

# ATTACHMENT 4

## XVI. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### ***Project Setting***

Regional access for the Project site is provided by Highway 29 (Lincoln Street) and Highway 29/128 (Foothill Boulevard); local access is provided by Berry Street and Washington Street. Access for construction-related activities would occur through Berry Street and Washington Street.

*State Route 29* and *Highway 128* are two highly-traveled regional roadways. State Route 29 is an arterial road that runs north-south, connecting the City of Calistoga to the City of Napa. Highway 128 is an arterial road that runs east-west.

*Berry Street* is a two-lane, 60-foot wide collector street, located in downtown Calistoga, with weekday traffic volumes of 1,000 vehicles per day (Mark Thomas and Company, 2014c). It is located between Highway 128 and Washington Street and runs in a northeasterly – southwesterly direction. Both sides of Berry Street have sidewalks and street parking. The Berry Street Bridge is heavily utilized as a vehicle, school bus, and delivery truck route and pedestrian/bicyclist crossing that serves the adjacent Calistoga Elementary School and nearby churches, parks, and residences. Personal vehicles, school buses, and other delivery trucks access the elementary school via The intersection of Berry Street and Highway 128/Foothill Boulevard currently has level of service (LOS) A conditions, indicating that traffic flows freely (City of Calistoga, 2014a).

*Washington Street* is both an arterial and collector road that runs east-west. In the vicinity of the Project site and staging area, Washington Street is a two-lane road with sidewalks and street parking. The intersections of Washington and Oak Streets and Washington and Lincoln Streets have LOS A conditions (City of Calistoga, 2014a).

### ***Project Construction***

As described above, the Proposed Project would replace the existing Berry Street Bridge with a new structure accommodating two 12-foot lanes, with 8-foot shoulders and 5-foot sidewalks on each side. Additionally, Berry Street would be slightly realigned in order to square up the Berry Street/Washington Street/3rd Street intersection. A portion of Berry Street would be closed during construction and vehicles would be detoured (**Figure 5**). The detours would result in an increase in traffic of approximately 11 percent on the surrounding roads during construction, and would affect access to Calistoga Elementary School (Mark Thomas and Company, 2014c). As part of the Proposed Project, a temporary 10-foot wide bridge would be constructed on the east side of the existing bridge from Fireman's Memorial Park, across the Napa River. This temporary bridge would ensure that pedestrians and bicyclists have a safe and easy way to cross the Napa River throughout the duration of construction (Mark Thomas and Company, 2014c).

The contractor would use standard cones and barricades for lane closures. The contractor would also install advance warning signs to alert motorists of the work zone and lane closures. Advance warning signs might be reflective signs, changeable message boards, cones, or barricades. The contractor would provide flaggers as needed to temporarily hold traffic for staging equipment or construction (Mark Thomas and Company, 2014c). The work would occur between 7:00 am to 7:00 pm, Monday through Friday, with potential for work on some Saturdays. Work would be confined to the immediate Project site and work would be performed in a manner that would be least disruptive to the public. Cones, signing and flagging (at the beginning of the closure) for

traffic control would conform to the requirements of the California Manual of Uniform Traffic Control Devices (MUTCD) as modified by Caltrans (Mark Thomas and Company, 2014c).

Construction activities that would generate off-site traffic include the delivery of construction vehicles and equipment to the Project site, the daily arrival and departure of construction workers, and the delivery of materials throughout the construction period. Construction equipment would be delivered to and removed from the Project site in phases for the different construction activities. The estimated haul truck traffic would vary depending on the activity, but would conservatively require 168 trucks (336 one-way trips),<sup>14</sup> a maximum of 4 one-way truck trips per day. There would be up to 5 construction workers on an average day, along with archaeological and biological monitors, and they would commute to and from the worksite primarily before or after peak traffic hours.

Construction-generated traffic would be temporary, and therefore, would not result in any long-term degradation in operating conditions on any locally-used roadways. The impact of construction-related traffic would be a temporary and intermittent lessening of the capacities of streets in the Project area because of the slower movements and larger turning radii of construction trucks compared to passenger vehicles. The public would experience delays if they are traveling behind a large or heavy truck. The addition of construction-related truck traffic would not be substantial in relation to traffic flow conditions on Highway 29 and Highway 128 or Washington and Berry Streets. The Project trips would fall within the daily fluctuations of traffic volumes on area roadways, and while the traffic generated by construction activities would be noticeable (i.e., would increase traffic volumes) on the local-serving roadways serving the construction site, the effect on traffic flow during the 130 days of construction would be less than significant because of the existing acceptable levels of service at area intersections. Therefore, the impact would be less than significant.

Long-term operation of the Proposed Project would be similar to the existing traffic and circulation conditions within the Project area. Therefore, impacts would be less than significant.

**XVI. a) Less Than Significant Impact.** As discussed above, the Proposed Project would not significantly conflict with applicable transportation plans or measures and roadways.

**XVI. b) No Impact.** The City of Calistoga does not have an adopted congestion management program and therefore the Proposed Project would have no impact associated with this criterion.

**XVI. c) No Impact.** The Project site is not located close to any airport and the Proposed Project would not intrude into an airport's air space, nor would construction or operation activities affect air traffic patterns; therefore, no impact would occur.

