

# City of Calistoga

## Staff Report

**TO:** Honorable Mayor and City Council  
**FROM:** Erik V. Lundquist, Associate Planner  
**VIA:** Charlene Gallina, Planning and Building Director  
**DATE:** June 3, 2008  
**SUBJECT:** Bicycle Advisory Committee Progress Report and Work Program

---

**APPROVAL FOR FORWARDING:**

  
 James C. McCann, City Manager

---

1  
 2 **ISSUE:** To receive a progress report regarding the Bicycle Advisory's progress on their  
 3 work plan and to consider adoption of a Resolution establishing the 2008/09 Fiscal Year  
 4 work program.

5  
 6 **RECOMMENDATION:** Receive presentation, discuss and adopt Resolution  
 7 establishing the 2008/09 Fiscal Year work program.

8  
 9 **BACKGROUND/DISCUSSION:** The Calistoga Bicycle Advisory Committee (BAC) was  
 10 established in 1993 as an advisory body to the City Council. The Committee members  
 11 are appointed by the City Council and serve a two year term. The current Committee is  
 12 comprised of Michael Costanzo, Chairman, Peter Potrebic, Vice-chair and Dieter Deiss.  
 13 The Committee meets regularly (bimonthly), depending on member availability and  
 14 project timelines.

15  
 16 Recently, the BAC has accomplished various tasks and has played an instrumental role  
 17 in several bicycle related infrastructure projects. Some of these projects include:

- 18  
 19
  - Development of the Washington Street Class I, Bike Path;
  - Installation of bicycle racks throughout the downtown;
  - Installation of signage throughout the City.

20  
 21  
 22  
 23 Furthermore, the BAC conducted research, designed and drafted the Bicycle  
 24 Transportation Plan that was recently adopted by the City Council in July of 2007, which  
 25 establishes goals and policies for bicycle facilities throughout the planning area.  
 26

27 Most recently, the BAC has been working on implementing the BTP and recommends a  
28 work program to further the Plan's policies. The work plan includes short term actions  
29 (FY 08/09) and long term goals (1- 5 years) as follows:  
30

31 Short term action:

- 32
- 33 • Increase the Bicycle Advisory Committee's membership from 3 to 5 members.
- 34 • Print up-to-date maps of the bike loops for residents and visitors.
- 35 • Enhance the one-mile of Class I bikeway with a welcome sign at Dunaweal,  
36 provide screening of the corporate yard and the sewage ponds, and ensure  
37 routine maintenance is conducted.
- 38 • Appropriately place Share-the-Road signs on streets designated in the BTP as  
39 future Class II or Class III bikeways.
- 40 • Support bicycle parking area behind the Chamber of Commerce with suitable  
41 signage to let people know it is available and add bike parking racks at various  
42 locations as suggested by BAC.
- 43 • Provide incentives to City employees to use bicycles to conduct City business  
44 within the City limits, as an example for other businesses in the City.
- 45

46 Long term goals:

- 47
- 48 • Pursue appropriate State and Federal funding for the design and construction of  
49 the Oak Street Bridge to the Logvy Park.
- 50 • Actively support implementation of a River Bikeway/Walkway along the river in  
51 the area defined by the City limits, including linkage to the Washington Street  
52 Bike Path.
- 53 • Reconfigure Lake Street as a Class II bikeway with signage, elimination of on-  
54 street parking in choke points; repaint pavement to delineate the safe biking  
55 area.
- 56 • Develop a safe route from Solage Resort to downtown.
- 57

58 Should the City Council find that this work program is appropriate a Draft Resolution has  
59 been prepared for adoption (see attached).  
60

61 **FISCAL IMPACT:**

62

63 Fiscal impact is contingent upon City Council direction. The City's Fiscal Year 2007-08  
64 Budget allocates \$1,800.00 for technical assistance to the BAC and further allocates  
65 \$25,300.00 for bicycle improvements and the adopted FY 08/09 Budget allocates an

Bicycle Advisory Progress Report and Work Program  
City Council Staff Report  
June 3, 2008  
Page 3 of 3

