

# City of Calistoga

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## Staff Report

**TO** Honorable Mayor and City Council  
**FROM** Erik V. Lundquist, Senior Planner  
**DATE** October 18, 2016  
**SUBJECT** Update on Active Transportation Plan Implementation

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APPROVAL FOR FORWARDING:



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Dylan Feik, City Manager

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1 **ISSUE:** Implementation of the Calistoga Active Transportation Plan

2 **RECOMMENDATION:** Receive report from staff and provide direction as necessary

3 **BACKGROUND:** The State's Active Transportation Program Guidelines adopted on  
4 March 20, 2014 requires active transportation plans to address both bicycling and  
5 walking.

6 The Calistoga Active Transportation Plan (ATP) was developed over a 9-month period  
7 in 2013/14. The Plan was prepared by City staff, Active Transportation Advisory  
8 Committee (ATAC), stakeholders, the bicycle community, and interested citizens. The  
9 Plan built upon the 2012 Bicycle Plan integrating new projects, partnerships, concepts,  
10 and programs while adding a new chapter dedicated to Calistoga's pedestrian network  
11 and pedestrian support facilities. Calistoga adopted its local ATP on October 21, 2014,  
12 positioning Calistoga for greater funding opportunities in light of the State's Active  
13 Transportation Program.

14 **DISCUSSION:** Attachment 1 summarizes progress that has been made on  
15 implementing each of the Plan's policies. Much of the effort has been focused on  
16 pursuing funding for infrastructure projects, including downtown safety enhancements  
17 and the Logvy Park pathway project. Other significant efforts undertaken since the  
18 Plan's adoption include obtaining an easement from AT&T to construct a walkway to  
19 connect Lincoln Avenue to the Fire Station parking lot, and the installation of 25 bike  
20 racks in the downtown. The City also continues to participate in the Bike to Work/School  
21 Days and the annual bicycle rodeo.

22 Future efforts will continue to be focused on promoting alternative transportation, such  
23 as construction of additional Vine Trail segments, and pursuing funding opportunities for  
24 pedestrian safety/enhancement projects.

25 The ATAC has identified priority projects that are summarized in Attachment 2.

**ATTACHMENT**

1. Summary of Active Transportation Plan implementation
2. ATAC's priority project recommendations

## Calistoga Active Transportation Plan (ATP) Implementation Update

**Vision:** A comprehensive, connected bicycle and pedestrian system and related programs provide people with safe, convenient and enjoyable access throughout Calistoga and to destinations beyond. Bicycling and walking are common for everyday trips and recreation, contributing to the quality of life in Calistoga and the health, safety and welfare of its residents, workers and visitors. Calistoga is known as a bicycle-and pedestrian-friendly community.

**Principal Goal:** To develop and maintain a safe and comprehensive bicycle and pedestrian transportation and recreation system that provides access and opportunities for healthy physical activity, and reduces traffic congestion and energy use. Policies, programs and projects work together to provide safe, efficient and enjoyable opportunities for bicyclists and pedestrians of all types, ages, and abilities to access public transportation, school, work, recreation areas, shopping, activity centers and neighborhoods.

**Adopted:** October 21, 2014

Objectives and Policies		Implementation since Plan Adoption
<b>Objective 1. Comprehensive Bicycle and Pedestrian Network</b>		
1.1	Provide a complete bicycle and pedestrian network among residential areas, downtown and major activity centers.	<ul style="list-style-type: none"> <li>• Ongoing</li> </ul>
1.2	Require new development to implement the planned bicycle and pedestrian network.	<ul style="list-style-type: none"> <li>• Sunburst Hotel required to construct multi-use path along frontage</li> </ul>
1.3	Determine appropriate locations for bicycle and pedestrian access to and along the Napa River corridor. Access shall avoid properties developed with single-family residences and be respectful of single-family residence private property rights. All future improvements required of private land owners should have demonstrable public benefit and minimize impacts on privacy and security. Properties abutting the Napa River that are developed with a single-family residence shall not be required to participate in the costs of constructing pedestrian access facilities along the Napa River corridor.	<ul style="list-style-type: none"> <li>• Planned bridges shown on Figure 6 of ATP</li> <li>• Calistoga Senior Apartments required to provide access easement along the Napa River</li> </ul>

