

## **5 CIRCULATION ELEMENT**

*The purpose of the Circulation Element is to regulate and develop Calistoga’s transportation systems. This Element balances the need to provide efficient ways to get from one place to another with the overall vision of Calistoga as a walkable small town, made up of a vibrant main street set within pedestrian-oriented neighborhoods.*

The Circulation Element is correlated with the Land Use Element. As required by Government Code Section 65302(b), this Element contains information on the general location and extent of existing and proposed major thoroughfares, transportation routes and terminals. State law also requires that a Circulation Element contain data and policies related to the circulation of water, sewage and storm drainage, and other public utilities. These components are presented in the Infrastructure Element.

### ***A. Background Information***

In the last few decades, the need to improve coordination of land use planning and transportation decisions has become more apparent. Beginning in the 1950s, and continuing for several decades, federal, State and local governments devoted billions of dollars to expanding highways and other roads for the use of motorists. More recently, as opposition to the paving of more and more land for automobile use has grown, priorities have changed.

Nowadays, circulation is perceived to comprise more than just conventional motorized transportation via individual cars. It also includes walking, cycling, and public transit, even alternative vehicles such as electric vehicles. Often called “alternative modes,” a more accurate term would be “sustainable”, since these transportation modes have the following advantages in comparison to the automobile:

- Lower energy consumption.
- Reduced materials need for the manufacture of vehicles and creation of roads.
- Lessened or no air pollution and greenhouse gas emissions.
- Reduction of spills and leaks of fuels, oils, and solid and hazardous waste by-products, which contaminate land, surface water, and groundwater.
- Less land allocated for streets, parking, highway interchanges, etc.
- Less noise.
- Fewer injuries and deaths from vehicular collisions and accidents.
- Reduced private costs for operation and maintenance.

Instead of only planning for ways to expand motor vehicle capacity, circulation planning recognizes the need to also provide a network that is safe and inviting for cyclists and pedestrians. This is particularly relevant in Calistoga, where the city’s small size and existing pedestrian friendly environment already encourage non-motorized transportation. Consequently, the Circulation Element includes background information, goals, objectives, policies and actions related to all transportation modes, with special attention given to bicycles and pedestrians.

## **Vehicular Circulation System**

As is the case throughout California cities similar in size, most travel in Calistoga currently occurs in motorized vehicles. This section discusses the current conditions related to this type of circulation.

Existing Street Network. Calistoga is served primarily by Highway 29 (Lincoln Avenue) in the north/south direction and Highway 128 (Foothill Boulevard) in the east/west direction. Calistoga is characterized by an interconnected street system with several breaks that discourage cut-through traffic. Several large streets cross Lincoln Avenue to provide access from residential areas to the downtown core area. The downtown core area is served by a dense grid street system with a single traffic signal located at the intersection of Highway 29 and Washington Street.

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.

Vehicular Traffic Counts. Motor vehicle traffic volumes on Highways 128 and 29 were obtained from Traffic Volumes on California State Highways, 1998. Traffic data on other streets within and outside Calistoga was provided by the Napa Valley Transportation Planning Agency. Existing average daily motor vehicle traffic (ADI) volumes are presented in Figure CIR-1.

Level of Service Analysis. To measure and describe the operation of the roadway network, traffic engineers and planners commonly use a grading system called Level of Service (LOS). The LOS grading system qualitatively characterizes motor vehicle traffic conditions associated with varying levels of traffic. These levels range from LOS A, indicating free-flow motor vehicle conditions with little or no delay experienced by motorists, to LOS F, indicating congested conditions where motor vehicle flows exceed design capacity. When LOS falls below a particular level, a road segment or intersection can be considered deficient and in need of expansion or other improvement.

Table CIR-1 presents LOS analysis for key roadways in the City of Calistoga. Most roadways operate at LOS A and B, which are good levels of service. However, Highway 29 and Highway 128 have low capacities within the central part of Calistoga and, as a result, are operating at LOS D and E. Although Highway 29 has acceptable LOS, there are some safety problems north of downtown from Wapoo Avenue to Tubbs Lane. Caltrans continues to investigate ways to solve these problems. The City only favors improvements to Highway 29 in this area to improve safety, and only in conjunction with maintenance of the highway's rural character, particularly at its intersection with Silverado Trail.

