

# CITY OF CALISTOGA

## STAFF REPORT

**TO:** CHAIRMAN MANFREDI AND MEMBERS OF THE  
PLANNING COMMISSION

**FROM:** ERIK V. LUNDQUIST, SENIOR PLANNER

**MEETING DATE:** MARCH 21, 2012

**SUBJECT:** COUNTYWIDE BICYCLE PLAN AND CITY BICYCLE  
PLAN

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2 **REQUEST:**  
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4 Receive a presentation from the Napa County Transportation and Planning Agency  
5 (NCTPA) on the proposed City of Calistoga Bicycle Transportation Plan and  
6 Countywide Bicycle Plan.

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8 **DISCUSSION:**  
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10 The purpose of this meeting is to review the draft Countywide Bicycle Plan and City of  
11 Calistoga Bicycle Plan ("City Bicycle Plan") and forward comments to the City Council  
12 who will be reviewing the Plan on April 17, 2012 prior to its adoption by the NCTPA.  
13 Released for public review in January 2012, the draft Countywide Bicycle Plan is being  
14 reviewed by local jurisdictions prior to adoption by NCTPA, likely on April 18, 2012.

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16 **A. PROJECT BACKGROUND**  
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18 NCTPA has prepared a draft Countywide Bicycle Plan which is a cooperatively  
19 developed 25-year vision for a complete bicycling system in Napa County. As a part of  
20 this process, Bike Plans and/or updates specific to each city and town within the county  
21 have also been prepared.

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23 The Countywide Bicycle Plan presents a carefully chosen set of specific goals,  
24 objectives and policies to guide the ongoing evolution of the overall bicycle system.  
25 Napa County's varied terrain, beautiful scenery and mild weather is ideal for both  
26 practical and recreational cycling. Additionally, the terrain in the county is mostly flat and  
27 compact, which is optimal for intra-city commute and other trips. Currently, inter-city  
28 travel on the valley floor via bicycle can be challenging because of the distances  
29 between cities, limited connections, and roads with high-speed traffic. Outside of the  
30 valley floor, the County's hills and scenery provide a "world class" experience that is  
31 physically challenging and attractive for recreational cyclists.

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33 The Countywide Bicycle Plan has been developed at a time when there has been a  
34 strong surge of interest in bicycling in Napa County, as well as in the Bay Area Region,  
35 the nation and the world. New programs, systems and technologies are emerging,  
36 spurred on by intentions to reduce greenhouse gas emissions, promote more active,  
37 healthy transportation options, reduce traffic congestion, and to provide connections  
38 between communities. Additionally, the local “Safe Routes to School” program has been  
39 expanded to serve schools throughout Napa County. With the foundation for creating an  
40 efficient bike network, NCTPA has adopted a long range goal to have 10% of all trips  
41 made by bicycle in the county by 2035, a goal also reflected in the draft City Bicycle  
42 Plan. This proposed new Countywide Bicycle Plan is one way that NCTPA looks to  
43 accomplish this goal in close partnership with the governments, organizations and  
44 citizens of our community.

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## 46 **B. DEVELOPMENT OF THE PLANS**

47 Bicycle Plan Development and Public Participation: The Napa Countywide Bicycle Plan  
48 builds upon the efforts of NCTPA’s 2003 Plan and integrates new projects, partnerships,  
49 concepts, and programs. In 2010, NCTPA hired W-Trans Engineering as the consultant  
50 to prepare an update to the Countywide Bicycle Plan. The draft Countywide Bicycle  
51 Plan was developed over an 18-month period in 2010 and 2011. The consultant worked  
52 closely with NCTPA staff, a Project Steering Committee, local agency staff, Napa Vine  
53 Trail Coalition and the Napa Bicycle Coalition (recently re-named “Napa Bike”), the  
54 general cycling community, and the public at large. These meetings were open to the  
55 public and the general cycling community. The public at large were invited to two “bicycle  
56 summits” held at key points in the development of the Plan. NCTPA and plan participants  
57 solicited public input on topics such as existing conditions for bicyclists, potential  
58 improvement projects and programs, and site-specific issues such as safety concerns,  
59 access, connectivity, bicycle parking, and other concepts needed to improve conditions  
60 for bicyclists. The City of Calistoga provided input through its Planning and Public  
61 Works staff, as well as the City’s Bicycle Advisory Commission (BAC) who provided  
62 base information, reviewed consultant drafts and developed a comprehensive City  
63 Bicycle Plan that is coordinated with the draft Countywide Bicycle Plan.

