



June 1, 2017
TAC Agenda Item 7.3
Continued From: NEW

Action Requested: INFORMATION

NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Planning Manager
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SUBJECT: Vine Trail St. Helena to Calistoga Segment Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

NVTA in partnership with the Vine Trail was successful in securing \$6.1 million in ATP Cycle II funds for the St. Helena to Calistoga (8 mile) portion of the Vine Trail. The Class I alignment parallels SR 29 for much of the segment. The funding is currently programmed in FY 2018-19 and the Vine Trail is providing a \$2.3 million match. A one mile segment of the facility cuts through Bothe State Park and was awarded \$711,000 in Priority Conservation Funding under the OBAG 2 program.

FISCAL IMPACT

Is there a fiscal impact? Yes, \$3.4 million

BACKGROUND AND DISCUSSION

In January 2016 the CTC approved NVTA's application for Regional ATP Program funding for the alignment of the Vine Trail between Lincoln Avenue in the City of Calistoga and Pratt Avenue in the City of St. Helena.

Approximately 2 miles of the 8 mile project alignment is within Caltrans right-of-way. To date Napa County and the Vine Trail Coalition have been working with Caltrans on preliminary engineering of the project. NVTA will work with Caltrans to complete the approval/design process. A trail alignment has been identified and negotiations are

currently underway to secure right-of-way. The project plans are currently at 28% completion and construction is currently programmed for FY 2018-19.

The approved project provides \$6,106,000 in ATP funds with other funding commitments as follows:

Vine Trail Coalition	\$2,350,000
TFCA (County)	\$ 200,000
Napa County	\$ 243,000
City of Calistoga	\$ 103,500
City of St. Helena	\$ 103,500
Bay Area Ridge Trail	\$ 100,000
PCA Funds	\$ 711,000
ATP Funds	\$6,106,000
Total	\$9,917,000

When constructed, the project will provided a Class I pedestrian and bicycle facility from Calistoga to St. Helena with access to Bothe State Park.

Right of Way Progress/Status:

Since May 2015, the Trail Coalition has been working on securing right-of-way easements from private property owners between Dunaweal Lane, Calistoga and Pratt Avenue in St Helena (based on the original plan which was included in the 2015 ATP application). To date nineteen private and public property owners have either verbally or formally through a Letter of Intent have agreed to grant easements. It should be noted that the Vine Trail Coalition has pledged to *1. No Vineyard Land will be taken out of production (without compensation), 2. All easements, use agreements, will be voluntary.* Successful negotiations would require the property owners to be willing to voluntarily grant the easements.

Between Dunaweal Lane and the south boundary of Bothe-Napa State Park the trail can be constructed on public right of way with the exception of the Flynnville Development at Maple Lane where the trail will be built by the developers of that project.

From south of Bothe-Napa State Park and the CDF Station (Big Tree Lane to Lodi Lane the available public right of way is greatly reduced. The Vine Trail has met with affected property owners as individuals or in groups in the area between Big Tree Lane and Lodi Lane.

The Vine Trail explored three alternative alignments with the affected land owners and neighbors in this section.

Route Option A was used for estimating the cost of the project when the ATP grant application was submitted in June 2015. However, one property owner (DeConinck), over whose property the Vine Trail would need to traverse, and several neighbors on the non-public part of Ehlers Lane were opposed to this route.

Option A Features:

- Not aligned along SR 29
- Uses Ehlers Lane
- Avoids wetlands adjacent to SR 29 on the De Coninck property.
- Requires 8 easements (4 public agency and 4 private)

Route Option B was developed from a suggestion from one of the property owners (Ehlers Estates). However, this was also not acceptable to several affected property owners (De Coninck, Pagendarm and Yewell). This was not costed out as it was not acceptable to the property owners.

Option B Features:

- Not aligned along SR 29
- Uses Ehlers Lane
- Avoids wetland area adjacent to SR 29 on the De Coninck property.
- Requires 11 easements (4 public agency and 7 private)

Route Option C was developed following discussions with both the Napa County Farm Bureau and the Ehlers Lane neighbors. It locates the trail along the east shoulder of SR29. However, this route would involve acquiring five private property easements: De Coninck property (along the edge of a wetland), Frances Ahern Trust and three easements on separate parcels owned by Ehlers Estates). De Coninck has agreed to an easement on this edge of his property, however the Frances Ahern Trust and Ehlers Estates have refused to grant easements. Option C would require that the center line of SR29 be realigned to the west to accommodate the Vine Trail on the east shoulder of SR 29 within the public right of way. Caltrans has some right of way on the west side of SR 29 but part of it is a steep hillside. Some additional private property on the west side of SR29 would be required. The owners of two properties directly opposite Ehlers Lane have agreed to grant easements, should the realignment of SR 29 be needed.

The additional cost of this alignment would require a boardwalk for part of the wetlands on the De Coninck Property, which will be evaluated once the Wetland delineation is completed. The construction cost of shifting of SR 29 to the west including the retaining wall is estimated to be between \$2.97 and \$3.4 million depending on whether Caltrans agrees to 4' wide shoulders or 8' wide shoulders.