66 additional \$5,350.00 for improvements. Please note that \$20,000 of the FY 07/08  
67 amount is for funding the City's share of the Countywide Class I Bicycle Path Feasibility  
68 Study, which will ultimately be reimbursement through TDA-3 funding in 08/09. Should  
69 the Council adopt the attached Resolution additional funds will be identified in the FY  
70 08/09 Budget to provide adequate resources to implement this BAC work program.  
71

72 **ATTACHMENTS:**

- 73
- 74 1. Draft Resolution
  - 75 2. Calistoga Bicycle Advisory Committee Status Report Memo dated March 2008
  - 76 3. 2007 BTP List of Projects

## RESOLUTION NO. 2008-

### A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALISTOGA, COUNTY OF NAPA APPROVING THE FY 2008/09 BICYCLE ADVISORY COMMITTEE WORK PROGRAM

**WHEREAS**, the Bicycle Advisory Committee was established in 1993 to act in an advisory capacity to the Planning Commission and the City Council and City staff in matters pertaining to the development and rehabilitation of the bicycle network and support facilities, and other matters as may be referred to the Committee by the City Council; and

**WHEREAS**, State and federal goals encourage the reduction in fuel consumption and pollution. A strategy to achieve these goals is the reduction of "Vehicle Miles Traveled" (VMT), which is accomplished by providing incentives for alternate means of transportation such as cycling; and

**WHEREAS**, on June 5, 2006 a survey was distributed to the residents of Calistoga asking the community what measures would enhance cycling in the City; and

**WHEREAS**, survey results indicate that the community would cycle more if a safer cycling network and support facilities were developed; and

**WHEREAS**, on July 3, 2007 the City Council adopted the 2007 Bicycle Transportation Plan, which promotes safe cycling and provides policies to respond to visitor expectations; and

**WHEREAS**, the City Council received a progress report regarding the Committee's 2008/09 Work Program; and

**WHEREAS**, the Bicycle Advisory Committee has made a recommendation to the City Council with a Short-Term and Long-Term Work Program which includes the following tasks:

#### Short term actions (FY 08/09):

- Increase the Bicycle Advisory Committee's membership from 3 to 5 members.
- Print up-to-date maps of the bike loops for residents and visitors.
- Enhance the one-mile of Class I bikeway with a welcome sign at Dunaweal, provide screening of the corporate yard and the sewage ponds, and ensure routine maintenance is conducted.
- Appropriately place Share-the-Road signs on streets designated in the BTP as future Class II or Class III bikeways.
- Support bicycle parking area behind the Chamber of Commerce with suitable signage to let people know it is available and add bike parking racks at various locations as suggested by BAC.
- Provide incentives to City employees to use bicycles to conduct City business within the City limits, as an example for other businesses in the City.

Resolution 2008-  
BAC FY 08/08 Work Program

Long term goals (1 to 5 years):

- Pursue appropriate State and Federal funding for the design and construction of the Oak Street Bridge to the Logvy Park.
- Actively support implementation of a River Bikeway/Walkway along the river in the area defined by the City limits, including linkage to the Washington Street Bike Path.
- Reconfigure Lake Street as a Class II bikeway with signage, elimination of on-street parking in choke points; repaint pavement to delineate the safe biking area.
- Develop a safe route from Solage Resort to Downtown.

**NOW, THEREFORE, BE IT RESOLVED** that the Calistoga City Council hereby approves the FY 08/09 Bicycle Work Program as outlined herein.

**PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Calistoga at a regular meeting held this 3<sup>rd</sup> day of June, 2008 by the following vote:

**AYES:**

**NOES:**

**ABSTAIN/ABSENT:**

---

**JACK GINGLES, Mayor**

**ATTEST:**

---

**SUSAN SNEDDON, City Clerk**

## **Bicycle Advisory Committee (BAC)**

### **Bicycle Transportation Plan Status Report and Work Program**

Calistoga is poised to implement its Bicycle Transportation Plan (BTP). This plan defines the requirements for a safe cycling infrastructure to serve both the recreational and the non-automotive transportation needs of the community, while meeting the safe-biking expectations of resident and visitors alike.

