



6

CIRCULATION ELEMENT

6.1 Introduction

Mobility directly impacts the economic and social aspects of a community. Meeting the challenges of providing adequate mobility will depend on the development of a coordinated planning process and implementation of forward-looking solutions.

The Transportation and Circulation Element responds to the State requirement for the development of a circulation element as part of a community's general plan. This Element analyzes the City's overall circulation system, identifies relevant issues to forecast conditions and recommends a framework of goals and policies to achieve the efficient movement of people and goods within the City and surrounding area.

The Scenic Highway portion provides guidelines for the preparation of a local plan to protect scenic corridors. It provides the framework for designating scenic routes and implementing plans and programs that preserve scenic resources and enhance the aesthetic character of designated scenic routes.

KEY TERMS

Functional Classification System. The Functional Classification System identifies existing roadway classification based upon number of lanes,

capacity, location, etc. Typically, functional classification refers to collectors, arterials, expressways, freeways, etc.

Level of Service (LOS). A qualitative measurement of operational characteristics of traffic flow on a roadway or at the intersection of roadways, based on traffic volumes and facility type. Levels range from “A” to “F”, with “A” representing the highest level of service.

Mode. Refers to a means of transportation: automobile, bus, train, airplane, pedestrian, or bicycle. Different modes of travel may require minimum facilities to meet their unique needs. In addition, there is a significant amount of overlap in facilities required for surface transportation needs.

Right-of-way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Transit. The conveyance of persons or goods from one place to another by means of local public transportation.

6.2 Existing Conditions

The historical emphasis of transportation planning efforts in the City of Ridgecrest has been on the development of a street and highway network that would meet the demands of private automobile users and industry.

State Route 14 and U.S. Highway 395 are key north-south highways through the Indian Wells Valley. In addition to providing access to and from Ridgecrest, these facilities provide through traffic connections for inter county traffic. Recreational travelers from southern California to the mountain recreation areas use both routes heavily. State Route 178 provides east-west service through the area. It uses city streets (Inyokern Road and China Lake Boulevard and Ridgecrest Boulevard).

MAJOR CORRIDORS

Major corridors that impact Ridgecrest include state highways and freeways, and roadways that serve inter-county and intra-county travel.

Major North-South Travel Corridors. There are five north-south travel corridors within the City: Jacks Ranch Road, Brady Street, Norma Street, China Lake Boulevard and Gateway Boulevard.

Major East-West Travel Corridors. There are five East-West travel corridors within the City: Inyokern Road (SR-178), Drummond Avenue, Ridgecrest Boulevard, Bowman Road, and Springer Avenue.

Highway 178. The present routing of Highway 178 through the City of Ridgecrest and Inyokern is problematic. The route is on streets heavily used for local traffic. The route makes two, right angle turns in the City of

Ridgecrest. Several stoplights must be negotiated along the route. The route is the main east-west thoroughfare in the area. These facets result in congestion on this corridor.

State Route 395 (SR-395). SR-395 begins north of Mojave and continues to the Inyo County line, traversing high desert land, hilly areas, and is next to the Sierra Nevada Mountains. Plants indigenous to the area along the route have good scenic qualities when wildflowers are in bloom. State Route 395 lies outside the Ridgecrest Planning Area but is important because it intersects with China Lake Boulevard and provides the primary route in and out of the City.

SCENIC CORRIDORS

Ridgecrest's Scenic Corridor Plan identifies scenic corridors in the General Plan study area. The corridors, West Inyokern Road, North and South China Lake Boulevard, East and West Ridgecrest Boulevard, West Bowman Road, College Heights Boulevard, West Drummond Avenue and Jack Ranch Road have been deemed so because of their scenic qualities and their existing or potential function as the major entries to the City.

The corridor boundary is defined by topographic features along the most southerly extent of China Lake Boulevard and by significant landmarks or man-made features, up to 1,000 feet from the center of the roadway in areas of level terrain. In areas of urban character, corridor limits have been defined as up to 200 feet from the center of the roadway.

BICYCLE ROUTES

As an alternative to the automobile, bicycles are non-polluting, quiet, inexpensive, and a reasonably available source of transportation. The many advantages associated with bicycle travel and the public's increased interest in physical fitness has made the bicycle a much larger part of the transportation system. Bicycles can be used for a variety of short commuting trips and recreational purposes.

Ridgecrest is served by approximately 25 miles of designated bike paths, lanes and routes. However, there are gaps in the bike path network that must be completed to facilitate interconnected bicycle travel. Currently, there are nearly 50 miles of additional bike paths planned throughout the City's Planning Area. The bicycle system provides facilities to serve all types of bicycle trips including work, school, recreation, physical training and sport.

Future bicycle facilities include routes along Bowman Road, S. China Lake Blvd, Jacks Ranch Road, Brady Street and Jarvis Avenue. Additional bicycle facilities may be available in redevelopment areas and private developments requiring public access improvements with special consideration to service recreational areas. In addition, many bikeways may take advantage of scenic views and other visual resources.

There are limited commuter bicycle lanes in Kern County. However inter-city bicycle transportation ways in Kern County do not yet exist due to the large distances between most cities in the County. The City of Bakersfield and California City are both in the midst of campaigns to promote bicycling and is overhauling its bicycle transportation routes.

PEDESTRIAN ROUTES

Pedestrian travel exists in Ridgecrest primarily on main arterials and between areas with short distances. Providing sidewalks and paths becomes more relevant as the population increases. Ridgecrest provides pedestrian facilities within and between residential neighborhoods along with commercial and industrial areas. Pedestrian facilities are especially important in those parts of Ridgecrest where motorized transportation is the predominant mode of travel and where safety becomes an issue, including portions of China Lake Boulevard, Bowman Road and Ridgecrest Boulevard.