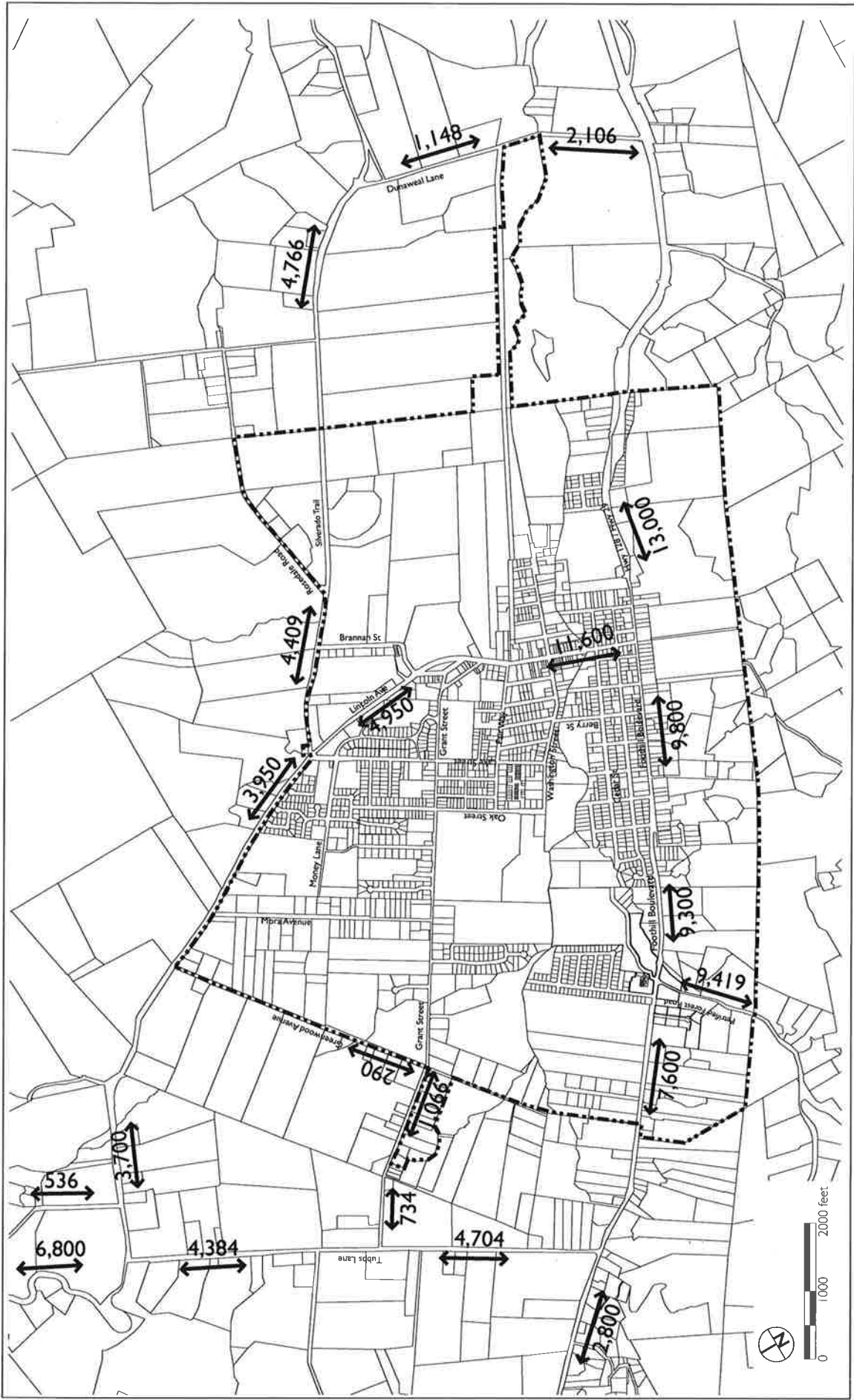


FIGURE CIR-1

CURRENT AVERAGE DAILY TRAFFIC VOLUMES

City Limit Line

**Table CIR-1** *Analysis of Key Arterial Roadway Segments*

Roadway Segment	Capacity	Current		Future	
		Trips	LOS	Trips	LOS
Highway 128/29 east of Lincoln Avenue	14,700	13,000	E	23,850	F
Highway 128 between Lincoln Avenue and Petrified Forest Road	14,700	9,800	D	21,890	F
Highway 128 between Petrified Forest Road and Tubbs Lane	31,000	7,600	B	19,510	D
Lincoln Avenue downtown	14,700	11,600	E	17,330	F
Lincoln Avenue between Wapoo Avenue and Silverado Trail	14,700	4,950	D	6,720	D
Highway 29 east of Tubbs Lane	31,000	3,700	A	5,230	A
Silverado Trail east of 29	15,600	4,409	A	6,840	B

All roadways are two-lane arterials.

Motor vehicle traffic volumes on State Routes 128 and 29 were obtained from *Traffic Volumes on California State Highways, 1998*. Data for Silverado Trail comes from the Napa County Transportation Planning Agency.

Roadway capacity determined from level of service tables prepared by the Florida Dept. of Transportation and the authors of the Transportation Research Board's *Highway Capacity Manual*.

Typically, preferred motorized levels of service standards in small towns like Calistoga are LOS C or D. Caltrans has a Statewide policy of LOS C on State Highways. However, many cities throughout California have adopted different standards within their General Plans, particularly because it is not always feasible or appropriate to maintain this LOS standard in downtown locations. Attaining LOS C or D on Lincoln Avenue would require one or more of the following modifications to the street system:

- Elimination of diagonal parking.
- Installation of one or several additional traffic signals.
- Creation of left-turn lanes.

Although these measures would improve LOS, they would lead to a perceptible change in the attractiveness of downtown Calistoga for pedestrians and disruption of Calistoga's small-town qualities. The opportunity to walk along a network of streets lined with interesting shops, trees and other amenities is an integral part of local community character. If LOS concerns predominate and motor vehicles can travel more swiftly through downtown, the experience of tourists and Calistogans alike would be worsened. Downtown's walkability and attractiveness could be reinforced in part by eliminating the State Highway designation on Lincoln Avenue and rerouting it via Dunaweal Lane, or to a new "southern crossing" of the Napa River. These possible improvements are discussed in greater detail in Section E.

Truck Traffic. 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.

Downtown Parking. The downtown core area provides the majority of the commercial, retail, and office space in the City of Calistoga. Consequently, parking is a major source of concern for merchants, residents and visitors. Both parallel and diagonal on-street parking is provided in the downtown commercial core area, with the majority of parking spaces restricted to a three-hour time limit.

The current situation has not changed significantly since the last inventory of downtown parking was done in 1988. That study found 137 on-street parking spaces and 529 off-street parking spaces for a total of 666 parking spaces in the downtown. Of the 529 off-street parking spaces, 117 were public while 412 parking spaces were private. The study found that current demand for parking spaces often exceeds the supply, especially during the summer months and on weekends.

The single-highest parking generator in the downtown area is the Cal-Mart supermarket on Lincoln Avenue. This grocery store has its own private parking lot which is frequently almost fully occupied. There are also numerous small tourist-oriented uses in the downtown that, collectively, constitute a second major parking generator. These include approximately 17 restaurants on Lincoln Avenue and adjacent streets, several spas on Lincoln Avenue and Washington Street, and numerous small commercial and retail shops.

In the future, increased demand for parking in the downtown is likely to come from increases in tourism, rather than from substantial new development in this largely built-out area. Although there is a documented parking shortage during peak visitor periods, the City cannot accommodate increased parking demand indefinitely. Building large additional parking lots in the downtown would negatively impact the vibrant, pedestrian friendly environment that is one of the downtown's most appealing qualities.

