

5.0 CIRCULATION ELEMENT

5.1 STREET SYSTEM

Goal 1

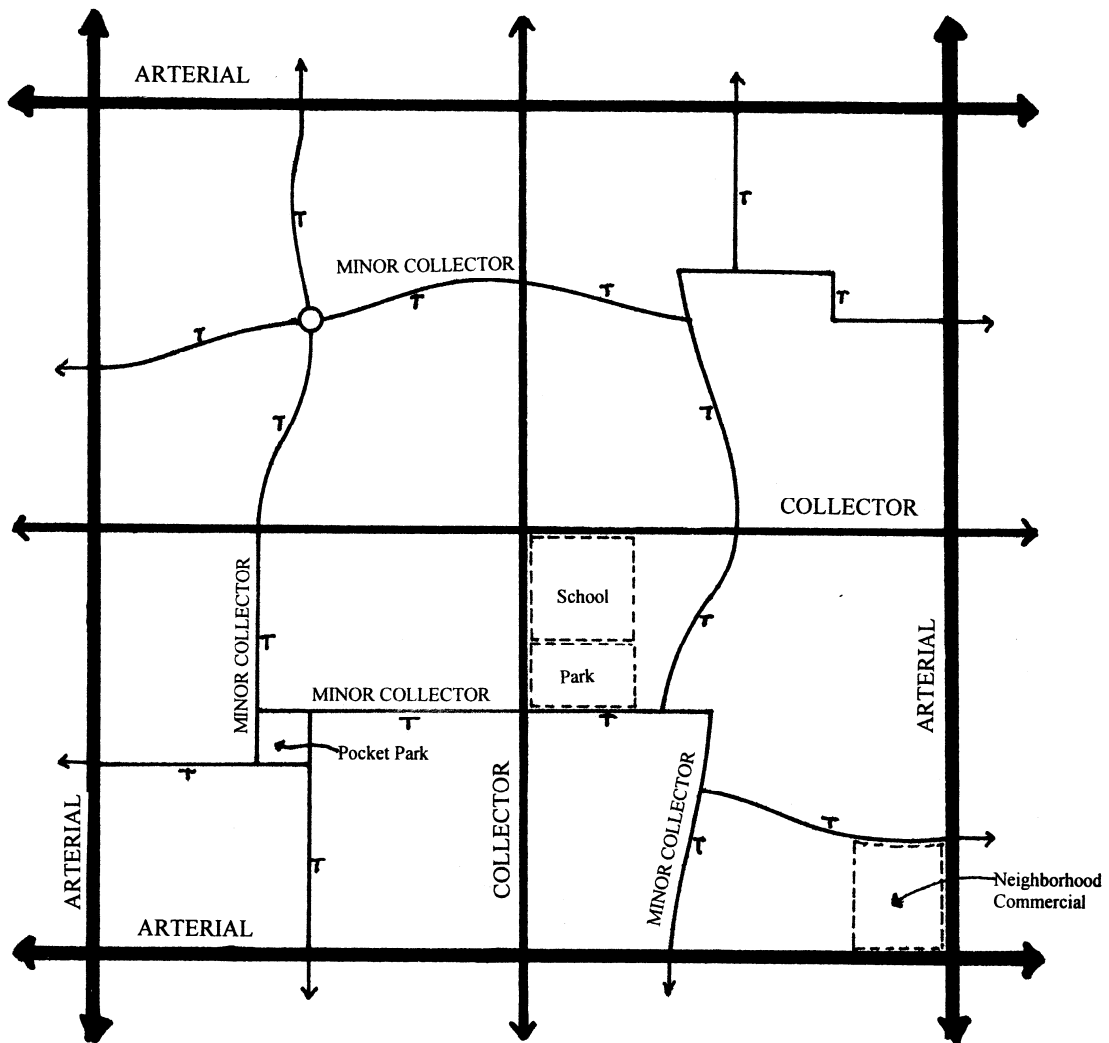
Provide for the safe and efficient circulation of vehicular and pedestrian traffic in the community.

