



Santa Maria
General Plan

imagine



Circulation Policy Framework

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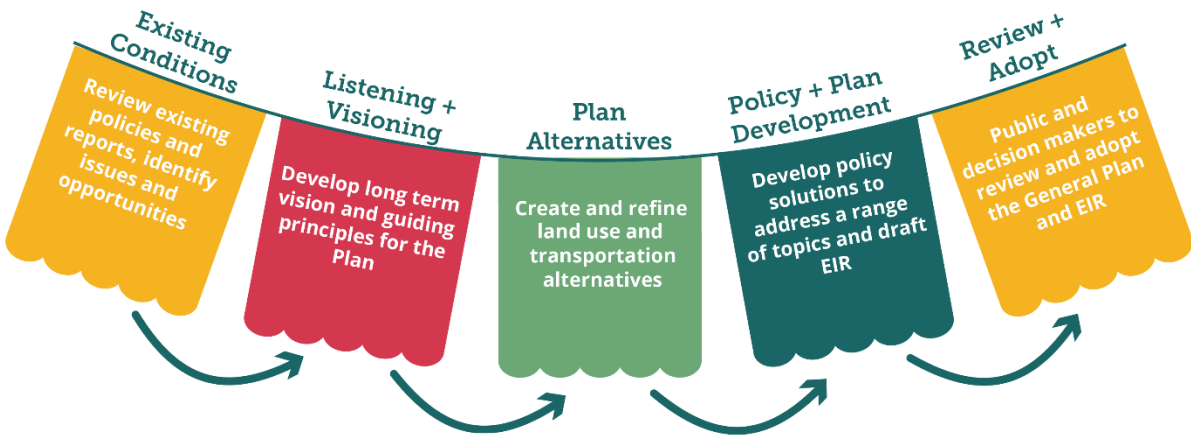
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Circulation Policy Framework

I. Introduction

The City of Santa Maria has embarked on its first comprehensive update to the General Plan, called “Imagine Santa Maria,” to create a forward-looking document that will serve as the blueprint for the city through the year 2045. A General Plan is a policy document required by State law that provides long-range guidance for land use, development and other issues such as economic growth, open space, conservation, affordable housing, and employment. The goals, policies, and implementation actions in the General Plan will serve as a compass for decision-makers and will shape future plans and actions of the City. This revised policy document will replace the existing General Plan.

The General Plan Update has five major phases, which are designed as step-by-step building blocks (see the image below). The project is currently in the “Policy and Plan Development” phase.



During the Existing Conditions phase, City staff worked closely with the consultant team to identify trends, issues, opportunities, and priorities, which are summarized in seven existing conditions reports that are available on the project website, www.ImagineSantaMaria.com. Throughout the Listening + Visioning Stage, community members shared their vision for the future, qualities of Santa Maria to preserve, and issues to address. This feedback was incorporated in the [Vision, Guiding Principles, and Areas of Change and Stability](#). From there, City staff and the consultant team developed [Plan Alternatives](#) to identify different land use, mobility, and urban design options the City has to achieve the community’s Vision and implement the Guiding Principles. City Council approved a [Preferred Land Use Alternative](#) in 2023.

This Circulation policy framework is a step in the General Plan Update process prior to drafting General Plan Elements. This framework highlights the key direction for the Circulation Element and includes goals, policies, and implementation activities to achieve that direction. This policy framework was developed by incorporating findings from previous project phases, including technical analysis, relevant content from the existing General Plan, current planning best practices and requirements from State law, and feedback from community members, Technical Advisory Committee members, Planning Commission, City Council, and

City staff. Nine policy frameworks have been prepared covering the following topics: Conservation and Open Space, Safety, Land Use and Community Design, Circulation and Mobility, Public Facilities and Services, Recreation and Parks, Economic Development, Noise, and Health and Environmental Justice. Community feedback on the frameworks will shape goals, policies, and implementation actions in the General Plan.

II. Statutory Requirements

General Plan Requirements

California law mandates the development of a Circulation Element as part of the General Plan. The Circulation Element must contain the “general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities”, all correlated with the land use element of the General Plan per California Government Code Section 65302 (b). Utility oriented facilities, such as water and storm drainage, are addressed within the Public Facilities and Services Element of the Santa Maria General Plan.