Option C Features:

- Aligned along SR 29
- Aligned along edge of wetlands below SR 29 (will require some mitigation)
- Requires 11 easements (3 public agency and 8 private)

- Realignment of centerline of SR 29 at Ehlers Lane

SUPPORTING DOCUMENTS

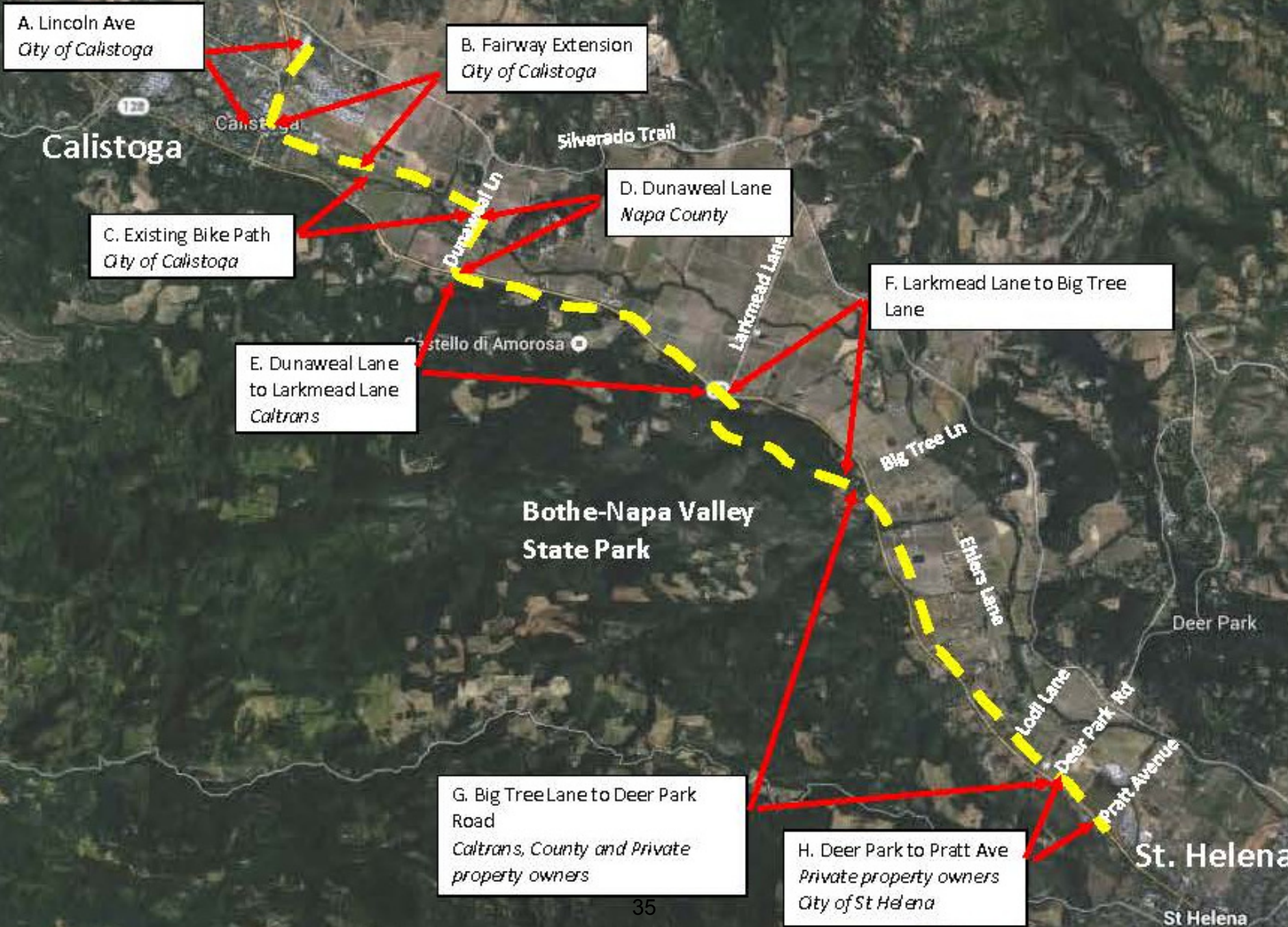
Attachment(s): March 6, 2017 Vine Trail Alternative Alignments PPT

