



**CITY OF CALISTOGA**  
**ACTIVE TRANSPORTATION ADVISORY COMMITTEE**  
**MEETING AGENDA**  
**August 5, 2019**

1:00 PM  
Calistoga City Hall  
1232 Washington Street  
Calistoga, CA

John Gleazer, Chair  
David Hagberg, Vice Chair  
Efrain Gonzales, Member  
Brad Suhr, Member

**1. ROLL CALL**

**2. PUBLIC COMMENTS**

*Public Comments is an opportunity to address the Active Transportation Advisory Committee on items of interest to the public that do not appear on the agenda. Comments should be limited to three minutes. The Committee cannot consider any issues or take action on items raised during Public Comments.*

**3. ADOPTION OF MEETING AGENDA**

**4. APPROVAL OF MINUTES**

**A. Minutes Approval:** Draft minutes from May 6, 2019

**4. OLD BUSINESS**

A. FY 2019-2020 Budget update

B. Discuss possible Active Transportation Plan updates

**5. NEW BUSINESS**

A. Discussion about possible ATAC Rules of Procedure update

**6. COMMITTEE MEMBERS' COMMENTS & REQUESTS**

**7. STAFF UPDATE**

**8. ADJOURNMENT**

*I declare that a copy of this agenda was posted at City Hall, 1232 Washington Street, among other locations within the Calistoga city limits, on July 31, 2019 no later than 4:30 p.m.*

  
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Zach Tusinger, Senior Planner

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**CITY OF CALISTOGA**  
**ACTIVE TRANSPORTATION ADVISORY COMMITTEE**  
**REGULAR MEETING MINUTES**  
**May 6, 2019 at 1 p.m.**

1 **1. ROLL CALL**

2 Committee members present: Chair John Gleazer, Vice Chair David Hagberg, Efrain  
3 Gonzalez Absent: Brad Suhr (arrived at 1:20 p.m.). Staff members present: Senior  
4 Planner Zach Tusinger, Public Works Director Mike Kirn.

5 **2. PUBLIC COMMENTS**

6 Bill Thomas, resident who lives at the corner of Cedar and Gold spoke briefly about  
7 the proposal for a Napa River Crossing. Believes it should be at Oak Street rather  
8 than Gold.

9 [Committee member Suhr arrives at 1:20 p.m.]

10 **3. ADOPTION OF MEETING AGENDA**

11 The agenda was unanimously adopted as presented.

12 **4. APPROVAL OF MINUTES**

13 The minutes from the January 7 and March 4 meetings were approved unanimously.

14 **5. OLD BUSINESS**

15 **A. Budget Priorities for Fiscal Year 2019-20**

16 Chair Gleazer gives update on his presentation at the budgeting priorities meeting in  
17 front of City Council. He discussed the response and feedback he received from  
18 Council at the meeting. The Mayor had indicated that the Logvy Bridge was high  
19 priority. He also indicated that the Washington Avenue bike lanes proposal would  
20 need a lot of support from the Committee and the public.

21 Public Works Director Kirn additionally reported on the Goal Setting Workshop. Mr.  
22 Kirn indicated that the Grant Street project will be the major project for the year. The  
23 Washington and Cedar work will be expensive because of the underground utility  
24 work that is needed. May 9, 2019 will be the first budget workshop and committee  
25 members and the public are welcome to attend.

26 **B. Update on Grant Street Reconstruction and Mayor's Forum**

27 Public Works Director Kirn provided an update on this topic and the upcoming  
28 Mayor's Forum that is to be held. The project would construct the planned five-foot  
29 pedestrian pathway in City right-of-way along a portion of Grant Street heading out  
30 of the City. Director Kirn answered questions from the Committee regarding the  
31 costs, the specifics of the plans, and the deferral agreements with property owners.  
32 Mr. Kirn encourages the committee to attend the Mayor's Forum.

33 [Public Works Director Kirn leaves at 1:55 p.m.]

34 **5. NEW BUSINESS**

35 **A. Finalize Plans for Bike to Work & School Day on May 9**

36 Staff member Tusinger provides an update regarding the upcoming bike to work  
37 & school day. The City has committed to assisting at two locations: the  
38 elementary school and the high school. Committee member Hagberg agrees to  
39 assist with and attend the location at the high school. Committee member Suhr  
40 agrees to assist with and attend the location at the middle school. Committee  
41 member Gonzalez indicate he will attend the high school location as well. Staff  
42 member Tusinger will assist in coordinating materials and tables.