Regulatory Setting

Regulations that affect policy direction of this Element include:

AB 1358. Assembly Bill 1358 (AB 1358), the California Complete Streets Act, requires the City of Santa Maria to focus the revision of the Circulation Element of the General Plan on a multimodal transportation system that accommodates all users including bicyclists, pedestrians, motorists, transit vehicles, and people of all ages and abilities. This could be accomplished through Complete Streets practices and policies.

SB 743. SB 743 took effect July 1, 2020, and fundamentally changed the way Transportation Analysis is conducted as part of the California Environmental Quality Act (CEQA). Automobile level of service, although permitted as a local policy threshold and included in the General Plan for conformance, is no longer considered an impact on the environment. Instead, Vehicle Miles of Travel (VMT) is now the primary transportation metric for evaluated projects under CEQA. Therefore, the City developed significance thresholds for Vehicle Miles of Travel that should be referenced in the General Plan.

Measure A. Santa Barbara County’s Measure A will provide more than \$1 billion of estimated local sales tax revenues for transportation projects over its 30-year lifespan to road repair, congestion relief, and transportation safety. Current programs in Santa Maria being funded by Measure A are Roadway Maintenance, Specialized Transit for Elderly and Disabled Program, Interregional Transit Program, Safe Routes to School, and the Clean Air Express.

Goods and Movement. Santa Maria has two designated Surface Transportation Assistance Act Routes (STAA) truck routes, which are on US 101 and Broadway (SR 135). US 101, Broadway (SR 135), and Main (SR 166) carry the vast majority of STAA truck traffic in terms of absolute volumes. US 101 carries the highest percentage of STAA-sized vehicles, relative to the overall traffic on the route, followed by Main (SR 166)

and Broadway (SR 135). On average, STAA-sized trucks make up 5 percent of the overall truck traffic on the segments of State Highways within Santa Maria according to data from Caltrans Annual Average Daily Truck Traffic in 2018. With the added functionality of the new TDM model underway, heavy vehicles (trucks) in Santa Maria will be modeled and alternate routes will be evaluated.

AB 98. AB 98 takes effect in 2025 and seeks to address environmental justice issues associated with the rapid expansion of warehouse uses in the state and would impose significant requirements on both the businesses that build warehouses and the local governments that approve them. AB 98 prohibits local agencies from approving new or expanded “logistics uses” that do not comply with comprehensive, statewide standards, including siting criteria and design standards. Further, AB 98 requires local agencies to update the circulation elements of their general plans to establish specific travel routes for the transport of goods and materials, avoiding sensitive land uses.

AB 747 and SB 99. AB 747 requires the Safety Element to be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. SB 99 requires review and update of the Safety Element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

Heliports. The City of Santa Maria has four heliports. The authority to regulate development and the use of these heliports is shared with the heliport owners and with the Federal Aviation Administration and State of California.

Programmed Transportation Improvements. The City of Santa Maria is eligible for discretionary (i.e., competitive) and non-discretionary (formula-based apportioned funds) County, federal, State, and local transportation funds through a variety of sources.

III. Related Vision and Guiding Principles

The General Plan Vision Statement describes Santa Maria as the community would like to see it in 2045. The Guiding Principles establish the direction the community should follow and the major ideas that the General Plan Update will put forward to achieve the community’s shared Vision for 2045. The full [Vision, Guiding Principles, and Areas of Change and Stability](#), approved by the City Council in 2021, are available on the Imagine Santa Maria project website. The following full-sentence excerpts from the Vision and Guiding Principles informed the preparation of this policy framework:

Vision

Santa Maria in 2045 is a community where families can establish and maintain multi-generational roots. It is close-knit, culturally diverse, and economically inclusive.

This is possible, in part, because Santa Maria offers affordable, safe, attractive, and healthy homes and neighborhoods for all residents.

People are proud of their history and heritage. This is reflected in the diverse, well-preserved historical resources and the attractive, inviting streets and public gathering places.

Residents have convenient access on foot and by car, bus, and bicycle to jobs, schools, community amenities like parks and sports fields, and the region’s natural environment.

Public services are reliable, inclusive, and efficient, and the community is well-served by equitable, modern, and sustainable infrastructure, facilities, and utilities.

Guiding Principles

The following Guiding Principles establish the direction to follow to achieve the community’s shared Vision for 2045.