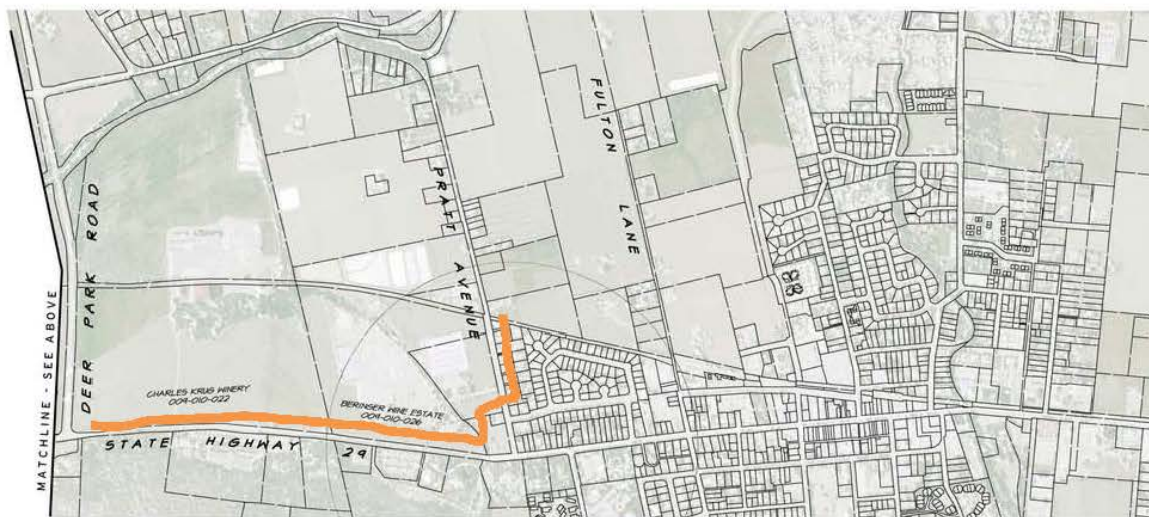
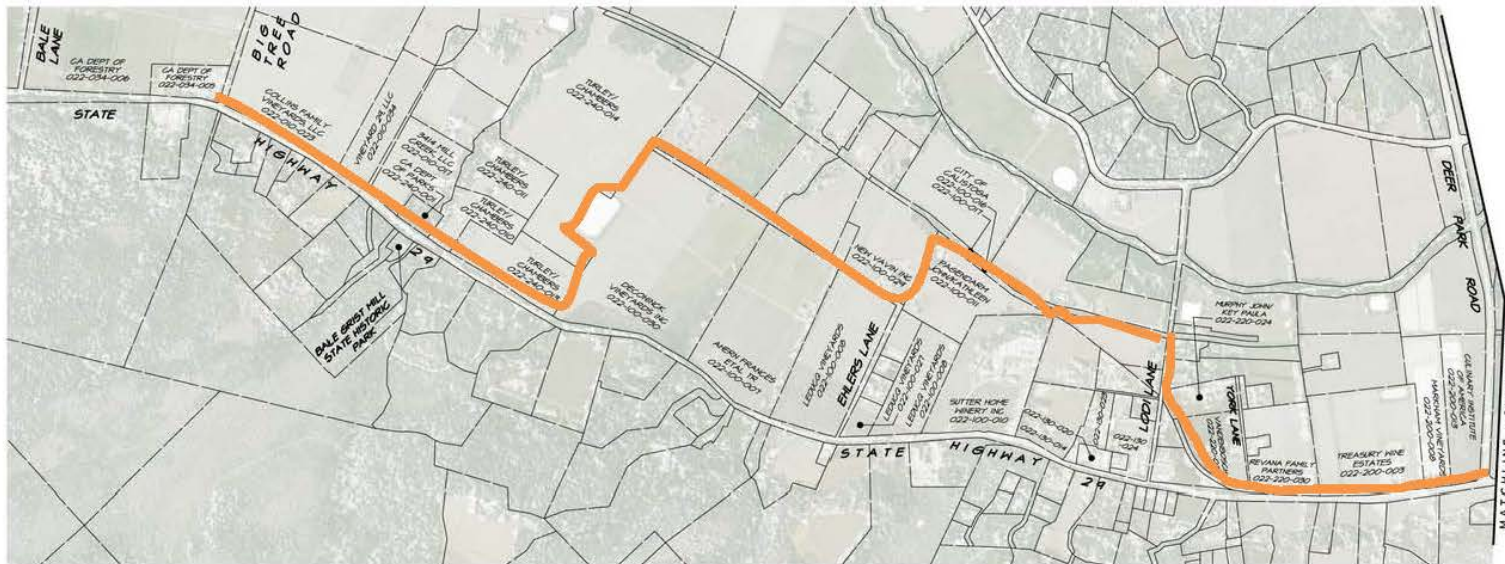


Napa Valley Vine Trail Coalition

Big Tree Road to Lodi Lane

Route Alignment Options





A



Route Option A (Big Tree Lane to Lodi Lane)

- Not aligned along SR 29
- Uses Ehlers Lane
- Avoids wetland area
- Requires 8 easements (4 public agency and 4 private)



Route Option B (Big Tree Lane to Lodi Lane)

- Not aligned along SR 29
- Uses Ehlers Lane
- Avoids wetland area
- Requires 11 easements (4 public agency and 7 private)



Route Option C (Big Tree Lane to Lodi Lane)