Policies and Standards

General Circulation and Street System

1. Streets shall be designed in accordance with projected traffic volumes and city-adopted level of service standards. Oversized streets shall be discouraged.
2. Connectivity shall be encouraged and provided which permits vehicular and non-vehicular circulation within a neighborhood without exclusive reliance on perimeter collectors and arterials.
3. The right-of-way for the circulation system shall be developed and dedicated to the appropriate extent when development or division of property occurs.
4. Street widening and right-of-way acquisition in existing developed areas shall be undertaken when required for obvious safety reasons, such as trends towards higher accident rates or marked decline in overall levels of service.
5. Established truck routes shall be maintained. New truck routes should be limited to arterials and collectors.
6. Minor Collectors shall be used to provide connectivity within neighborhoods as shown in Figure 5-1. These streets shall have offsets, and/or other traffic calming features to discourage through traffic. They should also be designed to avoid four way intersections when possible.
7. Minor Collector streets shall provide access to traffic generating land uses such as schools, hospitals, shopping and recreation areas.
8. Arterials shall be designated to provide cross-town, through-town, and inter-city traffic. Access to abutting land uses shall be limited, where possible, to facilitate traffic flow and reduce potential traffic conflicts and hazards. They shall not be located adjacent to sensitive land uses nor shall they bisect neighborhoods.
9. Local streets shall be designated to limit high speed and through traffic.

Figure 5-1
Minor Collector and Overall Circulation Plan
 (Illustrative Only, Refer to Policies for Precise Requirements)



T = Traffic calming devices as required to maintain a speed of 25 MPH or less.

10. Direct access (driveways) of residential developments to Arterials shall be prohibited. Direct access to Collector streets with projected traffic volumes at full build-out in excess of 2,000 average daily trips, shall also be prohibited.
11. Overnight truck (tractor-trailer) parking shall be prohibited in residential areas, or other areas that are deemed inappropriate.
12. Traffic calming features may be used in accordance with Table 5-1. Passive traffic calming features such as road curvature and width, narrowings, street offsets and other built-in features are preferred over roadway obstructions such as speed humps or tables, chicanes, barriers, diverters, or traffic islands.

**Table 5-1
Permitted Traffic Calming Measures**

	Functional Classifications					Subdivision Streets			
	Interstates Freeways Expressways	Arterials	Collectors	Minor Collectors	Local Roads	Collector Streets	Minor Collector Streets	Local Streets	Other Restrictions
Volume Control Measures									
Full Closure Half Closure	Not Recommended				Only on an exception basis	Not Recommended		>500 vpd >25% non-local traffic	
Diagonal Diverter Median Barriers Forced Turn Islands	Not Recommended				<5,000 vpd >25% non-local traffic	Not Recommended		>500 vpd >25% non-local traffic	
Vertical Speed Control Measures									
Speed Humps	Not Recommended				Only on an exception basis	Daily volumes <3,000 vpd Posted speed <30 mph			Not on primary emergency routes or bus routes
Speed Tables Raised Crosswalks Raised Intersections	Not Recommended				Daily volumes <5,000 vpd Posted speed <35 mph				Not on primary emergency routes
Horizontal Speed Control Measures									
Mini-traffic Circles	Not Recommended				Combined approaches - daily volumes <5,000 vpd Posted speed <35 mph				Not on primary emergency routes or bus routes
Roundabouts	Not Recommended		Combined approaches - daily volumes <5,000 vpd Posted speed <35 mph						
Lateral Shifts	Not Recommended		Daily volumes <10,000 vpd				Posted speed <35 mph		
Chicanes	Not Recommended		Daily volumes <5,000 vpd				Posted speed <35 mph		
Realigned Intersections	Not Recommended						Daily volumes <5,000 vpd Posted speed <35 mph		
Narrowings									
Bulbouts Two-Lane Chokers Center Islands	Not Recommended				Daily volumes <1000 vpd Posted speed <35 mph				
Combined Measures	Not Recommended		Subject to limitations of component measures						

Note: Subject to Approval by City Engineer

~~13. A level of service of "C" is established for the City, except in the Central Business District and 7th Street corridor from Palm to State Highway 43 where a level of service of "D" is acceptable due to established land uses.~~

13. The City has adopted Level of Service (LOS) "C" as the LOS threshold standard for traffic operations on City facilities in general. In special cases where improvements to roadways are deemed infeasible by the City, LOS "D" may be used as an acceptable standard upon approval of the City's Traffic Engineer and City Council.-Established in September 2002 General Plan Update Final EIR. (Resolution 2007-2469, September 18, 2007).