Community Design

Create public spaces that reflect the community identity, foster civic pride, and invite community members to gather, both informally and for events. Design streets, buildings, and landscaping that reflect the community’s history, culture, and natural environment. Use lighting, street trees, benches, and other amenities to make sidewalks and public spaces safe and welcoming, with a focus on the Downtown and along the Main and Broadway corridors.

Community Health

Grow and expand physical and mental healthcare services to meet the needs of all residents. Improve community health by addressing the environmental justice priorities of disadvantaged communities, including seniors, low-income households, linguistically isolated families, the homeless, and youth, who comprise 35% of residents. Minimize residents’ potential for exposure to noise, pesticides, and industrial pollution. Foster healthy lifestyles by expanding safe and attractive options for physical activity and by expanding healthy food access.

Connected Growth

To accommodate projected population, housing, and jobs growth, focus on improvements to existing neighborhoods along with infill and vacant site development. Expand beyond current City limits when needed, weighing the short and long term environmental, economic, infrastructure, public service, and fiscal trade-offs. Establish strong cultural, design, and physical connections between newly developed areas and the rest of Santa Maria.

Transportation Innovations

Develop a balanced, equitable, affordable, and reliable transportation network where pedestrians, cyclists, trucks, cars, rail, and transit can safely and efficiently navigate to destinations within Santa Maria. Focus on maintaining existing roadways, expanding walking and biking options, and reducing congestion and maintenance costs. Transform corridors and streets from points of conflict among people, cyclists, cars, and trucks into places that bring neighborhoods and families together. Prepare for and expand regional connections with enhanced bus, rail, and air service. Prepare for technological advances like autonomous vehicles and remote work, and take advantage of opportunities and incentives to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

IV. Setting the Scene: Issues and Opportunities

The sections below outline opportunities, strengths, issues, and challenges that drove the direction of the Circulation policy framework. This policy framework builds on the opportunities and strengths and identifies strategies to remedy the issues and challenges.

Opportunities, strengths, issues, and challenges were identified based on existing conditions, the Vision and Guiding Principles, technical studies, community engagement results, and conversations with City staff. Links to past project work may be found on the project website:

<https://www.imaginesantamaria.com/resources>.

Opportunities and Strengths

Downtown Santa Maria. Downtown has a diverse mix of land uses and housing types, and as the heart of the city, it has many of Santa Maria's historic, civic, and cultural resources. Implementation of the General Plan could create opportunities for job and population growth and transformational improvements to the public realm. *(Land Use and Community Design Existing Conditions Report)*

Downtown Multimodal Streetscape Plan. The Downtown Multimodal Streetscape Plan's goals are to accommodate all users including pedestrians, bicycles, transit riders, automobiles, and trucks. This Plan helps to define and rebrand Downtown into a community gathering place and great place to live and visit. This Plan implements raised cycle tracks, wider sidewalks, and on-street parking. It will be important to include these guiding transportation principles for Downtown in the Circulation Element. *(Transportation and Mobility Existing Conditions Report)*

Santa Maria Active Transportation Plan. The 2020 Santa Maria Active Transportation Plan was adopted in January 2021. It was created to facilitate the design and implementation of a connected bicycle and pedestrian network to provide safe, affordable, and accessible transportation alternatives to the community. The goal is to "facilitate the design and implementation of a connected bicycle and pedestrian network to provide safe, affordable, and accessible transportation choices in the community." The Plan's recommendations will be captured in the General Plan Update. *(Transportation and Mobility Existing Conditions Report)*

Santa Maria Regional Transit Studies. Santa Maria Regional Transit (SMRT) regularly develops Short Range Transit Plan (SRTP) updates that serve as a general business plan for the City's transit program. Outcomes of SRTP's include a series of service recommendations in four categories: performance improvement, service enhancement, policy, and innovation/technology. Other plans include Long Range Transit Plan, Fleet Electrification Transition Plans, Transit Technology and Innovation Plan, Bus Rapid Transit, and Autonomous Shuttle Implementation Plans. The recommendations for these Plans will be included in the Circulation Element. *(Transportation and Mobility Existing Conditions Report)*

Parking. The City's recent parking ordinance, enacted in 2018, allows developers to credit parking in the paved front setback and utilize tandem parking toward the required parking. This new ordinance will only affect medium- or high-density developments in allowing more flexibility for construction in infill lots with limited space available. In addition, the Downtown Specific Plan allows for shared/off-site parking, allowing for higher densities. *(Transportation and Mobility Existing Conditions Report)*