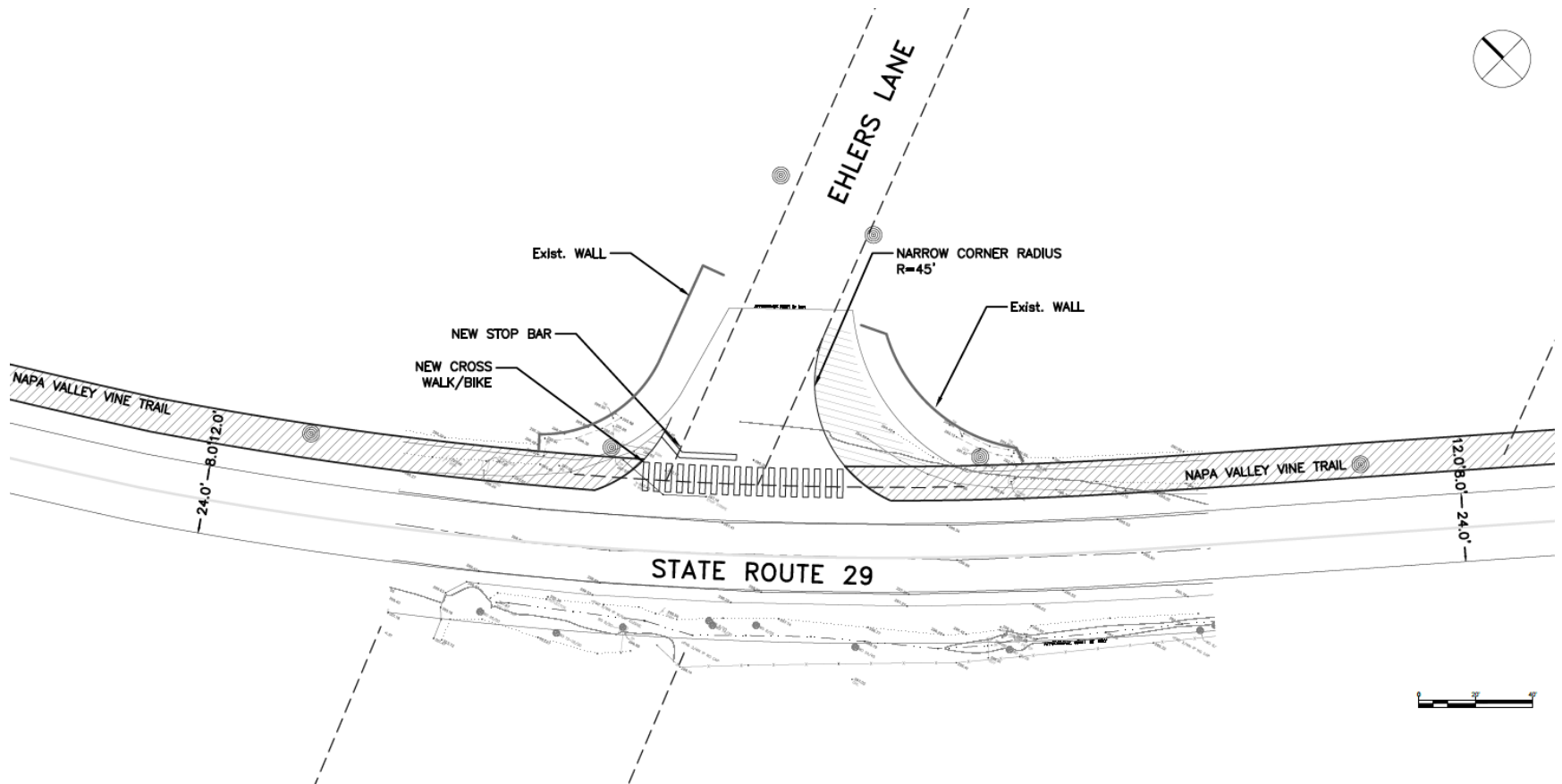
- Aligned along SR 29
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- Realignment of centerline of SR 29 at Ehlers Lane



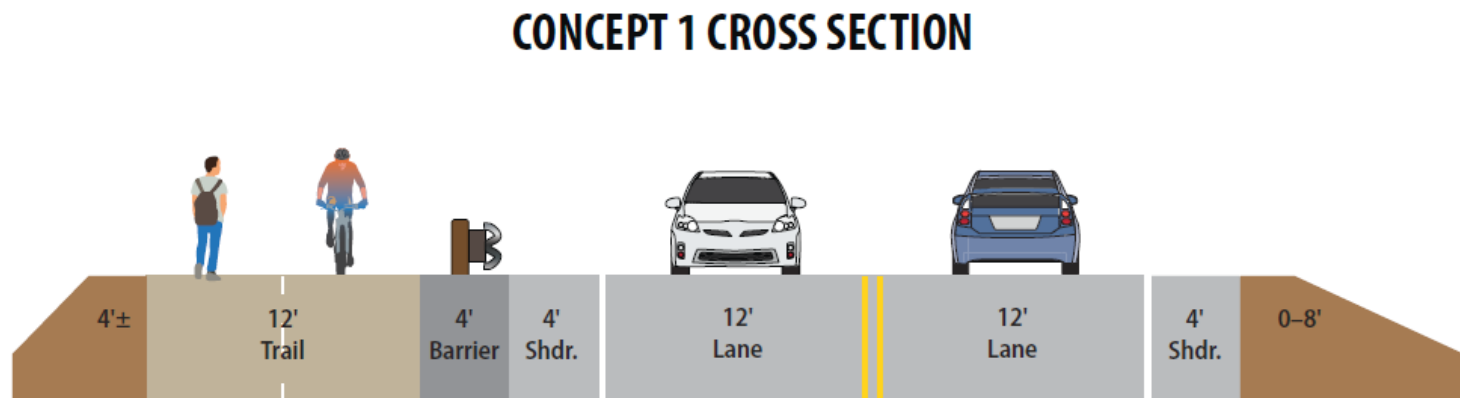
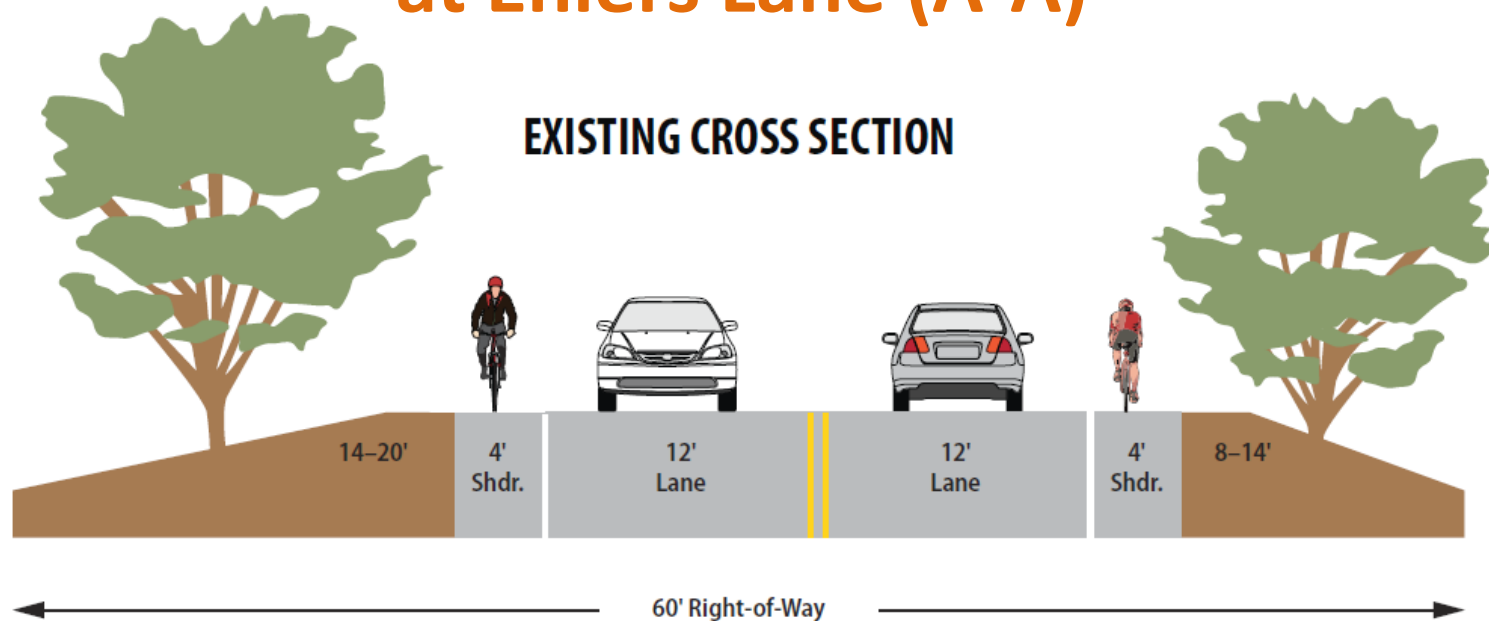
Option C