Downtown Calistoga is a major visitor destination in the Napa Valley and visitors tend to park once and “roam” from business to business. Provision of municipal parking facilities is the most efficient way to accommodate this type of visitor demand. Presently, the City has an in-lieu parking fee to fund the construction of small municipal parking lots. Other strategies to address parking shortages include implementation and enforcement of time-limited parking, re-evaluation of current parking requirement standards for new development, and establishment of shared parking facilities in cooperation with downtown businesses.

### Regional Transportation

The City of Calistoga, along with other municipalities of Napa County, is part of the Napa County Transportation Planning Agency (NCTPA). The NCTPA serves as the Napa Valley region's Congestion Management Agency, providing input for the Bay Area-wide Metropolitan Transportation Commission's 20-year Regional Transportation Plan for prioritizing projects and allocating state and federal transportation funds.



*A VINE Bus*

### Transit

Currently, the Napa County Transportation Planning Agency provides the VINE transit service from Calistoga through Napa Valley communities and as far south as Vallejo in Solano County. As shown in the adjacent diagram, VINE buses follow a fixed route along Highway 29 with stops on Foothill Boulevard near Dunaweal Lane, Lincoln Avenue at Washington Street in Downtown Calistoga, and Brannan Street. Residents must walk from adjacent neighborhoods to access transit. No service is provided to parts of the city north of Lincoln Avenue, which means that most of the city is poorly served by transit. Weekday transit service is provided approximately from about 6:00 a.m. to 7:30 p.m. with about one-hour headways between buses, with more frequent service during rush hours. Service is less frequent on Saturday and Sunday.



*Bus Transit Routes in Calistoga*

In addition to this fixed-route service, Calistoga's Handivan is a dial-a-ride door-to-door paratransit service for seniors and the disabled.

### Bicycle Network

In 1996, the City prepared a Bicycle Transportation Plan which outlines future bicycle improvements and the future layout of the city's bicycle facilities. Under the Bicycle Transportation Plan, an extensive

network of bicycle facilities is to be created. Bicycle facilities in Calistoga follow these standard classifications:

- Class I paths are paved trails that are separated from roadways.
- Class II lanes are on streets and are designated for bicycle use with striping, pavement legends, and signs.
- Class III routes are roadways that are designated for bicycle use only by signs, without demarcation or striping.

Figure CIR-2 shows diagrams of each of these types of facilities.

Calistoga has relatively few bikeways, and much of the city is poorly served by bicycle paths, lanes or routes. Gaps in the bicycle system will be closed through implementation of additional bikeways as shown in Figure CIR-3.

As an action after adoption of this General Plan, the City will update the Bicycle Transportation Plan to become consistent with this General Plan.

Implementation of the Bicycle Transportation Plan will also:

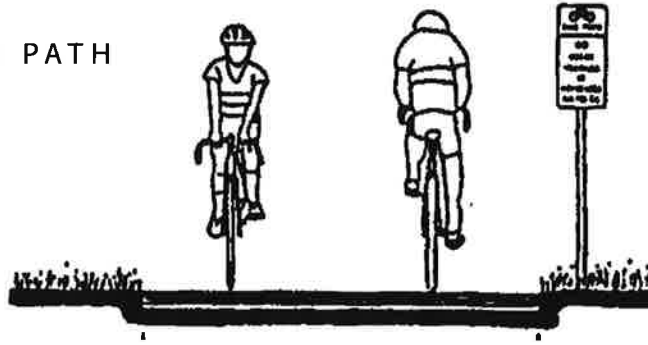
- Improve suitability of routes to the local schools for children.
- Reduce traffic congestion in the downtown core along Lincoln Avenue.
- Improve safety and convenience of parking a bicycle in Calistoga.
- Encourage more tourists to ride bicycles in Calistoga, rather than driving once they get to the city.
- Encourage residents to use bicycles for short shopping and commuting trips within city limits.

One component of the current Bicycle Transportation Plan would be problematic to implement. As discussed above, the downtown segment of Lincoln Avenue serves several, sometimes conflicting, functions. As such, it would be impossible to create dedicated bike lanes on a State highway which has diagonal parking. This fact will be reflected in the updated Bicycle Transportation Plan.

