

Money Lane Extension

If needed in the future to accommodate development on the west side of the city, Money Lane will be extended to Greenwood Avenue to create a new connection with Lake Street and central Calistoga. Although the extension is not considered necessary at this time, this Element contains a policy to prevent development on intervening parcels that might preclude it. The City should prepare an Official Plan Line for this road segment. This provides the greatest constructive notice to the property owners that there is an expectation of dedication at the time of development and a set aside is required.

Foothill Boulevard/Berry Street

A dedicated left-turn pocket and acceleration lane is needed on southbound Foothill Boulevard (SR 128) to accommodate drivers turning into and out of Berry Street. Widening on both sides of the road is assumed; retaining walls will likely be required on the south side.

Lincoln Avenue/Fair Way

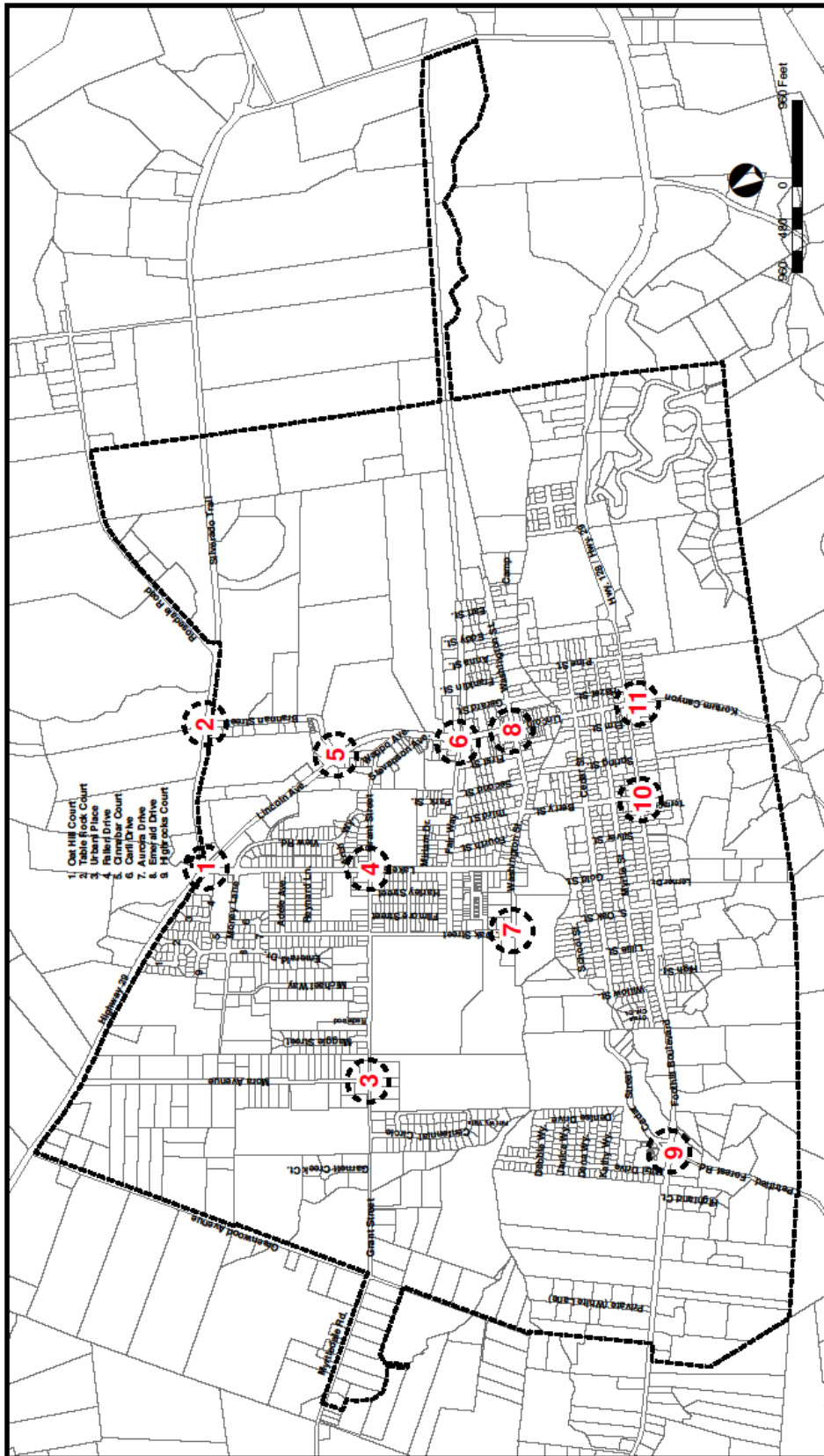
Signalization of this intersection is needed due to high volume of pedestrian traffic, the anticipated Vine Trail Regional Pathway, the proposed public parking lot and high volume of traffic associated with the adjacent commercial activity centers. Improvements would include permissive left-turn phasing on both Lincoln Avenue and Fair Way and minor widening to align the Fair Way approaches.

