4.0 CIRCULATION

4.1 INTRODUCTION

The Circulation Element, a legally required element, is included in this General Plan to address issues related to the movement of people and goods through and around the City of Colusa. The purpose of this Element is to provide an overview of the means of transport to, from, and within the City of Colusa and the City's Planning Area, and to address how these different methods can complement each other to make the City's circulation system work more efficiently and effectively. The Circulation Element addresses a range of circulation issues that affect mobility. Vehicle circulation on streets and highways, vehicle parking, bicycle circulation, and public transit are key components addressed in this Element. Other components include public transportation, air transportation, and water transportation along the Sacramento River.

The most common means of transportation is the automobile, and much of the circulation within Colusa is focused on vehicle traffic. However, bicycles and pedestrians are clearly visible throughout the City, and public transit has become an issue of importance. Therefore, the Circulation Element focuses on the community's system of regional or cross-town streets, local access or neighborhood streets, transit, and bicycle and pedestrian routes.

State law recognizes that circulation and land use are closely related and requires that policies contemplated by the Circulation, Land Use, and other elements be related and consistent. The policies should demonstrate a balance between anticipated land uses and the transportation facilities that serve them. Circulation policies are interwoven with other issues in this General Plan, including community character and design, housing and neighborhoods, recreation, resource conservation (e.g. air quality), noise, and safety policies.

4.2 SETTING

MOTOR VEHICLE CIRCULATION

Colusa is located at the intersection of two state highways, State Route (SR) 20 and State Route (SR) 45, approximately ten miles east of Interstate 5, the major interregional freeway on the West Coast. Consequently the major form of transportation in and through Colusa is by motor vehicle.

The City of Colusa street system is based on a large grid pattern; however, the newly developed areas to the south of the City reflect curvilinear street designs with cul-de-sacs. The grid pattern, with wide streets and rights-of-way, tends to diffuse traffic throughout all of the streets rather than channel it to major collector and arterial streets. This diffusion of traffic throughout neighborhoods results in more traffic circulating on neighborhood residential streets than would be experienced with a collector or arterial street system.

The downtown area currently has the greatest traffic volume of any area in the City. According to the City's Public Works Department, the most recent traffic count completed in June 2000 indicates that the average daily traffic volume on the Fifth Street side of the Fifth/Market Street intersection was 462 vehicles. Through traffic from SR 20 and SR 45, along with local shopping/office circulation trips, generates this volume. Because Market Street is a four-lane road between Tenth and First Streets, this volume does not currently create a congested situation.

Wescott Road, Fremont Street, Eighth Street, and Third Street currently serve as major collectors, especially during school traffic hours. These streets also serve as major pedestrian routes, especially for school children. Future improvements involving these streets must consider

pedestrian traffic, incorporating designs that ensure the safety of pedestrians while promoting traffic flow. **Figure 4.2** illustrates major roadways in the City.

Major streets and roadways in Colusa include the following:

State Route 20 is an east-west, two-lane arterial linking the coastal areas of northern California with the Sierra foothill counties. SR 20 intersects Interstate 5 just north of the City of Williams and continues eastward, entering Colusa from the southwest. Once inside the City limits, SR 20 travels north, east and south before exiting Colusa at its southeastern corner. SR 20 then continues eastward out of Colusa County towards Yuba City in Sutter County.

State Route 45 is a north-south, two-lane arterial that generally follows the Sacramento River. It begins at Knights Landing in Yolo County and follows the Sacramento River on its western side. Approximately seven miles southeast of Colusa, SR 45 merges with SR 20 and subsequently enters Colusa from the southeast, traveling north and then west. At the intersection of Market Street and Tenth Street, SR 45 separates from SR 20 and continues northward. It passes through the community of Princeton on its way out of Colusa County and eventually ends at its intersection with State Route 32 in Hamilton City in Glenn County.

Market Street is an east-west, two-lane arterial that passes through the downtown commercial area of Colusa. It acts as a "main street" for the City. From Tenth Street to Bridge Street, Market Street is part of SR 20 and SR 45. From Tenth Street to Thirteenth Street, Market Street is a part of SR 45. Market Street is a four-lane street from First Street to Tenth Street, and a two-lane street outside this segment.

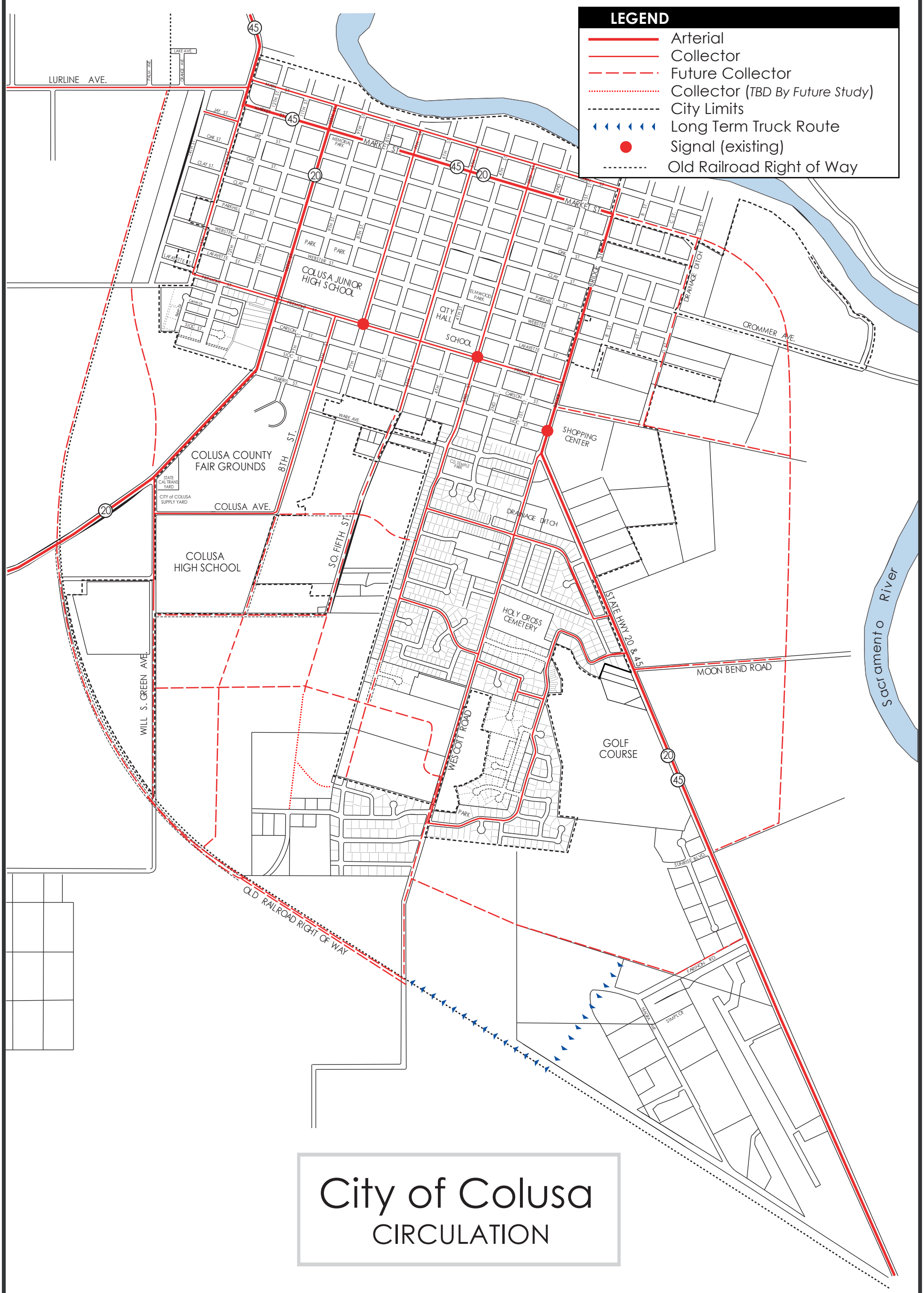
Bridge Street is a north-south, two-lane arterial located in eastern Colusa. This street passes through the newer commercial development in the City. From Wescott Road to Market Street, Bridge Street is a part of SR 20 and SR 45. Beyond Market Street, Bridge Street crosses over the Sacramento River into the portion of Colusa County east of the river.