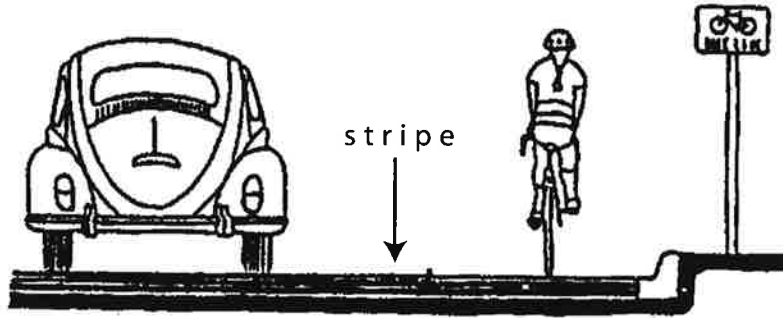


*Cycling is a Popular Mode of Transportation in Calistoga*

CLASS I BIKE PATH



CLASS II BIKE LANE



CLASS III BIKE ROUTE

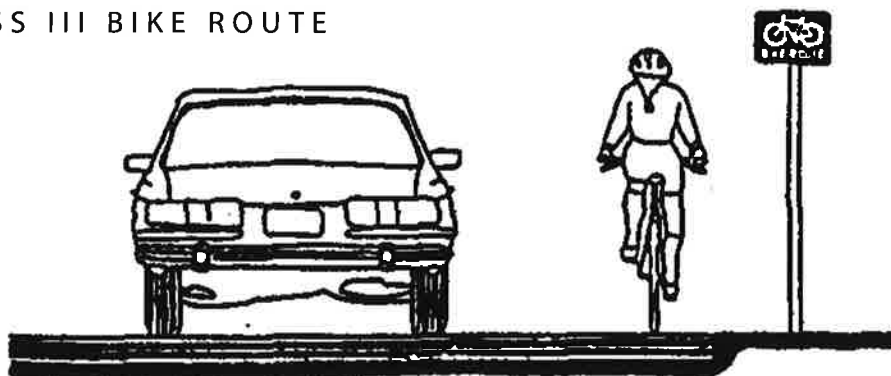
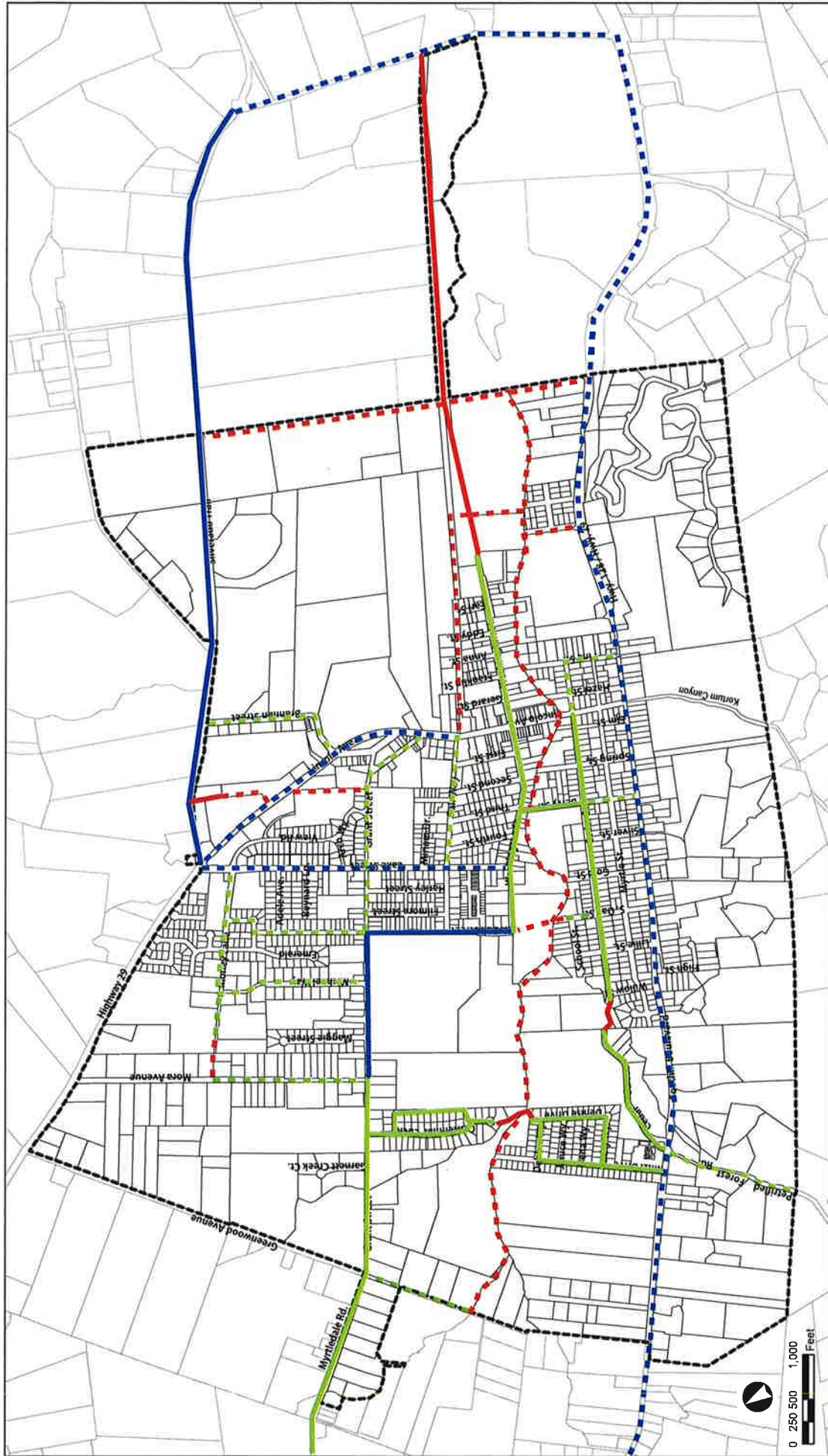


FIGURE CIR-2

BIKE FACILITY CLASS DISTINCTIONS





**FIGURE CIR-3**  
**CITY BICYCLE NETWORK**  
 CITY OF CALISTOGA  
 2012 CIRCULATION ELEMENT

## **Pedestrian Facilities**

The pedestrian environment encompasses sidewalks and other pathways. Although most arterials in Calistoga currently have sidewalks, most of Foothill Boulevard (Highway 128) and Highway 29 north of Wapoo Avenue do not. This is because these roadways are State highways built to rural highway standards. An encroachment permit from Caltrans would be necessary to allow construction of sidewalks on these highways.

Sidewalk connectivity from the downtown core area to the residential neighborhoods is adequate on Cedar Street, Washington Street, Berry Street, and Fair Way. Oak Street, Lake Street, and Grant Street have discontinuous sidewalks and major sidewalk gaps exist. These gaps should be closed to improve pedestrian access to the downtown. Street crossings in Calistoga tend to be narrow, which facilitates safe pedestrian movement.

Pedestrian-oriented streets are a key element of safe, active, and livable commercial and residential areas. Regardless of the type of adjacent land use, attractive and functional sidewalks with pedestrian amenities generate activity on the street, enhance the economic vitality of commercial areas, encourage walking, and improve quality of life.

### ***B. Key Findings***

1. Currently, Calistoga's circulation system has the following characteristics, which make for a livable city:
  - An interconnected street system with some breaks that discourage cut-through traffic.
  - Slow speeds on residential streets.
  - Pedestrian-scale block sizes and lighting.
  - Street trees and other pedestrian amenities.
  - Narrow street crossings.

This street system should be continued in any new development.

2. The arterial and collector street system in Calistoga is sufficient to accommodate existing and future projected motor vehicle traffic demand with two exceptions:
  - Foothill Boulevard (Highway 128/29) below Lincoln Avenue
  - Lincoln Avenue in the downtown.

Both of the street segments operate at LOS E, nearing the capacity of these two-lane arterials.

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.