14. Minor Collectors and Local streets shall not carry an unreasonable level of through traffic. If it is determined that a Local street or Minor Collector is carrying an unacceptable level of through traffic, the City may take appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California. For the purposes of this policy an unreasonable level of traffic may be deemed to exist when traffic exists that is 25 percent in excess of the volume that would be expected from land uses directly served by these streets.

Arterial Streets

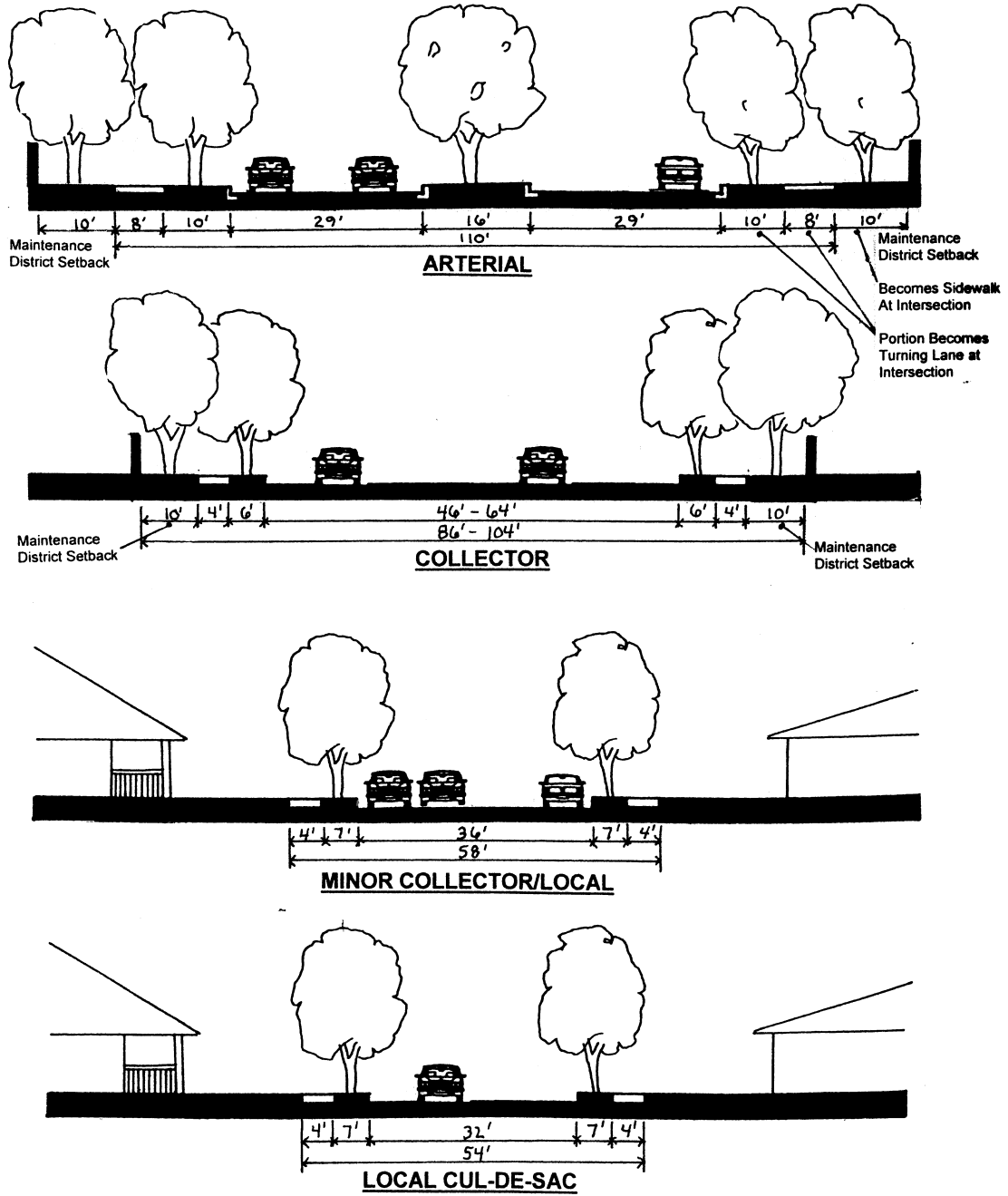
15. Arterial streets shall be built at a typical separation of one (1) mile with a typical right-of-way of 110 feet as shown in Figure 5-1 and 5-2.