Tenth Street is a north-south, two-lane arterial in western Colusa. It begins at Harris Street and extends into the Colusa Sacramento River State Recreation Area. From Harris Street to Market Street, Tenth Street is part of SR 20.

Wescott Road is a north-south, two-lane collector that extends south from Bridge Street. It serves the residential area located in southeastern Colusa and the Walnut Ranch residential subdivision outside the City limits.

Fremont Street is an east-west, two-lane collector that extends from Tenth Street to Bridge Street. It passes by the primary and middle schools for Colusa, as well as by the Community Center for the Performing Arts building (formerly Colusa High School).

Draft Circulation Diagram



City of Colusa
CIRCULATION

Source: □

0 1/4 1/2
Scale in Miles

N

Figure 4.1
Circulation Map

PMC

Sioc Street is an east-west, two-lane collector that extends from Tenth Street (SR 20) to Bridge Street (SR 20/45). This street is residential in character until its intersection with Bridge Street, where there is presently veterinary services and a local market. Many travelers passing through Colusa currently use Sioc Street as their route of choice to connect between the two highway segments of SR 20.

Main Street is an east-west two-lane collector that extends from Thirteenth Street to D Street. Formerly the main street in the days when Colusa was a steamboat stop, it still serves some commercial activities as well as residential access.

Third Street is a north-south, two-lane collector that extends from Main Street to the residential area in southeastern Colusa.

ALTERNATIVE MODES OF TRANSPORTATION

Public Transportation

Colusa County Transit provides bus service Monday through Friday from 7:30 am to 5:00 pm. The transit system operates on a "dial-a-ride" system on all four of its routes, which all originate in Colusa. Bus service is provided regularly from Colusa to Williams, Arbuckle, and Grimes. Buses go to Maxwell and Princeton twice a week, and to Stonyford about three times a month.

Ridership on Colusa County Transit has averaged about 4,500 passengers per month over the past year (Barbara Salazar, Colusa County Transit, personal communication). The average is higher during the summer months, when more migrant farm workers use the system. Average ridership is lowest during the winter months (November-January), when agricultural employment is at its lowest.

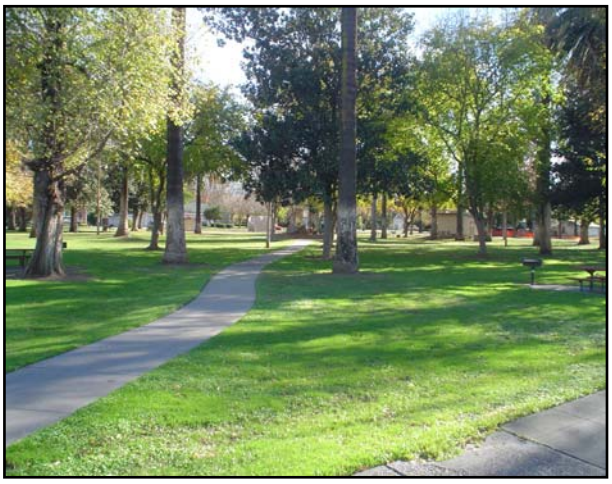
A supplemental taxi service that provided after-hours transit service ended last year, with the retirement of the provider. Colusa County Transit has sought to find another provider of this service, but lack of funds to subsidize potential providers has been an impediment. Colusa County Transit has taken over the medical escort service previously provided by the taxi company. This escort service takes riders to Yuba City, Woodland, Chico, and Sacramento. Other destinations for this service are being considered.

Bicycle Circulation

Bikeways are commonly classified as follows:

- A *Bike Path* (Class I Bikeway) provides for bicycle use on a paved right-of-way, separated from any street or highway. Under Caltrans standards, a bike path must be at least eight (8) feet wide for a two-way path.

- A *Bike Lane* (Class II Bikeway) provides for a striped and stenciled lane for one-way travel on a street or highway. A Bike Lane has a minimum standard width of four (4) feet.



- A *Bike Route* (Class III Bikeway) provides for shared use of a street with pedestrians or motor vehicle traffic and may be identified only by signage. Bike routes usually are used and posted to connect other bike lane segments.

The County of Colusa prepared a Bicycle Plan in 1992. The Bicycle Plan outlines general design criteria for bicycle facilities and designates bikeways for the County and its incorporated cities, including Colusa. The Bicycle Plan proposed Class III bicycle routes within the City of Colusa along SR 20, SR 20/45, Wescott Road, and Wilson Avenue. To date, the only designated bikeway in the City is a Class III bike route along Wescott Road. There have been no updates of the Bicycle Plan, so no new bikeways or changes to previously designated routes have been proposed.

While there is only one designated bikeway in the City, bicyclists may use City streets for traveling. In addition, the levee along the Sacramento River at the northern end of the City provides a paved path that accommodates bicycle traffic.

Pedestrian Travel

Pedestrian movement occurs via a network of sidewalks along many streets throughout the City. Typically, the City requires new development to install sidewalks as part of street improvements. Some intersections have crosswalks that allow pedestrians to cross streets safely. The levee along the northern end of Colusa provides a paved path for pedestrian use. There are no trails in the City or its Planning Area.

Rail Service

There are no railroad facilities in the City of Colusa. A California Northern railroad line runs in a north-south direction through Colusa County, passing by the communities of Maxwell, Williams, and Arbuckle. This line is used for freight travel.

There is no passenger rail service in Colusa County. Amtrak operates a passenger rail route along the eastern portion of the Sacramento Valley. An Amtrak train station was located in Marysville, but it is now closed. The nearest Amtrak train stations are located in Chico, Sacramento, and Davis.

Water Transportation

The Sacramento River was a major transportation route in Colusa's past. Steamboats utilized the river in the 19th and early 20th centuries. Colusa was an active steamboat stop for both cargo and passengers. Steamboat service ceased by the 1930's, and cargo ships now go no farther north than Sacramento. Currently, recreational boating is the main transportation use of the Sacramento River in the Colusa area. A boat launch ramp is available at the Colusa Sacramento River State Recreation Area, adjacent to and north of the City. However, siltation problems render the boat ramp usable only during times of high water. No other ramps or marinas are located within the Planning Area. The City of Colusa supports having an

operational boat launch facility. The City currently is exploring an alternative launch site to increase reliability and is pursuing grant funding to upgrade the facility through the Department of Boats and Waterways.

Air Travel

The Colusa County Airport is located approximately 1.5 miles southeast of Colusa on the west side of SR 20/45. It is under the jurisdiction of and operated by Colusa County and provides general aviation services for the public. The airport has a single paved runway, 22 airport-owned hangars, five privately owned hangars, and two agricultural operation hangars. Tie down parking and fuel services are available.