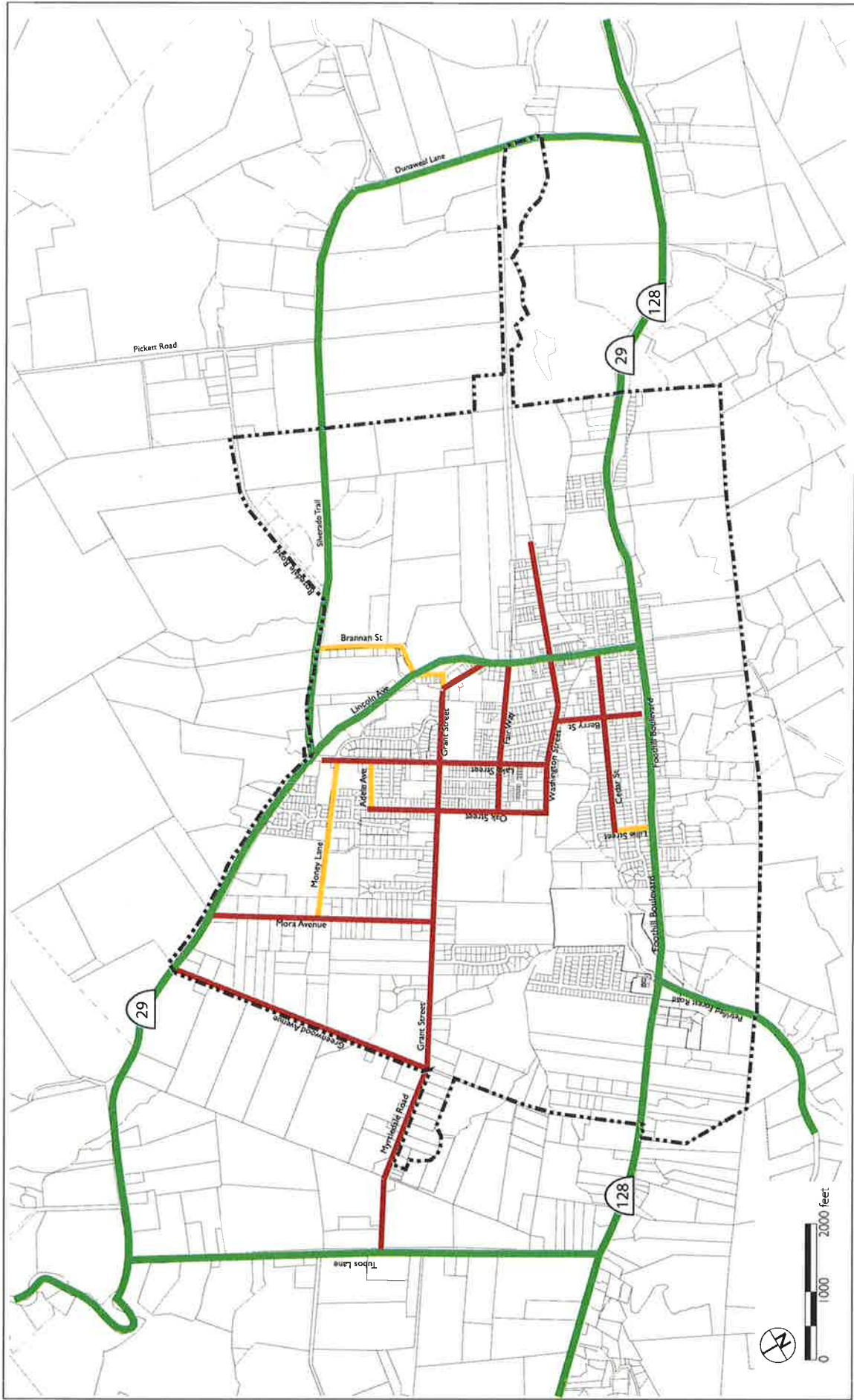
5. Although it has acceptable levels of service, there are some safety problems on Highway 29 northeast of downtown. The most appropriate way to improve Highway 29 from Wapoo Avenue to Tubbs Lane has not yet been identified. Caltrans is continuing to explore alternatives. The City favors roadway improvements in this area for safety only. The rural character of the highway and its intersection with Silverado Trail should be maintained.
6. As is the case in many California cities, downtown parking is a major source of concern in Calistoga, since parking can be difficult during peak seasonal times. This reinforces the importance of the City's existing in-lieu parking fee to fund the construction of small municipal parking lots.
7. Napa County's current bus transit system serves Calistoga via stops on Lincoln Avenue, and uses Highway 128 to serve other cities in the Napa Valley. While Lincoln Avenue is centrally located in the downtown, residents must walk from adjacent neighborhoods to access transit. Most of the city is poorly served by transit.
8. The existing bicycle transportation system is limited at present and consists primarily of Class II bike lanes on high volume arterials. Overall, these routes provide limited access to most major destinations and regional connections in Calistoga. Implementation of the Bicycle Transportation Plan will create a more extensive network of bicycle paths, lanes and routes throughout the city.
9. The current Bicycle Transportation Plan calls for bike lanes on Lincoln Avenue, which would require the elimination of angled parking. This would be detrimental to the downtown's image and economic viability.
10. Calistoga lacks complete sidewalk connectivity on collectors and arterials. The downtown core area is well connected with sidewalks, but collectors and arterials in other areas, such as Oak Street, Lake Street and Grant Street, lack pedestrian walkways.

### ***C. Street Classifications and Standards***

For planning purposes, Calistoga's streets are divided into four categories: arterials, collectors, primary local streets and local streets. These modifiers relate to historical factors, roadway design, current circulation patterns and the amount of motor vehicle traffic carried. Figure CIR-4 maps arterials, collectors and primary local streets in Calistoga.

#### **Arterials**

Arterials are major thoroughfares which carry large volumes of motor vehicle traffic at relatively high speeds. Although Calistoga's arterials have only two lanes of moving vehicles in each direction, they usually have left-turn pockets and limitations on on-street parking to facilitate traffic flow. Calistoga's arterials are the following:



**FIGURE CIR-4**

**EXISTING AND PLANNED STREET CLASSIFICATIONS**

- Foothill Boulevard (Highway 128)
- Lincoln Avenue/Highway 29
- Silverado Trail
- Tubbs Lane
- Dunaweal Lane
- Petrified Forest Road

These arterial streets and any new arterials that may be added in the south part of town should be the focus for moving traffic through the City.