16. Arterial Street Standards

- a. Driveway access to major activity centers shall be located away from adjacent intersections of a collector or arterial streets in a manner to avoid traffic conflicts.
- b. The distance between driveways along commercially developed arterials shall be limited in order to provide adequate ingress/egress and merging and weaving operations.
- c. Where possible driveways to major activity centers shall be located on adjacent collector streets rather than on arterial streets.
- d. Driveways along arterials to single-family residential property shall be prohibited; these properties shall receive access from local streets, Minor Collectors, or low volume Collectors.
- e. If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than far enough from the intersecting right-of-way in order to provide safe traffic operations.
- f. Driveway consolidation shall be encouraged through joint access easements along Arterials where the above standards are exceeded.

- g. Median breaks shall provide access to collector streets and to major activity centers and shall not be located less than an adequate distance away from adjacent intersections of an Arterial or Collector Street.
- h. Arterial streets shall include landscaping in accordance with Figure 5-2.
- i. To insure that the transportation system is so planned to minimize social and economic disruptions to the neighborhoods, Arterial streets shall skirt residential areas.

**Figure 5-2
Street Standards**



Collector Streets

17. Collector streets shall be built at a typical separation of one mile (typically between adjacent arterial streets), with a typical right-of-way of 86 to 104 feet as shown in Figures 5-1 and Figure 5-2.

18. Collector Street Standards

- a. Driveway access to major activity centers shall be located an adequate distance from adjacent Collector or Arterial street intersections.
 - b. The distance between driveways and intersecting local streets shall be limited in order to provide adequate ingress and egress..
 - c. Driveways to residential property along Collectors shall be consolidated whenever possible.
 - d. If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located far enough from the intersecting right-of-way in order to provide safe traffic operations.
 - e. Medians on Collectors shall be raised concrete where left turn control is needed or painted median or two-way left turn pockets where otherwise appropriate.
 - f. Collectors shall include landscaping in conformance with Figure 5-2.
19. Streets shall be designed for a level of traffic that will not cause a detrimental impact on adjacent land uses.
20. Unnecessary cross-traffic conflicts shall be eliminated to improve the traffic flow along arterial and collector thoroughfares. Raised medians shall be installed as required to restrict unsafe turning movements.
21. Collector streets shall be up to four lanes for through traffic and may include an optional median for left turn access to local streets and adjacent land uses. On street parking may be provided where street capacity does not require left turns or four through lanes.
22. Arterials and collectors in areas of existing development shall be built to standards consistent with a policy of reducing impacts on adjacent properties.
23. Where possible, arterials and collectors should form 4-leg, right-angle intersections; jog, offset and skewed intersections of major streets in near proximity shall be avoided where possible.
24. Sidewalks, paths and appropriate crosswalks shall be located in order to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian

paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.

25. Where arterial and collector streets are required, residential development shall be oriented away (side-on or rear-on) from such streets, and properly buffered so that the traffic carrying capacity of the street will be preserved and the residential environment be protected from the adverse characteristics of the street.
26. Adequate access shall be provided to high intensity land use areas such as employment centers, shopping areas, and recreation facilities.
27. Due to the traffic congestion which results from numerous points of ingress and egress along commercial streets, future commercial developments or modifications to existing developments shall be master planned with limited points of ingress and egress onto a major street.
28. Ingress and egress to shopping centers shall be carefully designed in order to promote traffic safety. Left-hand movements into and out of commercial areas shall be minimized and existing points of ingress and egress shall be consolidated whenever possible.