The most recent estimate of annual flights is 28,000. According to data from AirNav.com and conversations with Harry Krug, Airport Manager for Colusa County, approximately 64 percent of the total airport operations are a result of locally-based crop-duster flight activity, with the remaining 36 percent of operations coming from general aviation flights. Of the 36 percent of general aviation flights handled by the airport, approximately 77 percent are transient general aviation operations, with the remainder coming from local general aviation operations. The airport does not provide scheduled passenger service. The nearest airport with this service is Sacramento International Airport.

Private Transportation

Private bus service is not available in Colusa. Greyhound Bus Lines previously had a bus stop in Williams, approximately ten miles to the west. However, Greyhound discontinued this bus stop in April 2005. The nearest Greyhound bus stop is located in Marysville. Colusa County Cab Company, based in Colusa, historically provided taxi service for residents in Colusa and surrounding areas. However, as discussed on the Setting discussion on page 4-5, the service provider has retired, and no service is currently available.

FUNCTIONAL CLASSIFICATION SYSTEM

Streets and highways in the City are described by their functional classification. These classifications identify the purpose of the streets and highways relative to their overall function in the distribution of different types of trips using the facilities. **Figure 4.1** shows some of these street classifications. The classifications that are relevant to the City are as follows:

Arterials

An arterial street is defined as a major street, consisting of two or more lanes, intended to move traffic into and through the City. An arterial system consists of a network of regional routes functioning primarily for the movement of through traffic, usually on continuous routes, with trip length and capacities suitable for substantial statewide or interstate travel. The arterial functions to form a regional network providing high-speed, high-volume travel corridors for uninterrupted inter-county travel and movement between cities, large towns, and resort areas. Arterials are spaced consistent with population density to provide a relatively high level of service to all developed areas of the state. Caltrans is the agency responsible for improving and maintaining these routes. In Colusa, SR 20 and SR 45, including Tenth, Market, and Bridge Streets, act as the primary arterials through the City. Average daily trip volumes on arterial streets will vary based upon adjacent land use types, available right-of-way width, and number of lanes. However, arterial streets should be designed to accommodate average daily traffic volumes ranging from 20,000-26,000 average daily trips (ADT).

Collectors

Collector streets provide a link between local streets and arterial streets. Many local streets serve as collectors. Main Street is a collector due to its commercial/light industrial land use. Third Street is a collector from Yosemite Street to Fremont Street due to the subdivision design in that area. This layout limits north/south traffic flows to either Third Street or Wescott Road, another major north-south collector. Fremont Street is a collector street because the City previously had designated it as a cross-town alternative to Market Street for traffic on SR 20. Fifth Street is a collector due to its connection to Market Street in central downtown and due to potential development south of the City. Other streets previously have been designated collectors due to potential future development: Eighth Street, Thirteenth Street, D Street, Florimond Drive, Lurline Avenue, and Will S. Green Avenue.

Residential collectors should be designed to carry over 3,000 ADT. Collectors that also act as arterial streets, such as Tenth, Market, Bridge, and Main Streets, should not exceed 20,000 ADT.

Local Streets

Local streets primarily provide direct access to adjacent properties. Due to the use of the grid street pattern, the majority of the streets in the City of Colusa are local streets. Local streets in the basic grid pattern are intended to carry low-volume local traffic and are generally intended to carry less than 1,000 ADT. Streets that allow access only to residential areas, such as cul-de-sacs (e.g., Modoc Court) or small residential loops (e.g., Sequoia Way), should be limited to 500 ADT.

LEVEL OF SERVICE STANDARDS

A "level of service" (LOS) is the operating condition experienced by motorists while driving along a roadway. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Designations for LOS are A through F, with A being the best and F the worst. LOS designations cover the entire range of traffic operations that might occur. **Tables 4.1** and **4.2** provide a description of traffic operations under each LOS.

An important goal is to maintain acceptable LOS along the City's road network. To accomplish this, the City, Caltrans, and other local agencies adopt minimum levels of service in an attempt to control congestion that may result as new development occurs. For Caltrans, the minimum acceptable LOS for its roadways is D.

TABLE 4.1
LEVEL OF SERVICE DEFINITIONS – INTERSECTIONS

Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec v/c < 0.60	Little or no delay. Delay ≤ 10 sec/veh	Completely free flow.
"B"	Uncongested operations, all	Short traffic delays.	Free flow, presence of other vehicles

Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
	queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec 0.60 < v/c ≤ 0.70	Delay > 10 sec/veh and ≤ 15 sec/veh	noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec 0.70 < v/c ≤ 0.80	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec 0.80 < v/c ≤ 0.90	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec 0.90 < v/c ≤1.00	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec v/c > 1.00	Intersection blocked by external causes. Delay > 50 sec/veh	Forced flow, breakdown.

The "v/c ratio" is a useful parameter for determining potential capacity deficiencies of a roadway facility. It is the result of the flow rate of a roadway lane (v) divided by the capacity (c) of the roadway lane.

Overall Level of Service for unsignalized intersections is "worst case" of delay experienced by all motorists.

Sources: 2000 Highway Capacity Manual, Transportation Research Board (TRB) Special Report 209 and Sacramento County Guidelines from TRB Circular No. 212. kdAnderson Transportation Consultants, 2006

While assessment of peak hour conditions is standard for planning-level traffic studies it is also beneficial to describe Levels of Service based on the ADT volumes occurring on major city streets. Use of daily volumes permits relatively quick assessment of circulation system needs.

TABLE 4.2
GENERAL LEVEL OF SERVICE THRESHOLDS BASED ON AVERAGE DAILY TRIP VOLUMES

Street Classification	Lanes	Control	Average Daily Trip Volumes at LOS				
			A	B	C	D	E
Collector	2	Undivided	4,000	5,800	7,700	11,600	12,900
	2+	Undivided	4,600	7,000	9,200	13,700	15,450
Arterial	2+	Divided	6,500	9,000	11,200	15,400	16,300
	4+	Divided	13,800	19,000	26,000	32,700	34,200
	6+	Divided	20,700	28,500	40,300	49,200	51,800

+ includes center turn lane
Sources: kdAnderson Transportation Consultants, 2006

Existing Levels of Service – Roadway Segments

Table 4.3 presents current average daily trip volumes and resulting LOS on the streets and highways that serve Colusa. The classification of each street under the proposed Circulation Element is also noted.

As shown, all roadway segments currently carry volumes that are indicative of LOS C or better conditions, with the exception of Bridge Street (SR 20) between Carson Street and Fremont Street, which operates at LOS D.