1.4	Build on Calistoga’s existing partnership with the Napa Valley Transportation Authority (NVTA) to ensure that the City’s Active Transportation Plan is consistent with countywide transportation planning efforts.	<ul style="list-style-type: none"> <li>• City Engineer is a member of NVTA’s technical advisory committee and two City Council members are on NVTA’s Board.</li> </ul>
1.5	Increase the city’s walking and bicycling trips, in accordance with NCTPA 2035 goals. As a major part of this effort, the City will continue to develop and maintain a safe and integrated bicycle and pedestrian system throughout Calistoga for people of all ages and abilities.	<ul style="list-style-type: none"> <li>• Construction plans for Fair Way extension segment of the Napa Valley Vine Trail nearing completion</li> <li>• Grant received for construction of path at Logvy Park connecting to community pool and Boys and Girls Club</li> </ul>
<b>Objective 2. Best Practices, Design Standards</b>		
2.1	Utilize the <i>California Highway Design Manual</i> , the <i>California Manual of Uniform Traffic Control Devices</i> , the American Association of State Highway Transportation Officials <i>Guide for the Development of Bicycle Facilities</i> and <i>Guide for the Planning, Design, and Operation of Pedestrian Facilities</i> for the development of bicycle and pedestrian facilities.	<ul style="list-style-type: none"> <li>• Ongoing</li> </ul>
2.2	Where compliance with minimum bike lane standards is infeasible, use signs, shared lane markings, or other route enhancements to improve conditions for bicyclists, wherever feasible.	<ul style="list-style-type: none"> <li>• Grant Street was recently restriped using appropriate markings</li> <li>• Ongoing</li> </ul>
2.3	Install way-finding signage, markers, and stencils on off-street paths, on-street bikeways, local roads, and state routes to improve way-finding for bicyclists, and heighten motorists’ awareness.	<ul style="list-style-type: none"> <li>• Bike Route signage inventory prepared and new signage budgeted for FY 16/17</li> <li>• Ongoing</li> </ul>
2.4	Provide safety features at uncontrolled pedestrian crossings, especially within pedestrian districts and at intersections of arterials with Class I trails.	<ul style="list-style-type: none"> <li>• Pedestrian Safety Assessment prepared by ITS Berkeley, which includes recommendations and suggestions</li> <li>• Funding received for HAWK at Lincoln at Cedar and Lincoln at</li> </ul>

		Brannan
2.5	Sidewalks shall have the appropriate width for their use. Commercial districts require wider sidewalks designed as part of the public space and foreground for the buildings.	<ul style="list-style-type: none"> <li>• Ongoing</li> </ul>
<b>Objective 3. Multimodal Integration</b>		
3.1	Provide secure bicycle parking at transit stops.	<ul style="list-style-type: none"> <li>• Completed. Bike racks exist at all stops.</li> </ul>
3.2	Provide greater opportunity for bicycles to be brought on buses.	<ul style="list-style-type: none"> <li>• Working with NVTA</li> </ul>
3.3	Pedestrian access between development and transit facilities shall be developed, which will encourage use of public transportation.	<ul style="list-style-type: none"> <li>• Access easement recorded along ATT building to connect public parking lot and transit stop. City's engineer is preparing the construction plans.</li> </ul>
<b>Objective 4. Comprehensive Support Facilities</b>		
4.1	Ensure the provision of adequate bicycle parking at important public facilities, schools, commercial areas and other locations with high bicycle-parking demands.	<ul style="list-style-type: none"> <li>• 25 bicycle parking racks received through Air District and installed at all city facilities and within the downtown</li> </ul>
4.2	Require the provision of lockers and showers by large employers.	<ul style="list-style-type: none"> <li>• Ongoing consistent with the Cal. Green Code</li> </ul>
4.3	Install high-visibility crossing treatments, pedestrian-scale lighting, street furniture, drinking fountains, and other pedestrian amenities in pedestrian districts and on Class I trails.	<ul style="list-style-type: none"> <li>• Vine Trail Maintenance White Paper, which includes amenity designs, is under review</li> <li>• Funding received for HAWK at Lincoln/Cedar and Lincoln/Brannan</li> </ul>
<b>Objective 5. Enhanced Safety and Security</b>		
5.1	Reduce automobile collisions with pedestrians and bicyclists by 50 percent by the year 2020, using 2011 collision data as the baseline for analysis.	<ul style="list-style-type: none"> <li>• Reviewed SWITRS data with Police Department</li> </ul>
5.2	Review collision data annually to identify	<ul style="list-style-type: none"> <li>• Reviewed SWITRS data with</li> </ul>