43 **B. Lava Vine Bike Path Future Disposition**

44 Chair Gleazer introduced the topic and Staff member Tusinger provided  
45 background information. Committee member Hagberg indicated he had visited  
46 the area and he was ok with it being eliminated as it seemed redundant.  
47 Committee member Suhr indicated he saw benefits to keeping it as it allows  
48 good access opportunities. He also indicated that the fact that developers are on  
49 the hook to build it, there is no downside. The consensus of the members is it to  
50 keep it in the plans.

51 **C. Discussion about Possible Update to Active Transportation Plan**

52 Chair Gleazer introduced the topic and indicated he thought an update was  
53 needed. Committee member Suhr gave his input regarding his recollection of the  
54 process form when the current plan was adopted. Staff member Tusinger  
55 indicated he would give a report on options and processes at a future meeting.

56 **6. COMMITTEE MEMBERS' COMMENTS & REQUESTS**

57 Chair Gleazer reported that Councilmember Williams had asked if the ATAC  
58 supported a bridge over the river near Pioneer Park, and that he indicated that yes,  
59 the ATAC did support it.

60 **7. STAFF UPDATE**

61 Staff member Tusinger reminded the ATAC that since Committee member Gullung  
62 had resigned, the City Council would be appointing a new ATAC member.

**8. ADJOURNMENT**

The meeting was adjourned at 2:20 p.m.

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Zach Tusinger, Senior Planner

