



**CITY OF CALISTOGA  
PLANNING AND BUILDING DEPARTMENT**

**MEMO**

**TO:** CHAIRMAN MANFREDI, MEMBERS OF THE PLANNING COMMISSION

**FROM:** KEN MACNAB, PLANNING AND BUILDING MANAGER

**DATE:** FEBRUARY 8, 2012

**RE:** PUBLIC COMMENTS ON RE-ROUTING OF HIGHWAY 29

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This memorandum is in response to public comments received at the January 25, 2012 Planning Commission meeting regarding the possibility of re-routing Highway 29 to Tubbs Lane as an alternative to the Garnett Creek Bridge replacement project.

Tubbs lane is located outside of city limits but is within the City's "planning area" (an area the City has identified as being relevant to the general welfare of the community but for which the City has no regulatory control over). Staff has reviewed the suggested re-routing for consistency with the General Plan and finds that it is not currently anticipated by the Circulation Element of the General Plan. The Circulation Element identifies Dunaweal Lane or the future "southern crossing" as possible Highway 29 by-pass routes (see attachments).

Staff also reviewed the Circulation Chapter of the Urban Design Plan (UDP), which does identify Tubbs Lane as a "regional by-pass". Because the UDP was approved as a "planning feasibility study" it is not considered a legally binding or controlling policy document. It does however provide a basis for possible future amendments to the General Plan.

As the Planning Commission is aware, improvements or modifications to our transportation and circulation network must be consistent with the goals, policies and directives contained in the General Plan. Prior to initiating a formal dialogue with CalTrans on re-routing Highway 29 to Tubbs Lane, the City may first need to amend the Circulation Element of the General Plan in order to resolve discrepancies.

It is within the Planning Commission's purview to make such a recommendation to the City Council should the Commission be interested. An amendment to the Circulation Element would require staff resources and expenditures for technical assistance on: (1) a preliminary evaluation on the feasibility and impacts of re-routing Highway 29 to Tubbs Lane; (2) preparation of an environmental document; and (3) processing of necessary General Plan amendments.

**EXCERPTED LANGUAGE FROM CIRCULATION ELEMENT  
ADDRESSING HIGHWAY 29 BY-PASS**

**A. TRUCK TRAFFIC NARRATIVE: p. CIR-7**

Currently, Calistoga has no defined truck routes, although through-truck traffic naturally uses the State highways. While no traffic destination studies have been carried out, it is quite likely that much of the truck traffic crossing through town is serving businesses on Lincoln Avenue and other parts of downtown or making regional trips to Lake and Sonoma Counties.

An alternative route for truck traffic from Lincoln Avenue or Washington Street to Foothill/Highway 29 could help to alleviate downtown truck traffic and might be combined with the relocation of Highway 29, but would require bridging the Napa River at substantial expense. The specific location (most likely toward the southern city limit) and feasibility of an alternative truck route remains to be determined through actions to be implemented in this General Plan.

**B. KEY FINDINGS NARRATIVE: pp. CIR-14 to CIR-17**

3. Lincoln Avenue serves two purposes. It is Calistoga's main downtown street, but it is also a part of the State highway system. In order to maintain downtown Calistoga's walkable and inviting qualities it would be preferable to eliminate the Highway 29 designation on Lincoln Avenue and reroute it on to Dunaweal Lane, or the new "southern crossing" described in Key Finding #4.
4. Calistoga's street system is relatively well connected, but there are noticeable gaps in the vehicular circulation system. There is a lack of connectivity parallel to Lincoln Avenue, forcing most motor vehicle traffic generated in the central city to use Lincoln Avenue through the downtown. There is also a lack of east-west connections perpendicular to Lincoln Avenue in the Gliderport/Lower Washington area. The city will ultimately need one or more new connections from the downtown to Dunaweal Lane and/or to a new "southern crossing" across the river.
5. Although it has acceptable levels of service, there are some safety problems on Highway 29 northeast of downtown. The most appropriate way to improve Highway 29 from Wapoo Avenue to Tubbs Lane has not yet been identified. Caltrans is continuing to explore alternatives. The City favors roadway improvements in this area for safety only. The rural character of the highway and its intersection with Silverado Trail should be maintained.

**C. CHANGES TO THE STREET NETWORK" NARRATIVE: pp. CIR-21 to CIR-24**

The City has identified a series of possible improvements to provide greater connectivity with the southern part of the city and planning area, and to allow

truck traffic to bypass the downtown. One of the following improvements may be implemented when needed to accommodate traffic and development:

- Extension of Fair Way through or along the Gliderport, connecting it to either Dunaweal Lane or the new “southern crossing”.
- Development of a new “southern crossing” extending from Foothill Boulevard/Highway 29 to Washington Street.
- Improvement of Dunaweal Lane and/or construction of an extension of the southern crossing to serve as a cross-valley bypass, particularly for trucks and other traffic traveling between Lake County and Southern Napa County.

A portion of the Fair Way extension and/or the “southern crossing” may be built in areas within Napa County's jurisdiction. For this segment of roadway, the City shall either negotiate an agreement with the County allowing for City/County coordination of planning and design, or cooperate with the County and the Napa County Transportation Planning Agency to have the roadway segment be adopted as part of the Regional Transportation Plan (RTP).

#### D. GOALS, OBJECTIVES AND POLICIES

##### 1. Action A1, Objective CIR-1.4 (Page CIR-28):

Participate in a study in conjunction with regional and State transportation agencies to examine the feasibility of shifting the Highway 29 designation from Lincoln Avenue to another alignment such as Dunaweal Lane or an extension of the new “southern crossing”.



FIGURE CIR-5

City Limit Line

STREET IMPROVEMENTS