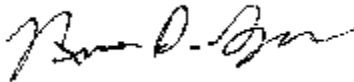


City of Calistoga

Staff Report

TO: Honorable Mayor and City Council
FROM: Erik V. Lundquist, Senior Planner
DATE: April 17, 2012
SUBJECT: Review of the Proposed City of Calistoga and Countywide Bike Plans

APPROVAL FOR FORWARDING:



Richard D. Spitler, City Manager

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2 **ISSUE:** Conceptual review of the proposed City of Calistoga Bicycle Plan and
3 Countywide Bicycle Plan prepared in conjunction with NCTPA’s effort to develop a
4 comprehensive countywide bicycle network
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6 **RECOMMENDATION:** Receive presentation and provide direction.
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8 **BACKGROUND/DISCUSSION:** On September 20, 2011 the City Council adopted
9 Resolution 2011-094 directing staff to update the City’s Bicycle Transportation Plan
10 (BTP), in coordination with the Countywide Bicycle Transportation Plan that is currently
11 being developed by the Napa County Transportation Planning Agency (NCTPA), and
12 initiate the related General Plan Amendment.
13

14 The purpose of this meeting is to review the draft Countywide Bicycle Plan and City of
15 Calistoga Bicycle Plan (“City Bicycle Plan”) prior to the adoption of these plans by
16 NCTPA. Released for public review in January 2012, the draft Countywide Bicycle Plan
17 is being reviewed by local jurisdictions prior to adoption by NCTPA later this spring. The
18 Planning Commission conceptually reviewed and provided their support for future
19 adoption of these plans on March 21, 2012.
20

21 **A. PROJECT BACKGROUND**
22

23 NCTPA has prepared a draft Countywide Bicycle Plan which is a cooperatively
24 developed 25-year vision for a complete bicycling system in Napa County. As a part of
25 this process, Bike Plans and/or updates specific to each city and town within the county
26 have also been prepared.

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

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

50
51 **B. DEVELOPMENT OF THE PLANS**

52 Bicycle Plan Development and Public Participation: The Napa Countywide Bicycle Plan
53 builds upon the efforts of NCTPA's 2003 Plan and integrates new projects, partnerships,
54 concepts, and programs. In 2010, NCTPA hired W-Trans Engineering as the consultant
55 to prepare an update to the Countywide Bicycle Plan. The draft Countywide Bicycle
56 Plan was developed over an 18-month period in 2010 and 2011. The consultant worked
57 closely with NCTPA staff, a Project Steering Committee, local agency staff, Napa Vine
58 Trail Coalition and the Napa Bicycle Coalition (recently re-named "Napa Bike"), the
59 general cycling community, and the public at large. These meetings were open to the
60 public and the general cycling community. The public at large were invited to two "bicycle
61 summits" held at key points in the development of the Plan. NCTPA and plan participants
62 solicited public input on topics such as existing conditions for bicyclists, potential
63 improvement projects and programs, and site-specific issues such as safety concerns,

64 access, connectivity, bicycle parking, and other concepts needed to improve conditions
65 for bicyclists. The City of Calistoga provided input through its Planning and Public
66 Works staff, as well as the City's Bicycle Advisory Commission (BAC) who provided
67 base information, reviewed consultant drafts and developed a comprehensive City
68 Bicycle Plan that is coordinated with the draft Countywide Bicycle Plan.

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

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

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87 **C. RELATIONSHIP OF THE COUNTYWIDE BICYCLE PLAN¹ TO THE CITY OF**
88 **CALISTOGA BICYCLE PLAN**
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90 In general, bicycle plans must be updated every five years and include specific
91 information to be eligible for Bicycle Transportation Act funds. The City of Calistoga's
92 Bicycle Plan was last updated in 2007 and the City, along with other local jurisdictions,
93 requested that local bicycle plan updates be included in NCTPA's effort. All of the
94 requirements necessary to qualify the plan for Bicycle Transportation Act funding are
95 included in the proposed City Bicycle Plan.