Lincoln Avenue in the downtown is an exceptional arterial because it serves both as Calistoga's "Main Street", and as a component of the State highway system. Unlike most other arterials it has diagonal parking and slower traffic speeds than generally found on these major thoroughfares.

### **Collectors**

Collectors connect local streets to arterials. They usually provide two travel lanes and may also have bicycle lanes. The following comprise Calistoga's collectors:

- Washington Street
- Lake Street
- Wapoo Avenue/Grant Street/Myrtledale Road
- Berry Street
- Cedar Street (north of Lincoln Avenue)
- Fair Way
- Greenwood Avenue
- Oak Street
- Mora Avenue

### **Primary Local Streets**

Primary local streets provide direct access to properties while also serving to move traffic from individual parcels to collectors and arterials. Because they generally serve neighborhood traffic, their design should be narrow, and should give preference to local needs over city-wide needs.

Primary local streets include:

- Brannan Street
- Money Lane
- Adele Avenue
- Lillie Street

### **Local Streets**

All other streets not listed above are considered local streets. Local streets serve local parcels only. They should be narrow, have low traffic speeds, and be pleasant environments for walking and bicycling.

Community Identity Element Objective CI-1.3, Action A.2 calls for a study to consider revision of City street standards to be narrower.

#### ***D. Bicycle Network***

The City's existing and planned bicycle network is illustrated in Figure CIR-3. All bicycle facilities will follow the prototypical designs shown in Figure CIR-2. The City will work to realize this bicycle network through implementation of the Bicycle Transportation Plan, which will be updated to reflect goals, objectives, policies and actions set forth in this General Plan.

#### ***E. Changes to the Street Network***

Under this General Plan, the City will implement a number of changes to Calistoga's street network. These are described as follows, and illustrated in Figure CIR-5.

##### Improved Access Below Lincoln Avenue

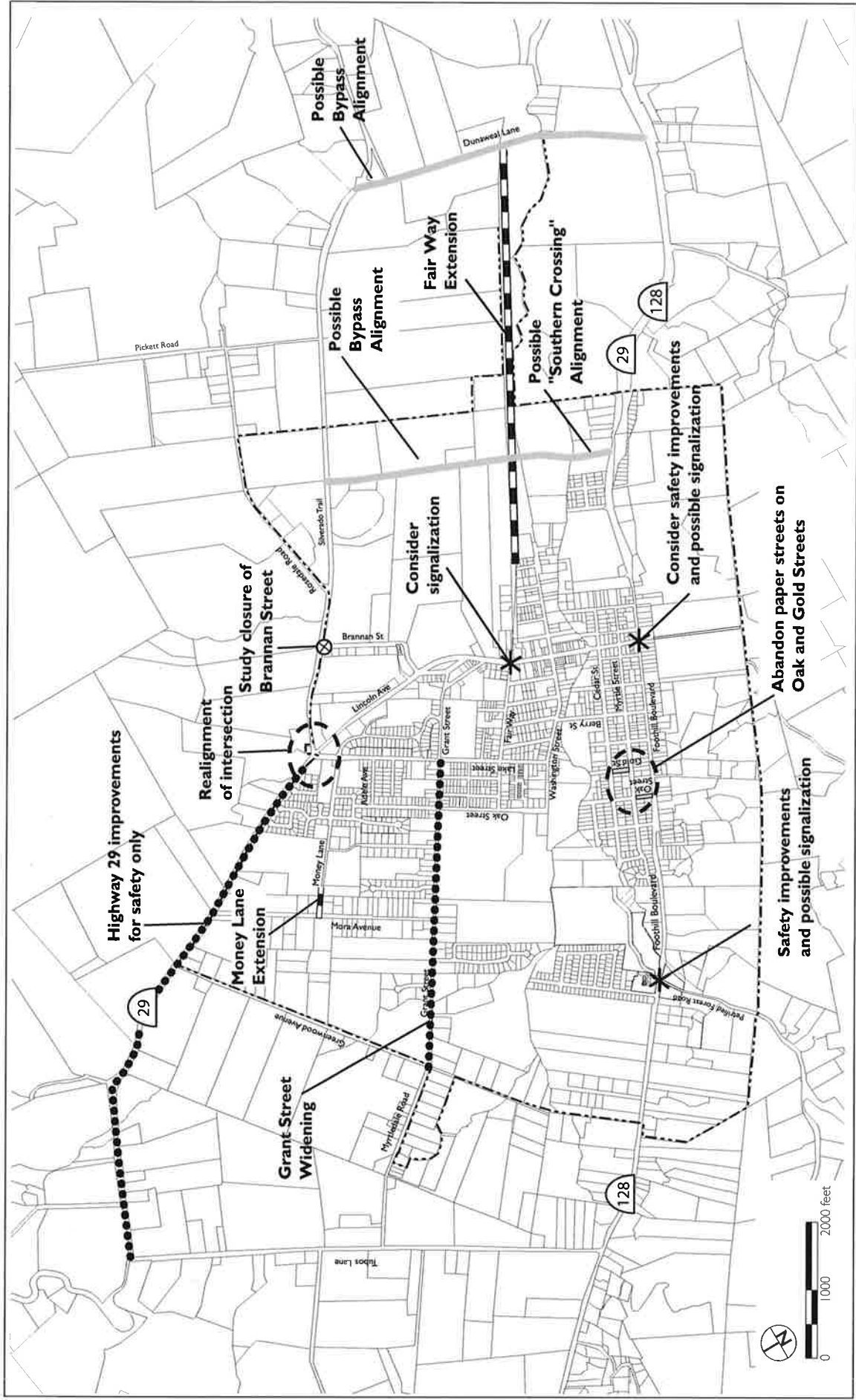
The City has identified a series of possible improvements to provide greater connectivity with the southern part of the city and planning area, and to allow truck traffic to bypass the downtown. One of the following improvements may be implemented when needed to accommodate traffic and development:

- 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).