Minor Collectors

29. Minor Collectors shall be used to provide access within a neighborhood, to major activity centers in a safe and efficient manner as shown in Figure 5-1.
30. Minor Collectors Standards
 - a. Minor collectors shall be designed to connect neighborhoods and neighborhood access to schools, parks or other facilities without exclusive reliance on arterials or collectors as shown in Figure 5-1.
 - b. Minor collectors shall be built as a 56- to 62-foot local street, in accordance with Figure 5-2.
 - c. Offsets shall be provided at least every 1,320 lineal feet of roadway, with such offsets between 125 to 200 feet. Streets shall be designed with gentle curves to achieve a 25 mph design speed. Other traffic calming features shall be provided in accordance with Table 5-1, if necessary to achieve the desired design speed.

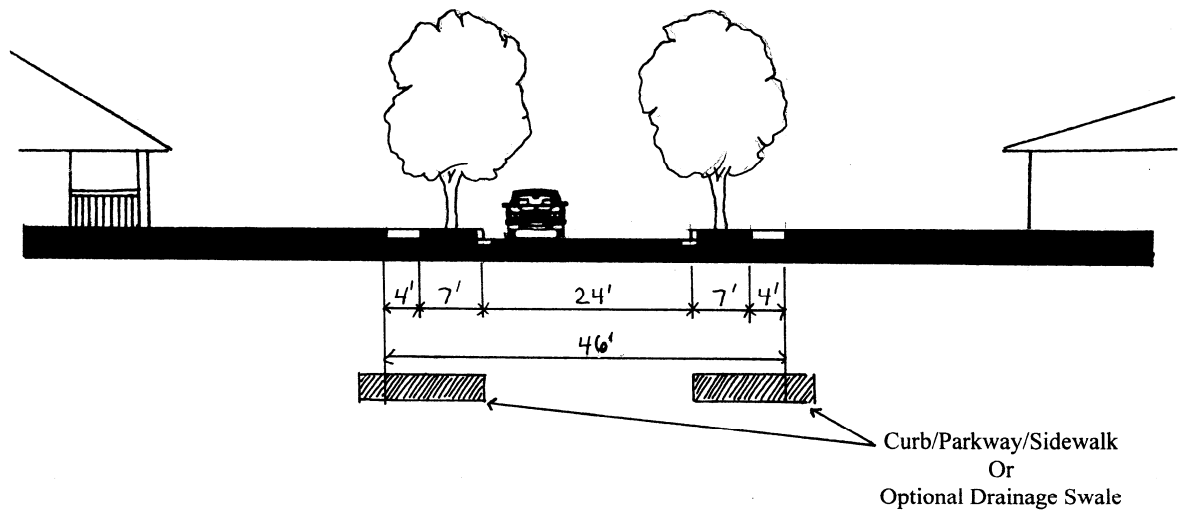
Local Streets

31. Local Streets shall be designed in accordance with adopted standards with right-of-way widths in conformance with Figure 5-2.
 - a. ~~54 foot local streets may be used in cul-de-sacs or on local streets that will have traffic that does not exceed 750 ADT.~~ Local/cul de sac street classification has been removed and replaced by the Minor Collector/Local classification. (Resolution # 2007-2465, September 18, 2007).