6.3 Circulation Diagram and Standards

The Circulation diagram depicts the proposed circulation system for the City of Ridgecrest to support existing and planned development as presented in the Land Use Diagram. The major objectives of the plan include coordinating access routes to NAWA China Lake, concentrating through traffic on arterial and collector roads, and coordinating land use and circulation planning to reduce vehicular traffic.

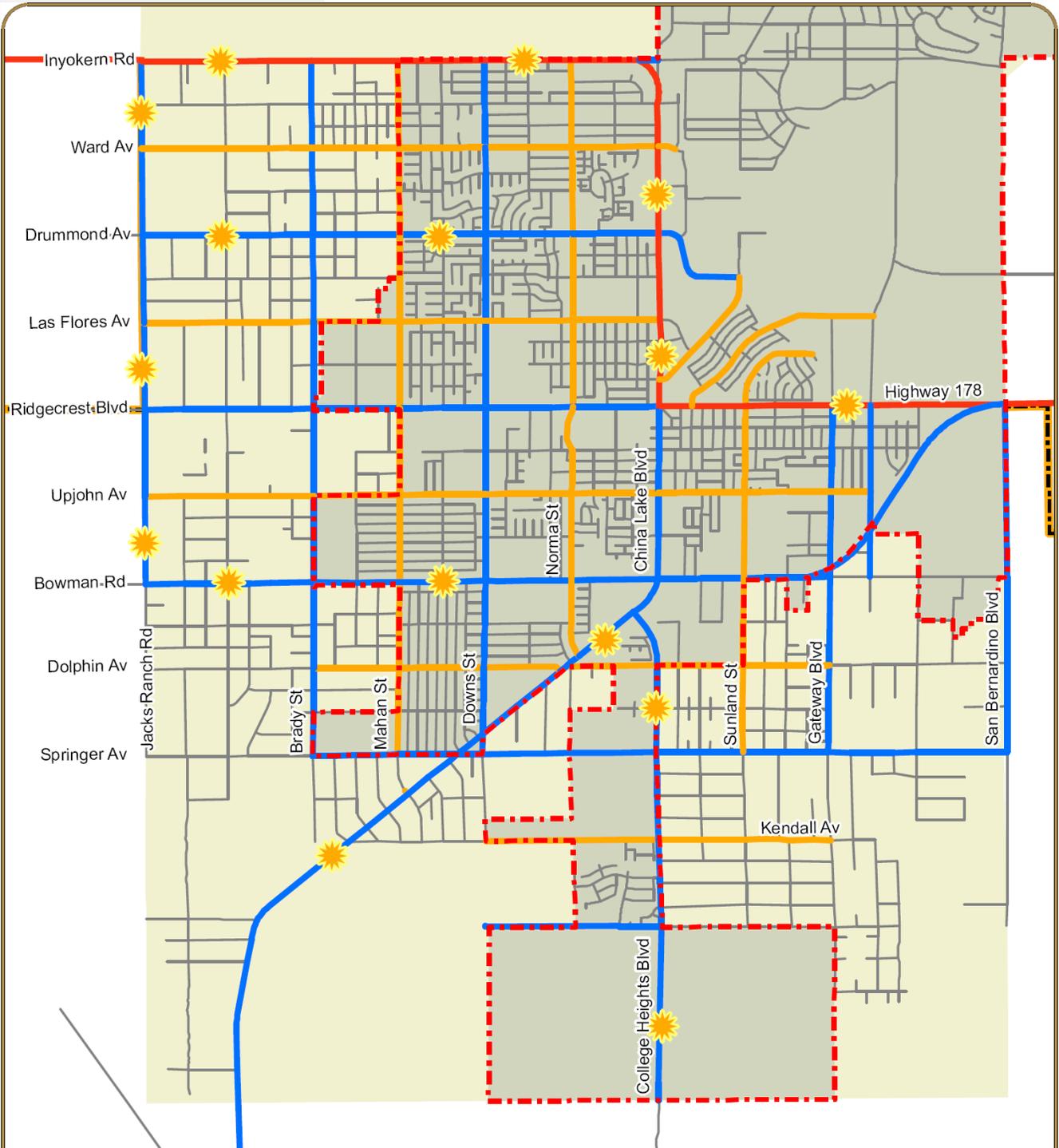
The City's roadway network is designed to support the development of the land uses shown on the 2030 Land Use Diagram and to reserve adequate rights-of-way for development beyond 2030. The General Plan seeks to maintain the city's relatively free-flowing traffic conditions while allowing for future growth. The City's most important policy tool for ensuring upgrading and maintenance of its roadways to provide for effective and efficient traffic movement is the Circulation Diagram and its associated standards.

CIRCULATION DIAGRAM

The Circulation Diagram (included as Figure 6-1) depicts the proposed vehicular circulation system needed to support development under the Land Use Diagram. This circulation system is represented on the diagram as a set of roadway classifications that have been developed to guide Ridgecrest's long-range planning and programming. Roadways are systematically classified based on the linkages they provide and their function, both of which reflect their importance to the land use pattern and traveler.

ROADWAY CLASSIFICATION AND STANDARDS

Roadways serve two functions: traffic movement, or mobility, and accessibility to provide mobility and to provide property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access, particularly in residential areas. A functional classification system provides for specialization in meeting the access and



Legend

Roadway Classifications

- Highway
- Major Road
- Secondary Road
- Collector & Local Roads

- Scenic Corridor (Goal C-8)
- City Limits
- Planning Area
- NAWS China Lake



Circulation Diagram | Figure 6-1

mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions. The following roadway classifications are used in the City of Ridgecrest.

