



## Memorandum

**Date:** April 19, 2022  
**Project:** CAL057-1

**To:** Kerri Watt  
DeNova Homes  
**From:** Dalene J. Whitlock  
dwhitlock@w-trans.com

**Subject:** Response to Comments on the 2008 Grant Street Residential Project

---

During the Planning Commission hearing on the proposed residential subdivision to be located at 2008 Grant Street in the City of Calistoga some comments came up that we have been asked to address. The focus of this memorandum is the need for bike lanes on Redwood Avenue as well as for a pedestrian/bicycle connection to Maggie Avenue.

### Bike Lane

It is understood that during the hearing the potential need for bike lanes on Redwood Avenue was raised. The project would extend Redwood Avenue to the north to serve 15 new homes, terminating in a cul-de-sac.

Bike lanes are typically located on arterial and collector streets where they provide connectivity between residential neighborhoods and attractors such as schools, commercial development and recreational opportunities. The City's *Bicycle Transportation Plan, 2007*, indicates roadways on which bike lanes are to be provided. While the Plan shows bike facilities on Grant Street, there are no plans for any such facilities on Redwood Avenue. Redwood Avenue would not provide connectivity to any land uses except the 15 homes proposed as part of the project. The purpose of a bike lane would therefore not be met for Redwood Avenue.

Existing uses taking access from Redwood Avenue include a church and two existing homes. Even with the 142 daily trips that would be added to the roadway by the project, the volume would remain less than 200 vehicles per day. The American Association of State Highway & Transportation Officials classifies any road having fewer than 400 vehicle trips per day as a "very low-volume" road, so this roadway would fall into this classification. Further, given the short length of Redwood Avenue and slightly curvilinear alignment, travel speeds would reasonably be expected to be 25 miles per hour or less. At such low volumes and speeds, it is reasonable to expect that bicyclists could ride in the roadway without needing any bike facilities.

Given that bike lanes are not indicated in the City's Bike Plan, there is a lack of connectivity that would warrant bike lanes, and due to the low volume and speeds anticipated on Redwood Avenue, there does not appear to be a need for a bike lane.

## **Connection to Maggie Avenue**

The design of the proposed project does not include a connection to Maggie Avenue via Amber Way for several reasons. Previous public comments indicated that there is not a desire for this connection. Further, the elimination of this connection is an effort to reduce potential effects to the drainage channel and surrounding trees. In lieu of the street connection it was suggested during the hearing that a pedestrian/bicycle connection should be made.

Like Redwood Avenue, Maggie Avenue is a cul-de-sac. From any of the homes on either of these streets, the shortest travel path to anywhere in the City would be directly to Grant Street. It appears that the connection could serve a handful of trips a day but would likely be virtually unused as it does not provide a shorter path to any nearby destinations.

Given the potential to disrupt the natural environment with minimal benefit in terms of connectivity for pedestrians and bicyclists, there does not appear to be sufficient benefit to this connection to offset the potential negative effects.

DJW/djw/CAL057-1.M1