- b. Narrower streets without improved curbs and gutters may be used in Rural Residential areas with densities of no greater than one unit per acre if approved by the City Engineer in conformance with Figure 5-3.
 - c. 58 to 62 foot wide streets shall be used for all other Local applications.
 - d. All local streets shall provide for a parkway strip of at least 6.5 feet between the sidewalk and curb.
 - e. Local street lengths should be short, preferably not exceeding 500 feet, or they shall be designed with gentle curves and changes in grade to break the sight line of the road into smaller visual elements.
 - f. Traffic calming features such as curb extensions, traffic circles and medians may be used to encourage slower traffic speeds, in accordance with Table 5-1, in order to limit traffic speeds to 20 mph or less.
 - g. Local streets shall be designed to limit and slow through traffic by narrower roadways, short lengths and other geometric configurations.
 - h. Low volume streets shall be aligned to form three-way intersections when possible, in order to create inherent right-of-way assignment and to reduce accidents without the use of traffic controls.
 - i. A low volume street that intersects an arterial should be aligned with another street to form a four-way intersection. Local streets that intersect a collector should provide for an offset. These streets should be designed so that they can easily be regulated by a stop sign or other traffic control device, if necessary.
 - j. Curb cuts for driveways to individual residential lots shall be prohibited along arterial streets. Curb cuts shall be limited to intersections with other streets or access drives to parking areas for commercial, civic or multifamily uses. Clear sight triangles shall be maintained at intersections, unless controlled by traffic signal devices.
 - k. A majority of streets should be curved or terminate so that ~~that~~ no street vista is longer than 500 feet.
 - l. Pedestrian accessibility from adjacent residential neighborhoods shall be provided by the usage of through-block connections or other accessibility methods. These street linkages may include access roads, open ended cul de sacs, pedestrian paths, or other such facilities for pedestrian and bike access, and emergency access, where necessary. Such a linkage shall be made to abutting Collector or Arterials no less frequently than every 600 feet.
32. The Subdivision Ordinance, Zoning Ordinance or other applicable City codes and ordinances shall be amended to include standards to address the policies and objectives of the Circulation Element.

33. Projects shall be responsible for mitigating all traffic impacts of their development through the submittal of a Traffic Impact Study if certain thresholds as defined in the City of Wasco Zoning Ordinance are met. (Resolution 2007-2406, March 20, 2007)

**Figure 5-3
Rural Residential Street**



5.2 PARKING AND ONSITE CIRCULATION

Goal 1

Provide for adequate parking.

Policies and Standards

1. Parking standards will be evaluated to ensure that parking requirements are satisfied within walking distance of development, and so that arterial streets do not separate parking from the parking demand generator.
2. Discourage the proliferation of surface parking as a general interim land use, particularly where sound residential, commercial, or industrial buildings would be demolished pending other development.
3. Soften the impact of expansive parking areas in all land use designations through landscaping and tree plantings as prescribed in the City Zoning Ordinance.
4. Maintain street tree lines and landscaped buffers between parking surfaces and street right-of-ways.

5. Facilitate and encourage adequate parking throughout the community including all commercial areas.
6. Restrict the long-term automobile parking in the downtown area to those city parking lots behind the 7th Street retail corridor.
7. All new development (except as designated in the Downtown Overlay District) shall provide adequate on-site parking for the on-site uses.

5.3 PEDESTRIAN AND BICYCLE MODES

Goal 1

Assure expanded mobility for pedestrians.

Policies and Standards

1. In existing developed areas where sidewalks do not exist, the City shall continue to support existing programs and pursue new programs for sidewalk construction. Bicycle accidents shall continue to be monitored and bicycle paths and lanes shall be established upon need.
2. Promote safe, aesthetic, and pleasant space for pedestrians.
3. Widen sidewalks above the minimum established Improvement Standards where intensive commercial, recreation, or institutional activity is present and where residential densities are high.
4. Partially or wholly close certain streets and/or alleys which are not required for traffic, these streets can be used for pedestrian circulation open space use and density control.
5. Promote convenient and safe pedestrian crossings.
6. The Historic Downtown Overlay District shall be considered an intensive pedestrian atmosphere, with pedestrian linkages to the Amtrak Multi-Modal Transit Station and City parking lots.
7. Pedestrian and bicycle access shall be provided on local streets and Minor Collectors to enable pedestrians to have access through a neighborhood, to shopping areas, to transit stops, schools and other such facilities.
8. Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.

9. Require, where security walls or fences are proposed for residential developments along Arterial or Collector streets, that pedestrian access be provided between the arterial or collector and the subdivision to allow access to transit vehicles operating on an arterial or collector street.
10. Promote safe, convenient, and accessible pedestrian access ways within the community.
11. Require construction of minimum four foot wide sidewalks. The placement of the sidewalk shall be in accordance with adopted standards.
12. Encourage the inclusion of green belts and common open space for pedestrian use within the residential development areas.
13. Require pedestrian facilities along all streets except for certain situations, such as industrial and rural residential areas, where there is no demonstrated need for pedestrians.