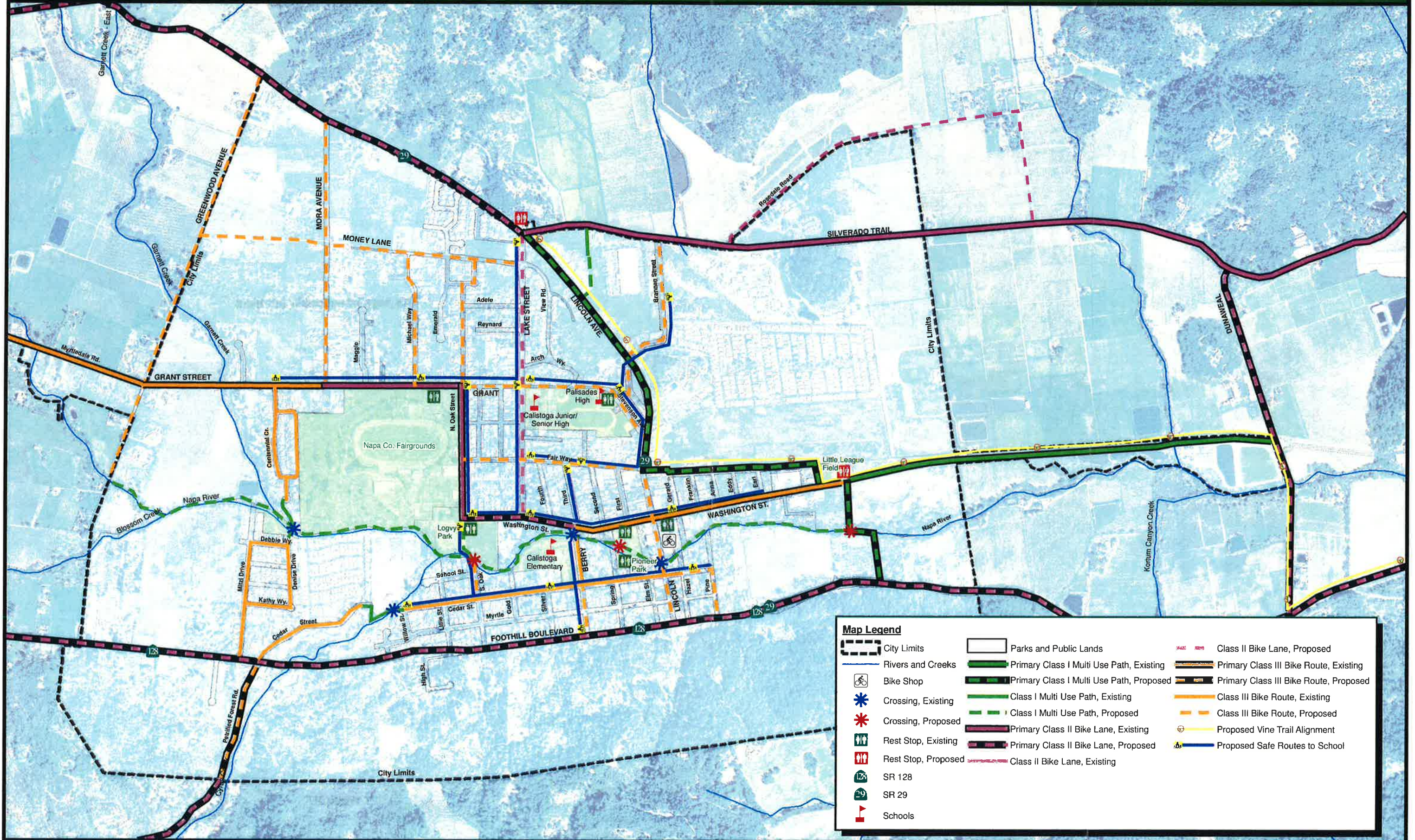
# Bicycle Network - City of Calistoga



SCALE

FIGURE 6

740 370 0 740 Feet



Map Legend			
	City Limits		Class II Bike Lane, Proposed
	Rivers and Creeks		Class I Multi Use Path, Existing
	Bike Shop		Primary Class I Multi Use Path, Existing
	Crossing, Existing		Class I Multi Use Path, Proposed
	Crossing, Proposed		Primary Class II Bike Lane, Existing
	Rest Stop, Existing		Primary Class II Bike Lane, Proposed
	Rest Stop, Proposed		Class III Bike Route, Existing
	SR 128		Class III Bike Route, Proposed
	SR 29		Proposed Vine Trail Alignment
	Schools		Proposed Safe Routes to School
	Parks and Public Lands		
	Primary Class I Multi Use Path, Existing		
	Primary Class I Multi Use Path, Proposed		
	Class II Bike Lane, Existing		
	Class II Bike Lane, Proposed		
	Class III Bike Route, Existing		
	Class III Bike Route, Proposed		
	Proposed Safe Routes to School		

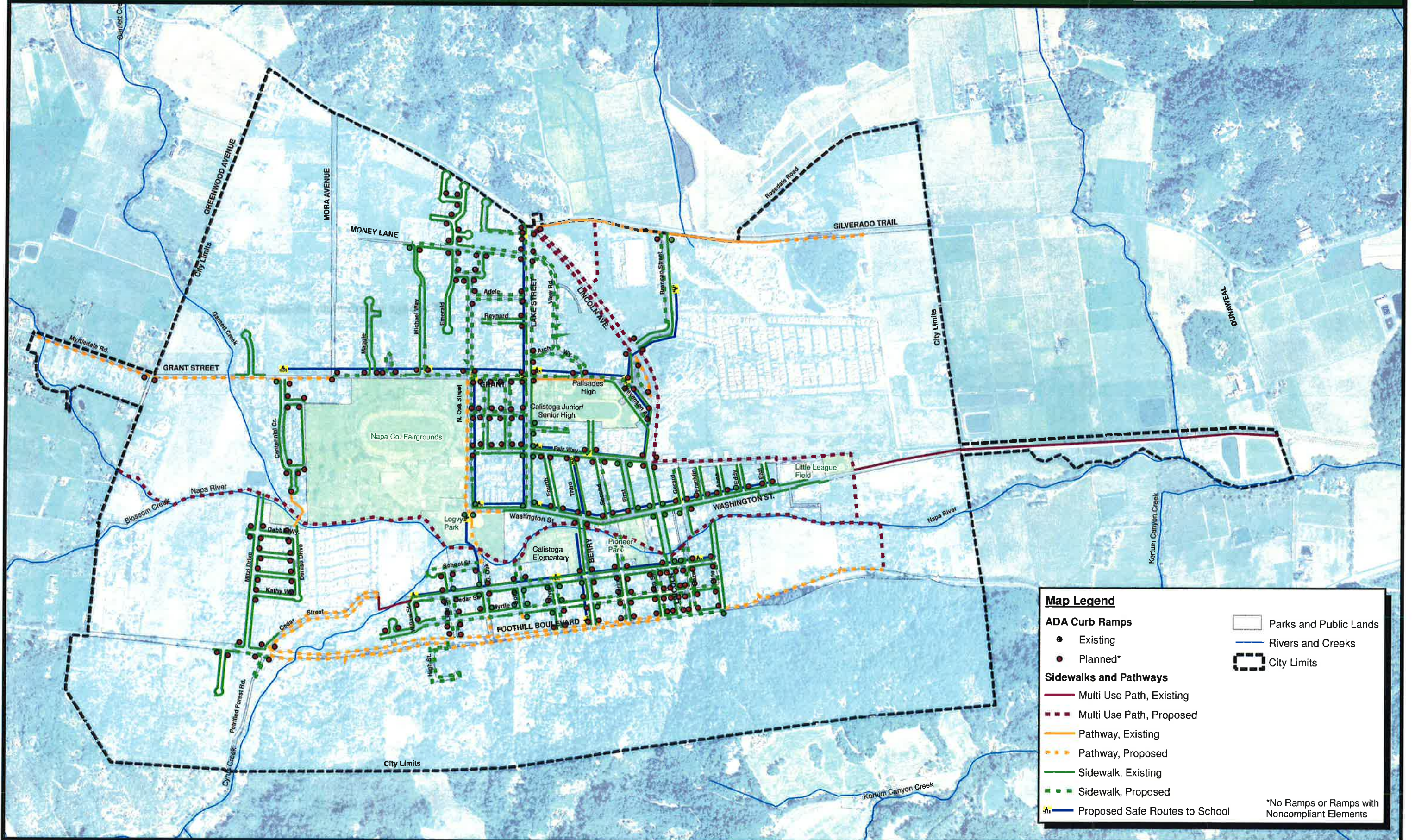
# Pedestrian Network - City of Calistoga