**XVI. d) No Impact.** Neither construction nor operation of the Proposed Project would alter the physical configuration of the existing roadway network serving the area, and would not introduce unsafe design features. While the overall network would be unchanged, minor changes to the intersection would improve safety. The intersection improvements include 93 feet to the west of

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<sup>14</sup> For the purposes of analysis, it is assumed that trucks will not be dual purpose (i.e. an empty truck will enter the project site, and be filled with an off-haul load only).

Berry Street and 80 feet to the east on Washington Street. Berry Street would have a slight horizontal curve through the bridge, which would shorten the bridge span, reduce skew and align Berry Street with Third Street at the Washington Street intersection. The Proposed Project would represent a beneficial impact as it would improve pedestrian and bicycle safety by providing 8-foot shoulders and 5-foot sidewalks on both sides of the bridge. A temporary bridge would be constructed in order to maintain safe non-vehicular access across the River throughout construction. Vehicle safety would increase as a result of the improved intersection alignment and approaches, and the increased structural integrity of the bridge. Additionally, the Proposed Project would improve circulation in downtown Calistoga.

**WVI. e) No Impact.** The purpose of the Proposed Project is to improve structural integrity of the bridge, which would remove a barrier that currently prevents emergency access via the bridge, thereby potentially improving emergency response times to some portions of the City, which is considered a beneficial impact.

**XVI. f) Less Than Significant Impact with Mitigation Incorporation.** Overall, operation of the Proposed Project would improve circulation in the City of Calistoga and therefore be consistent with policies in the Calistoga General Plan - Circulation Element. Operation of the Proposed Project would improve conditions for pedestrians and bicycles, as well as vehicle traffic and result in a beneficial impact.

There are no bus routes that serve the Project area that would be disrupted during construction, and Project operation would not increase demand for public transit. However, school buses access Calistoga Elementary School via Berry Street.

Construction of the Proposed Project includes a temporary bridge that would be constructed on the east side of the permanent bridge from Fireman's Memorial Park across the river. This temporary bridge would ensure that pedestrians and bicyclists would have a safe way to cross the Napa River throughout construction. There are no policies in the City of Calistoga General Plan Circulation Element related to construction activities. In order to maintain safe access for school bus drop-off and to address potential safety issues to pedestrians and cyclists during construction, **Mitigation Measures TR-1, TR-2 and TR-3** would be implemented. After implementation, this impact would be reduced to a less than significant level.

***Mitigation Measure TR-1: Traffic Management Plan.***

*A Traffic Management Plan shall be prepared and implemented that:*

- *Describes work hours, haul routes, work area delineation, traffic control and flagging;*
- *Identifies all access and parking restriction and signage requirements;*
- *Requires workers to park personal vehicles at the approved staging area and take only necessary Project vehicles to the work sites;*
- *Describes plans for notifications and a process for communication with affected residents, institutions, and Calistoga Elementary School prior to the start of construction. Advanced public notification shall include posting of notices and appropriate signage of*

*construction activities. The written notification shall include the construction schedule and the exact location and duration of activities; and*

- *Includes pick up and drop off procedures to minimize disruption to school activities and maintain safe pedestrian and bicycle access, developed in coordination with Calistoga Elementary School.*

***Mitigation Measure TR-2: Early Coordination with Local School District.***

*The City and its contractor(s) shall coordinate at least two months in advance of construction with the Calistoga Joint Unified School District and appropriate Calistoga Elementary School representative(s) regarding the timing, location, and duration of construction activities relative to the Calistoga Elementary School schedule and academic calendar of events. A Parent Outreach Program shall be prepared regarding pick up and drop off procedures during construction. The construction contractor shall be required to maintain vehicle, pedestrian, and school bus service during construction through inclusion of such provisions in the construction contract.*

***Mitigation Measure TR-3: Pedestrian and Bicycle Safety.***

*The City shall insure that appropriate warning signs are posted alerting pedestrians and bicyclists to facility closures, detours, and instructing motorists to share the road with bicyclists. In addition, in order to remove potential roadway hazards to bicyclist in the construction areas the City shall ensure that all contract haul trucks are covered to prevent spillage of materials onto haul routes. Areas adjacent to the Project site shall be kept free of debris and dirt that may accumulate from entering and exiting trucks by conducting regular sweeping of the Project area.*

**XVI. Cumulative) Less Than Significant Impact.** The potential for cumulative transportation impacts exists where there are multiple projects proposed in an area that have overlapping construction schedules and/or project operations that could result in a substantial contribution to increased traffic levels throughout the surrounding roadway network. The cumulative analysis includes only other projects that do, or could contribute traffic to the same roadway segments as the Proposed Project. The volume of traffic generated would not be particularly large during construction and no increase in volume above existing would be generated during operations. **Table 4** includes projects that could result in increased traffic on area roadways. The Proposed Project's contribution to traffic impacts would be less than cumulatively considerable as a result of the short-term nature of construction and lack of long-term traffic impacts. Overall, the Proposed Project would improve circulation and safety in downtown Calistoga. Cumulative traffic impacts would be less than significant.