Goal 2

Develop and maintain an integrated Bicycle Access Plan for Wasco.

Policies and Standards

1. Require that Collector streets which are identified to function as links for the bicycle transportation system be provided with Class II bikeways (bike lanes) or show an alternative route. Arterial streets shall provide for a Class I or Class II bike routes. In such cases, the City shall accommodate cyclists on these identified streets by widening the street or eliminating on-street parking wherever possible.
2. Establish an effective program including financing for construction of and maintaining bicycle paths and sidewalks in the City of Wasco.
3. Design bicycle and pedestrian paths so that interaction with vehicular traffic is minimized.
4. Require the provisions for safe bicycle circulation in all new developments, including bicycle parking facilities and internal bicycle and pedestrian routes.
5. Promote for the safe and convenient use of the bicycle as a means of transportation and recreation.
6. Expand and improve bikeways in accordance with State standards, incorporating bicycle trails within the Belt Park system and the parks.
7. Utilize available bicycle facility funding for projects in Wasco.

8. Prevent bicycle accidents through promoting bicycle safety education and improved traffic enforcement related to bicycle use.
9. Promote adequate and secure bicycle storage facilities at all public facility locations throughout the City.
10. Include facilities for bicycle users in governmental, commercial, and residential, and open space recreational developments.

5.4 TRANSIT AND RAIL

Goal 1

Reduce vehicle miles traveled by providing transit and rail options.

Policies and Standards

1. Promote choices among modes of travel and give priority to each mode when and where it is most appropriate. Encourage utilization of the Wasco Amtrak Multi-Modal Transit Station.
2. Promote incentives for the use of transit, carpools and vanpools.
3. Improve the speed and efficiency of mass transit in the City and enhance the current status of the existing rail system including passenger service.
4. Improve pedestrian and handicapped access to Amtrak Multi-Modal Transit Station.
5. Promote private taxi service to meet the needs of the City and keep fares reasonable.
6. The transportation facilities are interdependent, and efforts shall be made to ensure an efficient system by coordination of local and regional efforts. The regional and local transit links must be closely related and synchronized to provide maximum efficiency and transfers.
7. Coordinate the City's dial-a-ride system with Amtrak and North Kern Regional Transit services.
8. Where security walls or fences are proposed for residential developments along arterial or collector streets, pedestrian access will be provided between the arterial and collector and the subdivision to allow access to transit vehicles operating on the arterial or collector street.
9. Arterials and collectors will be designed to allow transit vehicles to pull out of traffic. This policy may be implemented with either a continuous parking lane with bus stops, or with special bus pull-out lanes.
10. Give a high priority to public transportation systems which are responsive to the needs of the commuter, aged, handicapped and disadvantaged.

5.5 HIGHWAY 46 DESIGN CONCEPTS AND HIGHWAY 46 RIGHT OF WAY

(Resolution 2007-2740, September 18, 2007).

Goal 1

Enhance the City of Wasco's competitiveness for new business investment and jobs, expand the tax base, and improve the image of the City of Wasco.

Goal 2

To increase vehicular capacity of the highway to meet existing and projected traffic volumes and improve the safety and operation of the roadway.

Policies and Standards

1. Promote and implement design concepts as identified in the report dated May 2006 – City of Wasco Economic Development Opportunities Plan for Highway 46 Corridor and Alternative right of way as selected in October 2006 Wasco 4-Lane Project.
2. Expedite the processing of applications when in compliance with recommended right of way alternatives and design identified in the October 2006 Wasco 4-Lane Project and the May 2006 Economic Opportunities Plan.
3. The Wasco 4-Lane Project, Kern County, California, District 6-KER-46-KP 74.03/82.43 (PM 46.00/51.22) 06-418800, SCH#2006021095, Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact prepared by the U.S. Department of Transportation Federal Highway Administration and the State of California Department of Transportation date October 2006 is adopted as an Appendix to the Circulation Element.
4. The City of Wasco Economic Development Opportunities Plan Highway 46 Corridor dated May 2006 is adopted as an Appendix to the Circulation Element.