TABLE 4.3
EXISTING AVERAGE DAILY TRIP VOLUMES AND RESULTING LEVELS OF SERVICE

Roadway Segment	Classification	ADT	Lanes	Level of Service
SR 45 north of Levee St	Arterial	7,930	2	B
Lurine Ave. west of 14th St.	Collector	1,810	2	A
Market St. between 6th St. and 7th St.	Arterial	9,120	4	C
Market St. between 1st St. and 2nd St.	Arterial	9,300	4	C
13th St. between Jay St. and Oak St.	Collector	810	2	A
13th St. between Parkhill St. and Webster St.	Collector	835	2	A
10th St. between Jay St. and Oak St.	Arterial	6,610	2	B
10th St. between Clay St. and Webster St.	Arterial	7,540	2	B
Fremont St. between 11th St. and 10th St.	Collector	2,090	2	A
Fremont St. between 9th St. and 8th St.	Collector	3,640	2	A
10th St. between Fremont St. and Carson St.	Arterial	7,820	2	B
8th St. between Carson St. and Fremont St.	Collector	810	2	A
8th St. between Harris St. and Ware Ave.	Collector	1,760	2	A
7th St. between Lafayette St. and Fremont St.	Collector	1,340	2	A
7th St. between Clay St. and Oak St.	Collector	620	2	A
5th St. between Tuttle Ln. and Ware Ave.	Collector	790	2	A
5th St. between Fremont St. and Webster St.	Collector	1,740	2	A

Roadway Segment	Classification	ADT	Lanes	Level of Service
5th St. between Jay St. and Oak St.	Collector	1,390	2	A
3rd St. between W. Florimond Dr. and Larson Ln.	Collector	2,380	2	A
3rd St. between Sioc St. and Carson St.	Collector	1,770	2	A
3rd St. between Jay St. and Oak St.	Collector	320	2	A
Fremont St. between 3rd St. and 4th St.	Collector	5,050	2	B
Tuttle Lane between 2nd St. and 3rd St.	Local	40	2	A
Wilson Ave. west of 14th St.	Collector	700	2	A
Clay St. between 7th St. and 8th St.	Collector	300	2	A
Clay St. between 3rd St. and 4th St.	Collector	390	2	A
SR 20 adjacent to Colusa County Fairgrounds	Arterial	8,540	2	B
SR 20 between Will S. Green Ave. and Wilson Ave.	Arterial	8,400	2	B
SR 20 west of Wilson Ave.	Arterial	8,400	2	B
Wilson Avenue between SR 20 and Hunter Rd.	Collector	500	2	A
SR 20 between Wescott Rd. and Cynthia Dr.	Arterial	9,430	2	C
SR 20 between Cynthia Dr. and Sunrise Blvd.	Arterial	8,370	2	B
SR 20 between Sunrise Blvd. and east City limit	Arterial	N/A	2	C
Main St. between 7th St. and 8th St.	Collector	1,740	2	A
Main St. between 2nd St. and 3rd St.	Collector	1,960	2	A
Bridge St. between Carson St. and Fremont St.	Arterial	13,470	2	D
Bridge St. between Jay St and Oak St.	Arterial	10,570	2	B
Wescott Rd. between Bridge St. and Florimond Dr.	Collector	4,550	2	B
Sioc St. between 4th St and 5th St.	Collector	4,940	2	B
Tuttle Ln. between 1st St. and 2nd St.	Local	40	2	A

Source: kdAnderson Transportation Consultants, 2006
Existing Levels of Service – Intersections

Current p.m. peak hour LOS at key intersections in Colusa are presented in **Table 4.4**. These values are based on recent intersection traffic counts made between 4:00 p.m. and 6:00 p.m. At signalized intersections and at locations controlled by all-way stops, these values represent the average condition for motorists passing through the intersection. At intersections controlled by side street stop signs, the values are representative of the delays occurred by motorists waiting to turn onto the higher volume (larger) street.

As shown, the poorest Level of Service presently occurs at the SR 20 / Wescott Road intersection. During the p.m. peak hour motorists waiting to turn onto SR 20 experience delays that are indicative of LOS E conditions. The Level of Service at all other intersection is LOS C or better.

The extent to which any location is already a candidate for a traffic signal was also evaluated using the peak hour volume traffic signal warrants, or traffic signal placement criteria, established by Caltrans. These warrants, or traffic signal placement criteria, consider both urban and rural conditions. Assuming that the higher volume urban warrants are applicable, none of the intersections satisfies warrants.

TABLE 4.4
EXISTING LEVELS OF SERVICE

Intersection	Control	Average Delay	Level of Service	Traffic Signal Warranted?
SR 20 / Sunrise	EB Stop	15.6 sec	C	No
Bridge St (SR 20) / Wescott Road / Tuttle Lane	EB Stop	38.0 sec	E	No
Bridge Street (SR 20) / Sioc Street	Signal	23.5 sec	C	Existing
Bridge Street (SR 20) / Market Street	All-Way Stop	14.4 sec	B	No
Market Street (SR 20) / 5th Street	All-Way Stop	10.9 sec	B	No
Market Street (SR 20) / 13th Street	EB Stop	12.5 sec	B	No
Market Street (SR 20) /10th Street	NB Stop	21.1 sec	C	Yes[1]
Main Street / Lurine Street / 13th Street	EB Stop	11.8 sec	B	No
10th Street (SR 20) / Fremont Street	EB/WB Stop	18.9 sec	C	No
SR 20 / Will S Green Street	NB Stop	11.1 sec	B	No
Fremont Street / 3rd Street	Signal	7.8 sec	A	Existing

1) Signal currently under design and planned for construction.
Warrant review based on urban volume requirements
Source: kdAnderson Transportation Consultants, 2006

Parking

An auxiliary requirement for good circulation in the downtown area is parking availability. The parking inventory in the Downtown Improvement and Preservation Plan indicates a total of 1,205 off-street parking spaces in downtown Colusa generally located on either side of Main and Market Streets and along the north side of Jay Street and between Bridge Street and 10th Street. The inventory also indicates that in certain key areas of downtown, along Fifth, Sixth, Seventh, and Jay Streets in particular, on-street parking utilization is at 85 percent, which is considered at capacity. The downtown area of the City lacks sufficient parking during certain days of the week, typically weekdays. This information is somewhat dated, but given the relatively small increase in the City's population, the current parking situation is not expected to be substantially different.

4.3 OUTLOOK

MOTOR VEHICLE CIRCULATION

State and Regional Trends

Traffic congestion and related conditions (e.g., "urban sprawl") are currently not issues in the City of Colusa. However, these issues have been identified as a significant problem in several regions of California, particularly the Sacramento region to the south. Several significant trends affect the problem.

People are driving more miles because suburban sprawl necessitates greater reliance on the automobile. As land and housing costs increase in the greater Sacramento region, many people have moved to outlying areas, requiring them to make longer commute trips. In some counties with "bedroom communities," residents commute up to two hours in each direction – predominantly in single-occupancy vehicles.

In addition, the number of employed persons per household has increased and, as a result, these drivers are running more errands (e.g., picking up children) during peak hours.

Another trend has lead to the development of consolidated centers with retail, school, park, and government activities located farther away from traditional neighborhoods. A convenient walking distance is considered to be no more than a ¼- to ½-mile radius from a residence. More of these consolidated facilities are located outside this typical walking radius, thereby necessitating a greater number of motor vehicle trips.

The growth in traffic is a regional problem closely tied to the pattern of land use that has evolved in the Bay Area and Sacramento regions. Since 1970, job growth has been concentrated in the inner Bay Area counties and in Sacramento and Placer Counties in the Sacramento region. Combined with lower housing costs, more people have been buying homes in the Central Valley region and commuting to jobs in the Sacramento region or the Bay Area. The proximity of Colusa to Sacramento, the town's relatively lower housing costs, its close proximity to Interstate 5, and its small-town quality, are all factors that are expected to make Colusa an attractive location for future residents. More housing, in turn, would have an impact on traffic. In addition, Colusa is located on the main road (SR 20) connecting Interstate 5 with the fast-growing Yuba City/Marysville urban area. Traffic on SR 20, therefore, likely will increase as well.

Traffic Congestion

As discussed in the "Setting" section of this element, traffic congestion is currently not a significant issue in Colusa. However, as local and regional growth occurs, congestion may become more significant, and this discussion may need to be revisited. Should this issue re-surface due to growth within Colusa or the surrounding area, discussions regarding traffic congestion and traffic movement should involve all responsible parties, and solutions may be regional in nature or may involve roadways not controlled by the City. Resolution of traffic and traffic congestion issues will most likely require the cooperative efforts of various local, regional, and state agencies.

