

2 EXISTING COUNTY POLICIES AND GUIDELINES

This section provides a summary of existing relevant county policies useful in guiding the development of a transportation circulation system for the near-term and long-term study scenarios.

2.1 Relevant General Plan Guidelines and Policies

The following text was taken from the Colusa County General Plan Land Use Policy Element

Arbuckle Development Policies

- ARB-1 Future development in Arbuckle should be encouraged within the utility district sphere of influence.
- ARB-2 Highway-oriented commercial uses shall be promoted at the north and south freeway interchanges. Downtown shall remain the primary local retail and service center. Efforts to refurbish and re-use historic down town buildings should be promoted.
- ARB-3 Redevelopment of the Alexander Camp site should be a first priority location for new housing. Additional multi-family housing should be encouraged on the part of the site near the existing Alexander Apartments.
- ARB-4 Infill of vacant land with residential uses should be encouraged within the utility district sphere.
- ARB-5 Vacant land between Almond Paradise Subdivision and the Arbuckle town site should eventually be infilled with residential uses.
- ARB-6 Additional residential development adjacent to the freeway shall be discouraged. Where such development already exists, the possibility of further noise insulation through sound walls or planting screens should be explored.
- ARB-7 An additional public park should be provided in Arbuckle to accommodate the town's anticipated growth. The park should be acquired through service district fees, developer fees, or mandatory site dedication within a future development.

College City Development Policies

- CC-1 Every effort should be made to retain the existing low-density, Rural Residential character of College City. Residents of College City should continue to have opportunities to raise animals, cultivate field crops and orchards, and conduct small-scale agricultural operations within the townsite.
- CC-2 Central sewer and water systems, if desired, should be under the jurisdiction of an independent special district. Construction of new housing at a density that would ordinarily require such services should be avoided until such an agency is formed.
- CC-3 Future residential development within College City should be contained within the boundaries of the original townsite.

- CC-4 Additional local-serving retail or service uses should be encouraged in the commercially designated area.
- CC-5 Further subdivision of land into new parcels smaller than one acre should be discouraged unless a special district is formed to accommodate the sewer and water needs of more dense residential development.

2.2 Current County Regional Transportation Plan Policy

The 2004 Colusa County Regional Transportation Plan (RTP) is a state-mandated document that provides a county-wide determination of existing and anticipated transportation deficiencies, potential improvements to remedy these deficiencies, funding sources, and a timeline to implement the plan. Much of the text in this study is relevant to the Arbuckle Traffic Overlay Zone study in that it provides a framework for identifying problematic areas in the circulation system and developing policy and implementation measures to mitigate deficiencies.

The following text is taken from the 2004 Colusa County RTP and describes the current goals, policies and implementation guidelines for the transportation system in Colusa County.

The goals, objectives and policies in the document are to guide the development of the transportation system and improve the quality of life for the citizens in Colusa County. The categories for setting goals are based on regional perspective for long term funding commitments.

- A **goal** is the end toward which effort is directed; it is general and timeless.
- A **policy** is a direction statement that guides actions for use in determining present and future decisions, often used to help reach goals.
- An **implementation measure** is a specific means to accomplish the intent of the goal and direction of the policy.

Mobility and reliability for people and goods

1.1 Goal: Provide mobility for people and goods in Colusa County on a reliable system.

1.1 Policy: Promote a balanced multi-modal transportation system that considers all modes.

1.1 Implementation Measure: Provide adequate maintenance funding for all facets of the transportation system.

1.2 Goal: Maintain and improve goods movement facilities in a manner that supports the economic well-being and quality of life in Colusa County.

1.2 Policy: The CCTC shall work with Caltrans, County and trucking industry to develop regulatory guidelines for truck travel in and through the County

1.2 Implementation Measure: Keep the trucking industry informed about truck impacts to County facilities and lessen the impacts wherever possible.

1.2.1 Implementation Measure: The County should carry out studies of alternatives to (1) financing road maintenance and construction and (2) reducing the impacts of large trucks on the local road system.

1.3 Goal: Provide economic transit service that reaches the greatest number of people that can reasonably meet the transportation needs of County residents.

1.3 Policy: Transit operation should strive to achieve an annual average of 10% farebox return and the fares on all public transportation systems should be set to minimize the subsidy per ride, provided the amount of fare does not cause a reduction in ridership.

1.3 Implementation Measure: Increase accessibility to the transportation system by continuing to promote the transit system.