	problem areas involving bicyclists and pedestrians and to prioritize projects and program activities.	Police Department
5.3	Focus on improving safety at intersections using pedestrian signal cycles, pedestrian buttons, high-visibility crosswalk markings and education and cycle-triggered signal changes.	<ul style="list-style-type: none"> <li>• Pedestrian Safety Assessment prepared by ITS Berkeley, which includes recommendations and suggestions</li> <li>• Funding received for HAWK at Lincoln/Cedar and Lincoln/Brannan</li> </ul>
5.4	Give high priority to safety improvements in the vicinity of schools, public transit and other high use pedestrian destinations.	<ul style="list-style-type: none"> <li>• Pedestrian Safety Assessment prepared by ITS Berkeley, which includes recommendations and suggestions</li> </ul>
5.5	Improve pedestrian safety and security with pedestrian-level lighting, where appropriate.	<ul style="list-style-type: none"> <li>• Funding received for HAWK at Lincoln/Cedar and Lincoln/Brannan</li> </ul>
5.6	Continue to implement Safe Routes to School program improvements.	<ul style="list-style-type: none"> <li>• Ongoing cooperation with the Office of Education</li> <li>• Pedestrian Safety Assessment prepared by ITS Berkeley, which includes recommendations and suggestions</li> </ul>
5.7	Take care in the construction and maintenance of drainage ditches, manhole covers, sewer and drainage grates, and asphalt/concrete interfaces to minimize hazards to bicyclists and pedestrians.	<ul style="list-style-type: none"> <li>• Public Works addresses hazards when identified</li> </ul>
5.8	Improve bicycle directional and identification signage to enhance safety for all who use the City bicycle transportation network.	<ul style="list-style-type: none"> <li>• Bike Route signage inventory prepared and new signage budgeted for FY 16/17</li> <li>• Ongoing</li> </ul>
<b>Objective 6. Integration</b>		
6.1	Incorporate applicable and appropriate provisions of this Plan into all new development projects.	<ul style="list-style-type: none"> <li>• Calistoga Senior Apartments required to provide access easement along the Napa River</li> </ul>
6.2	The integrity of agricultural operations shall	<ul style="list-style-type: none"> <li>• Ongoing</li> </ul>

	not be violated by bikes and pedestrian facilities. Where trails are required, they shall be sited to minimize the impacts to agricultural operations.	
<b>Objective 7. Education and Promotion</b>		
7.1	Coordinate the delivery of bicycle safety education programs to schools, utilizing assistance from law enforcement agencies, local bicycle shops, bicycle advocates and other appropriate groups and organizations.	<ul style="list-style-type: none"> <li>• Police Department and County Office of Education holds annual bicycle rodeo</li> <li>• Local bicycle safety guidelines produced and available at various locations</li> </ul>
7.2	Develop and maintain a safety campaign for drivers, cyclists and pedestrians.	<ul style="list-style-type: none"> <li>• Not completed</li> </ul>
7.3	Increase the awareness of the benefits of walking and bicycling through an education campaign.	<ul style="list-style-type: none"> <li>• Not completed</li> </ul>
7.4	Distribute bicycle and pedestrian safety, educational, and promotional materials through law enforcement activities, at scholastic orientations, through drivers training and citation diversion programs, and to new political representatives.	<ul style="list-style-type: none"> <li>• Police Department and County Office of Education holds annual bicycle rodeo</li> <li>• Local bicycle safety guidelines produced and available at various locations</li> </ul>
7.5	Encourage events that introduce residents to walking and bicycling, such as walk/bike-to-work days, walk/bike-to-school days, senior walks, recreational walks and historic walks.	<ul style="list-style-type: none"> <li>• City participates in Bike to Work/School Day annually</li> <li>• Sharpsteen Museum holds historic walking tour</li> </ul>
7.6	Encourage major employment centers and employers to promote commuting by bicycle, including the use of flex-time work schedules to support non-rush hour bicycle commuting.	<ul style="list-style-type: none"> <li>• Bicycle racks required at the Indian Springs Expansion and Silver Rose Resort</li> <li>• Ongoing</li> </ul>
7.7	Educate the general public on common Vehicle Code infractions involving bicyclists.	<ul style="list-style-type: none"> <li>• Police educate public when opportunity arises</li> </ul>
<b>Objective 8. Planning</b>		
8.1	The Active Transportation Advisory Committee (ATAC) shall be responsible for	<ul style="list-style-type: none"> <li>• ATAC meetings regularly to discuss and provide</li> </ul>