Future Levels of Service

Future LOS on City streets and roadways was determined based on future development and corresponding traffic volumes projected in the Colusa area. Specifically, these projections are based on the buildout scenario presented in the Land Use Diagram for this General Plan (**Figure 2.3**). Trip generation rates are applied to the designated land uses in the Land Use Diagram, providing estimates of traffic generated by these land uses.

The City's goal is to avoid a degradation of the existing LOS. Increased traffic from SR 20, Bridge Street, Wescott Road, and Third Street due to planned residential, commercial, and industrial development, coupled with anticipated growth in the region, may make it necessary to provide improvements for circulation. Emergency access considerations are directly linked to levels of service, particularly when access to the medical center by emergency personnel depends on the use of already congested roadways, such as Bridge Street. The General Plan Circulation Plan and related policies recognize the need for multiple access routes across town.

Future development in the southern portion of the City may ultimately generate a need for an east-west collector street based upon the identification of potential trip generation resulting at the time of build-out of the General Plan Land Use Diagram. The City previously considered the acquisition of the Union Pacific right-of-way, located on the southern boundary of the Sphere of Influence, for a future collector street. However, a private party has acquired the right-of-way,

and the City is no longer pursuing this option. At this time, the Circulation diagram does not contemplate the need for a future east-west collector street within the life of the General Plan. Should future development in the southern portions of the City result in changes to the City's Land Use Diagram, the need for such an improvement will be evaluated at that time. Due to increased development in the southern portion of the City, a future collector from Farinon Road to Wescott Road may be necessary. According to the 2004 State Transportation Improvement Program (STIP), current programmed road projects in the City of Colusa are road rehabilitation projects on Seventh Street from Webster to Parkhill Street, Parkhill Street from Tenth to Eleventh Street, and Wescott Road from Louis Lane to Country Club Drive.

One change that has occurred in the traffic situation since the last General Plan update has been the growth of the Colusa Casino Resort, located on SR 45 approximately three miles to the north of the City. The Cachil Dehe Band of the Wintun tribe operates the casino. Casino growth has attracted more traffic, much of which comes through the City. Given the increase in traffic to the casino, the City may wish to consider transportation services that provide an alternative to motor vehicle trips. One possibility is the creation of a shuttle service between Colusa Casino and downtown Colusa. The shuttle could potentially reduce the amount of traffic on SR 45, as well as encourage more visitors to stay in the City. A reduction in traffic volumes from existing land use inside and outside the City could affect future traffic levels of service through the overall reduction in fixed destination trips.

Air Quality and Health Issues

Air pollution is a major regional issue that has been firmly linked to transportation – cars cause more than half of all air pollution in California. Strict emission-control standards have improved auto emissions since the 1960s, but air quality will be worse in the future because people are driving more. The California Clean Air Act was passed in 1988 to address this issue. The Act established strict new air quality standards and gave air quality districts new powers to achieve them. The Parks, Recreation, and Resource Conservation Element of this General Plan discusses air quality issues in more detail.

The impacts of automobile use on air quality will continue to shape regional, state, and federal transportation policies. Air quality issues will also shape local transportation policies, as efforts to reduce emissions from motor vehicles are emphasized more. Local air quality could be potentially affected by increased traffic in the Colusa area. Increased traffic would contribute more exhaust emissions that would adversely affect air quality. Traffic congestion would exacerbate the problem, particularly as it would increase localized emissions of carbon monoxide.

Given the emphasis on improving air quality, the City should consider programs that encourage less use of gasoline-powered vehicles. As an example, the City could consider parking areas with electrical outlets for electric cars. Another alternative is the encouragement of ridesharing programs, using incentives. Still another is encouragement of the use of public transportation and other modes of travel. This Element discusses alternative mode options in the Setting and Goals, Policies, and Implementing Actions Sections.

Circulation has an impact on health issues other than air quality. Recently, concern has been expressed regarding the increasing number of people who are obese, particularly children. Several factors are involved in this increase in obesity, but one factor cited is the increased use of automobiles and the associated decrease in the use of alternate modes of transportation that provide exercise, such as bicycling and walking. This trend has been facilitated by land use decisions that separate places where people live from places where they work, shop, and

conduct personal business. Separation of these land uses compels people to use their automobiles more, and discourages walking and bicycling. The City, in its land use plans and decisions, should consider measures that would encourage more walking and bicycling. Along with providing exercise that promotes weight loss, these measures would reduce the number of automobile trips, thereby reducing congestion and emissions of air pollutants. As noted previously, this Element addresses these issues through its Goals, Policies, and Implementing Actions, which promote walking and bicycling.

Parking

The City will further encourage utilization of existing off-street parking. Off-street parking is underutilized, and additional potential for off-street spaces has not been explored. There are two locations in the downtown area that have potential for an off-street parking structure. These areas are located at Fourth and Jay Streets and 10th and Market Streets. However, availability of funding and aesthetic considerations may discourage the construction of parking structures.

One option would be to place commercial and retail space at the street level, and parking at levels above the commercial/retail space. Sales tax revenues generated by the commercial/retail activities would help defray the operating expenses of the garage. Also, the commercial/retail outlets would present a more appealing street-level view of the garage building, thereby addressing potential visual character problems. Several cities, including Santa Cruz and Mountain View, have built or approved parking garages with retail space.

Traffic Calming

In residential areas where vehicle speeds are excessive, it is common practice to install traffic calming intersection designs to slow down vehicles. In addition to the more traditional stop signs and speed bumps, traffic-calming techniques include roundabouts and street narrowing. City staff is in the process of evaluating alternative traffic calming techniques, which may be required in new development projects.

Aesthetics and Scenic Highways

Minimizing noise, traffic, and air pollution and maintaining visual aesthetics should be key objectives in transportation planning. Landscaping, buffers, and related design features can minimize exposure of the community to noise and air pollution caused by traffic. Some communities have implemented design features for development projects that screen occupants from the noise and views of traffic. Other communities have created special design requirements for streets as a technique to improve the appearance of roads and better integrate them into the community. Major streets that pass through residential neighborhoods carry traffic in the same way as other streets, but design elements can screen sidewalks and front yards from the sights and sounds of heavy traffic, slow the speed of vehicles, and narrow the streets—either physically or by appearance. These elements include:

- Reducing curb-to-curb pavement widths where performance standards for garage placement, projected traffic, and parking restrictions are used.

- Installing planter strips between streets and sidewalks.

- Screening cars parked at the curb from residences and commercial developments by the use of landscaping, walls, etc.

- Planting trees between curb and sidewalk.

The Community Character and Design Element contains a discussion of these and other features applicable to streets.

The Colusa County Circulation Element proposes the designation of SR 20/45 as a scenic highway. Although the SR 20/45 corridor through Colusa contains urban development, a scenic designation may assist the downtown area through increased tourism. This would work in tandem with the proposed design guidelines for the Downtown and Riverfront districts, as set forth in the Community Character and Design Element.

ALTERNATIVE MODES OF TRANSPORTATION

Public Transportation

Future growth in the City of Colusa will naturally place additional ridership demands on the public transit system within the City and the region. As the City expands and grows away from its central core, the need for public transportation options grows as well. Along with the growth of the City comes an increase in demand for public transit—particularly for the aged, disabled, and others without access to private transportation.

