

7. CIRCULATION

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INTRODUCTION

The Circulation element is one of the seven mandatory elements of the General Plan, according to Government Code §65302. State statute requires the element to address major thoroughfares, transportation routes, terminals, and other local public utilities and facilities. Additionally, the statute requires the Circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways. The statute defines all users of streets, roads, and highways as “bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors”. A multimodal circulation network is critical for a city as it directly affects a community’s social interaction, health, safety, economic environment, and physical development patterns. These networks allow for all modes of travel including walking, bicycling, and transit to be used to reach key destinations in a community and region safely and directly. Furthermore, the Circulation element must specifically provide the framework for planning, designing, and building of complete streets as mandated by the California Complete Streets Act (AB1358) of 2008.

Circulation is an important part of a vibrant community. An effective transportation system not only provides vital multi-modal transportation service connecting all land uses, but is also directly related to the social and economic development of the City. In order to have a healthy economic system, there is a need for a connected and efficient circulation system. The Circulation element is most closely related to the Land Use element. The Land Use and Circulation elements must correlate directly, as mandated by state statute. Land use patterns can have a significant impact on the effectiveness of a multimodal transportation network, since trip distance is a determinant of whether bicyclists, pedestrians, and transit users can reach a given destination.

The close proximity of land-uses can shape development patterns and help facilitate the effectiveness of mass transportation. As mandated by SB 375, regions must plan for how their

land use and transportation networks will address greenhouse gases. The Circulation element is also related to the Health and Safety elements. Multimodal transportation and land use networks that complement each other can promote active modes of transportation, which significantly helps increase activity rates and decrease obesity. Furthermore, multimodal transportation networks using complete streets best practices can lead to safer travel for all roadway users. Designing streets and travel routes that consider safe travel for all modes can reduce the occurrence and severity of vehicular collisions with pedestrians and bicyclists.

The vision for the future recognizes population and economic growth that requires changes in land use patterns such as the establishment of mixed-use areas and concentration of growth along Lakeshore Drive, Olympic Drive, Austin Park, Ogulin Canyon Industrial Center, the Avenues, Regional Shopping Center, and a Gateway at Lakeshore Drive and State Route 53. The vision calls for commensurate changes in the circulation system to enable the City to maintain a high quality of life for its residents while promoting strategic residential and commercial growth along transit corridors and key growth areas.

The following chapter presents the goals, objectives, policies and programs developed to address a multimodal circulation network designed to establish connectivity throughout the City, to promote auto independency, to promote safety for all users of the right-of-way, and ultimately to increase the quality of road infrastructure. These policies link transportation planning and land use planning to support effective multimodal transportation networks that connect people (not just automobiles) with desired destinations. The formulation of this element was based primarily on existing best practices and standards, community input from outreach, and fieldwork.

GOALS, OBJECTIVES, POLICIES, AND PROGRAMS

GOAL CI 1

An efficient and safe road network.

Objective CI 1.1

Establish an interconnected road network.

Policy CI 1.1.1

Maintain a road network that safely accommodates a variety of travel.

Program CI 1.1.1.1

Complete physically disconnected roadways in the Avenues and other physically similar areas of the City.

Program CI 1.1.1.2

Develop a sidewalk system to accommodate safe travel for pedestrians.

Policy CI 1.1.2

Continually increase the percentage of paved roads in the City.

Program CI 1.1.2.1

Prioritize public road improvements to create a grid of paved roads no more than a half-mile apart.

Program CI 1.1.2.2

Maintain road pavements in good, all-weather condition.

Program CI 1.1.2.3

Support increased connectivity of parallel local roads to State Route 53, allowing more local trips to take place on local streets, and reducing the need for local motorized and non-motorized traffic to utilize the state highway.

Policy CI 1.1.3

Designate emergency access routes within a quarter mile of each residential or commercial establishment.

Program CI 1.1.3.1

Establish a grid network of all-weather roads at half-mile intervals throughout the City.

