

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 City is committed to the "Complete Streets" goal of creating and maintaining a comprehensive and integrated transportation network that provides safe, comfortable and convenient travel, serving all types of users, including pedestrians, bicyclists, persons with disabilities, seniors, children, users and operators of public transportation, motorists and movers of commercial goods.

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.

Today, 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, most travel in Calistoga 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 generally 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 due to the limited number of bridges over the Napa River, forcing most motor vehicle traffic generated in the central part of the city to use Lincoln Avenue through the downtown. There is also a lack of east-west connections perpendicular to Lincoln Avenue in the northeasterly section of the City.

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 delay resulting from 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 improvement.

Table CIR-1 presents LOS analysis for key intersections in the city. Most operate at LOS A and B, which are good levels of service. However, Highway 29 and Highway 128 are highly-traveled regional roadways with substantial pass-through traffic and, as a result, have intersections that are operating at LOS D and E.

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.

The segment of Lincoln Avenue in the downtown operates at a low level of service. However, attaining a higher level would require one or more of the following modifications to the street:

- Elimination of on-street parking
- Adding protected left turn phasing to the existing traffic signal at Lincoln/Washington
- Addition of one or more traffic signals with protected left turn phasing
- Creation of left-turn lanes at non-signalized intersections
- Relocation of the Highway 29 designation to a bypass to discourage through traffic