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 are mostly a result of the 1871 “Morgan Map” and are not needed for traffic circulation. As shown in Figure CIR-3, City-owned paper streets in Calistoga are typically located in parts of the residential area adjacent to downtown, and include a segment on Gold Street between Myrtle Street and Cedar Street and multiple segments southwest of Lincoln Avenue. 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. Abandoning these paper streets could allow the use the land for housing, parks, or other needed uses, except where they may be needed for circulation improvements.

***D. Key Findings***

1. The following characteristics of Calistoga’s circulation system found in many parts of the community make for a livable city:
  - A interconnected street system with some breaks that discourage cut-through traffic
  - Generally slow speeds on residential streets
  - Pedestrian-scale block sizes and lighting
  - Street trees and other pedestrian amenities
  - Narrow street crossings.
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 southeast of Lincoln Avenue
  - Lincoln Avenue in the downtown.



**FIGURE CIR-1**  
**KEY INTERSECTIONS**  
CITY OF CALISTOGA  
2014 CIRCULATION ELEMENT UPDATE

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>1. Oak Hill Court</li> <li>2. Oak Hill Court</li> <li>3. Usher Place</li> <li>4. Fisher Drive</li> <li>5. Chappel Court</li> <li>6. Oak Drive</li> <li>7. Emerald Drive</li> <li>8. Hightower Court</li> </ul> | <ul style="list-style-type: none"> <li>1. Lincoln Ave./Lake St./Silverado Trail</li> <li>2. Braman St./Silverado Trail</li> <li>3. Mora Ave./Grant St.</li> <li>4. Lake St./Grant St.</li> <li>5. Lincoln Ave./Braman St.</li> </ul> | <ul style="list-style-type: none"> <li>6. Lincoln Ave./Fair Wy.</li> <li>7. Washington St./Oak St.</li> <li>8. Lincoln Ave./Washington St.</li> <li>9. Foothill Blvd./Petrified Forest Rd.</li> <li>10. Foothill Blvd./Berry Street</li> <li>11. Lincoln Ave./Foothill Blvd.</li> </ul> |
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Key Intersections  
 City Limits  
 Parcels