Objective CI 1.2

Establish a well-designed complete street network to accommodate multiple modes of travel.

Policy CI 1.2.1

The City shall require new development and major roadway projects to accommodate users of all modes.

Program CI 1.2.1.1

Conduct a traffic study to determine user needs on main roadways.

Program CI 1.2.1.2

Prioritize transportation investment along pedestrian, bicycle and transit corridors.

Program CI 1.2.1.3

Provide incentives for developers to include pedestrian and bicycle facilities on roads adjacent to proposed project sites.

Objective CI 1.3

Create safe multimodal facilities and transfer points.

Policy CI 1.3.1

The City shall establish transportation hubs where several modes of transportation can be accommodated.

Program CI 1.3.1.1

Establish a central hub near the civic center at Austin Park for transit, shuttles, bikes and walkers.

Program CI 1.3.1.2

Establish a regional transportation hub near Wal-Mart that connects local and regional transit, carpools and inter-city bus.

Policy CI 1.3.2

The City shall maintain a level of service of at least C or better for all modes of transportation, according to standards in the latest Highway Capacity Manual.

Program CI 1.3.2.1

Regularly conduct a traffic study to determine multimodal levels of service on main roadways and make improvements to maintain standards.

Policy CI 1.3.3

The City shall restrict travel speeds along commercial corridors.

Program CI 1.3.3.1

Install traffic calming devices to reduce speeds in high pedestrian activity areas.

Objective CI 1.4

Improve safety conditions for all road users.

Policy CI 1.4.1

Adopt safety standards for road crossings and roadway sections.

Program CI 1.4.1.1

Identify locations on local, collector, and minor arterial roads where heavy pedestrian traffic safety can be improved through the installation of traffic calming devices at

pedestrian crossings (with marked crosswalks, bulb-outs, and speed tables) and stop signs.

Program CI 1.4.1.2

Implement single lane modern roundabouts at arterial roadway intersections where there is multimodal traffic conflict (ex. Lakeshore Drive and Pomo Road).

Program CI 1.4.1.3

Provide safe and attractive way-finding signs for the community as well as visitors and tourists who may not be familiar with the City.

GOAL CI 2

Adequate parking in commercial areas.

Objective CI 2.1

Revise parking standards to reflect community needs.

Policy CI 2.1.1

Simplify and unbundle parking requirements in order to stimulate reuse of existing properties, redevelopment, and new development.

Program CI 2.1.1.1

Establish shared parking facilities and allow all development, especially those on small lots, to participate in lieu of individual parking space requirements.

Program CI 2.1.1.2

When on-street and store front parking becomes congested, implement metered parking on streets and invest in signage to help longer-term visitors find municipal lots.

GOAL CI 3

A high quality transit system that serves the needs of all residents.

Objective CI 3.1

Develop and maintain adequate transit facilities throughout the City.

Policy CI 3.1.1

Coordinate with Lake Transit Authority to maintain safe and widely accessible transit facilities.

Program CI 3.1.1.1

Establish minimum standards for transit facilities and operations.

Program CI 3.1.1.2

Conduct a study to identify inadequate transit facilities and upgrade them to standard.

Objective CI 3.2

Expand service to underserved areas.

Policy CI 3.2.1

Conduct annual surveys to identify areas underserved by public transportation.

Program CI 3.2.1.1

Enhance Dial-a-Ride and Flex Stop to better accommodate the needs of residents in underserved areas such as the northwest portion of the City, the northeast portion of the City, and throughout the Avenues.

Program CI 3.2.1.2

Extend the transit network to reach further out to remote neighborhoods in the northwest portion of the City, the northeast portion of the City, and throughout the Avenues.

Program CI 3.2.1.3

Implement a Safe Routes to School program along the northern and eastern sections of Lakeshore Drive where it connects to schools.

Program CI 3.2.1.4

Coordinate with the transit authority and local medical facilities to provide on-call, shuttle transportation to users with disabilities.

Objective CI 3.3

Improve efficiency and level of service of the existing transit system.