96
97 Developed as part of the comprehensive Countywide Bicycle Plan, the City Bicycle Plan
98 update functions both as a component of the Countywide Bicycle Plan as well as a stand-

¹ A detailed summary of the Countywide Bicycle Plan is included in Attachment 2 to this report. This summary includes: Objectives and Policies; Existing Conditions; Recommended Bicycle System; and Implementation.

99 alone document proposed to be adopted by the City following NCTPA's adoption of the
100 comprehensive Countywide Bike Plan and Mitigated Negative Declaration. The City's
101 Bicycle Plan will also be incorporated into the Circulation Element of the General Plan.
102

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

107 1. The Countywide Bicycle Plan describes elements that are common to all six
108 Napa jurisdictions, including:

- 109 • Vision and Goals
- 110 • Background and Partners
- 111 • Objectives and Policies
- 112 • Existing Conditions
- 113 • The Recommended Bicycle System
- 114 • Implementation

115 2. Six jurisdiction-specific planning documents, one for each city and town, and
116 one for Napa County.

117 The Countywide Bicycle Plan itself is made up of two major elements:
118

119 1. A specific set of existing and proposed Class I bike paths, Class II bike lanes and
120 Class III signed bike routes presented on a set of maps and a linked set of data
121 tables that describe the routes.²
122

123 2. A set of supportive policies and programs designed to make maximum safe use
124 of existing routes and to promote turning proposed routes into reality.
125

126 **D. CITY OF CALISTOGA BICYCLE PLAN UPDATE** 127

128 The City of Calistoga Bicycle Plan update is built upon a vision and goals that
129 developed from the General Plan, the 2007 Bicycle Plan and public participation. The

² 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.

130 vision and goals of the City Bicycle Plan are broad, describing an expanded network for
131 cyclists of all ages and abilities, increasing resident and visitor use, and providing
132 health, environmental and economic benefits. The following sets forth the vision and
133 goals included in the City's Bicycle Plan:

134 Bicycling Vision for the Region – *“A comprehensive, connected bicycle system is*
135 *achieved through supportive development patterns and programmatic practices,*
136 *and will provide people with safe, convenient and enjoyable access throughout*
137 *all Napa County jurisdictions and to destinations beyond. Bicycling is common for*
138 *everyday trips and recreation, contributing to the quality of life in Calistoga and*
139 *the health, safety and welfare of its residents, workers and visitors. Calistoga is*
140 *known as a bicycle friendly community with a “world class” bicycling system.”*

141
142 Principal Goal – *“To develop and maintain a safe and comprehensive countywide*
143 *bicycle transportation and recreation system that provides access, opportunities*
144 *for healthy physical activity, and reduced traffic congestion and energy use.*
145 *Policies, programs and projects work together to provide safe, efficient and*
146 *enjoyable opportunities for bicyclists of all types, ages, and abilities to access*
147 *public transportation, school, work, recreation areas, shopping and other activity*
148 *centers, and residential neighborhoods, and to connect Napa jurisdictions to*
149 *each other and the region.”*

150
151 The City's Bicycle Plan update contains several new elements not otherwise included in
152 the 2007 Plan. Consistent with the comprehensive Countywide process, bicycle routes
153 in Calistoga are now connected with identified county routes. Regional routes planned
154 through the various jurisdictions—particularly the Vine Trail—gain significance as
155 primary routes. The new plan contains coordinated City/County policies, as well as
156 more specific City programs and measureable objectives.

157
158 The City Bicycle Plan map has been updated to incorporate new routes such as those
159 included in the General Plan Amendments currently being considered as a result of
160 implementing the Urban Design Plan. It is expanded to create an integrated, looped
161 network to important destinations, including schools, within and around the city. While
162 most network changes are to reduce intrusion across private property. A few routes,
163 such as Petrified Forest Road, have been added as a Class III to connect with county
164 routes.