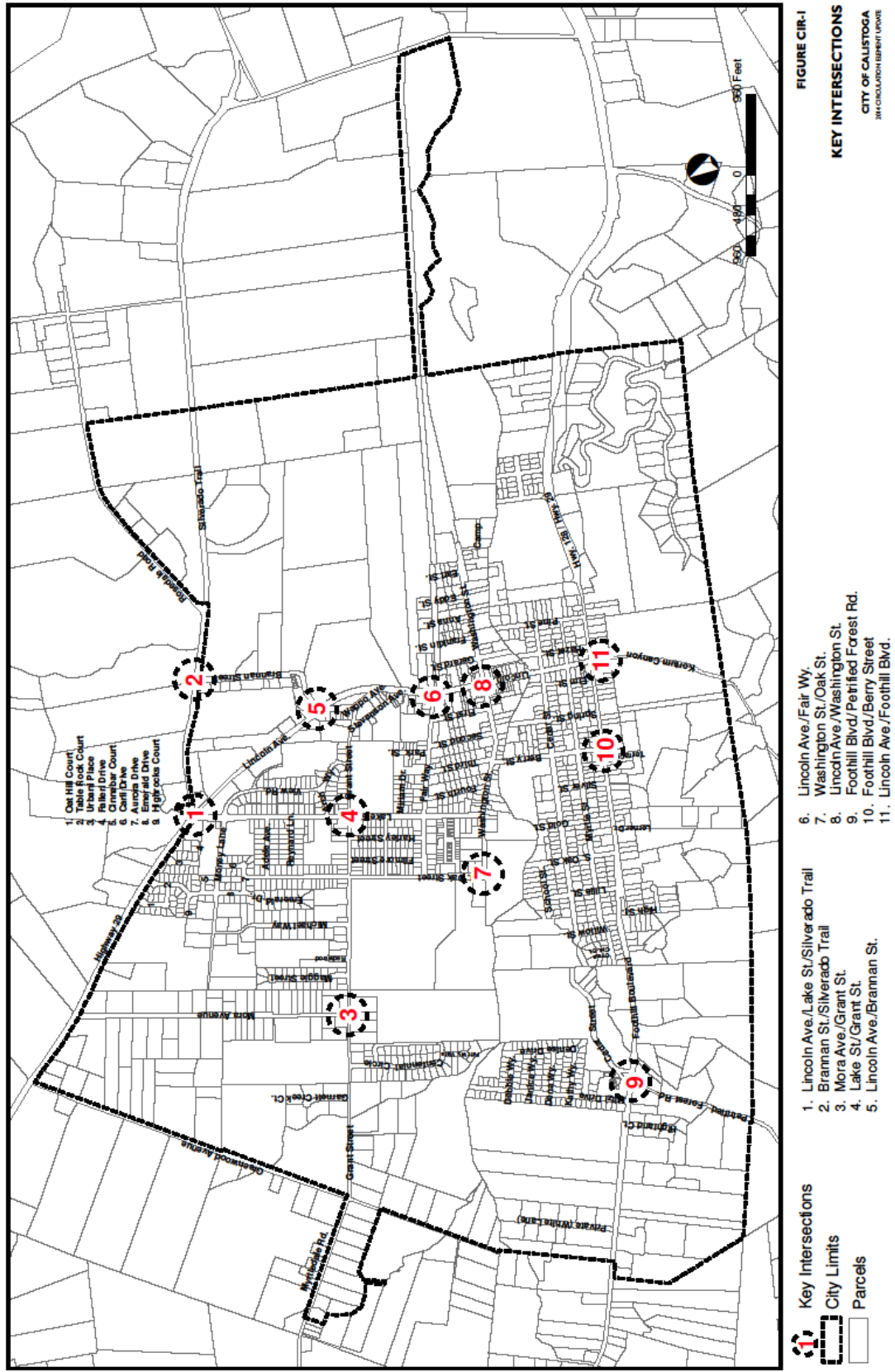


TABLE CIR-I LEVELS OF SERVICE OF KEY INTERSECTIONS, CURRENT AND FUTURE

Intersection	Current		Future*	
	Delay ¹	LOS	Delay	LOS
1. Lincoln Ave./Lake St.-Silverado Trail	10.5	B	40.3	D
2. Brannan Street/Silverado Trail <i>Northbound Brannan Street Approach</i>	2.3 9.5	A A	1.2 45.5	A E
3. Mora Avenue/Grant Street <i>Southbound Mora Avenue Approach</i>	1.2 9.0	A A	10.0 9.3	B A
4. Lake Street/Grant Street	7.6	A	7.8	A
5. Lincoln Avenue/Brannan Street <i>Westbound Brannan Street Approach</i>	3.0 11.4	A B	4.0 34.0	A D
6. Lincoln Avenue/Fair Way <i>Westbound Fair Way Approach</i>	1.8 14.6	A B	38.3 15.4	E B
7. Washington Street/Oak Street	7.1	A	7.1	A
8. Lincoln Ave/Washington Street	5.9	A	11.7	B
9. Foothill Boulevard/Petrified Forest Rd.	18.0	C	23.7	C
10. Foothill Boulevard/Berry Street <i>Southbound Berry Street Approach</i>	1.4 24.9	A C	2.2 31.5	F D
11. Lincoln Avenue/Foothill Boulevard	96.2	F	54.2	D

¹ Peak hour delay

*Assumes completion of mitigation improvements; see Section C

Source: W-Trans Transportation Impact Fee Study, July 2014

Although these measures would improve segment and intersection LOS on Lincoln Avenue, they would lead to a perceived increase in visual clutter and possible degradation in the attractiveness of downtown Calistoga for pedestrians and erosion of Calistoga's small-town qualities. However, these avoidable characteristics need to be weighed against improved pedestrian and bicyclist safety when taken as a whole in developing a Complete Street network. 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 residents 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 to reduce pass-through traffic. This possible improvement is discussed in greater detail in Section C.

There are some safety concerns on Highway 29 (Lincoln Avenue/Lake County Highway) north of downtown from Wappo Avenue to Tubbs Lane, for which Caltrans continues to explore solutions. The recent installation of an all-way stop-controlled intersection at Lincoln Avenue and Silverado Trail has improved safety tremendously. 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.

Truck Traffic. Calistoga has no designated truck routes, although through-truck traffic primarily 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, the Crystal Geyser plant on lower Washington Street and other parts of downtown. However, there are also regional pass-through trips to Lake and Sonoma Counties. Diverting the pass-through truck traffic to Dunaweal Lane would help to alleviate downtown traffic.

Downtown Parking. The downtown core area provides the majority of the commercial, retail, and office space in 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 seasonally 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 charges an in-lieu parking fee to development projects unable to provide on-site parking, which is used to fund the construction of municipal parking. The City recently updated its in-lieu parking fee to ensure that it reflects current construction costs and does not adversely affect downtown businesses and the feasibility of continued downtown development.

Other current strategies to address parking shortages include the stricter enforcement of time-limited parking. Three-hour parking zones are currently demarcated along the downtown segment of Lincoln Avenue and along several blocks of Washington Street.

Transit

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 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.