FREEWAYS (STATE HIGHWAYS)

Freeways and highways provide for high volume, high speed, interregional travel with limited local access via widely spaced interchanges (one mile minimum). In general, freeway access is limited to designated interchanges; no direct access to adjacent land uses is permitted for any use. Within the City of Ridgecrest, freeways and state highways conform to the standards of the California Department of Transportation.

ARTERIALS

Arterials are intended to: (a) provide a high level of capacity in selected high volume corridors; (b) provide connections between the freeway system and arterials and collector streets via interchanges; and (c) provide access to major traffic generators. Arterials are moderate-speed through streets and provide for traffic at moderate speeds. Access to an arterial should be primarily accomplished through primary collector and secondary collector streets. Arterials also provide access to major traffic generators at quarter mile intervals. Arterials are generally designed with two through lanes on each direction with either on-street parking or no parking with left turn lanes. Arterials are subject to the same access standards as major arterials.

Major arterials are typically designed to accommodate up to six through traffic lanes, a parking/transit/right turn lane, and a center median with dual left turn lanes at intersections. The right-of-way for these streets should be not less than 110 feet. A driveway spacing of at least 300 feet should be maintained wherever possible. Arterials are designated throughout the Planning Area, generally creating a one-mile grid pattern.

SECONDARY STREETS

Secondary streets are intended to transfer traffic from collector and minor streets to an arterial. Average daily traffic on a primary collector will usually average less than arterial streets, but more than collector streets. Secondary streets should provide direct linkages to neighborhood shopping areas. Secondary street intersections should be staggered to discourage their use as through access ways by-passing arterials. Direct access for low density residential, commercial, and industrial uses and developments should be permitted consistent with adopted improvement standards. The right-of-way for these streets should be not less than 90 feet wide.

COLLECTOR STREETS

Collector streets are intended to carry traffic from local streets to secondary streets and arterials. Direct access should be permitted consistent with approved standards. Secondary collector streets are not delineated on the Circulation Diagram; instead they are located through the development and

subdivision approval process. Collector streets are designated throughout the Planning Area and generally have a two-lane configuration with a right-of-way of not less than 64 feet.

LOCAL STREETS

Local streets are intended as low capacity streets primarily serving low-density residential uses. Direct access to local streets is permitted consistent with adopted improvement standards. Local streets provide direct access to adjacent land. They also connect from adjacent land uses to collector streets and, in some limited instances, connect directly to arterials. Local streets should not carry traffic from one area of the community to another. Local streets should have a two-lane configuration with a right-of-way of not less than 60 feet, although narrower rights-of-way may be permitted in certain circumstances. The minimum right-of-way for local streets in areas designated for commercial and industrial is 60 feet.

6.4 Goals and Policies

General

Goal C-1

Develop an integrated transportation through regional coordination and the development of sustainable financing mechanisms. [New Policy].

C-1.1

Circulation Diagram

The City shall utilize and maintain the Circulation Diagram to designate the classification of all major roadways, transit facilities, and bicycle facilities. [New Policy]

C-1.2

City Accessibility

The City shall improve accessibility to the City by air, rail, bus and motor vehicle. [Source: Policy 2.1.33, Circulation Element]

C-1.3

Coordination with Caltrans

The City shall coordinate with Caltrans in developing transportation policies pertaining to SR14 and US 395 that reflect Caltrans transportation policies for these roadways. [New Policy]

C-1.4

Coordination with Other Agencies

The City shall coordinate with Kern County, the Kern Council of Governments, and NAWA China Lake in developing City transportation policies that reflect the transportation policies and needs of all entities so mutually beneficial solutions can be developed. [New Policy]

- C-1.5 *Transportation Improvement Financing***
 The City shall utilize the City’s capital improvement program, developer dedications, public facilities fees and other mechanisms to finance transportation needs and improvements. [New Policy]
- C-1.6 *Additional Funding Sources***
 The City shall work with County, Caltrans, and other jurisdictions and agencies to secure additional funding to meet transportation funding shortfalls for priority projects and other modes of transportation. [New Policy]
- C-1.7 *Provision of Transportation Infrastructure and Cost Sharing***
 All new development projects shall be required to pay their fair share of the cost of constructing needed transportation and transit facilities, and contributing to ongoing operations and services. This shall include the costs associated with mitigating new development impacts on the capacity of existing transportation facilities and services. All essential facilities and services will be installed prior to or concurrent with such new development or phased as specified in the applicable environmental documents. This requirement shall be made a condition of project approval. [New Policy]
- C-1.8 *Sustainable and Compatibility-Oriented Transportation Projects***
 The City shall work with COGs, Caltrans, and US Department of Transportation to promote transportation projects that further sustainable and compatible land use and circulation patterns. Project funds for needed highway and road improvements (i.e., land expansion, overcrossings, etc.) should be promoted. [Source: New Policy – R-2508 JLUS]



R-2508 JLUS

Streets and Highways

<p>Goal C-2</p>	<p>Develop a transportation and circulation system coordinated with land use to ensure safe and efficient movement of people and goods to and within the city. [Source: Circulation Element Goal 2.1].</p>
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- C-2.1 *Maintain Existing Streets***
 The City shall monitor the condition and use of all existing streets, and maintain those streets, as required, on a phased basis. [New Policy]
- C-2.2 *Prioritization of Street and Highway Improvements***
 The City shall give priority to street and highway improvements that increase safety, minimize maintenance costs, improve air quality, and increase the efficiency of the street system. [New Policy]

C-2.3 New Development

The City shall ensure that streets and highways will be available to serve new development by requiring detailed traffic studies and necessary improvements as a component of all major development proposals. [New Policy]