SCALE

FIGURE 9

720 360 0 720 Feet



**Table 8  
Proposed Bikeways and Project Priorities**

#	Project Corridor/Street	Begin Point	End Point	Class	Length (Miles)	Primary Route*	Vine Trail	Use	Cost	Priority
<b>Class I Multi-Use Path</b>										
1	Eastern Connection	316 Feet south of Silverado Trail	Lincoln Avenue	I	0.1	No	No	T/R	55,000	Low
2	Fair Way Extension	Lincoln Avenue	Washington Street	I	0.5	Yes	Yes	T/R	1,024,650	High
3**	Logvy Park Connection	N. Oak Street	S. Oak Street	I	0.1	No	No	T/R	300,000	Medium
4	Southern Crossing	Foothill Boulevard	Washington Street	I	0.2	No	No	T/R	500,000	Medium
5	Napa River Trail	Calistoga City Limits	Calistoga City Limits	I	1.8	No	No	T/R	3,000,000	Low
6	Lincoln Avenue	Fair Way	Silverado Trail	I	0.6	Yes	Yes	T/R	330,000	High
<b>Class II Bike Lane</b>										
7	Foothill Boulevard	Calistoga Easterly City Limits	Calistoga Westerly City Limits	II	1.8	Yes	No	T/R	1,500,000	Medium
8	Lake Street	Silverado Trail	Washington Street	II	0.7	No	No	T	243,750	Medium
9	Washington Street	N. Oak Street	Berry Street	II	0.3	Yes	No	T/R	175,000	High
<b>Class III Bike Routes</b>										
10	Berry Street	Cedar Street	Foothill Boulevard	III	0.1	No	No	T	500	Medium
11	Brannan Street	Silverado Trail	Lincoln Avenue	III	0.3	No	No	T/R	1,500	Medium
12	Carli Drive	Money Lane	N. Oak Street	III	0.1	No	No	T	500	Low
13	Cedar Street	Lincoln Avenue	Pine Street	III	0.1	No	No	T	500	Low
14	Fair Way	N. Oak Street	Lincoln Avenue	III	0.4	No	No	T	1,000	Medium
15	Grant Street	Wappo	N. Oak Street	III	0.4	No	No	T	1,500	Medium
16	Greenwood Avenue	Grant Street	Napa River	III	0.2	No	No	T/R	1,000	Medium
17	Lincoln Avenue	Foothill Boulevard	Fair Way	III	0.4	No	No	T	1,500	Low