The NCTPA provides bus transit service from Calistoga through Napa Valley communities and as far south as Vallejo and the Fairfield Transit Center in Solano County. VINE buses follow a fixed route along Highway 29 with stops on Foothill Boulevard near Dunaweal Lane, two locations on Lincoln Avenue 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 10:00 p.m. with half-hour headways during commute times. Service is less frequent during mid-day and on Saturdays and Sundays.

In addition to this fixed-route service, the Calistoga Shuttle is a dial-a-ride, door-to-door, handicapped-accessible bus service that operates within Calistoga's Planning Area year-round, Mondays through Saturdays, and on Sunday between May and November. Ridership in 2013 exceeded 26,000¹.



A VINE Bus



Bus Transit Routes in Calistoga

¹ Calistoga Chamber of Commerce, 2014.

Bicycle Network

Calistoga has relatively few bikeways, and much of the city is underserved by bicycle paths, lanes or routes. The City's Active Transportation Plan includes goals, objectives, policies and programs directed at providing a comprehensive and safe bicycle system, and identifies needed bicycle improvements and the future layout of the city's bicycle facilities. Under the Plan, an extensive network of bikeways would be created that is integrated with the Napa Countywide Bicycle Plan and the Vine Trail that will extend from Vallejo to Calistoga as part of the Bay Trail.



Cycling is a Popular Mode of Transportation in Calistoga

Implementation of the Active 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 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.

Pedestrian Facilities

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.

The pedestrian environment encompasses sidewalks and other pathways. Although most arterials in Calistoga have sidewalks, most of Foothill Boulevard (Highway 128/29) and Highway 29 north of Wappo Avenue do not. This is because these roadways are state highways built to rural highway standards. An encroachment permit from Caltrans is required to construct sidewalks within the State right-of-way. To avoid conflicts, some properties have constructed sidewalks and multi-use pathways just outside of the State right-of-way.

Sidewalk connectivity from the downtown core area to surrounding residential neighborhoods is generally adequate on Washington Street, Berry Street and Fair Way. Other streets have discontinuous sidewalks and major sidewalk gaps exist. Closing these gaps would improve pedestrian access to the downtown.

Cross walk safety lighting should be pursued at the following locations due to high volumes of pedestrian and bicyclist traffic:

- Lincoln and Cedar
- Lincoln and Brannan
- Lincoln and Fairway

- Lincoln and Stevenson Avenue

Street crossings in Calistoga tend to be narrow, which facilitates safe pedestrian movement. However, there is a need to provide a safe crossing at Highway 29 and Brannan Street, where Lincoln Avenue widens north of the downtown and vehicles travel at higher speeds and on Foothill Boulevard at Berry Street, which leads to the elementary school. There is currently no controlled intersection for one mile of Foothill Boulevard that provides a safe crossing for students who reside on the south side of the boulevard.

The City should explore traffic calming measures on long straight collector streets to reduce speeds in residential areas. However, the use of stop signs for speed control should be avoided.

The Active Transportation Plan contains goals, objectives, policies and programs directed at providing a comprehensive and safe pedestrian system in Calistoga.

B. Street Classifications and Standards

For planning purposes, Calistoga's streets are divided into four categories: arterials, collectors and local streets. These modifiers relate to historical factors, roadway design, current circulation patterns and the amount of motor vehicle traffic carried. Figure CIR-2 maps existing and planned arterials and collectors in Calistoga.

Arterials

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

The Highway 128/Petrified Forest Road intersection has the highest traffic volumes in the entire Highway 128 corridor due to commuters and trucks traveling to and from Sonoma and Lake Counties. The State has identified the "I" intersections of Highway 128 with Tubbs Lane, Petrified Forest Road and Lincoln Avenue as "intersections of concern" due to collision rates with fatalities and/or injuries than are higher than the statewide average.

