

GENERAL PLAN CHANGES: CIRCULATION

5.1 INTRODUCTION

An increasing demand for non-vehicular alternative modes of transportation has been expressed and demonstrated by citizens of all ages in St. Helena. An increasing number of citizens are interested walking, biking and moving throughout St. Helena in golf carts and other electric non-automobile vehicles. Given the flat topography of St. Helena, the City provides ideal conditions for such alternative modes of transportation. A shift from traditional automobile based transportation to alternative modes of transportation within St. Helena will create many important positive impacts on the community, including but not limited to:

No Fact & Self -- there is no evidence of any kind that St. Helena has or ever will shift to primarily walking or biking as the prevailing mode of transportation, making roads unnecessary.

5.2 Circulation, as we define it, is to promote human scale mobility with pathways and not to expand extensions of automobile roadways.

Past transportation planning methods have relied heavily on a traditional street classification and performance measurement system that focuses solely on the capacity of streets to accommodate automobile traffic volume, improve traffic speed and reduce delay time. This narrow approach fails to consider overall mobility, the existing and desired land use character of the community, or conditions for non-automobile users **and must be altered to reflect and promote the paradigm shift towards non-automobile based transportation within St. Helena.** *No Fact & Self -- there is no evidence of any kind that St. Helena has or ever will shift to primarily walking or biking as the prevailing mode of transportation, making roads unnecessary. Redefining a word does not make it so.*

The 1993 General Plan included plans for multiple street extensions on local roadways to accommodate future development. While a handful of projects have been implemented, **many have not been feasible most have not been and given the shift towards non-automobile based transportation, these extensions are an opportunity to create bicycle and pedestrian connections (as well as emergency vehicular access where appropriate and beneficial) to improve the non-automobile circulation and routes throughout the City.** St. Helena residents have raised traffic safety concerns, such as speeding on residential streets. Development of a comprehensive traffic calming program will preserve and enhance the livability of neighborhoods. *No Fact & Self -- there is no evidence of any kind that St. Helena has or ever will shift to primarily walking or biking as the prevailing mode of transportation, making roads unnecessary, especially on the east side.*

P. 7 Alternatives: In order to manage congestion and provide new connections within the City, several new **streets are proposed for further study. In most cases, the proposed connections will provide alternate routes for residents to travel from one part of town to another without having to travel on State Route 29, which is frequently congested due to high regional traffic demand.** extensions are proposed as non-automobile connections to promote the increased use of non-automobile based transportation in an effort to reduce auto congestion within the City for further study. These extensions may also serve as emergency vehicular routes to increase the safety of St. Helena. *No Fact & Self -- there is no evidence of any kind that St. Helena has or ever will shift to primarily walking or biking as the prevailing mode of transportation, making roads unnecessary.*

5. 5A/5B. Alternative extensions to access the Silverado Trail, by studying potential extensions of Adams Street or Mills Lane or increasing the accessibility to the Silverado Trail via Pratt Avenue from downtown by creating an emergency route through the Crinella area.

To reduce the attractiveness of the new streets as cut-through routes, vehicle turn restrictions

may be implemented at particular locations. *Self -- while admitting the need for access to Silverado, the Council puts it in someone else's neighborhood. They are required to notify people in neighborhoods if their property is play prior to adopting the General Plan.*

POLICIES

CR1.1 Promote a connected street **and bicycle and pedestrian** network within the City to provide better internal automobile, bicycle and pedestrian connections for residents. **Where new streets are constructed, ensure they connect to dead-end roads and other streets to create a flexible network for residents.** *Self -- while admitting the need for access to Silverado, the Council choses to have a less interconnected City, with more auto traffic, rather than extend the streets in their own neighborhood.*

IMPLEMENTING ACTIONS

CR1.B Evaluate the following new **roads and connections as any potential new development occurs to promote increased bicycle, pedestrian and non-auto based transportation.** Where feasible, preserve existing rights-of-way.

POLICIES

CR6.1 Prioritize and implement improvements to the circulation system **including street extensions with an emphasis on** bicycle and pedestrian improvements and expanded transit service.

CR6.A Evaluate and prioritize **and construct** all new **streets**, paths and trails (identified in Section E: St. Helena's Circulation and Mobility Future) when adequate funding is secured and concurrent with any new, adjacent developments.

CR6.B Update the existing St. Helena Traffic Mitigation Fee program to provide funding for all new **streets connections** and trails included in the Circulation Element, in order to ensure new **streets connections** and trails are constructed in a timely manner.

No Fact & Self -- for these last 4 Implementing Actions and Policies, while more bike paths are necessary, they will not serve completely in lieu of roads. There is no evidence of any kind that St. Helena has or ever will shift to primarily walking or biking as the prevailing mode of transportation, making auto roads unnecessary.