Mobility is essential to personal, neighborhood, and community growth and opportunity. Transportation facilities should be designed to serve all members of the community, particularly those with special needs—seniors, low-income households, and persons with disabilities—to meet their daily and medical transportation requirements. Public transit will become increasingly important as senior citizens make up an increasingly larger percentage of Colusa's population. Lower-income families also depend on buses or other means of public transportation for mobility. The City will need to ensure accessibility for its disabled population, as well, since it is expected to increase along with the general population in the City. Additionally, it means making existing transit stops, sidewalks, and other circulation facilities more accessible to this special needs group.

Land use considerations influence transit demand and usage. Logical transit routes and potential locations for fixed stops must be easily accessible to as many people as possible (i.e., within ¼- to ½-mile radii). Both land use mix and density are important to enhancing transit demand and usage. A mix of complementary uses within a short distance of a transit stop enables a rider to accomplish more than one errand or task with one stop. Conversely, single uses force the transit rider to take several rides or trips to different destinations in order to accomplish more than one errand or task, which discourages transit use. To encourage use, transit stops should be located to provide easy and direct pedestrian connections within walking distance.

Bicycle Circulation

As with public transit, anticipated new growth within the City will result in additional new opportunities and new demands for non-vehicular travel options. As development moves progressively outward from the central core of the City and correspondingly farther from established public service centers, the need for connectivity of existing bicycle routes is increased along with the need for new bicycle route options. Increases in residential development will result in increases to local school enrollment and a corresponding increase in the use of non-motorized travel needs within the City.

The outlook for bicycle circulation within the City is very good. Because of Colusa's grid-based street system and the relatively small geographical size of the City, bicycle travel remains a viable, efficient, and convenient method of transportation. However, as the size of the City grows, motorized traffic trips and the distance between destinations and origins increase, safety becomes a primary concern with regard to bicycle travel within the City. A consistent bicycle network with either bicycle lanes or wider curb lanes is desired to increase safe access for bicyclists and pedestrians to work, school, recreation, retail, and other destinations. Appropriate design that balances automobile and pedestrian uses can enhance transportation facilities and make them an asset to the community and neighborhood. These considerations will become increasingly important as anticipated growth in Colusa and the surrounding region occurs, and the City will need to place a growing emphasis on the inclusion of such facilities in future development projects.

Pedestrian Travel

As noted above the in the outlook discussions for public transportation and bicycle circulation, it is anticipated that pedestrian travel and the need for pedestrian amenities will increase as the City grows. In particular, pedestrian travel is expected to increase along Third, Fifth, Seventh, Eighth, Webster, and Twelfth Streets as a result of new residential developments south of Sioc Street. In recognition of the probability of increased pedestrian travel, the City should review the existing sidewalk system to identify any system deficiencies and areas where improvements are needed and should work to assure that pedestrian connections are included in new development proposals. As noted in the bicycle circulation system discussion above, Colusa's small size, grid-street system and concentrated development pattern make the City a very walkable community. As the City grows, the maintenance of this condition should be preserved, and new connections and pedestrian amenities should be evaluated.

Rail Service

The City of Colusa does not currently have commuter or freight rail service available within the City. However, while such service is not currently available, the City should support regional efforts to secure rail services if the opportunity arises.

Water Transportation

As with rail service, water transportation services are not currently available in the City. However, existing boat launch facilities at the Colusa-Sacramento River State Recreation Area serve as a valuable recreational amenity for the community and region when available and functional. As additional growth occurs within the City, a corresponding increase in the demand for recreation opportunities and access to the Sacramento River is expected. To support the anticipated demand for increased river access, the City is proactively seeking to

work with the State Parks and Recreation Department to assure that this valuable facility remains open and available for public use.

Air Travel

The Colusa County Airport does not currently provide regularly scheduled air transport services. However, as the population of the City of Colusa grows and as additional business and industrial uses are established to support the growth in the residential sector, options for charter air service and air cargo and freight operations may become available. The presence of a viable local airport with an existing fixed-based operator should be a viewed as a resource that is available should opportunities for air travel become available or feasible. The City, working with the County and the Airport Land Use Commission, should be sensitive to the impacts of development on airport operations and should work with local businesses to enhance the visibility of the existing airport.

PRIVATE TRANSPORTATION

The nearest commercial bus service is available in Marysville. Colusa Casino Resort, one of the major destination locations in the region, has become a major visitor attraction and could present opportunities for the establishment of a limited operation shuttle service between the City and the casino. As the City continues to grow, and as additional population growth in the adjacent county areas continues, increases in demand may result in increased opportunity for the expansion of existing and development of new private transportation services.

4.4 GOALS, POLICIES, AND IMPLEMENTING ACTIONS

MOTOR VEHICLE CIRCULATION

The overall absence of urban traffic congestion in the City of Colusa is an important aspect of its quality of life and small-town character.

Future growth will require development of new roadways and widenings and improvements of existing roadways. To ensure smooth-flowing traffic conditions on City roadways, the General Plan establishes policies and implementing actions to ensure an acceptable level of service (LOS) as new development occurs. LOS C or better is generally the roadway standard for streets and intersections throughout the City. However, LOS D will be considered acceptable in existing heavily-traveled areas through the downtown, particularly along the SR 20/45 and SR 20 corridors. The General Plan also includes provisions for the funding of new roadways to serve new development.

The General Plan calls for improvements to the regional transportation system and improvements and funding for a local transportation system primarily for City of Colusa residents, employees, and visitors.

Goal CIR-1:

To provide a motor vehicle circulation system that serves existing and planned land uses while maintaining a desired level of traffic flow.

Policy CIR-1.1:

The City shall ensure the maintenance of acceptable Levels of Service (LOS) on City streets and intersections when considering new development within Colusa.

Implementing Action CIR-1.1.a: Streets and Roadways Master Plan

The City will prepare, adopt, and periodically update a Streets and Roadways Master Plan that establishes LOS C as the minimum acceptable LOS for City streets and intersections, except in the downtown area on SR 20/45 and SR 20 (Market, Bridge, 10th, and Main Streets), where LOS D is established as the minimum acceptable LOS, consistent with Caltrans LOS standards for state highways through urban areas. If conditions of LOS D or worse are already present, future proposed projects may not cause roadway volumes to increase by five percent or more and will be accompanied by other mitigation measures intended to reduce trip generation.

Implementing Action CIR-1.1.b: Development Review

The City will conduct a review of each proposed development for potential traffic impacts. If the City determines that a development proposal requires a traffic impact study, the analysis will be prepared consistent with the assumptions and methodology used for traffic projections made in this General Plan, consistent with the California Environmental Quality Act (CEQA) process.

Policy CIR-1.2:

The City shall extend the existing street grid pattern into new development areas where feasible, as a general guideline. However, the City may allow new development projects to design streets on a traditional, modified, or curvilinear grid within the City's arterial street network, consistent with the goals, policies and implementing actions in the Community Character and Design Element.

Implementing Action CIR-1.2.a: Streets and Roadways Master Plan

The City will prepare, adopt, and periodically update a Streets and Roadways Master Plan consistent with the land use patterns and densities/intensities specified in the General Plan.

Policy CIR-1.3:

The City shall maintain and upgrade existing streets to meet the needs of City residents and require construction of new streets, as appropriate, to maintain a safe and efficient transportation system.

Implementing Action CIR-1.3.a: Capital Improvement Program

The City will emphasize on-going maintenance and upgrading of existing streets through its Capital Improvement Program (CIP). The City will adopt a CIP that identifies the roadway and intersection improvements required to maintain safe streets consistent with the LOS standards set forth in this Circulation Element.