Highway 29 Realignment at Ehlers Lane

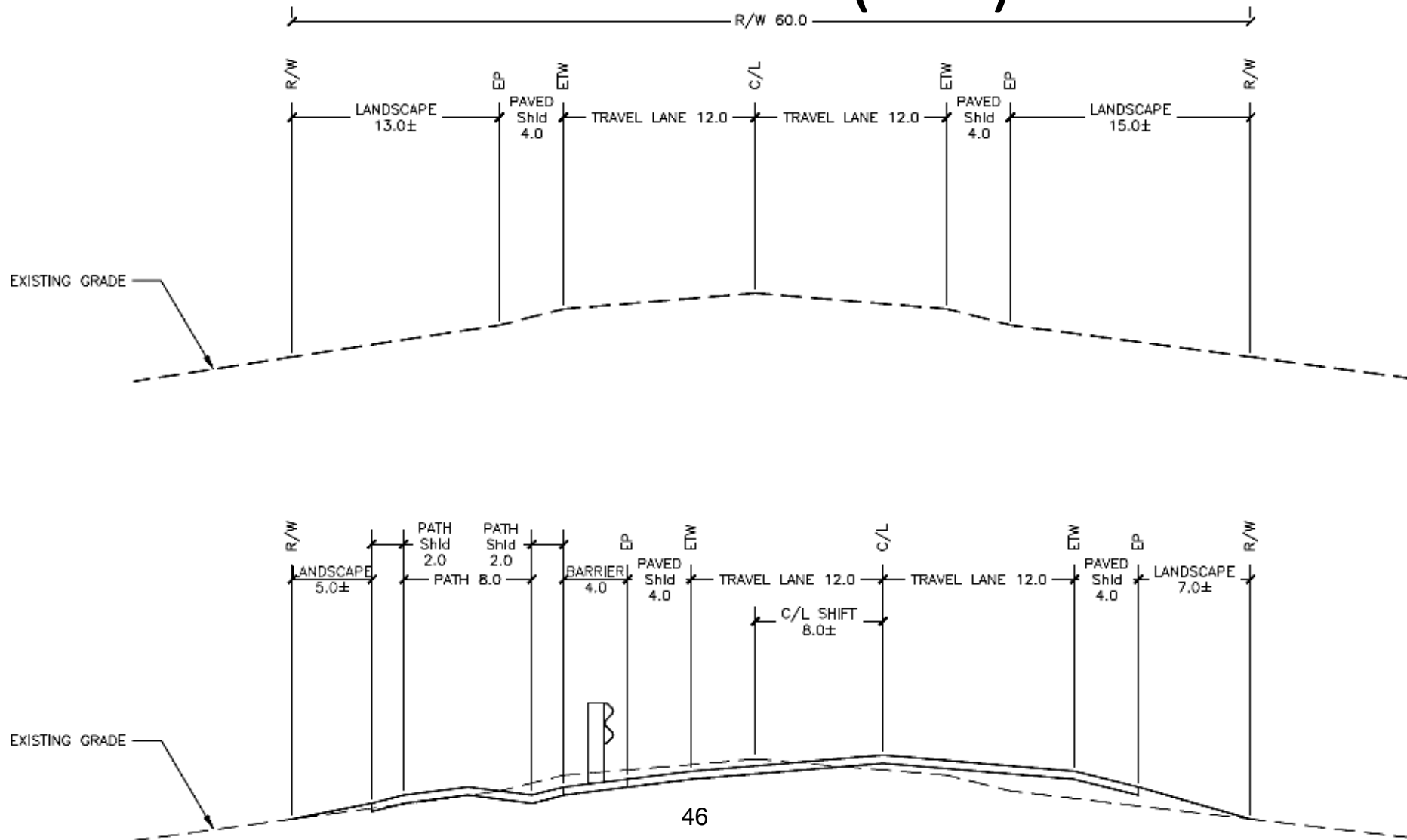
Vine Trail Crossing



Vine Trail & SR-29 X-sect at Ehlers Lane (A-A)