1.4 Goal: Promote financially self-supporting airports that are maintained and improved to better serve the needs of general and commercial aviation users as well as the general public.

1.4 Policy: Prevent new land uses and zoning surrounding the County Airport from creating future land use conflicts.

1.4 Implementation Measure: Participate with the state in the development of the California Aviation System Plan as a means for the planning and development of aviation facilities.

Equity and customer satisfaction for all system users

2.1 Goal: Develop streets and highway projects that meet environmental, social, economic, and circulation objectives.

2.1 Policy: Transportation decisions will be based on equitable access to the region's transportation system and decision-making process.

2.1 Implementation Measure: Research and develop all available sources of funding that will be a subvention to current funding.

2.2 Goal: Promote the transit system for all users.

2.2 Policy: Meet any unmet transit needs that are reasonable to meet according to the criteria established by CCTC.

2.2 Implementation Measure: Preserve and expand the multi-modal transportation system to serve the needs of the County by promoting transit and reduce dependence on the automobile.

2.3 Goal: Develop a continuous countywide pedestrian and bikeway system that is part of the multi-modal regional transportation network.

2.3 Policy: Develop pedestrian and bicycle routes and promote them as alternative modes of travel.

2.3 Implementation Measure: Require new development to fully mitigate the impacts of their activities on all transportation systems - streets, roads, transit, pedestrian, and bicycle.

Sustainability, safety and security of the system

3.1 Goal: Maintain and upgrade the existing transportation system to prevent costly deterioration, to ensure that the efficiency of the system does not decline and to preserve access into communities for residents and emergency service providers.

3.1 Policy: The CCTC shall work with the State Legislature, County, City of Williams and City of Colusa to identify new sources of maintenance funding.

3.1 Implementation Measure: An inventory of discretionary funds and grant sources that might be used for transportation improvements should be maintained by the county.

3.1.1 Policy: Use cost-effectiveness measures to prioritize transportation projects.

3.1.1 Implementation Measure: Provide adequate maintenance funding for all the transportation system.

3.2 Goal: Rehabilitation and maintenance of the existing road system shall be a high priority of the County.

3.2 Policy: Design and fund improvements of transportation facilities with primary consideration to providing for the safety of school children and local residents on existing and proposed facilities.

3.2 Implementation Measure: Permitted roadside commercial uses should have an approved public access plan. The plan should address public safety and ease of access to the site.

Sensitivity to the environment

4.1 Goal: Preserve high quality view-sheds along State highways and County roads in an effort to improve visitor experience and economic enhancement.

4.1 Policy: Avoid areas of sensitive habitats for plants and wildlife when constructing facilities contained in the proposed system whenever possible and if sensitive areas are affected, mitigate impacts through CEQA and NEPA process.

4.1 Implementation Measure: Maintain and protect the Scenic Highways and Focal Points designated by the general plan.

4.2 Goal: Preserve the historic nature and rural atmosphere of the county.

4.2 Policy: Conduct environmental review consistent with the California Environmental Quality Act for individual projects as they advance to the implementation state of development.

4.2 Implementation Measure: Transportation projects and improvements should be subject to the appropriate environmental review as determined by the CEQA process.

Vitality and economic well being for the region

5.1 Goal: Improve the transportation system to support access to and economic vitality of locally-operated businesses for economic enhancement.

5.1 Policy: Maintain the competitiveness of the region by directing investment in the transportation system.

5.1 Implementation Measure: Continue with the collection of developer fees to support the existing and future transportation system and monitor the adequacy of those fees in meeting transportation needs.

Interregional and intraregional consultation

6.1 Goal: Coordinate this plan with adopted environmental goals and policies addressed in the Colusa County General Plan and other documents.

6.1 Policy: All specific projects shall be adequately reviewed through established environmental processes.

6.1 Implementation Measure: The public shall be informed and invited to attend meetings regarding each transportation project and impacts to the circulation system.

6.2 Goal: Coordinate improvement of transportation facilities with adopted land use plans.

6.2 Policy: Transportation facilities shall be compatible with adjacent land use.

6.2 Implementation Measure: County transportation planning decisions shall be coordinated with all affected public and private agencies.

New technology

7.1 Goal: Minimize traffic congestion by increasing the efficiency of the existing transportation system through Transportation System Management (TSM) techniques.

7.1 Policy: Periodically review traffic operations along State highways and major county roads.

7.1 Implementation Measure: Promote signal timing, access management, transit priority treatments, accident scene management measures and closed circuit TV to help increase traffic flow.