C-2.4 Level of Service for Local Streets and Intersections

The City shall strive to maintain Level of Service C or better be maintained for both daily and peak hour conditions. Exceptions to this standard may be considered for intersections where road improvements are not acceptable (i.e., due to factors such as the cost of improvements exceeding benefits achieved, results are contrary to achieving a pedestrian design, or other factors) or that based upon overriding considerations regarding project benefits, an alternate LOS may be accepted. [New Policy]

C-2.5 Existing Service Levels

The City shall identify economic, design and planning solutions to improve existing levels-of-service currently below LOS C. Where physical mitigation is infeasible, the City shall consider developing programs that enhance alternative access or otherwise minimize travel demand. [New Policy]

C-2.6 Monitor Intersections

The City shall identify and monitor critical intersections on a periodic basis and construct needed improvements in a timely manner, based upon available resources, if the LOS drops below “C”, unless a lower LOS has been established pursuant to Policy C-2.4. For the purposes of this policy, critical intersections include:

Signalized Intersections

- Inyokern Road and Norma Street
- Inyokern Road and China Lake Boulevard
- Ward Avenue and Norma Street
- Drummond Avenue and Downs Street
- Drummond Avenue and Norma Street
- Drummond Avenue and China Lake Boulevard
- Las Flores Avenue and Norma Street
- Las Flores Avenue and China Lake Boulevard
- Ridgecrest Boulevard and China Lake Boulevard
- California Boulevard and China Lake Boulevard
- Ridgecrest Boulevard and Richmond Road
- College Heights and China Lake Boulevard

Non-signalized Intersections

- Ward Avenue and China Lake Boulevard
- Felspar Avenue and China Lake Boulevard
- Ridgecrest Boulevard and Downs Street
- Ridgecrest Boulevard and Gateway
- Upjohn Avenue and Downs Street
- Norma Street and Upjohn Avenue

- Upjohn Avenue and China Lake Boulevard
- Bowman Road and Gateway
- Bowman Road and Downs Street
- Dolphin Avenue and Downs Street
- Norma Street and China Lake Boulevard
- China Lake Boulevard and Dolphin Avenue
- College Heights and Dolphin Avenue
- Downs Street and China Lake Boulevard
- Mahan Street and Ridgecrest Boulevard [New Policy]

C-2.7 Roadway Standards

The City shall require City-maintained streets and roads are designed and constructed according to the standards set out in this General Plan and Section 19, Subdivision Ordinance of the City of Ridgecrest Municipal Code. Recommended street cross sections are shown below in Figure 6-2. [New Policy]

PLACEHOLDER – FIGURE 6-2 – Arterial and Collector Cross-sections

C-2.8 Handicap Access

The City shall maintain a deficiency and correction list for public improvements that affect access for handicapped persons. [Source: Policy 2.1.35, Circulation Element]

C-2.9 Driveway Access

The City shall minimize direct access (driveways) to and from residences to arterials and collectors. [Source: Policy 2.1.5, Circulation Element]

C-2.10 Jack Ranch Road

The City shall encourage development of Jack Ranch Road as a limited access thoroughfare. [Source: Policy 2.1.7, Circulation Element]

C-2.11 East/West Circulation

The City shall improve the east/west circulation system in the City. [Source: Policy 2.1.8, Circulation Element]

C-2.12 Road Accessibility and Efficiency

The City shall improve the access to main arterial streets and the overall efficiency of circulation within the City. [Source: Policy 2.1.9, Circulation Element - revised]

C-2.13 Bowman Road

The City shall pursue the design for the development of Bowman Road, incorporating circulation and drainage needs, pedestrian walkways, bicycle paths, and linear park concepts. [Source: Policy 2.1.10, Circulation Element]

- C-2.14 Traffic Congestion**
The City shall plan and develop effective measures to relieve traffic congestion at major intersections and along arterial roads. [Source: Policy 2.1.11, Circulation Element]
- C-2.15 Street Improvements, Upgrades, and Maintenance**
The City shall establish an effective program, including financing, for construction of street improvements and for upgrading and maintaining existing roadways in the City. [Source: Policy 2.1.12, Circulation Element]
- C-2.16 Master Drainage Plan**
The City will lay out and design new streets in accordance with the Master Drainage Plan. [Source: Policy 2.1.13, Circulation Element]
- C-2.17 College Heights Boulevard**
The City should annex the full width of College Heights Boulevard in order to fully develop this major arterial. [Source: Policy 2.1.14, Circulation Element]
- C-2.18 North Richmond Road**
The City shall join with the NAWS China Lake Facilities Planning Division to address the development of North Richmond Road to meet the needs of the NAWS China Lake commuter as well as traffic accessing Gold Canyon Drive. [Source: Policy 2.1.15, Circulation Element]
- C-2.19 Rural-Residential Street Classification**
The City shall develop standards for a “rural residential” street classification to encourage isolated property owners to develop their road. [Source: Policy 2.1.16, Circulation Element]
- C-2.20 Reduction of Vehicular Trips**
In concert with the Land Use and Community Design Elements, the City shall implement the policies in efforts to reduce the number of vehicular trips between resident and work place and commercial facilities. [Source: Modified Policy 2.1.17, Circulation Element]
- C-2.21 Traffic Control Facilities**
The City shall require that traffic control facilities are in place prior to final occupancy of any new development. [Source: Policy 2.1.18, Circulation Element - revised]
- C-2.22 Consistent Roadway Signage**
The City shall continue to improve roadway signage Citywide, to ensure that signage is accurate and not obscured or obstructed by vegetation or structures: consistency and uniformity on worded transportation signs; uniform type face; consistent graphic symbols; modular sign size; grouping to reduce visual clutter wherever possible; and traffic-control devices, lighting, and related items on common poles.. [New Policy]