In the former case, a coordinated planning and design agreement would need to specify whether the construction cost is the responsibility of the City, shared between the County and City, or the responsibility of the County. If, in the latter case, the roadway segment within the unincorporated area were adopted as part of the RTP, construction costs for this portion could be allocated through the regional funding process.



**FIGURE CIR-5**

**STREET IMPROVEMENTS**

..... City Limit Line



In both cases a further agreement would be required to specify the maintenance responsibility of the portion of Fair Way within the County. If State highway status is shifted to any of these prospective routes, roadway construction would need to conform to Caltrans' highway design standards.

Foothill Boulevard/Lincoln Avenue

The City will study safety improvements at this intersection and consider signalization in the future.

Silverado Trail/Highway 29

The City and Caltrans are working on improvements for this intersection including safety improvements on Lake Street and the realignment of the intersection. No widening or traffic signalization is proposed.

Closure of Brannan Street to Through Traffic

Brannan Street, which connects Silverado Trail to Lincoln Avenue, is currently used by many motorists as a cut-through route. This General Plan contains an action for the City to explore the need and feasibility of closing Brannan Street to through traffic or implementing other traffic calming measures, in order to prevent this local road from being used as a route for regional through traffic.

Foothill Boulevard/Petrified Forest Road

The City will study safety improvements at this intersection and consider signalization in the future.

Grant Street Widening

Currently, Grant Street has a four-foot shoulder only on one side. The City plans to widen Grant Street to provide four-foot shoulders for bicycle and pedestrian use.

Extension of Money Lane to Mora Avenue

If needed in the future, Money Lane will be extended to Mora Avenue to create a new connection with Lake Street and central Calistoga. Although the extension is not considered necessary at this time, this General Plan contains a policy to prevent development on intervening parcels that might preclude it.

Abandonment of "Paper Streets"

"Paper Streets" consist of lands that are owned by the City, mapped as streets in City records, but have never been paved or used as streets. These paper streets, also known as "Morgan Street Map" streets in Calistoga, are not needed for traffic circulation. As shown in Figure CIR-5, City-owned paper streets in Calistoga are located in the western part of the city, and include the block of Oak Street between Myrtle Street and Foothill Boulevard and Gold Street between Myrtle Street and Cedar Street. State law requires jurisdictions to abandon publicly-owned rights-of-way that will not foreseeably be used for those intended rights-of-way of other public uses. The City will abandon ownership of these paper streets and use the land for affordable housing, parks, or other needed uses, except where they may be needed for circulation improvements. Myrtle Street, also a paper street, should be retained as a possible through street.

Fair Way/Lincoln Avenue

The City will study the possible future signalization of the Fair Way/Lincoln Avenue intersection.



***F. Goals, Objectives, Policies and Actions***

**Goal CIR-1 Maintain and enhance Calistoga's street network to serve existing and planned land uses while also maintaining the community's small-town character.**

**Objective CIR-1.1 Develop Calistoga's street network of arterials, collectors, primary local and local streets as discussed in Section C of this Circulation Element and shown in Figure CIR-4.**

Policies

- P1. The City shall balance the need to increase motor vehicle capacity with concerns for bicycle and pedestrian circulation and commercial viability.
- P2. Through the Capital Improvements Plan and related impact fees, the City shall ensure that adequate funds are provided to upgrade and maintain the existing circulation network.
- P3. As described under Community Identity Element Objective CI-1.2, A.2 the City shall consider revision of City street standards to allow these streets to be narrower while maintaining adequate width to meet operational and safety requirements.

Actions

- A1. Continue to collect a traffic signal mitigation fee to pay for new traffic signalization.
- A2. Study the need for a more general traffic mitigation fee for new development to pay for needed traffic improvements.

**Objective CIR-1.2 Maintain acceptable Levels of Service on all of Calistoga's streets.**

Policies

- P1. The City shall seek to maintain LOS D or better on all street segments outside of downtown.
- P2. Since Lincoln Avenue is Calistoga's main street and serves pedestrian and commercial purposes as much as it does motorized vehicles, it is inappropriate to establish any LOS standard for Lincoln Avenue between Foothill Boulevard and Wapoo Avenue. Instead, the City shall evaluate traffic on Lincoln Avenue on an on-going basis, seeking to balance vehicular, parking, bicycle and pedestrian needs.

**Objective CIR-1.3 Coordinate the provision of circulation facilities with new development.**

Policies

- P1. New development shall be designed generally with streets that continue the city's existing grid pattern, which allows through traffic and provides multiple connections to arterial streets.
- P2. New development shall provide sidewalks as needed to close gaps in the city's sidewalk network.
- P3. Extension of Money Lane to Mora Avenue is not contemplated at this time. However, development which would preclude the extension of Money Lane to Mora Avenue shall not be permitted.

Actions

- A1. Cooperate with landowners to remove or eliminate unnecessary "paper streets" and future dedicated rights-of-way not shown on the circulation plan.
- A2. After realignment of the Silverado Trail/Lincoln Avenue intersection, the City shall investigate the need for and feasibility of closing Brannan Street to through traffic, or implementing other traffic calming measures in order to prevent or reduce the use of this local street for regional through traffic.

**Objective CIR-1.4 Coordinate with other public agencies on the provision of regional transportation facilities and services.**

Policies

- P1. The City opposes any road widening on Highway 29 north of the downtown to Tubbs Lane. Improvements for safety shall not impair the rural character of the highway, and all improvements, including retaining walls, shall be subject to design review and approval by the City.
- P2. The City opposes the proliferation of commercial activities in the unincorporated part of the Planning Area, even if State highway status is shifted from Lincoln Avenue to another roadway outside the city limits.

Actions

- A1. 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".
- A2. Pursue improvement of the excess CalTrans right-of-way along the southern edge of Highway 29 (east of Lincoln Avenue) to provide small scale landscaped parking and rest areas.

**Goal CIR-2 Provide sufficient parking in the Downtown.**

**Objective CIR-2.1 Collect fees and require on-site parking that will support the provision of needed parking without unduly burdening downtown development.**

Policies

- P1. Expanding of the coordinated provision of parking facilities shall be considered consider through the expansion of in-lieu parking fee systems to fund the creation of additional joint parking facilities.
- P2. Allow for the following adjustments to on-site parking requirements when substantiated through a professionally prepared parking study:
- Reduction to the number of required on-site parking spaces.
  - Shared use of existing and/or proposed spaces to satisfy on-site parking requirements.
  - Use of adjacent on-street parking spaces to satisfy on-site parking requirements.