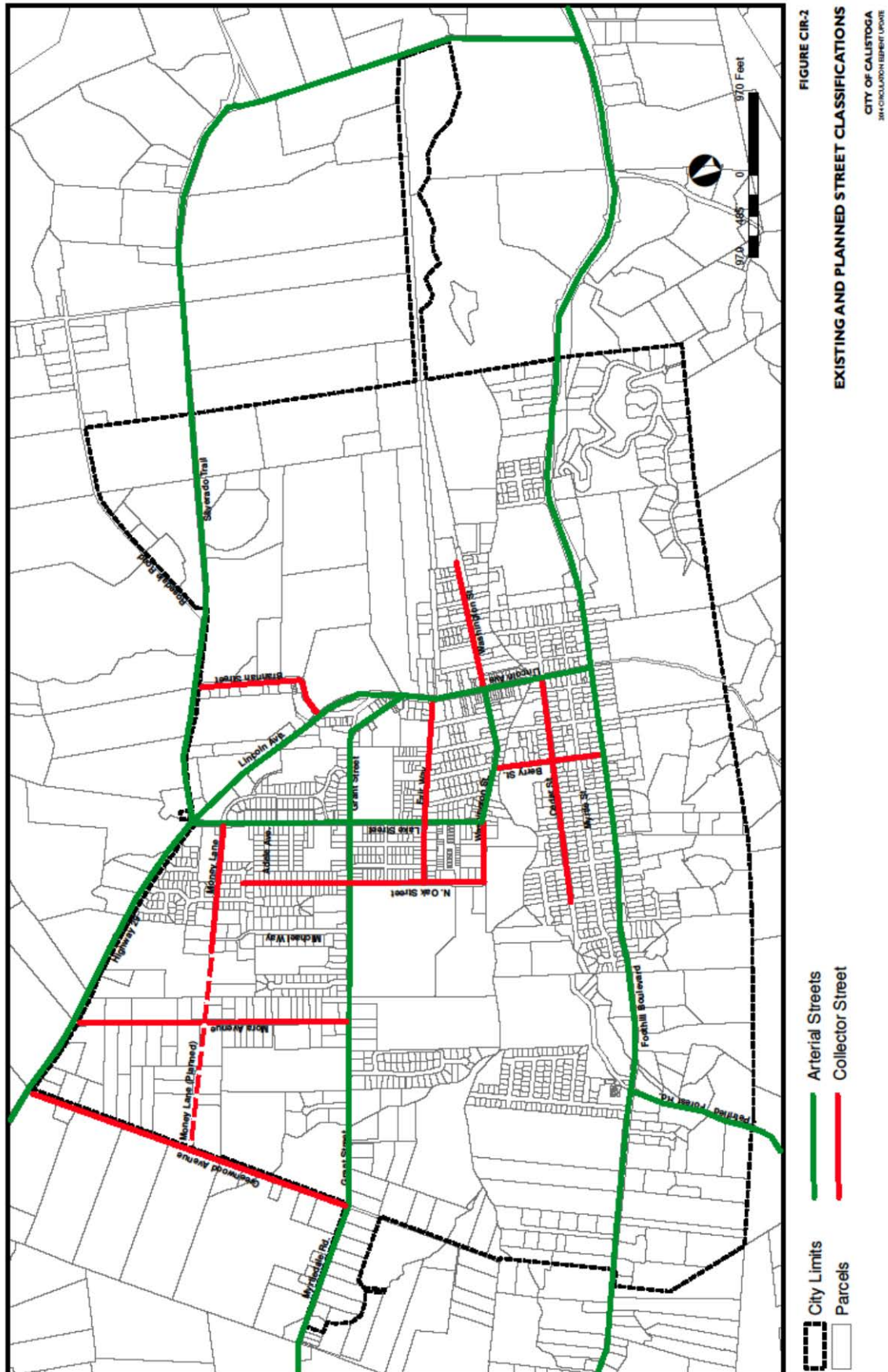
Lincoln Avenue in the downtown is an exceptional arterial because it serves both as Calistoga's "Main Street" and as a component of the state highway system. Unlike most major thoroughfares, it has on-street parking and slow traffic speeds.

Collectors

Collectors connect local streets to arterials. They usually provide two travel lanes and may also have bicycle lanes.

Local Streets

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



C. Modifications to the Street Network

The City intends to implement a number of modifications and improvements to Calistoga's street network to optimize service levels for all modes of transportation. These are described as follows, and illustrated in Figure CIR-3.

Bypass Improvement

The 2003 General Plan Environmental Impact Report reported that approximately 19 percent of the traffic on Lincoln Avenue within the Downtown area is passing through Calistoga. The improvement and redesignation of Dunaweal Lane to serve as a new state route cross-valley bypass, particularly for trucks and other traffic traveling between Lake County and southern Napa County, would improve the level of service on Lincoln Avenue, Foothill Boulevard just east of Lincoln Avenue and the intersection of Lincoln Avenue/Foothill Boulevard. A coordinated planning and design agreement would need to specify whether the construction cost is the sole responsibility of the City, shared between the County and City, or the responsibility of the County. If, in the latter case, the roadway segment was adopted as part of the RTP, construction costs for this portion could be allocated through the regional funding process. If state highway status is shifted to this route, roadway construction would need to conform to Caltrans' highway design standards.