C-2.23 Traffic Signal Timing

The City shall coordinate with local agencies to continue and expand the traffic signal timing program, with special attention on the reduction of vehicle emissions at traffic lights. [New Policy]

C-2.24 Land Use and Transportation Interaction

The City will encourage land development patterns that promote the operational efficiency of the existing and future transportation system. [New Policy]

C-2.25 Development Standards

The City will encourage all developments to substantially meet the following criteria:

1. Development shall not be located or designed in a manner that will not inhibit or impair future improvement of the transportation system.
2. Dedications of land may be required to implement the adopted Circulation Diagram.
3. Vehicular and road-user service should be located close to key intersections.
4. Residences should be located away and buffered from major arterials.
5. Developments should be designed and located so that access requirements and traffic generation characteristics do not impair the safety and maintenance of the transportation system.
6. The number of driveways on arterial streets shall be limited to improve traffic flow and safety.
7. Provisions should be made for safe pedestrian and bicycle crossings of arterial, collector, or key intersections where high traffic volumes are common or anticipated. [New Policy]

C-2.26 Development Approval

The City shall require the completion of arterial intersection signalization or signage prior to the issuance of the final certificate of occupancy for all major development. [Existing Implementation Measure #8, Circulation Element]



See also the policies under Chapter 8, Health and Safety for policies related to transportation safety and air quality

Neighborhood Traffic

Goal C-3

Provide for neighborhood, pedestrian and bicycle safety by enforcing speeding laws and ensuring compliance to the rules of the road. [New Goal].

C-3.1 *Traffic Calming Measures*

The City shall provide traffic calming measures on local / residential streets and require new developments to integrate traffic calming methods to site plans in order to ensure the safety of pedestrians and residents. [New Policy]

C-3.2 *Roundabouts*

The City shall consider the implementation of roundabouts to reinforce speed limits and safe guard the pedestrian. [New Policy]

C-3.3 *Neighborhood Street Design*

The City shall ensure that neighborhood streets are designed to discourage through traffic and excessive speeds. [New Policy]

C-3.4 *Limiting Local Street Use*

The City shall design access into residential areas to minimize non-local through traffic and encourage subdivisions to provide access from collector streets and discourage the use of local streets as alternatives (a bypass) to congested arterials. [Source: Policy 2.1.4, Circulation Element - revised]

C-3.5 *Connectivity*

The City shall promote connectivity throughout residential street patterns. Where cul-de-sacs are permitted, the City shall promote pedestrian and bicycle travel by including pathways as appropriate to connect cul-de-sacs to other streets or community facilities such as parks and schools. [New Policy].

Parking

Goal C-4

Provide appropriate parking for existing and future development in the City. [New Goal].

C-4.1 *Minimum Parking Requirements*

The City shall enforce minimum standards and periodically update the Zoning Ordinance which specifies minimum parking requirements for various types of land use. [Source: Policy 2.1.19, Circulation Element - revised]

C-4.2 Adequate Off-Street Parking

The City shall require the provision of adequate off-street parking in conjunction with new development. Parking shall be conveniently located to new development and shall be easily accessible from the street system. [Source: Policy 2.1.19, Circulation Element - revised]

C-4.3 On-Street Parking

The City shall investigate current and future parking characteristics and develop appropriate ordinances to regulate on-street parking. [Source: Policy 2.1.20, Circulation Element]

C-4.4 Handicapped Parking Requirements

The City shall continue to require establishment and identification of, and compliance with, handicapped parking requirements. [Source: Policy 2.1.21, Circulation Element]

C-4.5 Handicap Accommodations

The City shall continue to recognize needs of handicapped persons by using design standards that ensure their safe use of all circulation systems. [Source: Policy 2.1.32, Circulation Element]

C-4.6 Shared Parking

To minimize land consumption and paving, the City shall promote shared parking among land uses whose demand for parking peaks at different times. [New Policy]

C-4.7 Support Economic Vitality

The City shall require the provision of parking facilities in manner that will support the economic vitality of land uses served, by ensuring that:

1. Off-street parking facilities are designed and located to minimize street disruption and inconvenience to adjacent properties and streets.
2. Large parking areas are developed with screen walls or landscaped perimeter planting strips, bays, and islands to provide visual screening from direct traffic flow and high speed travel areas.
3. Adequate lighting is provided to minimize safety hazards. [New Policy]

Alternative Transportation

Goal C-5

Encourage and provide alternative modes of transportation and alternatives to travel for all Ridgecrest residents in order to decrease dependence on single-occupant vehicular travel and reduce vehicle emissions. [New Goal].

- C-5.1 *Public Transportation System***
The City will support a public transportation system appropriate to the needs of all City residents as an effective alternative to automobile usage. [Source: Policy 2.1.23, Circulation Element]
- C-5.2 *Carpooling and Vanpooling***
The City shall work with major employers in the region to establish effective car and van pooling. [Source: Policy 2.1.24, Circulation Element]
- C-5.3 *Preferential Employee Parking***
The City shall encourage preferential employee parking for carpools and van pools. [New Policy]
- C-5.4 *Public Parking Areas***
The City shall provide public parking areas to encourage use of public transportation, car and van pooling or other para-transit systems. [Source: Policy 2.1.25, Circulation Element]
- C-5.5 *Energy Conservation for Public Transportation***
The City shall provide a public transportation system that utilizes energy efficiency standards and meets air quality control standards. [Source: Policy 2.1.26, Circulation Element]
- C-5.6 *Regional Public Transportation System***
The City shall coordinate with appropriate jurisdictions and agencies to encourage the development of a regional public transportation system. [Source: Policy 2.1.34, Circulation Element - revised]
- C-5.7 *Clustering of Land Uses in Transit Served Areas***
The City shall encourage clustering of land uses in areas that are sufficiently served by existing or planned transit systems, especially when land uses are complementary. [New Policy]
- C-5.8 *ADA Compatible Transit***
The City shall support public transit services that meet the needs of the disabled and are in compliance with the Americans with Disabilities Act. [New Policy]