The parking study shall be submitted to the City for consideration and acceptance either prior to or as part of an application for new development.

Actions

- A1. Conduct a parking study in summer 2003 that evaluates current downtown parking supply against current and projected demand, and makes recommendations regarding development and locations for additional downtown parking.
- A2. Conduct a study to adjust parking fees based on current costs for acquisition, development and operation of public parking facilities.
- A3. Examine downtown parking requirements contained in the Municipal Code to determine if existing standards are consistent with actual demands, especially those related to general office and multifamily housing. Revise the requirements as necessary.
- A4. Conduct a study to revise downtown parking time limits with the goal of maximizing available parking for short-term visitors.
- A5. Prepare a plan for creating public parking in the area known as the "Fair Way Extension," east of Lincoln Avenue.

**Goal CIR-3 Enhance transportation modes that minimize pollution and congestion.**

**Objective CIR-3.1 Provide frequent and high-quality transit.**

Policies

- P1. The City shall support regional cooperative transit efforts, especially those that maintain and increase mass transit services in the upper Napa Valley.
- P2. The City shall encourage the Napa County Transportation Planning Agency to expand public transportation opportunities to better connect Calistoga residents with larger population and employment centers down-valley. Service should be expanded to more neighborhoods in Calistoga and to provide better service at off-peak hours.
- P3. Efforts to establish rail transit service to Calistoga, whether as a part of the Wine Train or as dedicated rail service shall be supported.

Action

- A1. Work with local visitor accommodations and other businesses to create a shuttle service in Calistoga.

**Objective CIR-3.2 Provide a pedestrian network that encourages walking for short trips and recreation.**

Policies

- P1. Walking shall be considered an essential and integral part of the city's circulation network.
- P2. Sidewalks should be designed to enhance the safety, comfort, aesthetic appeal, and interest of the pedestrian environment using the following principles:
  - Sidewalks shall have the appropriate width for their use. In residential areas, a 4-foot wide sidewalk is the minimum width, separate from the curb. If possible sidewalks should not be concrete.
  - Commercial districts require wider sidewalks designed as part of the public space and foreground for the buildings.
  - Where it is not possible to provide wide sidewalks continuously along a street, sidewalks shall be widened at their most congested locations such as bus stops, building entrances and resting areas. Widening shall be achieved by using curb extensions or requiring development to set back building frontages.
  - Ample crossing opportunities shall be provided. In addition to marked crosswalks at all intersections, mid-block crossings provide crossing opportunities where intersections are too widely spaced for reasonable pedestrian access. Mid-block crossings are particularly useful to connect pedestrian desire lines between generators separated by streets.
  - An uninterrupted pedestrian network of sidewalks, with continuous sidewalks along both sides of streets should be ensured. An interconnected pedestrian network is essential to a functional and safe walking environment.
  - Pedestrian access between development and transit facilities shall be designed. This encourages use of public transportation.

- Streetscape amenities consistent with the level of use of the street shall be provided. Residential streets may require only trees and lighting while commercial streets need benches, telephone booths, trashcans, signage, newsracks, etc.
  - Pedestrian buffers, street trees, and planting strips shall be provided. Sidewalks should have a buffer between the pedestrian and traffic. This can be accomplished with on-street parking and street trees and/or planting strips between the sidewalk and travel lanes.
  - Pedestrian-scaled street lighting shall be provided. Street lighting improves the safety, security, and comfort of pedestrians and bicyclists by increasing their visibility and illuminating their surroundings at night. Pedestrian-scaled lighting, using interesting, decorative, or historic light fixtures, also improves the visual appearance of a street.
  - Alternative paving surfaces and materials for interest and visibility should be used. Unusual paving materials and unique surface designs improve the visual appearance of streets and sidewalks.
  - Public places should be designed into sidewalks. Sidewalks are where people interact on the street and should form public places for this interaction to occur. Public spaces, which range from large plazas to small niches or pockets, provide a gathering or resting space that does not interfere with pedestrian travel.
- P3. Schools should be sited in a way that allows for the safe use of existing and planned pedestrian trails and bicycle routes and minimizes the need for students to cross arterial streets.

#### Actions

- A1. Update the City's Street Standards to reflect the sidewalk policies listed above.
- A2. Develop and implement a sidewalk improvement program to meet the sidewalk design requirements listed above.
- A3. Incorporate the expansion of the sidewalk network into the City's Capital Improvement planning, with priority given to Cedar Street and other collectors.
- A4. Seek funding from federal and State grant programs to implement sidewalk construction such as TEA-21 and Enhancement funds.
- A5. Study the feasibility of amending street standards by reducing corner radii, narrowing streets or taking other measures that would slow local traffic and thus improve conditions for pedestrians.
- A6. Implement a publicity program in cooperation with the Chamber of Commerce and the tourist industry to encourage visitors to park their cars once and spend their time in Calistoga on foot.
- A7. Conduct a feasibility study with CalTrans to determine the ability to improve pedestrian circulation along Foothill Boulevard.
- A8. Determine appropriate locations for 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.

**Objective CIR-3.3 Expand the use of bicycles for commuting and other transportation.**

Policy

P1. Bicycling shall be considered an essential and integral part of the city's circulation network.

Actions

- A1. Implement all bike paths, bike lanes and bike routes mapped in Figure CIR-3.
- A2. Update the Bicycle Transportation Plan to reflect the bikeway network shown in this General Plan.
- A3. Amend the Zoning Ordinance to require new commercial development to provide secure bicycle parking.
- A4. Conduct a study to evaluate City procedures and standards related to right-of-way, on-street parking, engineering details to determine what revisions would be necessary to implement related measures of the Bicycle Plan.
- A5. Inform the NCTPA of the decision to provide Class III bicycle lanes along Lincoln Avenue instead of Class II as recommended in NCTPA's Strategic Transportation Plan.