165 166 **E. OVERVIEW OF PLANNING COMMISSION RECOMMENDATIONS**

167 There are a few corrections and additions that were recommended by the Planning
168 Commission to be incorporated into the proposed City Bicycle Plan before it is approved
169 by the NCTPA. These are listed as follows:

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1. Map corrections to:
 - a. Add southern crossing connection from Bounsall property to the Washington Street Bike Path as a Class I Bike Path (consistent with current BTP); and
 - b. Eliminate the Class II Bike Lane on Rosedale Lane and Pickett; and
 - c. Eliminate the Class II Bike Lane on Lincoln Avenue from Foothill Boulevard to Cedar Street; and
 - d. Revise the Bicycle Count Locations Figure to reflect Table 4, *Proposed Bicycle Count Locations*.

2. Modify paragraph 2 on page 14 of the draft City of Calistoga Bicycle Plan to read:

A comprehensive, connected bicycle system is achieved through supportive development patterns and programmatic practices, and will provide people with safe, convenient and enjoyable access throughout all Napa County jurisdictions and to destinations beyond. Bicycling is common for everyday trips and recreation, contributing to the quality of life in ~~Napa~~ Calistoga and the health, safety and welfare of its residents, workers and visitors. ~~Napa-Calistoga~~ is known as a bicycle friendly community with a “world class” bicycling system.

3. Add Calistoga Policies/Programs Cal 6.c. on Page 19, as follows:

“Cal-6.c The integrity of agricultural operations shall not be violated by recreational or other non-compatible uses. Where trails are required, they shall be sited to minimize the impacts to prime soils, agricultural operations, public safety, and environmentally sensitive areas.

COMMUNICATION AND CORRESPONDENCE:

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

 2. Hubert and Michele Verdeille, 17 Rosedale Road, Calistoga, submitted an email to NCTPA commenting on the planned Class II, bike lane on Rosedale Lane and

211 Pickett. The Verdeille's also indicated concerns regarding the planned Napa
212 River Trail and bike routes on Lake, Oak, Michael, More, Greenwood and Money
213 Lane.

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215 3. Norma Tofanelli and Clarence Luvisi spoke at the March 21, 2012 Planning
216 Commission meeting expressing concerns regarding agricultural and recreational
217 land use compatibility. The Planning Commission suggested adding local policy
218 Cal-6.c, as noted above.

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220 **ENVIRONMENTAL REVIEW:** In accordance with applicable provisions of the
221 California Environmental Quality Act (CEQA), an Initial Study and Mitigated Negative
222 Declaration was prepared for this project by NCTPA (as the lead agency) which
223 includes the Countywide Bicycle Plan and stand-alone bicycle plans and associated
224 policies and projects for the cities of American Canyon, Napa, Calistoga, St. Helena and
225 town of Yountville, and the County of Napa. The Initial Study determined that although
226 the project could have a significant effect on the environment, there will not be a
227 significant effect in this case because any impacts will be mitigated, and therefore a
228 Mitigated Negative Declaration has been prepared. Once the Mitigated Negative
229 Declaration is adopted by NCTPA, the City (as a responsible agency) will move ahead
230 with the adoption of the City Bicycle Plan, associated General Plan amendments and
231 Mitigated Negative Declaration with the Planning Commission and City Council.

232
233 **FISCAL IMPACT:** There is no direct budget implication to coordinate this update with
234 NCTPA. The implementation of the Bicycle Transportation Plan (BTP) will be funded
235 through private developments, Capital Improvements, Bicycle Improvements Fund
236 Balance Allocation and Federal and State grants.

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238 **ATTACHMENTS:**

- 239
240 1. City Bicycle Plan
241 2. Summary of Proposed Countywide Bicycle Plan
242 3. Napa Bike letter dated December 12, 2011
243 4. Email from Hubert and Michele Verdeille received March 20, 2012
244 5. Email from Mr. and Mrs. Hubert Verdeille received April 4, 2012
245 6. Email from Sandra Maresca received April 4, 2012