64 Implementing Partners: The responsibility for implementation of the Countywide Bicycle  
65 Plan and encouragement of its use is shared by multiple government agencies and  
66 jurisdictions. Commitment at each level of government to support bicycle projects and  
67 programs is an important component in the success of the plans. Whereas each agency  
68 has a different level of responsibility for building capital facilities, the implementation of  
69 education and encouragement programs is a responsibility shared among the local  
70 agencies identified above, in addition to the following partners:



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- 72 • Cities and County
- 73 • Napa County Transportation Planning and Agency
- 74 • Metropolitan Transportation Commission
- 75 • California Department of Transportation (Caltrans)
- 76 • Regional Trail Agencies
- 77 • Transit Agencies
- 78 • Private Developers
- 79 • Local Advisory Committees
- 80 • Napa County Health and Human Services Agency
- 81 • Napa County Office of Education, School Districts, and Schools

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**C. RELATIONSHIP OF THE COUNTYWIDE BICYCLE PLAN<sup>1</sup> TO THE CITY OF CALISTOGA BICYCLE PLAN**

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In general, bicycle plans must be updated every five years and include specific information to be eligible for Bicycle Transportation Act funds. The City of Calistoga's Bicycle Plan was last updated in 2007 and the City, along with other local jurisdictions, requested that local bicycle plan updates be included in NCTPA's effort. All of the requirements necessary to qualify the plan for Bicycle Transportation Act funding are included in the proposed City Bicycle Plan.

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Developed as part of the comprehensive Countywide Bicycle Plan, the City Bicycle Plan update functions both as a component of the Countywide Bicycle Plan as well as a stand-alone document proposed to be adopted by the City following NCTPA's adoption of the comprehensive Countywide Bike Plan and Mitigated Negative Declaration. The City's Bicycle Plan will also be incorporated into the Circulation Element of the General Plan.

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The City's Bicycle Plan update addresses the bicycle network within the city limits and connections both within the City of Calistoga and beyond its city limits. As a sub-plan of the Countywide Bicycle Plan it is useful to understand how the Countywide Bicycle Plan is organized. The Countywide Bicycle Plan is presented in two parts:

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1. The Countywide Bicycle Plan describes elements that are common to all six Napa jurisdictions, including:
  - Vision and Goals
  - Background and Partners
  - Objectives and Policies
  - Existing Conditions
  - The Recommended Bicycle System

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<sup>1</sup> A detailed summary of the Countywide Bicycle Plan is included in Attachment 1 to this report. This summary includes: Objectives and Policies; Existing Conditions; Recommended Bicycle System; and Implementation.

- 110           •       Implementation
- 111           2. Six jurisdiction-specific planning documents, one for each city and town, and
- 112           one for Napa County.

113   The Countywide Bicycle Plan itself is made up of two major elements:

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- 115           1. A specific set of existing and proposed Class I bike paths, Class II bike lanes and
- 116           Class III signed bike routes presented on a set of maps and a linked set of data
- 117           tables that describe the routes.<sup>2</sup>
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- 119           2. A set of supportive policies and programs designed to make maximum safe use
- 120           of existing routes and to promote turning proposed routes into reality.
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122   **D.     CITY OF CALISTOGA BICYCLE PLAN UPDATE**

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124   The City of Calistoga Bicycle Plan update is built upon a vision and goals that

125   developed from the General Plan, the 2007 Bicycle Plan and public participation. The

126   vision and goals of the City Bicycle Plan are broad, describing an expanded network for

127   cyclists of all ages and abilities, increasing resident and visitor use, and providing

128   health, environmental and economic benefits. The following sets forth the vision and

129   goals included in the City's Bicycle Plan:

130           Bicycling Vision for the Region – *“A comprehensive, connected bicycle system is*

131           *achieved through supportive development patterns and programmatic practices,*

132           *and will provide people with safe, convenient and enjoyable access throughout*

133           *all Napa County jurisdictions and to destinations beyond. Bicycling is common for*

134           *everyday trips and recreation, contributing to the quality of life in Calistoga and*

135           *the health, safety and welfare of its residents, workers and visitors. Calistoga is*

136           *known as a bicycle friendly community with a “world class” bicycling system.”*

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138           Principal Goal – *“To develop and maintain a safe and comprehensive countywide*

139           *bicycle transportation and recreation system that provides access, opportunities*

140           *for healthy physical activity, and reduced traffic congestion and energy use.*

141           *Policies, programs and projects work together to provide safe, efficient and*

142           *enjoyable opportunities for bicyclists of all types, ages, and abilities to access*

143           *public transportation, school, work, recreation areas, shopping and other activity*

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<sup>2</sup> As a point of reference, the classifications of Bikeways are as follows:

- Class I Bikeways (Multi Use Path) are multi use facilities that provide a completely separated right of way for the exclusive use of bicycles and pedestrians with minimal vehicle crossings.
- Class II Bikeways (Bike Lane) provide a striped and signed lane for one-way bicycle travel on each side of a street or highway
- Class III Bikeways (Bike Routes) provide signs for shared use with motor vehicles within the same travel lane as vehicles on a street. Bike routes may be enhanced with warning or guide signs and shared lane pavement marking.
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144           *centers, and residential neighborhoods, and to connect Napa jurisdictions to*  
145           *each other and the region.”*  
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147 The City’s Bicycle Plan update contains several new elements not otherwise included in  
148 the 2007 Plan. Consistent with the comprehensive Countywide process, bicycle routes  
149 in Calistoga are now connected with identified county routes. Regional routes planned  
150 through the various jurisdictions—particularly the Vine Trail—gain significance as  
151 primary routes. The new plan contains coordinated City/County policies, as well as  
152 more specific City programs and measureable objectives.  
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154 The City Bicycle Plan map has been updated to incorporate new routes such as those  
155 included in the General Plan Amendments currently being considered as a result of  
156 implementing the Urban Design Plan. It is expanded to create an integrated, looped  
157 network to important destinations, including schools, within and around the city. While  
158 most network changes are to reduce intrusion across private property. A few routes,  
159 such as Petrified Forest Road, have been added as a Class III to connect with county  
160 routes.  
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## 162 **E. OVERVIEW OF STAFF RECOMMENDATIONS**

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164 There are a few corrections and additions that are recommended by staff to be  
165 incorporated into the proposed City Bicycle Plan before it is approved by the NCTPA.  
166 These are listed in the Staff Recommendation section of this report and are outlined as  
167 follows to provide the explanation of the recommended change:  
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- 169           1. Map corrections to:
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- 171           a. Add southern crossing connection from Bounsall property to the
  - 172           Washington Street Bike Path as a Class I Bike Path; and
  - 173           b. Eliminate the Class II Bike Lane on Rosedale Lane and Pickett; and
  - 174           c. Eliminate the Class II Bike Lane on Lincoln Avenue from Foothill
  - 175           Boulevard to Cedar Street; and
  - 176           d. Revise the Bicycle Count Locations Figure to reflect Table 4, Proposed
  - 177           Bicycle Count Locations.
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- 179           2. Modify paragraph 2 on page 14 of the draft City of Calistoga Bicycle Plan to  
180           read:
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182           *A comprehensive, connected bicycle system is achieved through supportive*  
183           *development patterns and programmatic practices, and will provide people*  
184           *with safe, convenient and enjoyable access throughout all Napa County*  
185           *jurisdictions and to destinations beyond. Bicycling is common for everyday*  
186           *trips and recreation, contributing to the quality of life in ~~Napa~~ Calistoga and*  
187           *the health, safety and welfare of its residents, workers and visitors. ~~Napa~~*

188 *Calistoga is known as a bicycle friendly community with a "world class"*  
189 *bicycling system.*

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191 **COMMUNICATION AND CORRESPONDENCE:**

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193 Napa Bike (Napa County Bicycle Coalition) has submitted a letter dated December 12,  
194 2011 suggesting the addition of a continuous, Class I route along Lincoln Avenue from  
195 Fair Way to the Oat Hill Mine trailhead. This has also been a major topic of discussion  
196 among BAC members; it is currently a planned Class II.

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198 **ENVIRONMENTAL REVIEW:**

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200 In accordance with applicable provisions of the California Environmental Quality Act  
201 (CEQA), an Initial Study and Mitigated Negative Declaration was prepared for this project  
202 by NCTPA which includes the Countywide Bicycle Plan and stand-alone bicycle plans  
203 and associated policies and projects for the cities of American Canyon, Napa, Calistoga,  
204 St. Helena and town of Yountville, and the County of Napa. The Initial Study determined  
205 that although the project could have a significant effect on the environment, there will not  
206 be a significant effect in this case because any impacts will be mitigated, and therefore a  
207 Mitigated Negative Declaration has been prepared. Once the Mitigated Negative  
208 Declaration is certified by NCTPA, the City Bicycle Plan and associated General Plan  
209 amendments will return for Planning Commission and City Council review and adoption.

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211 **RECOMMENDATION:**

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213 Staff recommends the Planning Commission review this report and forward a  
214 recommendation to the City Council to support NCTPA adoption of the Countywide  
215 Bicycle Plan and City Bicycle Plan update, subject to certification of the Mitigated  
216 Negative Declaration and incorporating the changes identified by Staff.

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218 **ATTACHMENT:**

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- 220 1. Napa Bike letter dated December 12, 2011
- 221 2. Summary of Proposed Countywide Bicycle Plan
- 222 3. City Bicycle Plan