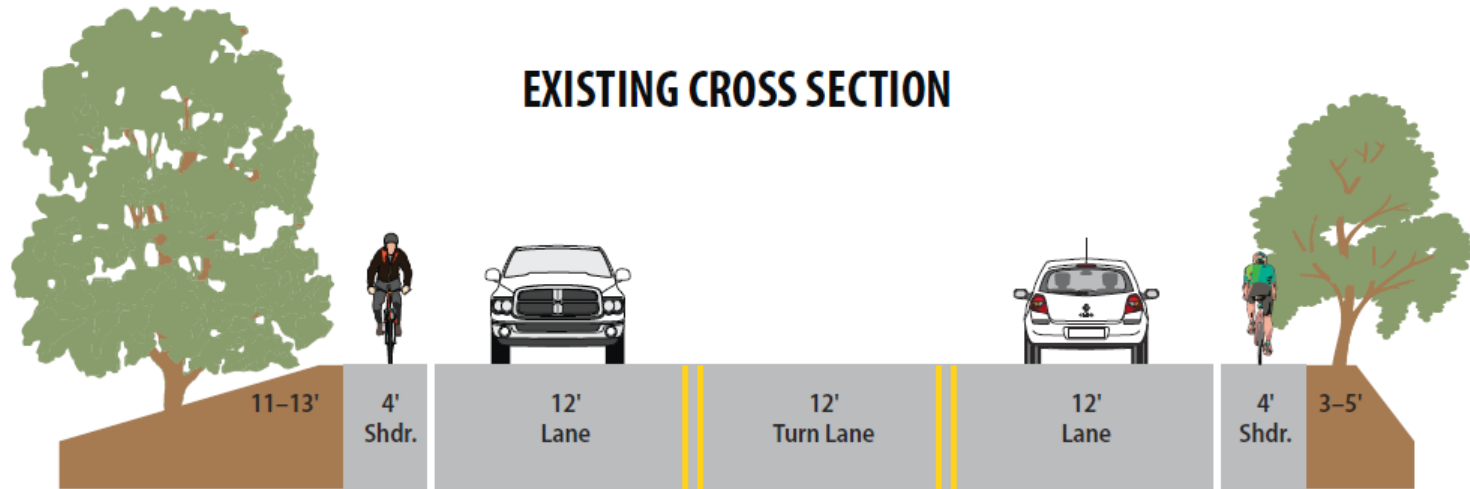


Trail & SR-29 X-sect at Ehlers Lane (A-A)

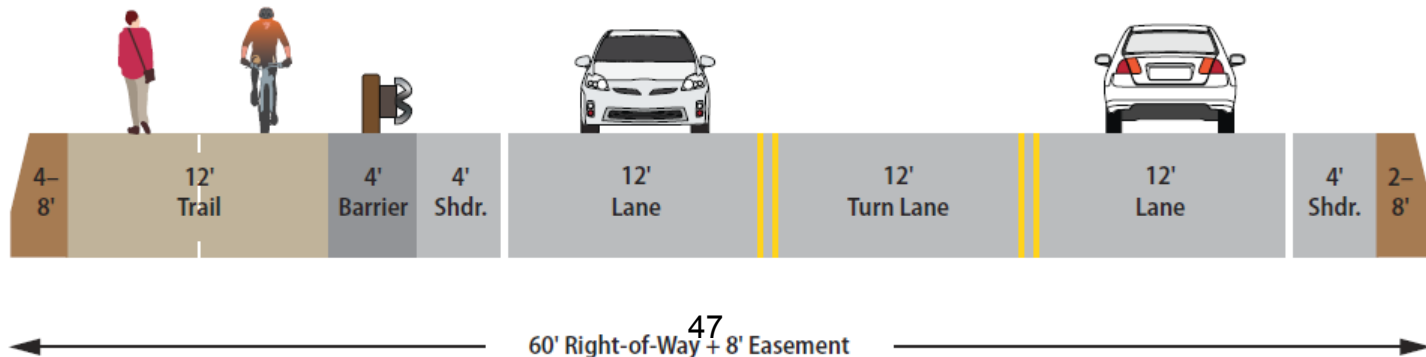


Vine Trail & SR-29 X-sect at Ehlers Lane (B-B)