The BTP has mapped Commuter Routes and identified infrastructure improvements needed to enable residents to safely cycle to shopping, school, work and other destinations in the city. The plan also specifies scenic Recreational Loops that will encourage visitors to safely tour Calistoga by bike, and cycle to the many health and wellness features of Calistoga in a leisurely manner.

Our Bicycle Transportation Plan has won praise throughout the County, and the Washington Street bike trail has inspired a County-wide study to determine the feasibility of an off-highway bike trail from Calistoga to Vallejo. But much remains to be done within the city limits to make the BTP more than a highly regarded planning document.

The BTP focuses on completing a network of on- and off-road bike paths that will encourage ridership by dramatically improving rider safety. The BAC sees the following benefits for Calistoga through implementation of the plan:

- Reduce Calistoga's carbon footprint by providing safe bike commuting routes for people who live and work in town from residential areas to downtown.
- Improve student fitness and reduce traffic congestion before and after school by giving kids a safe way to ride bikes to school.
- Provide a safe and healthy recreation alternative to Calistoga families with children, and to Calistoga's active senior community through implementation of safe commuting and touring routes.
- Strengthen Calistoga's economic vitality by making safe cycling part of Calistoga's health and wellness menu for visitors through implementation of safe commuting and touring routes.

In view of the significant value of improving quality of life in the community, and for making Calistoga more competitive as a destination, the BAC asks the Council's assistance to make implementation of the BTP a higher priority through these two steps:

- Make a declaration affirming Calistoga's commitment to providing safe cycling infrastructure in Calistoga, as outlined in the BTP.
- Establish a process with City Staff to actively secure funding for BTP projects.

Increasing the City's commitment to cycling at this time makes sense because it serves the needs of its two most important constituents: its residents and its visitors.

### ***Case Study: Route Verte in Quebec***

How do we pay for this? Is it really worth it? Here's an exciting example: Over the past 15 years, the province of Quebec has completed its Route Verte project that includes 2500 miles of trails with an investment of about \$160 million. It is truly an investment that makes a handsome return. Spending by cyclists at businesses on this trail network was \$95.4 million when first measured in 2000. It has been growing steadily since then and is forecast to top \$134 million in 2008. And this is in a northerly region with a very short tourist/cycling season. Source: Bicycle Retailer and Industry News. The lesson here: cyclists go where they are welcomed. If we build it, they will come. And they will bring their money.

### ***Suggested Next Steps***

Here are a few immediate action items to continue the momentum consistent with the Bicycle Transportation Plan:

- Increase the BAC membership from 3 to 5 members
- Make completion of the Oak Street Bridge to the Logvy a priority for the City, seeking appropriate State and Federal funding through the Safe-Routes-School program, and other programs.
- Print up-to-date maps of the bike loops for residents and visitors.
- Enhance the one-mile of Class I bikeway with a welcome sign at Dunaweal, provide screening of the corporate yard and the sewage ponds, make the addition of benches and sunshade at the Dunaweal entrance, and ensure routine maintenance is done so that our one Class I jewel does not suffer neglect.
- Reconfigure Lake Street as a Class II bikeway with signage, elimination of on-street parking in choke points; repaint pavement to delineate the safe biking area.
- Place Share-the-Road signs on all City streets designated in the BTP as future Class II or Class III bikeways.
- Develop a safe route from Solage (with their 170+ bikes) to downtown.
- Actively support implementation of a River Bikeway/Walkway along the river in the area defined by the City limits, including linkage to the Washington Street Bikepath
- Implement the bike parking area behind the Chamber of Commerce with suitable signage to let people know it is available and add bike parking racks at various locations as suggested by BAC.
- Provide incentives to City employees to use bicycles to conduct City business within the City limits, as an example for other businesses in the City.