Policy CI 3.3.1

Work with transportation agencies to improve connections between local and regional routes.

Program CI 3.3.1.1

Assist in developing short-range programs to address the efficiency in connectivity of local and regional fixed route services.

Policy CI 3.3.2

Target a level of service C or better for all local transit routes.

Program CI 3.3.2.1

Work with Lake Transit Authority to extend the hours of service and improve service frequency for the transit system.

Program CI 3.3.2.2

Procure state financial assistance funding (e.g. State Transit Assistance fund) for transit improvements.

Objective CI 3.4

Create multimodal facilities and transfer points.

Policy CI 3.4.1

Establish transportation hubs where several modes of transportation can be accommodated.

Program CI 3.4.1.1

Establish a central transit hub near the civic center at Austin Park.

Program CI 3.4.1.2

Establish regional transportation hub near Wal-Mart.

GOAL CI 4

A walkable City.

Objective CI 4.1

Enhance the pedestrian network with sidewalks, crossings, open space trails and shoreline access.

Policy CI 4.1.1

The City shall require sidewalks that sufficiently accommodate all pedestrians.

Program CI 4.1.1.1

Develop a capital improvement plan and utilize development impact fees to prioritize sidewalk infrastructure construction.

Program CI 4.1.1.2

Design all sidewalks to be ADA compliant.

Program CI 4.1.1.3

Install ADA accessible bulb outs when sidewalks are installed or replaced.

Policy CI 4.1.2

Enhance connectivity between residential and parks.

Program CI 4.1.2.1

Establish pedestrian trails along the shoreline and in designated open space areas.

Program CI 4.1.2.2

Develop an open space trail master plan to prioritize pedestrian trail infrastructure development

Objective CI 4.2

Calm traffic in neighborhoods and areas of high pedestrian activity.

Policy CI 4.2.1

Use multiple devices to control speed and foster safety

Program CI 4.2.1.1

Install raised crosswalks in residential neighborhoods where traffic mainly flows through (ex. 40th Avenue).

Program CI 4.2.1.2

Install ADA accessible bulb outs at intersections on downtown arterials when sidewalks are installed or replaced.

Program CI 4.2.1.3

Adorn main corridor rights of way with vegetation

GOAL CI 5

A bicycle-friendly City.

Objective CI 5.1

Expand the network of bicycle lanes in the City.

Policy CI 5.1.1

The City shall continue to implement the Lake County Bike Plan.

Policy CI 5.1.2

All bikeways shall meet or exceed minimum standards set forth in the California Highway Design Manual.

Program CI 5.1.2.1

Establish a bicycle network along or parallel to all major thoroughfares including Lakeshore Drive, Olympic Drive, and Old Highway 53.

Program CI 5.1.2.2

Distinguish main bike routes from automobile traffic, may include techniques such as bicycle route striping or green bike lanes

Objective CI 5.2

Provide convenient bicycle parking facilities.

Policy CI 5.2.1

All new multifamily and commercial development shall include City approved bicycle parking facilities that include 5% of the total parking that is used for auto spaces.

Program CI 5.2.1.1

Provide a list of standard acceptable designs for bicycle storage to include the following:

- a) Stand a minimum of 30 in. from ground level and support bikes in a stable position by providing at least two vertical contact points for the bicycle frame and allow the frame and one wheel to be locked to the rack using common locking devices such as a standard-sized “U” lock. To meet this requirement it is highly advisable to use either an inverted U rack or a peak rack (www.peakracks.com)
- b) Be installed with mounting brackets on a concrete surface with access provided by clear aisles
- c) Be installed at highly visible locations that are close to the main entrance of the destination as possible, at least as convenient as the most convenient automobile parking space available to the general public
- d) Be located where clear and safe pedestrian circulation is ensured

Policy CI 5.2.2

Bicycle Parking should be available at bus terminals, at public parks, plazas, and other recreational facilities.

Program CI 5.2.2.1

Install bicycle racks on transit buses.

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