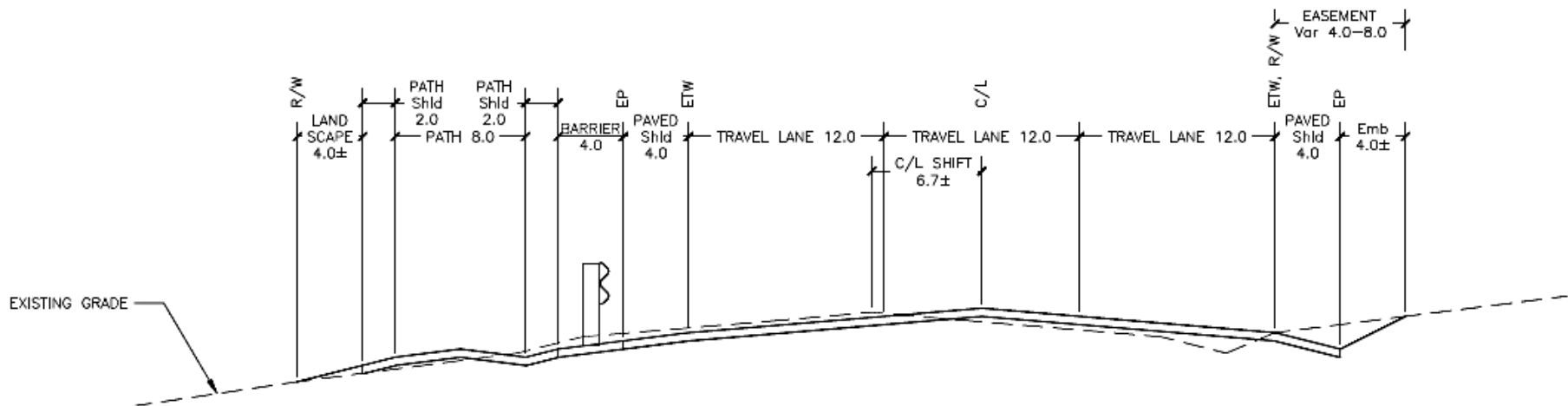
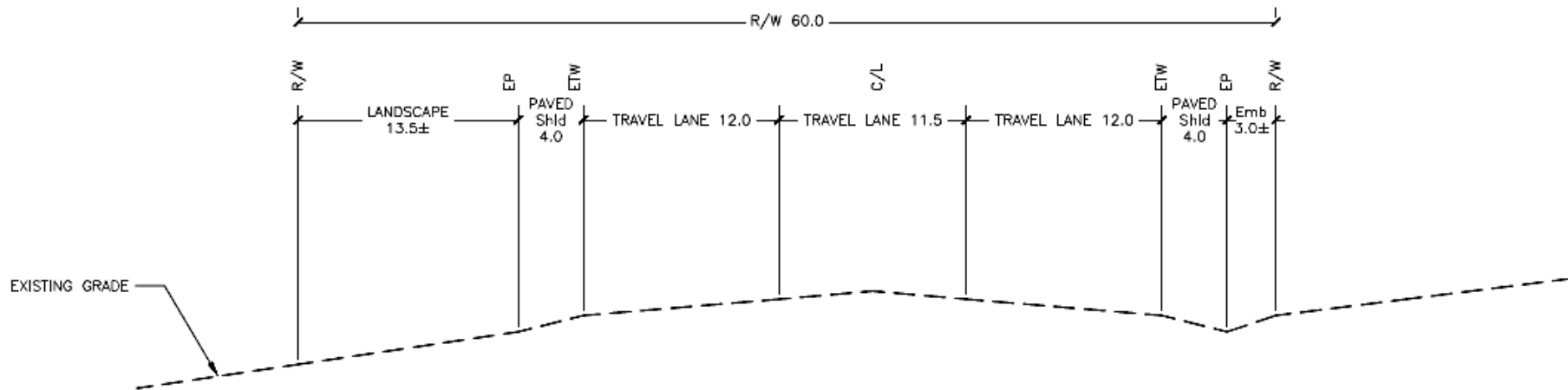
EXISTING CROSS SECTION



CONCEPT 1 CROSS SECTION



Trail & SR-29 X-sect at Ehlers Lane (B-B)



SECTION B-B, NVVT PROPOSED

VERT: NTS
HORIZ: 1"=5'