C-5.9 Funding for Public Transit

The City shall continue to pursue funding mechanisms for community transit services. [New Policy]

Pedestrian and Bikeway Facilities

Goal C-6	Promote development of pedestrian and bikeway facilities for transportation and recreation. [New Goal].
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C-6.1 Bicycle Parking

The City shall establish standards and requirements for bicycle parking areas. [Source: Policy 2.1.22, Circulation Element]

C-6.2 Pedestrian and Bicycle Facilities

To encourage pedestrian and bicycle activity in Ridgecrest, the City shall provide safe and convenient pedestrian and bicycle corridors that link commercial areas and employment centers with residential neighborhoods. [New Policy]

C-6.3 Bicycle Circulation System

The City shall develop and maintain a complete and safe bicycle circulation system located in separate rights-of-way or physically separated from automobiles, wherever feasible, as funds are available. The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provide connections between the city’s major employment and housing areas, between its existing and planned bikeways, and between schools, parks, retail shopping, and residential neighborhoods. Figure 6-3 illustrates the layout of this system. [Source: Policy 2.1.27, Circulation Element - revised]

C-6.4 Bicycle and Pedestrian Funding Sources

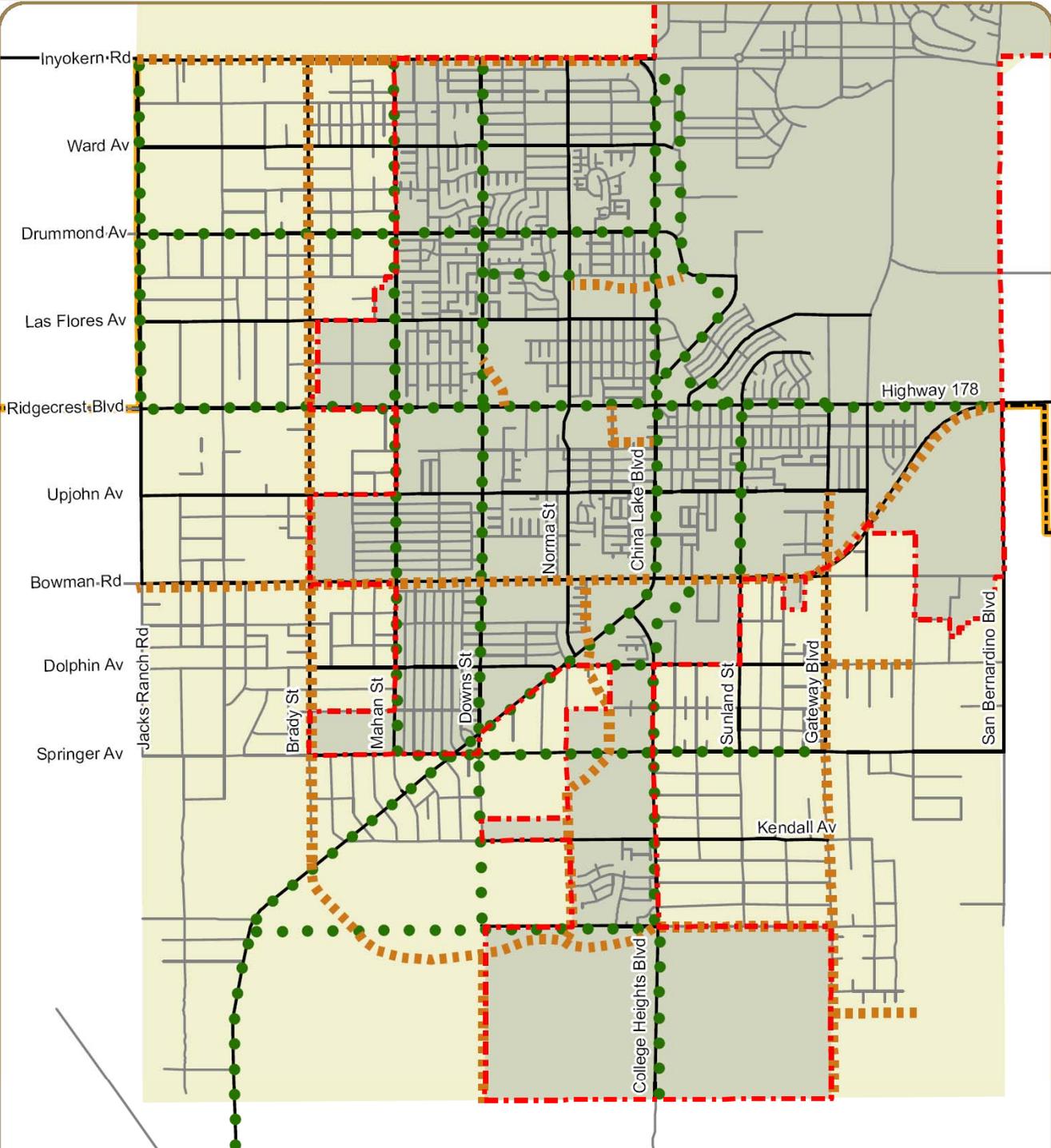
The City shall continue to investigate and pursue funding sources for acquisition, development and maintenance of paths and trails for bicycles and pedestrians. [Source: Policy 2.1.29, and Policy 2.1.31 Circulation Element - revised]

C-6.5 Pedestrian Facility Standards

The City shall require crosswalks, street furniture and other pedestrian safety buffers to be designed and installed for all new development or redevelopment proposals. [New Policy]