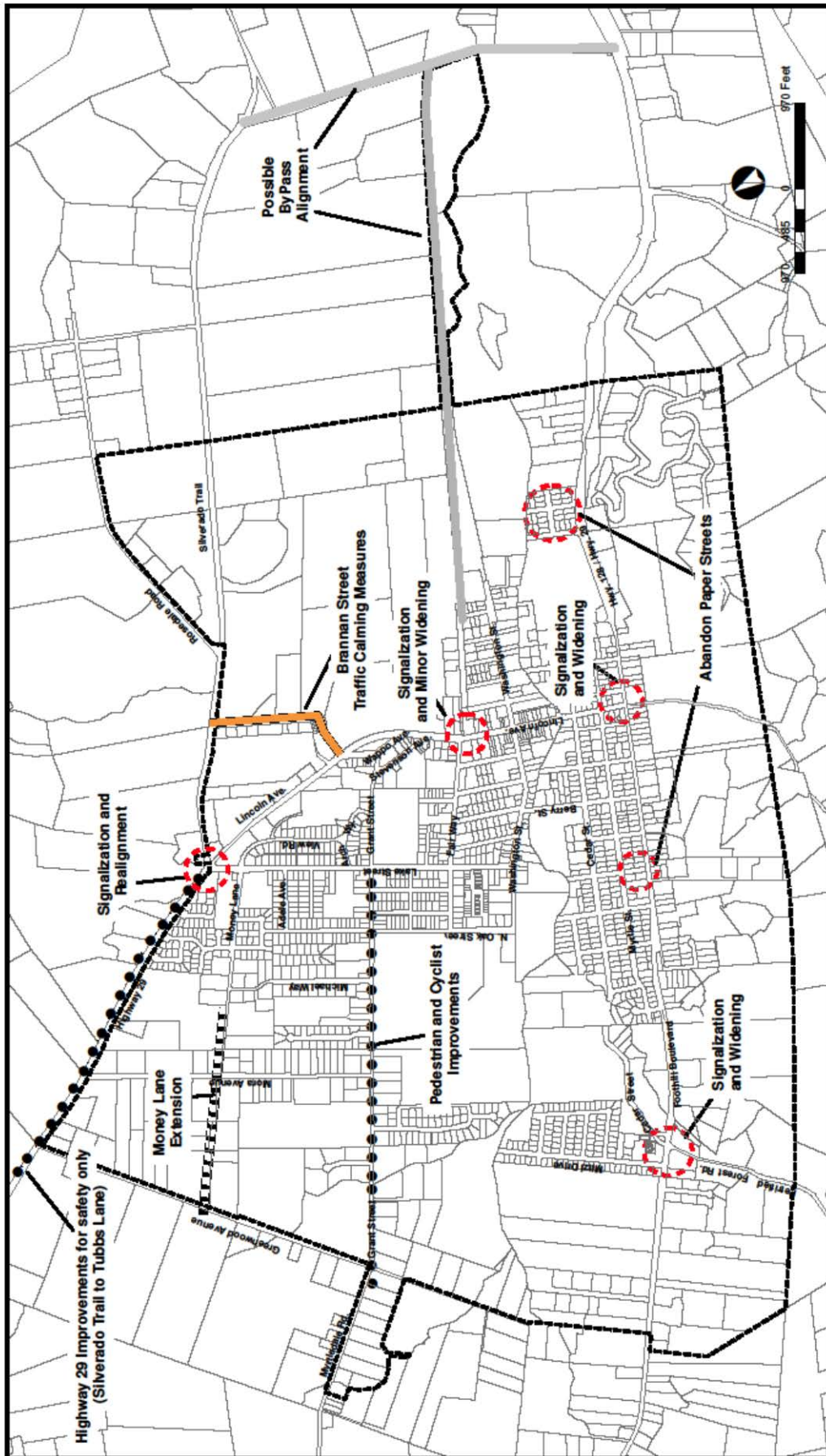


FIGURE CIR-3  
STREET MODIFICATIONS  
CITY OF CALISTOGA  
2014 CIRCULATION ELEMENT UPDATE

City Limits  
Parcels

*E. 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 and maintain 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-3.**

Policies

- P1.1-1. 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.
- P1.1-2. As described under Community Identity Element Objective CI-1.2, A.2 the City shall consider the revision of City street standards to allow local streets to be narrower while maintaining adequate width to meet operational, safety, parking and complete street designation requirements.

Actions

- A1.1-1. Collect a transportation impact fee from new development to pay for citywide transportation improvements.
- A1.1-2. Cooperate with landowners to eliminate unnecessary “paper streets,” as appropriate.
- A1.1-3. 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-1.2 Maintain acceptable Levels of Service on all of Calistoga’s streets.**

Policies

- P1.2-1. The City shall seek to maintain LOS C or better for all state highways with the exception of the downtown area, and LOS D or better for all other streets.
- P1.2-2. The City shall seek to maintain peak hour LOS D or better at all intersection.
- P1.2-3. 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 Wappo Avenue. Instead, the City shall evaluate traffic on Lincoln Avenue on an on-going basis, seeking to balance vehicular, parking, bicycle and pedestrian needs. This exclusion is not applicable to intersections on Lincoln.