**Table 8  
Proposed Bikeways and Project Priorities**

#	Project Corridor/Street	Begin Point	End Point	Class	Length (Miles)	Primary Route*	Vine Trail	Use	Cost	Priority
18	Michael Way	Money Lane	Grant Street	III	0.3	No	No	T	1,500	Low
19	Money Lane	Lake Street	Michael Way	III	0.3	No	No	T	1,000	Low
20	Money Lane Extension	Michael Way	Greenwood	III	0.5	No	No	T/R	1,000	Low
21	Mora Avenue	Lake County Highway	Grant Street	III	0.6	No	No	T/R	1,000	Low
22	N. Oak Street	Carli Drive	Grant Street	III	0.2	No	No	T	1,000	Low
23**	S. Oak Street	Napa River	Cedar Street	III	0.1	No	No	T	500	High
24	Pine Street	Foothill Boulevard	Cedar Street	III	0.1	No	No	T	500	Low
25	Stevenson Avenue	Grant Street	Lincoln Avenue	III	0.1	No	No	T	500	Low
26	Wappo Avenue	Lincoln Avenue	Grant Street	III	0.1	No	No	T	500	Low
					<b>Class I</b>	<b>3.3</b>	<b>Total</b>		<b>\$7,143,900</b>	
					<b>Class II</b>	<b>2.8</b>				
					<b>Class III</b>	<b>4.3</b>				

Notes: R = Recreation; T = Transportation

\* Primary routes are intended to provide a continuous countywide network of on- and off-street bikeways that extend between and through communities along with connections to other transportation modes, major destinations, jobs, neighborhoods, recreation, and local bikeway networks. Projects located on State or County maintained roadways outside the City limits are not included.

\*\*Per Resolution 2014-89, prior to the City pursuing this project the feasibility of an alternative alignment and crossing at Gold Street shall be considered.

**Table 14  
Proposed Pedestrian Facilities and Project Priorities**

#	Project Corridor/Street	Begin Point	End Point	Project Type*	Length (Miles)	SR2S**	Cost	Priority
<b>Pathways***</b>								
1	Cedar Street	Foothill Boulevard	End of Street	Corridor	0.27	N	\$157,140	Low
2	Foothill Boulevard	Petrified Forest Road	Elm Street	Corridor	0.91	N	\$750,000	Low
3	Foothill Boulevard	Pine Street	414 Foothill Boulevard	Corridor	0.28	N	\$480,000	Low
4	Grant Street	Mora Avenue	Greenwood Avenue	Corridor	0.42	Y	\$250,000	High
5	Lincoln Avenue	Wappo Avenue	Wappo Avenue	Corridor	0.14	N	\$73,920	Medium
6	N. Oak Street	Grant Street	Washington Street	Corridor	0.87	N	\$525,000	Medium
7	Silverado Trail	300 Silverado Trail	400 Silverado Trail	Corridor	0.15	N	\$125,000	Medium
8	Silverado Trail	700 Silverado Trail	980 Silverado Trail	Corridor	0.13	N	\$120,000	Medium
9	Washington Street	N. Oak Street	1700 Washington Street	Corridor	0.07	Y	\$60,000	Medium
<b>Sidewalks</b>								
10	Adele Avenue	Lake street	N. Oak Street	Corridor	0.14	N	\$63,916	Medium
11	Arch Way	Lake Street	Grant Street	Corridor	0.16	N	\$58,016	Medium
12	Aurora Drive	Emerald Drive	Carli Drive	Gap Closure	0.06	N	\$34,256	Medium
13	Brannan Street	Silverado Trail	Lincoln Avenue	Gap Closure	0.32	Y	\$135,168	High
14	Carli Drive	Aurora Drive	Money Lane	Gap Closure	0.06	N	\$23,256	Medium
15	Cedar Street	Willow Street	Pine Street	Gap /Corridor	0.71	Y	\$299,904	High
16	Elm Street	Cedar Street	Foothill Boulevard	Gap Closure	0.11	N	\$64,464	Medium
17	Emerald Drive	Money Lane	Aurora Drive	Gap Closure	0.07	N	\$29,568	Medium
18	Fair Way	N. Oak Street	Lincoln Avenue	Gap Closure	0.41	Y	\$173,184	High
19	Filmore Street	Grant Street	Fair Way	Gap Closure	0.17	N	\$71,808	Medium