2.3 Highlights of the Current Colusa County Transit Plan

Colusa County staff commissioned a 2003 Transit Development Plan (TDP) study (LSC, 2003) in order to better address the transit needs of the county of the next several years. Aware of the importance of transit-related issues, this study aimed to address transit usage and future demand throughout the county and its communities.

Although the study is primarily focused on the more populated areas of the county such as Colusa and Williams, the information provided in the plan is highly relevant to developing similar transit plans in the Arbuckle Area, should significant long term development occur.

The following summary text is taken from the 2003 TDP:

In light of the characteristics and transit needs of the study area, as documented in previous chapters, the following Transit Development Plan has been developed for Colusa County. The Plan is intended to address the following factors:

- The stated desire of Colusa County officials and the general public to maintain as much of existing services as possible, given limited financial resources.
- The need to increase funding over the plan period for vehicle replacement and to keep pace with inflation.
- The need to address transit program issues through service, institutional and financial modifications.
- The requirements of the Americans with Disabilities Act and the Transportation Development Act.
- The alternatives recommended in the plan are based on two underlying assumptions:
- Service quantities will expand, when warranted and financially feasible, over the next seven years in order to maintain current service quality.
- No additional funding sources will become available for local transit programs, and the transit plan must be financially sustainable within the existing funding sources.

The various Service, Capital, and Institutional, Management and Financial elements of the Transit Development Plan are presented in the three final section of the TDP. Together, these Plan elements will address existing fleet deficiencies, fully meet the requirements of the Americans with Disabilities Act, and ensure that CCTA services are financially sustainable. Finally, an Implementation Plan is presented at the end of the TDP to guide transit improvements over the next seven years.

The TDP study provides an opportunity to develop plans that will tailor transit services to current conditions. While the primary goal is to provide effective transportation to all of those who need it, a number of issues were closely evaluated in this study, including:

Non-emergency Medical Trips: Several months before the end of the fiscal year, the Colusa County Transit Agency has already run out of monies to provide non-emergency medical trips for non-seniors. Many medical trip requests are for out-of-county destinations.

Hours of Service: In addition, medical appointment times often extend beyond the operating hours of transit. Also, migrant workers often have a very early work start time and get off work late, making it difficult to use Colusa County Transit services. People enrolled in Driving Under the Influence programs also must begin as early as 5:00 A.M. and end as late as 8:30 P.M., outside the current transit span of service. While they can use the taxi service during these hours, the wait is quite long.

Fares: While fare levels are reasonable for a dial-a-ride type of service, they can add up for multiple passengers traveling together. Passengers ask about daily or monthly passes: while these are not practical for demand-response type of service, fare elasticity models should be used to determine appropriate fares. In addition, a voucher-type system should be examined.

Population Growth: Some projections show a doubling of the population in the next two decades. Meeting the transportation needs of this increase will be a challenge.

Migrant Center: The Migrant Center, which many people walk to, is west of Interstate-5 in Williams. A safer means of getting people to this site should be examined. In addition, many migrant workers are picked up at the Center and charged a high transportation fee by employers to get to their work sites.

Out-of-Area Providers: An increasing number of out-of-area taxis and charters are serving Colusa County. It should be determined what needs they are serving and whether any coordination of services would be appropriate. Colusa County Transit should make this determination.

After School Transportation: The school district provides student transportation to school in the mornings from a newly established housing area, but not at midday or after school, leaving grade-school to high school students to walk home through the hazardous Interstate 5 corridor.

2.4 Opportunities for Additional Policy

Colusa County Planning and Public Works staff should work closely with the Board of Supervisors and the Local Transportation Commission to develop additional policy that will guide the implementation of Traffic Impact Fees for necessary infrastructure improvements. This includes:

- Adopt policy that will require all developers to pay appropriate fees for all types of land development
- Produce an updated set of standard plans that provide consistent improvements within and adjacent to various separate developments and the immediate surrounding circulation system (such as roadway standards, sidewalk standards, bikeway and pedestrian facility standards, etc.)
- Establish a systematic monitoring program that regularly evaluates the state of the circulation system, upcoming development projects, and ensures that traffic impact fees are collected to implement necessary improvements.

The final section of this report provides recommendations for traffic impact fees for various developments including residential, commercial, industrial, and mixed use. These recommended fees should become a part of the new policy adopted by the County to ensure the circulation system within and adjacent to development projects is cohesive and appropriate for the level of traffic and travel expected to be generated by such projects.