Foothill Boulevard/Lincoln Avenue

Signalization of this intersection is needed due to the high volume of traffic that passes through it. Widening is needed to provide turn lanes; protected left-turn phasing would be provided on Foothill Boulevard and split phasing on Lincoln Avenue. Additional lanes needed include left-turn lanes on eastbound and westbound Foothill Boulevard and southbound Lincoln Avenue, and a right-turn lane on eastbound Foothill Boulevard.

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 is proposed; however, signalization is appropriate to improve LOS at full build-out.

Brannan Street

Brannan Street, which connects Silverado Trail to Lincoln Avenue, is currently used by many motorists as a short-cut to avoid the stop sign-controlled intersection further to the west. An action is included that calls for the City to explore traffic calming measures for Brannan Street.

Foothill Boulevard/Petrified Forest Road

Signalization of this intersection is needed due to the high volume of traffic that passes through it. Protected left-turn phasing on Foothill Boulevard and split-phasing on Petrified Forest Road would be provided. Widening to provide a third lane on eastbound Foothill Boulevard to allow separate left-turn, through, and right-turn lanes is expected to be needed.

Grant Street

CMC Section 12.04.130(C) outlines the ultimate street width for Grant Street, as well as pedestrian and cyclist improvements for various sections.

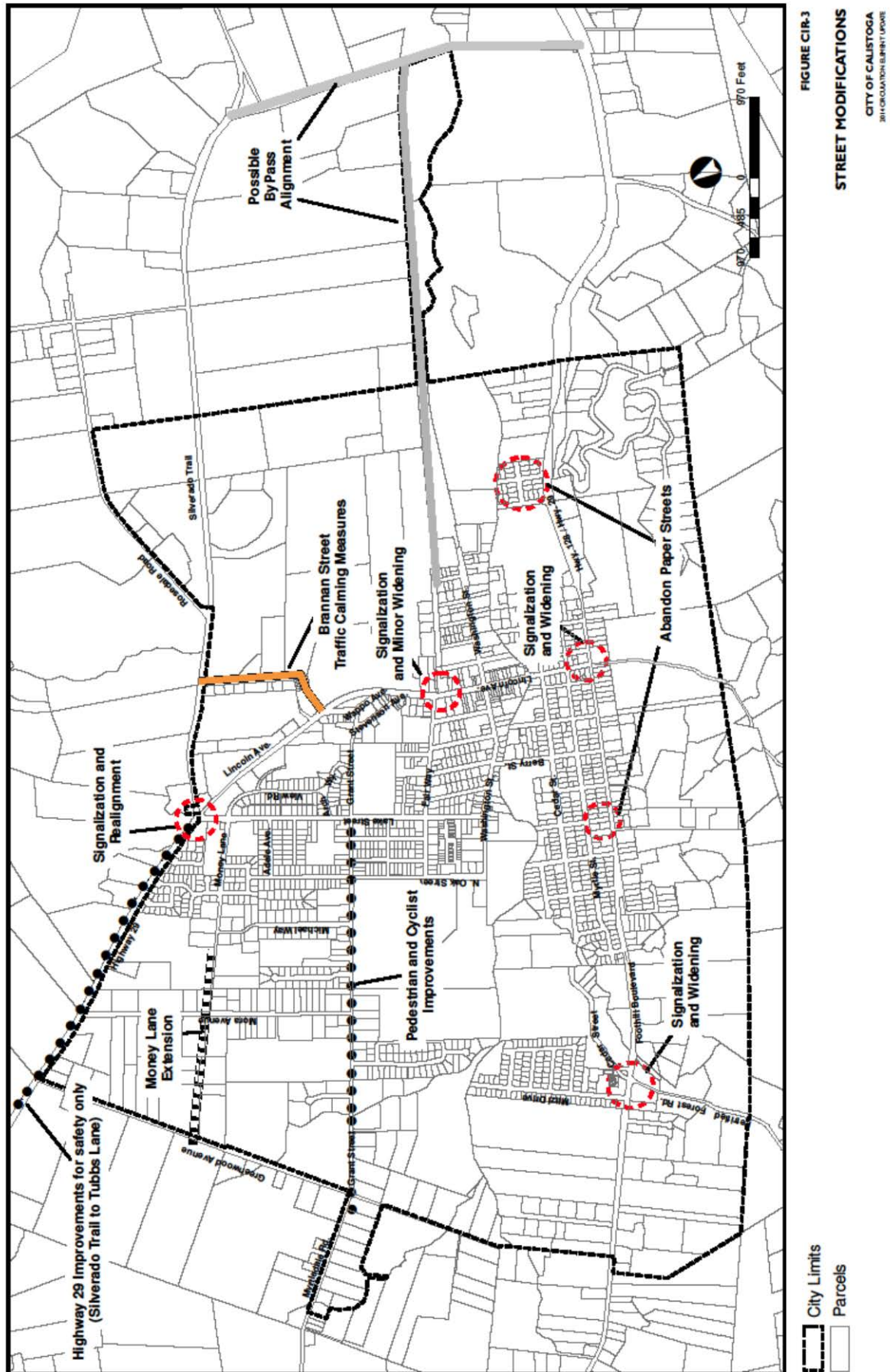


FIGURE CIR-3

STREET MODIFICATIONS

CITY OF CALISTOGA
2014 CIRCULATION ELEMENT

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.

Both of the street segments operate at LOS E, nearing the capacity of these two-lane arterials and exceeding the Caltrans standard of LOS C.

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 through traffic onto Dunaweal Lane.
4. There is a lack of connectivity parallel to Lincoln Avenue in the southeast part of the city, forcing most motor vehicle traffic generated in the central city to use Lincoln Avenue through the downtown.
5. Although it has acceptable levels of service, there are safety concerns on Lincoln Avenue northwest of downtown, especially for pedestrians crossing the road and vehicular egress from residential properties and transient lodging facilities lining the road.
6. Caltrans is continuing to explore alternatives for the most appropriate way to improve Highway 29 from Lincoln Avenue to Tubbs Lane. The City favors roadway improvements in this area for safety only in order to maintain lower speeds.
7. Downtown parking is a major 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.
8. The regional bus transit system serves Calistoga via stops on Lincoln Avenue and Brannan Street, and uses Highway 29 to connect to other cities in the Napa Valley. While Lincoln Avenue is centrally located in the downtown, residents must walk from adjacent neighborhoods to access transit.
9. Calistoga Shuttle provides door-to-door bus service to residents and visitors within the Planning Area.