	advising staff and decision makers on the ongoing planning and coordination of the bicycle and pedestrian transportation system.	recommendations
8.2	Proactively seek new opportunities for acquisition of abandoned rights-of-way, natural waterways, utility rights-of-way, and other lands for the development of new multi-use pathways that integrate with the planned system.	<ul style="list-style-type: none"> <li>• Ongoing</li> </ul>
8.3	Recognize the varied needs of bicyclists by striving to maintain on-street bikeways where off street pathways or alternative routes are proposed. Existing bikeways should not be altered or eliminated without consulting with the Active Transportation Advisory Committee.	<ul style="list-style-type: none"> <li>• Ongoing</li> </ul>
Objective 9. Maintenance		
9.1	Maintain lane geometry, pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes.	<ul style="list-style-type: none"> <li>• Bike Route signage inventory prepared and new signage budgeted for FY 16/17</li> <li>• Ongoing</li> </ul>
9.2	Assign a point of contact in the Public Works Department to compile, track, and respond to routine bicycle and pedestrian maintenance issues in a timely manner.	<ul style="list-style-type: none"> <li>• Contact has been established (Administrative Analyst)</li> </ul>
9.3	Require that road construction projects minimize their impacts on bicyclists and pedestrians to the greatest extent possible through the proper placement of construction signs and equipment, and by providing adequate detours.	<ul style="list-style-type: none"> <li>• Traffic control plans required for construction-related projects</li> </ul>
9.4	Require that routine maintenance of local roads consider bicycle and pedestrian safety and at a minimum includes the following activities:	<ul style="list-style-type: none"> <li>• Routine street sweeping and trimming is conducted by Public Works</li> </ul>



	<ul style="list-style-type: none"> <li>• Trim vegetation to provide a minimum horizontal clearance of 4 feet from the edge of pavement and a minimum vertical clearance of 8 feet.</li> <li>• Clear debris from road shoulder areas to provide space for walking.</li> </ul>	
9.5	Perform periodic sidewalk inspections to ensure adequate pedestrian clearance and to address maintenance issues that could present a tripping hazard.	<ul style="list-style-type: none"> <li>• Public Works has hired a contractor to grind sidewalks to eliminate trip hazards</li> <li>• Public Works conducts inspections upon receiving complaint</li> </ul>
<b>Objective 10. Funding</b>		
10.1	Work with federal, state, regional and local agencies and any other available public or private funding sources to secure funding for the bicycle and pedestrian system.	<ul style="list-style-type: none"> <li>• TDA-3 funds received for pathway along Logvy Park</li> <li>• CDGB application submitted requesting funding to complete Logvy Park loop pathway</li> </ul>
10.2	Support multi-jurisdictional funding applications to implement the regional bicycle and pedestrian system.	<ul style="list-style-type: none"> <li>• Ongoing coordination with NVTA</li> </ul>
10.3	Promote the availability of adequate regional, state and federal funding sources for bicycle and pedestrian transportation projects.	<ul style="list-style-type: none"> <li>• Ongoing coordination with NVTA</li> </ul>

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### ATAC's Priority Project Recommendations

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1. Pedestrian/bicycle connectivity around Fairgrounds (i.e., along river and along Grant Street)
  - a. Short-term – negotiate easement
  - b. Long-term – construction
2. Pedestrian connectivity to parking facilities
  - a. Short-term – parking needs survey
  - b. Long-term – construct parking
3. Lincoln Avenue / Fair Way improvements
  - a. Add bike racks and repair station
  - b. Add parking
  - c. Add restrooms
4. Lincoln Avenue / Foothill Boulevard improvements
  - a. Add safe crossings
  - b. Add sidewalks and ADA curb ramps
5. Silverado / Lake Street improvements
  - a. Add bike racks and repair station
  - b. Add parking
  - c. Add restrooms
6. Safety Improvements
  - a. Improve Lincoln Avenue crossings (i.e., at Brannan Street, Cedar Street and Stevenson Avenue) with appropriate enhancements
  - b. Add Foothill Boulevard corridor pathway and crossings

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3. Lincoln Avenue / Fair Way improvements
  - a. Add bike racks and repair station
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  - c. Add restrooms
4. Lincoln Avenue / Foothill Boulevard improvements
  - a. Add safe crossings
  - b. Add sidewalks and ADA curb ramps
5. Silverado / Lake Street improvements
  - a. Add bike racks and repair station
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6. Safety Improvements
  - a. Improve Lincoln Avenue crossings (i.e., at Brannan Street, Cedar Street and Stevenson Avenue) with appropriate enhancements
  - b. Add Foothill Boulevard corridor pathway and crossings