**Table 14  
Proposed Pedestrian Facilities and Project Priorities**

#	Project Corridor/Street	Begin Point	End Point	Project Type*	Length (Miles)	SR2S**	Cost	Priority
20	Falleri Drive	Lake Street	Urbani place	Gap Closure	0.10	N	\$42,240	Low
21	Fisher Avenue	N. Oak Street	Lake Street	Gap Closure	0.13	N	\$54,912	Medium
22	Foothill Boulevard	Elm Street	Pine Street	Corridor	0.14	N	\$59,136	High
23	Foothill Boulevard	Petrified Forest Road	Highland Court	Corridor	0.10	N	\$42,240	High
24	Gold Street	Myrtle Street	End	Gap Closure	0.10	N	\$42,240	Medium
25	Grant Street	Wappo Avenue	Mora Avenue	Corridor	0.69	Y	\$400,320	High
26	Hazel Street	Foothill Boulevard	End	Gap Closure	0.15	N	\$69,360	Medium
27	High Street	Foothill Boulevard	End	Gap Closure	0.14	N	\$59,136	Low
28	Lake Street	Lincoln Avenue	Washington Street	Corridor	0.65	Y	\$391,200	High
29	Lillie Street	School Street	Foothill Boulevard	Gap Closure	0.17	N	\$71,808	Medium
30	Michael Way	Grant Street	1700 Michael Way	Gap Closure	0.07	N	\$29,568	Medium
31	Miriam Avenue	Lake Street	End	Gap Closure	0.09	N	\$38,016	Low
32	Money Lane	Lake Street	Michael Way	Corridor	0.26	N	\$137,300	Medium
33	Myrtle Street	Willow Street	Pine Street	Gap Closure	0.59	N	\$311,520	Medium
34	N. Oak Street	Aurora Drive	Grant Street	Gap Closure	0.23	Y	\$127,452	High
35	Petrified Forest Road	Foothill Boulevard	970 Petrified Forest Rd.	Corridor	0.15	N	\$104,420	High
36	Pine Street	Foothill Boulevard	End	Gap Closure	0.19	N	\$86,256	Medium
37	Redwood Avenue	Grant Street	2100 Redwood Avenue	Gap Closure	0.05	N	\$33,120	Low
38	Reynard Lane	Lake Street	End	Gap Closure	0.09	N	\$38,016	Low
39	S. Oak Street	School Street	Foothill Boulevard	Gap Closure	0.19	Y	\$80,256	High
40	School Street	S. Oak Street	End	Gap Closure	0.10	N	\$42,240	Medium
41	Second Street	Fair Way	Washington Street	Gap Closure	0.15	N	\$75,360	High

**Table 14  
Proposed Pedestrian Facilities and Project Priorities**

#	Project Corridor/Street	Begin Point	End Point	Project Type*	Length (Miles)	SR2S**	Cost	Priority
42	Silver Street	Cedar Street	Foothill Boulevard	Gap Closure	0.13	N	\$66,912	Medium
43	Spring Street	Myrtle Street	Foothill Boulevard	Gap Closure	0.18	N	\$112,032	Medium
44	Stevenson	Grant Street	Lincoln Avenue	Gap Closure	0.13	Y	\$60,912	High
45	View Road	Lake Street	Arch Way	Gap Closure	0.25	N	\$113,600	Low
46	Wappo Avenue	Lincoln Avenue	Lincoln Avenue	Gap Closure	0.16	Y	\$91,584	High
<b>Total</b>					<b>10.83</b>	<b>Total</b>	<b>\$6,286,756</b>	

\*Project Types: Corridor projects will generally have additional right-of-way to accommodate wider sidewalks and pathways, and may have additional amenities like benches and street trees. Corridor projects should avoid curb ramps and crossings unless necessary. Gap closure projects are a continuation of the prevailing sidewalk in the area and include curb ramps and crossings at intersections.

\*\*SR2S = Safe Routes to Schools

\*\*\*Multi-use pathways are not included, see Table 8, *Proposed Bikeways and Project Priorities* for these projects and their associated costs