10. Overall, the bicycle transportation system provides access to most major destinations and regional connections in Calistoga. However, existing segments of Class I pathways, and bicycle lanes and bicycle routes on surface streets, including high volume arterials, are not interconnected.
11. Most of Foothill Boulevard and Lincoln Avenue north of Wappo Avenue do not have sidewalks. Collectors and arterials such as Oak Street and Lake Street also lack sidewalks. Other streets have discontinuous sidewalks and major sidewalk gaps exist.
12. There is a need to provide a safe pedestrian crossing at Highway 29 and Brannan Street, where Lincoln Avenue widens north of the downtown and vehicles travel at higher speeds. Protection for crossing pedestrians is also needed at the Lincoln Avenue/Cedar Street and Lincoln/Fairway intersections.

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.

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

- P1.3-1. New development shall be designed to the extent possible with streets that continue the city's existing grid pattern, which allows through traffic and provides multiple connections to arterial streets.
- P1.3-2. New development shall provide sidewalks as needed to close gaps in the city's active transportation network. These gap closures may include off-site locations if the closure improves pedestrian connectivity from the new development to schools or other activity centers.
- P1.3-3. New development shall provide bicycle improvements called for in the Active Transportation Plan.
- P1.3-4. New development and any entitlements that would preclude the extension of Money Lane to Greenwood Avenue shall not be permitted.

Action

- A1.3-1. Require during the entitlement process that development projects conform to the plans and policies of the Circulation Element, including the construction of on- and off-site improvements and the payment of any transportation impact fee adopted by the City.
- A1.3-2. Prepare an Official Plan Line for the extension of Money Lane.

Objective CIR-1.4 The City shall create and maintain a comprehensive and integrated transportation network that provides safe, comfortable and convenient travel, serving all types of users.Policies

- P1.4-1. All appropriate departments and agencies of the City and the Active Transportation Advisory Committee shall work towards making “Complete Streets” practices a routine part of everyday operations, and approach every relevant project, program and practice as an opportunity to improve the transportation network for all categories of users.
- P1.4-2. “Complete Streets” infrastructure sufficient to enable reasonably safe and comfortable travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved.
- P1.4-3. Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit and other relevant plans, except where such consistency cannot be achieved without negative consequences.
- P1.4-4. “Complete Streets” features shall be incorporated infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of

facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.