Implementing Action CIR-1.3.b: Development Impact Fees

The City will update its Development Impact Fee Program. As new development occurs, projects will be charged their fair-share of development impact fees to offset the cost of needed roadway improvements to the City's circulation system.

Implementing Action CIR-1.3.c: Development Review

The City's review of development proposals will determine the extent to which construction of roadway and intersection improvements will be required. During this process, related traffic studies, environmental review, and conformance with the Streets and Roadways Master Plan and the City's CIP will ensure that appropriate improvements to the City's roadway system are made.

Policy CIR-1.4:

The City shall work cooperatively with other agencies to effectively address issues of through traffic on City streets.

Implementing Action CIR-1.4.a: Interagency Coordination

The City will work with Caltrans to make necessary improvements at the Wescott Road/SR 20/45 intersection, to make potential improvements at the SR 20/Will S. Green Avenue intersection, and to potentially redesign the Bridge Street/Market Street intersection. In addition, the City will cooperate with Colusa County and Caltrans in the redesign of the SR 45/Thirteenth Street and Lurline Avenue/SR 45 intersections, and any other intersections or roadway segments where improvements are necessary to ensure public safety.

Policy CIR-1.5:

The City shall apply appropriate functional classifications and modern design standards in the construction of new roadways and reconstruction of existing roadways in the City.

Implementing Action CIR-1.5.a: Streets and Roadways Master Plan

As part of the Streets and Roadways Master Plan update process, the City will conduct a review of the City's roadway functional classifications and, as required, update roadway design standards pursuant to Caltrans' Traffic Manual and Highway Design Manual; as applicable, develop streetscape design standards consistent with the Community Character and Design Element; and incorporate the standards into the City's supporting Public Works Improvement Standards.

Implementing Action CIR-1.5.b: Ordinance and Regulations Review and Update

The City will review its Zoning and Subdivision Ordinances and amend the ordinances as needed to bring them into conformance with the policies and programs of this Circulation Element.

Policy CIR-1.6:

The City shall strive to maintain a safe motor vehicle circulation system.

Implementing Action CIR-1.6.a: Interagency Coordination

The City will continue to employ traffic enforcement actions as a means of improving traffic, bicycle, and pedestrian safety. The City will work with Colusa County Sheriff's Department, and the California Highway Patrol to ensure provision of adequate traffic enforcement.

Implementing Action CIR-1.6.b: Streets and Roadways Master Plan

The City will prepare and adopt a Streets and Roadways Master Plan. The Plan will consider the feasibility of incorporating traffic calming design features in future residential developments and in neighborhoods with traffic issues. Traffic calming measures may include, but are not limited to, the following:

- Center island with landscaping to slow traffic entering street and deter through-traffic.
- "Bulb-outs" with landscaping at corners to slow traffic entering the street and deter through-traffic.
- "Gateway" markers on bulb-outs to announce neighborhood entrance and slow or deter through-traffic.
- Street trees in landscaped parkways that separate sidewalks from curbs.
- Partial closure one-way with landscaped bulb-outs or flexible "knock-down" bollards.
- Complete closure with landscaped cul-de-sac.
- Use of a "diverter," a closure or obstacle that channels traffic to preferred routes.

Policy CIR-1.7:

The City shall prohibit development of private streets in new residential projects, except in extraordinary circumstances. In such cases, the private streets shall be developed to City street standards.

Implementing Action CIR-1.7.a: Ordinance and Regulations Review and Update

The City will review its Zoning and Subdivision Ordinances and amend the ordinances as needed to bring them into conformance with the policies and proposals of this Circulation Element.

Policy CIR-1.8:

Access to new schools shall be located away from major arterials and adjacent to pedestrian and bicycle routes.

Implementing Action CIR-1.8.a: Interagency Coordination

The City will work with the Colusa Unified School District and developers to plan for circulation to new schools that provide safe vehicle access and pedestrian/bicycle routes.

Policy CIR-1.9:

Industrial and commercial development shall be planned so that truck access through residential areas is avoided.

Implementing Action CIR-1.9.a: Streets and Roadways Master Plan

The City will prepare and adopt a Streets and Roadways Master Plan. The Plan will locate to the extent feasible, designated truck routes along roadways that are compatible,with affected land uses.

Goal CIR-2:

To encourage well-designed roadways which conserve and enhance the scenic character of Colusa.

Policy CIR-2.1:

The City shall ensure that projects enhance the character of arterials, collectors and local streets with landscaping and special design elements in and adjacent to residential neighborhoods and commercial districts.

Implementing Action CIR-2.1.a: Design Guidelines (see Implementing Action CCD-1.1.b in Community Character and Design Element)

The City will adopt a set of comprehensive Design Guidelines in which preservation and enhancement of the City's scenic corridors and local roadways will be an over-arching design principle. This will include a set of *Highway 20 and 20/45 Corridor Design Criteria* and *Streets and Blocks Design Criteria* which will give special attention to the arterials (i.e., SR 20/45 and SR 20) as well as neighborhood streets. Design criteria will include but not be limited to, setback provisions, parking requirements, walkways, bikeways, landscaping, lighting, architecture, signage, landmarks/focal points, and other design criteria as determined appropriate.

Goal CIR-3:

To provide safe, convenient, and adequate parking for land uses throughout the City.

Policy CIR-3.1:

The City shall require adequate parking to meet the needs of existing and planned land uses.

Implementing Action CIR-3.1.a: Development Review

Through its application review process, the City will require new development to provide sufficient on- or off-street parking that meets the standards of the City's Zoning Ordinance or other applicable documents (e.g., Specific Plans, Riverfront Plan, Planned Developments, etc.).

Implementing Action CIR-3.1.b: Public-Private Cooperation

The City will work with property owners and developers to develop parking strategies (e.g. shared parking) and discourage the loss of parking due to future development in the downtown area, and encourage the creation of additional off-street parking (e.g. parking garages) efficiently distributed throughout the business district, as an alternative to centralized parking lots. The City may also explore parking close to the downtown area for tour buses, recreational vehicles, and other large vehicles with passengers going to and from Colusa Casino.

Implementing Action CIR-3.1.c: Ordinance and Regulations Review and Update

The City will amend its Zoning Ordinance to recognize the desirability of reduced on-site parking requirements for developments that include provisions for lower-income or senior housing.

Goal CIR-4:

To provide a city-wide system of safe, efficient, and attractive bicycle routes for commuter, school, medical, and recreational uses.

Policy CIR-4.1:

The City shall extend its network of bicycle paths to provide viable alternatives to vehicle transportation, especially for access to neighborhoods, commercial centers, schools, parks, and other key activity centers.

Implementing Action CIR-4.1.a: Bike Master Plan

The City will prepare and adopt a Bike Master Plan for the City's bike system that establishes priorities for new construction and improvements, as well as funding sources. In preparing the Bike Master Plan, the City will emphasize the construction of Class I bike paths that will promote safety by separating bicyclists from motorists. Discussion of a Bike Master Plan will include bicycle parking and a route(s) encircling the City, linking important points of interests (schools, parks, Sacramento River, etc.) together. The City

will also coordinate its Bike Plan with an update to the Colusa County Bicycle Plan, in cooperation with Colusa County and the City of Williams.

Implementing Action CIR-4.1.b: Development Review

As part of the Development Review process, where appropriate, the City will require proposed development projects adjacent to existing or proposed bikeway routes to include bicycle paths or lanes in their street improvement plans, and to construct the bicycle paths or lanes as a condition of project approval. The City will give priority to developments that include Class I bike paths consistent with the Bike Master Plan and General Plan policies.