Photo Simulation #1

Looking from SR29
east towards Ehlers
Lane





Photo Simulation #2

Looking southbound
on SR29 from Ehlers
Lane



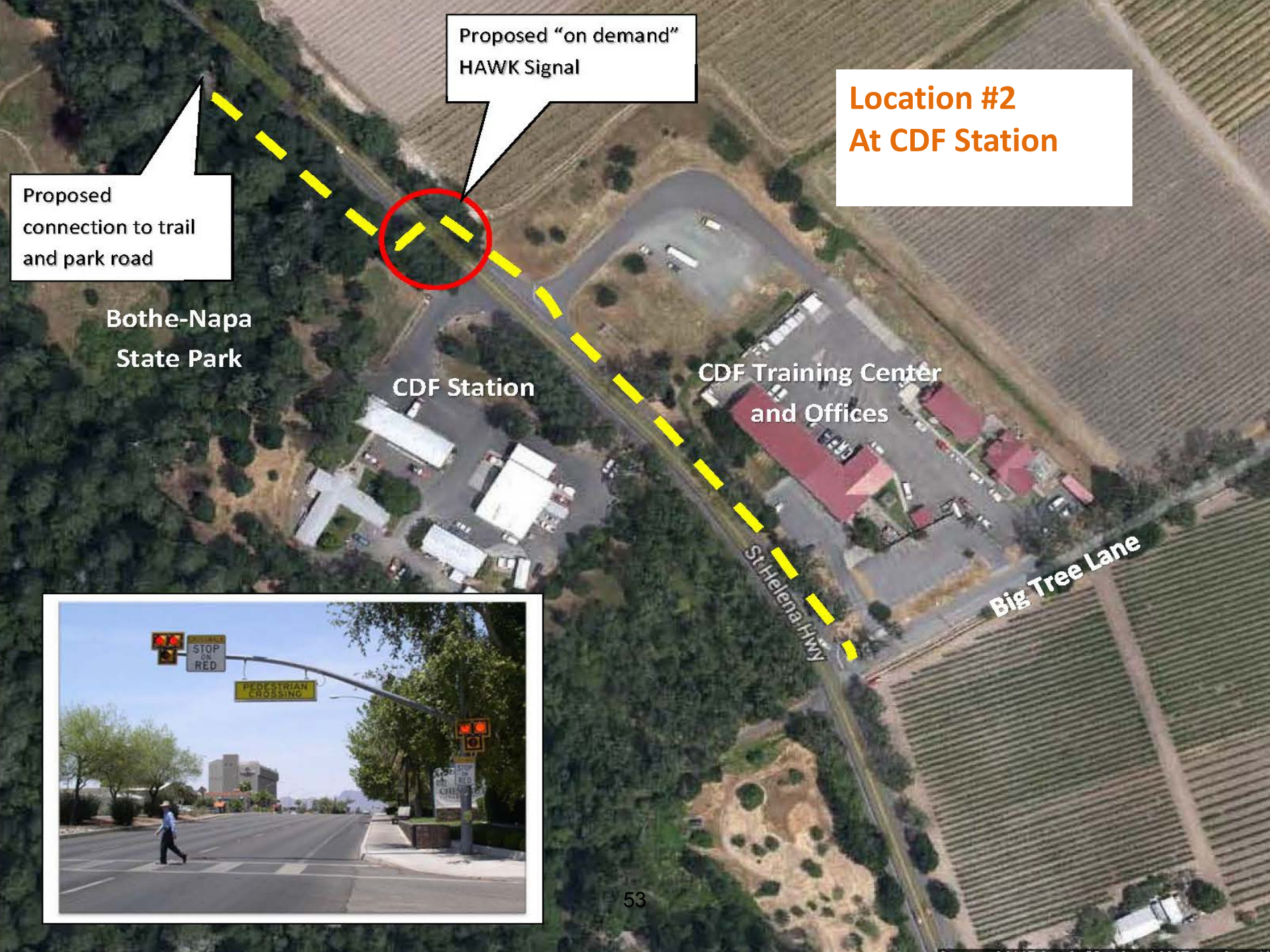


Vine Trail Crossing Locations

- Proposed Vine Trail crossings at Highway 29
 - Larkmead Lane
 - CalFire Station
- Conceptual Design
- Traffic Operations



Location #1
North of Larkmead Lane



Proposed "on demand"
HAWK Signal

Location #2
At CDF Station

Proposed
connection to trail
and park road

**Bothe-Napa
State Park**

CDF Station

**CDF Training Center
and Offices**

St Helena Hwy

Big Tree Lane

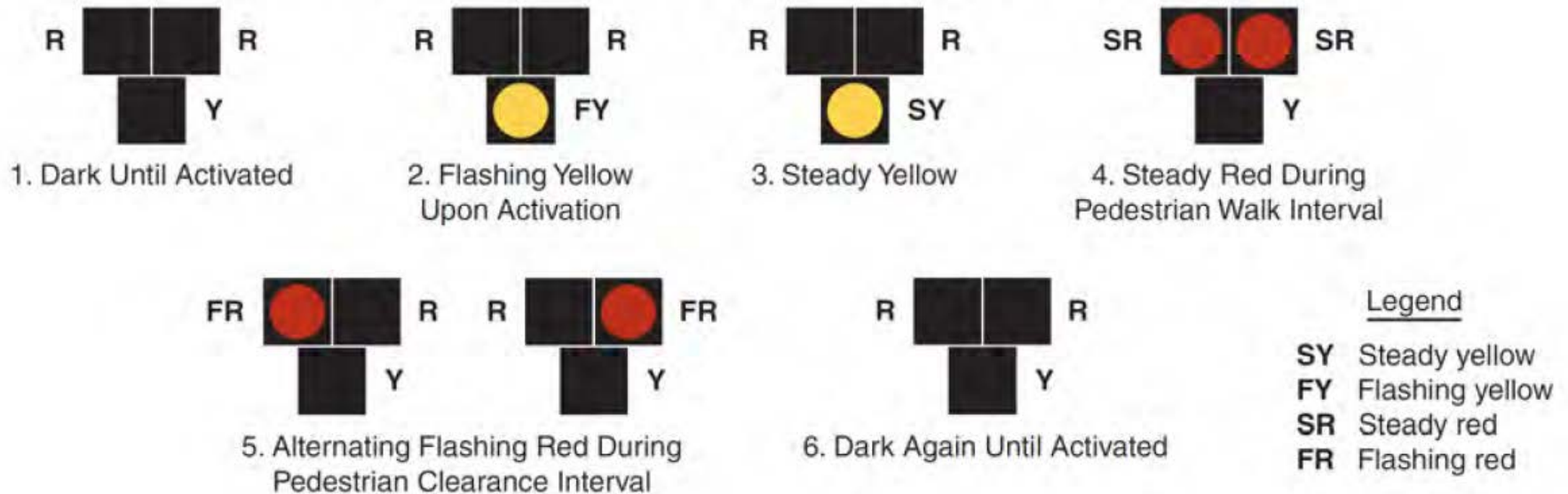


HAWK Beacon System



HAWK Beacon Key Features

Figure 4F-3. Sequence for a Pedestrian Hybrid Beacon



HAWK Beacon Key Features (2)



Traffic Operations

HAWK Beacon

Off-Peak Daytime Periods

- 600-800 vehicles / hour / direction
- Trail users wait up to 60s to cross

Highway users have a 1 in 5 chance (20%) of getting stopped at either signal.

Average delay is 8-10s / Xing

Weekend Peak Periods

- 700 – 900 vehicles / hour / direction
- Trail users wait up to 90s to cross

Xing @ Larkmead

- average queue is 4-5 vehicles
- 95th percentile queue is 9-10 vehicles

Xing @ CalFire Station

- average queue is 2-3 vehicles
- 95th percentile queue is 5-7 vehicles

Vine Trail Crossing Alternate