Actions

- A1.4-1. “Complete Streets” improvements shall be incorporated in such projects as construction, reconstruction, retrofit, maintenance and alteration of streets, roads and bridges.
- A1.4-2. In the design of new streets and the maintenance and improvements to existing streets, street shade trees, planting strips, crosswalks, pedestrian signals, street furniture, bicycle parking, traffic calming measures and other features that promote safe and comfortable travel for all users shall be incorporated to the maximum feasible extent.
- A1.4-3. Projects that seek deviations from “Complete Streets” standards shall provide written findings of why all transportation modes cannot be included in the project. Proposed deviations from the Active Transportation Plan shall be referred to the Active Transportation Advisory Committee for comment and recommendations.
- A1.4-4. The Active Transportation Advisory Committee shall review transportation projects early in the planning and design stage, to provide comments and recommendations regarding Complete Streets features to be incorporated into the projects.

Objective CIR-1.5 Coordinate with other public agencies on the provision of regional transportation facilities and services.

Policies

- P1.5-1. The City opposes any road widening on Highway 29 north of the downtown to Tubbs Lane. Improvements should be limited to those needed for safety and shall not impair the rural character of the highway. All improvements, including retaining walls and bridge replacements, shall be subject to design review and approval by the City to the greatest extent feasible.

Actions

- A1.5-1. 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.
- A1.5-2. Pursue improvement of the excess Caltrans right-of-way along the southern edge of Highway 29 (east of Lincoln Avenue) to provide a park-and-ride lot for carpoolers and/or a rest area.

Goal CIR-2 Provide sufficient parking in the downtown.

Objective CIR-2.1 Require on-site parking and collect in-lieu fees that will support the provision of needed parking without unduly burdening downtown development.

Policies

P2.1-1. Create additional small-scale downtown parking facilities.

P2.1-2. Ensure that City parking requirements for development are not excessive.

Actions

A2.1-1. Collect in-lieu parking fees to support the funding of downtown parking facilities.

A2.1-2. 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.

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.

A2.1-3. 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 multi-family housing. Revise the requirements as necessary and as needed to address Action A2.1-3.

Objective CIR-2.2 Evaluate and address downtown parking needs.

Actions

A2.2-1. Conduct a parking study that evaluates the downtown parking supply against current and projected demand, and makes recommendations regarding the development of and locations for additional downtown parking.

A2.2-2. Conduct a study to determine whether to revise downtown parking time limits with the goal of maximizing available parking for short-term visitors.

Goal CIR-3 Enhance transportation modes that minimize pollution and congestion.**Objective CIR-3.1 Provide frequent and high-quality transit.**Policies

- P3.1-1. The City shall support regional cooperative transit efforts, especially those that maintain and increase mass transit services in the upper Napa Valley.
- P3.1-2. The City shall encourage the Napa County Transportation Planning Agency to maximize public transportation opportunities to better connect Calistoga residents with larger population and employment centers down-valley.

Action

- A3.1-1. Support the provision of an affordable public shuttle service for Calistoga residents and visitors.

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

- P3.2-1. Walking shall be considered an essential and integral part of the city's circulation network.
- P3.2-2. Sidewalks shall be designed to enhance the safety, comfort, aesthetic appeal, and interest of the pedestrian environment.

Actions

- A3.2-1. Implement the sidewalk improvement program contained in the Active Transportation Plan.
- A3.2-2. Incorporate the expansion of the sidewalk network into the City's capital improvement planning, with priority given to collector streets.
- A3.2-3. Seek funding from federal and state grant programs to implement sidewalk construction.
- A3.2-4. 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.
- A3.2-5. 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.
- A3.2-6. Conduct a feasibility study with Caltrans to determine the ability to improve pedestrian circulation along Foothill Boulevard.

Objective CIR-3.3 Facilitate the use of bicycles for transportation purposes.Policy

- P3.3-1. Bicycling shall be considered an essential and integral part of the city's circulation network.

Action

- A3.3-1. Implement the bicycle facility improvements included in the Active Transportation Plan.