Policy CIR-4.2:

The City shall encourage the use of bicycles by students at City schools, with an emphasis on safety.

Implementing Action CIR-4.2.a: Safe Routes to School Program

The City will work with the Colusa Unified School District and Caltrans to identify those routes eligible for Safe Routes to School improvements, and jointly pursue Safety Routes to Schools funding for identified improvements.

Implementing Action CIR-4.2.b: Public Awareness

The City will support a local safety awareness program for bicycling that targets school students.

Implementing Action CIR-4.2.c: Capital Improvement Program

The City will strive to identify funding through its Capital Improvement Program in combination with Colusa Unified School District funding, to construct needed improvements outside of those funded by the Safe Routes to Schools program.

Policy CIR-4.3:

The City shall require inclusion of bicycle parking facilities at all new major public and quasi-public facilities and commercial and employment sites. Major employers shall be encouraged to provide showers and lockers in their facilities to encourage biking.

Implementing Action CIR-4.3a: Bike Master Plan

The City will develop a Bike Master Plan for the City's bike system that establishes priorities for new construction and improvements, as well as funding sources. In preparing the Bike Master Plan, the City should emphasize the construction of bicycle parking and support facilities.

Goal CIR-5:

To provide a city-wide system of safe, efficient and attractive pedestrian routes for commuter, school, medical, and recreational use.

Policy CIR-5.1:

The City shall emphasize use of pedestrian pathways and sidewalks as an integral part of the City's circulation system.

Implementing Action CIR-5.1.a: Ordinance and Regulations Review and Update

As part of the Public Works Improvement Standards update, the City will incorporate sidewalk standards to increase pedestrian safety, use, and aesthetics, including the following principles:

- Maintain ample sidewalk widths in residential areas and in commercial areas as identified in the City's Public Works Improvement Standards.
- Consider use of decorative concrete, stamps, and other aesthetic treatments for sidewalks in commercial locations or areas used for public gathering.
- Include streetscape amenities with sidewalks, such as street trees, landscape planters, and benches.
- Provide adequate and aesthetically pleasing lighting of sidewalks to improve safety and encourage evening use by City residents.

Implementing Action CIR-5.1.b: Capital Improvement Program (CIP)

The City will identify needed sidewalk improvements in the CIP, along with potential funding sources, to ensure that pedestrian access is maintained. This would include curb cuts to improve access for disabled persons.

Implementing Action CIR-5.1.c: Development Review

As part of the Development Review process, future subdivision design will be required to provide pedestrian circulation and connectivity into established areas of the City by providing sidewalks and pedestrian pathways, as appropriate, in accordance with the City standards.

Goal CIR-6:

To provide public transportation system options to facilitate the mobility of all City residents and to reduce potential traffic congestion.

Policy CIR-6.1:

The City shall encourage increased use of public transportation by City residents.

Implementing Action CIR-6.1.a: Capital Improvement Program

The City will support investment in public transportation plans and infrastructure that provide alternatives to automobile transportation through its Capital Improvement Program (CIP). The City will identify appropriate locations for additional transit stops in Colusa and ensure that identified locations will be available should additional bus stops be required. All public transportation infrastructure will be designed (functionally and aesthetically) in a manner that encourages greater interest and use of public transit.

Implementing Action CIR-6.1.b: Interagency Coordination

The City will explore possible connections between Colusa County Transit and other transit systems in the area, including Yuba Sutter Transit.

Implementing Action CIR-6.1.c: Development Review

Where appropriate, the City will require proposed development projects to include construction of public transportation facilities (e.g., transit stops, park-and-ride lots, river access facilities, etc.) as a condition of project approval.

Policy CIR-6.2:

The City shall seek to expand available public and private transportation options for Colusa residents.

Implementing Action CIR-6.2.a: Public–Private Cooperation

The City, in cooperation with the County of Colusa and the City of Williams, will explore the feasibility of the resumption of bus service by Greyhound. If it is determined that resumption of service is feasible and desirable, the agencies will encourage Greyhound to re-establish a bus stop in the County. The City will also work with private transportation providers to increase taxi service, local shuttle, and other feasible transportation options.

Goal CIR-7:

To improve access for the physically disabled throughout the community.

Policy CIR-7.1:

The City shall strive to ensure accessibility of all transportation facilities for disabled City residents, in compliance with the provisions of the Americans with Disabilities Act (ADA).

Implementing Action CIR-7.1.a: Federal, State and Local Funding

The City will identify funding for curb cuts and/or other improvements to make City streets and sidewalks easier for disabled persons to use and will establish a schedule for installation of curb cuts within the next five years. The City will also identify and secure funding for pedestrian improvement projects to bring pedestrian facilities into compliance with the Americans with Disabilities Act. Projects should include, but are not limited to, improving access to City buildings, parks, community centers, and other public use areas (e.g., the levee along the Sacramento River).

Implementing Action CIR-7.1.b: Ordinance and Regulations Review and Update

The City will review its ordinances and standards and update them as necessary to ensure that parking and accessibility features for disabled persons are provided by new development or by renovated/rehabilitated development where appropriate.

Goal CIR-8:

To ensure Colusa residents' continued access to a viable public airport.

Policy CIR-8.1:

The City shall work cooperatively with Colusa County and the Airport Land Use Commission to ensure continued safe and cost-effective airport operations, consistent with the public's needs and Federal Aviation Authority regulations.

Implementing Action CIR-8.1.a: Interagency Coordination

The City will continue to provide notice to the Colusa County Planning Department and the Airport Land Use Commission for all projects falling within the airport influence area as defined by the Airport Land Use Plan. The City will also provide input into the Comprehensive Airport Land Use Plan Update project through active participation in future planning efforts. In addition, the City will work with Colusa County and the Airport Land Use Commission to establish a formal liaison and communication methodology for all communications with the Committee.

Policy CIR-8.2:

The City shall work with Colusa County and the Airport Land Use Commission to ensure that new development within the Colusa County Airport Safety Zone is compatible with existing airport operations and that any changes or improvements to the airport facility or operations are compatible with land uses within this zone.

Implementing Action CIR-8.2.a: Interagency Coordination

The City will integrate the standards and operational thresholds of the airport into future design review criteria to address concerns regarding noise, safety, and hazards.

Goal CIR-9:

To reestablish Colusa's waterfront as a regional destination for both recreational and commercial water transportation activities.

Policy CIR-9.1:

The City shall provide a boat ramp, public access, and support facilities, as needed, on the waterfront in order to allow residents of the City and region to enjoy water-oriented recreation, public transportation and commercial opportunities on the Sacramento River.

Implementing Action CIR-9.1.a: Development Review (see Implementing Action CIR-6.1.c above).

Implementing Action CIR-9.1.b: Development Agreements

The City will use development agreements for larger projects to provide for specific mechanisms and financing of infrastructure and facilities, as appropriate. The City will ensure that both new agreements and amendments to previous agreements are consistent with City policies and standards, as well as the particular needs of the projects that are the subject of the agreements.

Implementing Action CIR-9.1.c: Interagency Coordination.

The City will work with the appropriate state agencies to pursue the necessary means for relocating the State Recreation Area's boat launch facility to ensure that it is fully functional and operational.

Implementing Action CIR-9.1.d: Local, State and Federal Funds.

The City will continue to pursue grant funding to relocate and upgrade the existing boat launch facility.