This list reflects mainly immediate needs; the BTP addresses the full scope of what needs to be done to be a Bicycle Friendly Community. While ambitious, it is not impossible, as proven by numerous communities from Davis, CA to Portland, OR.



## APPENDIX B

### 1. Physical Improvements Implementation Schedule

These improvements shall take precedence:

- Napa River Corridor Trail – Class I; Greenwood Avenue to City Limits
- Fair Way Extension – Class I; Lincoln Avenue to Washington Street Bike path
- Logvy Park Connection – Class I; S. Oak to N. Oak
- Lake Street Upgrade – Class II, Washington Street to Lincoln Avenue/Silverado Trail Intersection
- Southeastern Connection – Class I; Fair Way Extension to Silverado Trail

<b>PROPOSED IMPROVEMENTS</b> (Projects listed in alphabetical order not preference)						
Project No.	Route Segment	Begin Point	End Point	Type	Length in miles	Cost
1*	Bennett Lane	Tubbs Lane	Hwy 128	Class III	2.0	10,000
2	Berry Street	Washington Street	Foothill Boulevard	Class III	0.1	500
3	Brannan Street	Silverado Trail	Lincoln Avenue	Class III	0.3	1,500
4	Carli Drive	Money Lane	N. Oak Street	Class III	0.1	500
5	Cedar Street	Lincoln Avenue	Pine Street	Class III	0.1	500
6*	Dunaweal Lane	Foothill Boulevard	Silverado Trail	Class II	0.8	300,000
7	Eastern Connection	Silverado Trail	Grant Street	Class I	0.7	350,000
8	Fair Way	Lake Street	Lincoln Avenue	Class III	0.2	1,000
9	Fair Way Extension	Lincoln Avenue	Washington Street Bike Path	Class I	1.0	500,000





10*	Foothill Boulevard/State Route 128	Bennett Lane	Dunaweal Lane	Class II	4.0	1,500,000
11	Former Gliderport Connection	Fair Way Extension	Lincoln Avenue	Class I	0.5	250,000
12	Grant Street	Stevenson Avenue	Oak Street	Class III	0.3	1,500
13*	Greenwood Avenue	Napa River	Grant Street	Class III	0.2	1,000
14	Indian Springs Connection	Brannan Street	Former Gliderport Connection	Class I	0.4	200,000
15	Lake Street	Silverado Trail	Washington Street	Class II	0.65	243,750
16	Lincoln Avenue	Silverado Trail	Stevenson Avenue	Class III	0.3	1,500
17	Lincoln Avenue	Brannan Street	Stevenson Avenue	Class III	0.3	1,500
18	Logvy Park Connection	Napa River	Oak Street	Class I	0.1	500,000
19	Michael Way	Money Lane	Grant Street	Class III	0.3	1,500
20*	Myrtledale Road	Greenwood	Tubbs	Class II	0.15	93,750
22	Mora Avenue	Money Lane Extension	Grant Street	Class III	0.25	1,250
23	Oak Street	Napa River	Cedar Street	Class III	0.1	500
24	Oak Street	Carli Drive	Grant Street	Class III	0.2	1,000
25	Pine Street	Foothill Boulevard	Cedar Street	Class III	0.1	500
26	River Connection	Foothill Boulevard	Napa River Trail	Class I	0.1	500
27	Napa River Trail	City Limits	City Limits	Class I	3.0	3,000,000
28	Stevenson Avenue	Grant Street	Lincoln Avenue	Class III	0.1	500
29	Southern Crossing	Foothill Boulevard	Silverado Trail	Class I	1.0	1,250,000



30*	Tubbs Lane	Myrtledale Road	Foothill Boulevard	Class II	0.6	225,000
31*	Tubbs Lane	Myrtledale Road	Bennett Lane	Class I	0.1	200,000
<b>TOTAL MILES</b>					<b>18.05</b>	
<b>TOTAL COST</b>						<b>8,637,750</b>

\*All or portions of these bikeways are located within the County. Please reference the Section E, of the Bicycle Facilities of this plan related for coordination and consistency with outside agencies.