Pacific Railroad right of way, commonly referred to as Fair Way
 21 Extension.

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23 In support of this project, the Napa Valley Vine Trail Coalition has pledged to
 24 provide local matching funds. Attached is a letter dated March 17, 2011 from the
 25 Napa Valley Vine Trail Coalition expressing their commitment.

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DISCUSSION: The Fair Way Extension Bike Path Project will develop plans and specifications for a 0.60 mile, 10 foot wide Class I bikeway designed per Highway Design Manual and California Manual on Uniform Traffic Control Devices (MUTCD) standards. The purpose of the project is to close a gap between the existing Class I bikeway on Washington Street and downtown 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 currently 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 safely into central Calistoga. See the Vicinity Map.

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 City of Calistoga has developed the proposed route with support of local citizens, the Bicycle Advisory Committee, community groups and the Napa Valley Vine Trail Coalition.

GENERAL PLAN CONFORMANCE:

General Plan policy directs the City to “implement all bike paths, bike lanes and bike routes mapped on Figure CIR-3 [Action A.1, Page CIR-34].” The Fair Way

69 Extension Bike Path Project is identified as a planned Class I, bike path on the
70 City's Bicycle Network, Figure CIR-3.

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72 **ENVIRONMENTAL REVIEW:**

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74 The Fair Way Extension Bike Path Project will develop plans and specifications
75 for a 0.60 mile, 10-ft wide Class I bikeway designed per Highway Design Manual
76 and California MUTCD standards. In essence, this effort is considered a
77 planning study that attempts to guide future action(s) of the City Council
78 regarding the physical construction of the project. As such, preparation of plans
79 and specifications, as a project, is exempt under Section 15262 of the Guidelines
80 for California Environmental Quality Act (CEQA).

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82 **FISCAL IMPACT:** Developing plans and specifications for the Fair Way Extension
83 Bike Path is estimated to cost \$80,000. Should the grant be awarded it would
84 provide the City with \$70,000 in funding towards the project with a required 10% City
85 funding match. Napa Valley Vine Trail Coalition is commitment to providing \$10,000,
86 which is 12.5% of the project cost. As side from indirect costs associated with staff
87 resources, the City would not incur any additional costs associated with this grant
88 application.

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90 **ATTACHMENTS:**

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- 92 1. Draft City Council Resolution
- 93 2. Napa Valley Vine Trail Coalition letter dated March 17th, 2011
- 94 3. Project Vicinity and Location Maps
- 95 4. Bicycle Transportation Account (BTA) Application
- 96 5. NCTPA letter of support dated March 17, 2011
- 97 6. Napa County Bicycle Coalition letter of support dated March 17, 2011
- 98 7. Calistoga Vitality Group, Inc. letter of support dated March 17, 2011