C-6.6 Bicycle and Pedestrian Education

The City shall promote law enforcement and educational awareness programs for bicycle and pedestrian safety. [New Policy]



- Legend**
- Bicycle Lanes
 - Major Parkways
 - Major Road
 - Collector & Local Roads
 - City Limits
 - Planning Area
 - NAWS China Lake

Acres

80	40
20	10
10	5



Non-Motorized Circulation | Figure 6-3

- C-6.7 *Bicycle Amenities in New Developments***
 The City should require provision for safe bicycle circulation in all new developments and, in areas adjacent to arterial streets, as well as including bicycle parking facilities and internal bicycle/pedestrian routes. [Source: Policy 2.1.28, Circulation Element]
- C-6.8 *Sidewalk Completion Program***
 The City shall enforce the sidewalk completion program to complete the existing pedestrian circulation system. [Source: Policy 2.1.30, Circulation Element]
- C-6.9 *Promote Bicycle Safety***
 The City shall improve bicycle safety by developing routes that will minimize conflicts with vehicles and pedestrians. [Source: Policy 2.1.6, Circulation Element and Existing Implementation Measure #12, Circulation Element - revised]
- C-6.10 *Trails and Pathways to Activity Centers***
 The City shall promote pedestrian convenience and safety through development conditions requiring sidewalks, walking paths, or hiking trails that connect residential areas with commercial, shopping, and employment centers. Where feasible, trails will be looped and interconnected. [New Policy]
- C-6.11 *Priority to Gap Closure***
 In developing bicycle and pedestrian facilities, the City shall give priority to projects that close gaps in existing networks. [New Policy]
- C-6.12 *Safe Routes to School***
 The City shall cooperate with local schools to develop, maintain, and update a Safe Routes to School program. [New Policy]

Aviation

<p>Goal C-7</p>	<p>Promote and support the operation and provision of public and military airfields within the region. [New Goal].</p>
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- C-7.1 *Expansion of Services***
 The City shall support opportunities for expanding aviation services for the region at the Inyokern Airport. [New Policy]
- C-7.2 *Consider Military Aviation Assets***
 The City shall consider the use and operation of aviation assets at NAWS China actions for the City. [New Policy – required consideration under SB 1468]





See also the policies under Chapter 3, Land Use and Chapter 4, Military Influence for policies related planning and development in proximity to airports and NAWA China Lake

Scenic Highways and Corridors

Goal C-8

Provide for and enhance the aesthetic visual experience of travelers using the city's highway and roadway systems. [Source: Circulation Element Modified Goal 2.2].

C-8.1 *Scenic Corridor Designation*

The City shall select and designate the following highways and roadway alignments as city or county scenic corridors (see Figure 6-1): North and South China Lake Boulevard, East Ridgecrest Boulevard, West Bowman Road, College Heights Boulevard, West Drummond Avenue, Jack Ranch Road, and Inyokern Road. [Source: Policy 1.5.1, Land Use Element and Policy 2.2.1, Circulation Element - revised]

C-8.2 *Conformance with Scenic Corridor Standards*

The City should work to achieve conformance with scenic corridor standards on all facilities designated as scenic corridors. [Source: Policy 5.3.2, Conservation Element - revised]

C-8.3 *Landscaping of Scenic Corridors*

The City shall require corridors along the State Highways and all major arterials designated as scenic corridors to be landscaped. Developers shall be required to provide installation and establish a means of providing for maintenance of landscaping and utility undergrounding. [New Policy]

C-8.4 *Signage*

The City shall develop a signage program that is consistent with the natural setting of Ridgecrest and is attractive; this excludes billboards that can look intrusive and unappealing. [New Policy]

C-8.5 *Coordination of Scenic Highway Planning*

The City shall coordinate scenic highway planning and implementation with Kern County and the State of California. [Source: Policy 1.5.5, Land Use Element]

C-8.6 *Scenic Corridor Standards*

The following standards for scenic corridors are intended as guidelines for development along corridors.

Abandoned Structures

Abandoned structures within scenic corridors should be removed.

Building Height and Setback

Careful consideration should be given to height and setback of buildings to protect important views. Building height should be encouraged to be not more than 25 feet along scenic corridors.

Building Exterior Treatment

Building exteriors should be predominantly natural appearing and use material and colors suited to the desert environment. A harmonious relationship among the various elements of a development and the natural landscape should be achieved.

Building Siting

Where feasible, buildings should be situated within a site in a manner that does not obstruct important views. Site coverage and front, rear and side yard setbacks shall be reviewed on an individual project basis to encourage the greatest possible preservation of views and scenic qualities.

Landscaping and Visual Screening

Landscaping using desert-compatible plants should be encouraged to enhance important views and screen offensive land uses. Use of earth berms or other natural materials should be encouraged for visual screening especially adjacent to a road right-of-way. Block walls and similar structures should be used only when necessitated by site constraints. When block walls are utilized, design shall incorporate elements that would mitigate a "canyon" effect.

Outdoor Advertising Signs

Erection of new off-site advertising signs and billboards along scenic corridors will not be permitted. The time for removal of such existing signs will be based on depreciation of their value. Location and dimensions of on-premise advertising signs shall be reviewed on an individual basis and, as a minimum, shall conform to City sign ordinance standards.

