

Downtown Steering Committee Meeting

September 19, 2011

Public Comments -

1. Lou Penning (all related to bicycle facilities) –
 - a. Coombs Street near the courthouse – encourages Class 2 bike lanes, removal of on-street parking (plenty of parking in garage)
 - b. Coombs Street near Kohl's, no detail on bicycle facility
 - c. No detail on bike crossing near Bounty Hunter on First Street, or at Third and Soscol
 - d. Bicycle parking is not well thought out; suggests calling out protocol for where bike parking is to be located
 - e. Class 2 on Third Street – if Third is to remain one-way, will there be a corresponding Class 2 on Fourth Street?
 - f. Markings need to be standardized
2. Juli Inman:
 - a. Chapter 2 – note the National Register-eligible district west of Jefferson; it should be listed, receive signage
 - b. Include a more robust Mills Act incentive for residential that has been converted to commercial (Calistoga, St. Helena good models)
 - c. On maps, use historic building names rather than current tenant names
 - d. Chapter 4, page 83 map – visual access to the river is truncated and shouldn't be
 - e. Coombs Plaza – suggest we plan for 2-way and as projects come forward, the City should get the dedication of right-of-way
 - f. Plan for electrical vehicle plug-ins and more bike racks
 - g. Consider re-striping west of Jefferson like East Avenue, with a wider area for bikes
3. Steve Cuddy:
 - a. Landmarks will submit comments in writing; 3-D model coming soon
4. Elizabeth McKinney:

- a. What is the city-wide plan for trees? Does the City have an inventory? How will City be implementing modern practices for tree planting and sidewalk repair?
5. Mark Lucas:
- a. Concerned about impact to cyclists if streets go two-way – very squished
 - b. BTAC will unveil citywide bike plan in a week or two
6. Warren Flint:
- a. Difficult time identifying measurable objectives of the plan
 - b. How will progress be measured? Who will be the gatekeeper?
 - c. An executive summary might be a good place for this discussion.

Steering Committee Direction -

1. Two-way street circulation

- Recommended Two-Way and must take bike circulation into consideration.
- Would have liked to see West of Jefferson study prior to making vote.

2. Coombs Street Plaza

- Long Term – Two Way circulation.
- Short Term – One way couplet with Franklin Street – direction TBD. Some preference for Franklin to be southbound, Coombs northbound.
- Design needs to be refined and it should be designed so that what gets built now will be half of future two-way street. All the components should be aligned properly so that it won't have to be redone.
- Suggestions to use trees rather than bollards to define space. Include some diagonal parking to activate space. Still need to be able to close off street so that it can function as a plaza for special events.
- Must address Kohl's loading dock in future design.

3. Future Parking Structures

- Agree to locations as long as design integrates mixed use, wrapped parking structures that consider the proximity to the Oxbow Bypass and aesthetics into the design.

- General agreement that the West St. area adjacent to the Bypass is a unique opportunity to develop facing the river and engage with the Bypass and recreational activities. We do not want to just park cars there. Design details are critical.
- Oxbow District – the floodway issues need to be resolved before we can determine location of future parking.

4. Parking Requirements Reductions

- Standards recommended with flexibility for shared spaces for hotels and commercial uses.
- Suggestion that the parking requirements for hotels be more closely reviewed (i.e. most hotel restaurant users are hotel guests, etc.).
- Agreement to encourage underground parking.

5. Bike Plan and Pedestrian Circulation Connections

- Recommended – also consider bike parking and coordination with the City Bike Plan and Countywide Bike Plan.

6. Public Art for Gateways

- Recommended – but should not preclude opportunities for signage or other gateway treatments.

7. Crosswalks

- Staff to return with other concepts. Committee did not like the two images proposed. Jason Holley spoke to budget and maintenance concerns.
- Suggestion that we can use standard striped for most areas but key intersections would get an upgraded design. Or, use standard crosswalk in conjunction with bulb-outs.

8. In-street Flashing Crosswalks

- Recommend Flashing Crosswalks at new mid-block trail crossings on Main St. and Pearl St. – concern that other safety measures may be equally or more effective (i.e. better illumination in area of crossing).
- If 2-way streets are approved, Public Works will remove the mid-block crossings on First Street.

9. Signs for Historic Neighborhoods

- Recommend signs to identify historic neighborhoods – actual sign to be more aesthetic than example.

- Recommend historic information signs to provide context and history of National Register historic districts – provided that such signage does not contribute to sidewalk clutter.
- Recommend National Register and State Landmark historic structures be identified by signage.
- Staff to return with other concepts for neighborhood signs.

10. Rumble Strips at transition to Napa/Abajo Neighborhoods

- Staff to return with other concepts for traffic-calming. Cobble is too expensive and hard to maintain and walk on.

11. Skate Park

- Recommend Solomon Grove as location of future Skate Park.

12. Heritage Park Extension

- Staff to return with more information on how an active park could function in this location that would be family friendly and senior friendly including amenities such as play structures, bocce courts, some parking.