Utility Lines

New or relocated utility lines within 1,000 feet of a scenic highway shall be placed underground whenever feasible. Undergrounding will be accomplished in accordance with the utility's rules and tariff schedules on file with the California Public Utilities Commission. [Source: Existing Implementation Plan, Scenic Highway Element]

Goods Movement

Goal C-9

Provide for a functional and balanced network for goods movement that adequately serves existing and future industrial and commercial areas of the City. [New Goal]

C-9.1

Truck Routes

The City shall establish and enforce truck routes in existing and new development areas to efficiently serve truck traffic, minimize conflicts between truck and automobile circulation, and minimize the impact of truck traffic on residential neighborhoods and other noise-sensitive uses. [New Policy]

C-9.2

Truck Route Signage

The City shall improve designated commercial vehicle and truck route signage and ensure that signage is not obscured or obstructed by vegetation or structures. [New Policy]

C-9.3

Truck Route Compliance

The City shall work with agencies and commercial businesses involved with goods movement to ensure that truck routes are adhered to by commercial vehicle drivers. [New Policy]

C-9.4

Access to Truck Routes

The City shall ensure industrial and commercial development is near established truck routes. [New Policy]

6.5 Implementation Measures

Table 6-1, Circulation Implementation Measures, identifies the implementation measures the City should take to implement the goals and policies of this General Plan. The implementation program lists each specific implementation measure, a reference to which General Plan policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Table 6-1. Circulation Implementation Measures

Implementation Measure	Policy	Who is Responsible	Timeframe			
			2008-2010	2010-2015	2015-2030	On-going
1.0 The City shall develop a Circulation Master Plan that will include Bicycle and Pedestrian circulation as well as Vehicular. [Source: Policy 2.1.2, Circulation Element	C-1.1 C-6.3	Public Services (Community Development & Planning)	■			■
2.0 The City shall coordinate with Caltrans on improvements to the State highway system in the Ridgecrest Planning Area. [New Implementation Measure]	C-1.2	Public Services (Community Development & Planning); Public Works				■
3.0 The City shall coordinate with Kern County on improvements to transportation facilities traversing City and County Jurisdiction. [New Implementation Measure]	C-1.4	Public Services (Community Development & Planning); Public Works				■
4.0 The City shall participate in the transportation funding and programming process with the Kern Council of Governments. [New Implementation Measure]	C-1.4	Public Services (Community Development & Planning); Public Works				■
5.0 The City shall update its Traffic Impact Fees along with each CIP update to provide funding for the CIP project list. The fees shall also be updated annually based on a construction cost index. [Existing Implementation Measure #13, Circulation Element - revised]	C-1.5 C-2.15	Administrative Services; Public Services (Community Development & Planning)		■		■
6.0 The City shall update and implement a comprehensive Street Improvement and Maintenance Plan, including the use of the Pavement Management System. This plan shall also incorporate curbs and sidewalks. [Source: Policy 2.1.1 and Implementation Measure §4, Circulation Element]	C-2.1	Public Works		■		■
7.0 The City shall, at least every five years, conduct a traffic monitoring study of up to 20 major road segments throughout the City, and will provide the resulting traffic volumes and levels of service to the City Council and Planning Commission for review and consideration. [New Implementation Measure]	C-2.1	Public Works		■		■

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
8.0	The City shall develop Transportation Impact Guidelines for all traffic impact studies. The guidelines shall address the evaluation of impacts on traffic, transit, bikeways and pedestrians. [New Implementation Measure]	C-2.3	Public Services (Community Development & Planning)	■			
9.0	The City shall conduct a thorough site plan review for all major new development projects to ensure consistency with goals, policies and standards of the City. [New Implementation Measure]	C-2.3 C-2.25	Public Services (Community Development & Planning)				■
10.0	The City shall review City street standards every five years to insure compatibility with changing truck height and weight standards. [New Implementation Measure]	C-2.7	Public Works		■		■
11.0	The City shall maintain and periodically update a schedule for synchronizing traffic signals along the City's arterial streets and freeway interchanges. [Existing Implementation Measure #7, Circulation Element - revised]	C-2.23	Public Works		■		■
12.0	The City shall review and update existing parking requirements. [Existing Implementation Measure #5, Circulation Element - revised]	C-4.1 C-4.2 C-4.3	Public Services (Community Development & Planning); Public Works	■			
13.0	The City shall create and initiate the Transit Development Plan. [Existing Implementation Measure #9, Circulation Element]	C-5.1 C-5.6	Public Services (Community Development & Planning); Public Works		■		
14.0	The City shall implement the policies of the California Clean Air Act as represented by the Southeast Desert Air Quality Attainment Plan as adopted by Kern County. [Existing Implementation Measure #10, Circulation Element]	C-5.5	Public Services (Community Development & Planning)				■
15.0	The City shall require new commercial buildings in the City of Ridgecrest to install and maintain bicycle racks and other amenities for safe bicycle circulation. [Existing Implementation Measure #11, Circulation Element]	C-6.3 C-6.7	Public Services (Community Development & Planning)	■			

	Implementation Measure	Policy	Who is Responsible	Timeframe			
				2008-2010	2010-2015	2015-2030	On-going
16.0	The City shall develop and apply appropriate standards to regulate the quality of development within the designated scenic corridors. [Existing Implementation Measure #2, Scenic Highway Element]	C-8.1	Public Services (Community Development & Planning)	■			
17.0	The City shall initiate a program to bring existing development along designated scenic corridors into conformance with scenic corridor standards through the development and implementation of specific plans. [Existing Implementation Measure #3, Scenic Highway Element]	C-8.1	Public Services (Community Development & Planning)		■		
18.0	The City shall evaluate the feasibility for the phased removal of off-site advertising signs and billboards within scenic corridors. [Existing Implementation Measure #4, Scenic Highway Element]	C-8.7	Public Services (Community Development & Planning)		■		
19.0	The City shall develop a program to educate local businesses and industries about the truck route system. [New Implementation Measure]	C-9.1	Public Works	■			
20.0	The City shall identify and update existing truck route signage. [New Implementation Measure]	C-9.2	Public Works	■			