Passenger Railway Facilities. The Guadalupe Amtrak Station (GUA) is the closest passenger rail service to Santa Maria. There is a thruway bus service that connects passengers from GUA to the Santa Maria Amtrak Bus Stop (SAT). Since 2016, there has been an increase in ridership of approximately 3.7 percent for a three-year span per the Amtrak Fact Sheet. In addition, the Pacific Surfliner station stop in Guadalupe handled 13,137 passengers to/from cities on connecting Thruway bus service. *(Transportation and Mobility Existing Conditions Report)*

Issues and Challenges

Walkability. Downtown is the most walkable part of the city, but residents in most other areas of the city have less convenient walking access to schools, parks, and/or retail. Improving walkability via improved pedestrian connections and public realm design could improve health, reduce dependency on vehicles, and improve the visual appearance of the city's streets. *(Land Use and Community Design Existing Conditions Report)*

Safety. Speeding and automobile right of way violations are the top violation categories for the past five years of city collisions. The City received a State grant from the California Department of Transportation (Caltrans) to conduct a Local Roadway Safety Plan (LRSP) that was adopted in 2022. The General Plan Update shall be consistent with the recommendations of the LRSP. *(Transportation and Mobility Existing Conditions Report)*

Jobs/Housing Imbalance. There is currently an imbalance with 58.3 percent of the 39,602 individuals in the workforce commuting outside the city for work (based on 2017 Longitudinal Employer-Household Dynamics (LEHD) data). Roughly 11.9 percent of the workforce commutes to the following primary destinations: San Luis Obispo, Orcutt, Los Angeles, and Santa Barbara. The primary area of origin for incoming non-resident workers is Orcutt, which contributes approximately 11.1 percent of all incoming workers to Santa Maria. The Land Use Map improves the job-housing imbalance by distributing new housing and employment within the current City limits and in new areas of annexation east of US 101 that incorporate a mix of jobs and housing within the same area. Other strategies would include connected active transportation facilities as an alternate transportation mode. *(Transportation and Mobility Existing Conditions Report)*

Functional Classifications and Excess Capacity. Several street segments are below traffic volume thresholds and have low delay given the excess roadway capacity. The Circulation Element will reclassify some streets or implement road diets that would repurpose some travel lanes for system improvements. These system improvements will include provision of bikeways, pedestrian accommodations, and increased safety. *(Transportation and Mobility Existing Conditions Report)*

Pavement System Management. Per the 2019 Pavement Management Report, the overall average pavement condition index (PCI) for the city is 69, and 58.9% of the city's pavement is in very good to good condition. However, with the current level of funding at approximately \$4 million annually, this will result in a PCI loss of 3 points in 5 years to a PCI of 66. *(Transportation and Mobility Existing Conditions Report)*

Traffic Volumes and Level of Service (LOS). US 101 interchanges with Santa Maria streets have deficiencies. US 101 at Main Street (SR 166), Betteravia Road, and Stowell Road need operational and capacity improvements. Betteravia Road is the most congested corridor in the city with several intersections and segments experiencing excessive or unacceptable delays. Main Street (SR 166), Broadway (SR 135), and Stowell Road also have many congested segments and intersections. *(Transportation and Mobility Existing Conditions Report)*

Travel Time Reliability. There is some travel time unreliability on US 101 around the Santa Barbara/San Luis Obispo County border that extends to the SR 135 (Broadway) off ramp. For other study segments on SR 135, SR 166 (Main Street), and Betteravia Road, all segments have unreliable travel times due to congestion in the AM and PM peak hours for mixed vehicles, passenger vehicles, and trucks. *(Transportation and Mobility Existing Conditions Report)*

Transit Services. SMRT ridership demographics reflect a broad cross-section of the service area. These include seniors, persons with disabilities, K-12 students, college students, working professionals, tourists and choice riders. Trips are often taken for employment, medical, educational, commercial, and social engagements, making the City's public transit system a vital lifeline service for many in the Santa Maria Urbanized Area, northern Santa Barbara County, and into San Luis Obispo County. Transit ridership is rapidly growing and is expected to continue to grow over the years to come.

Additionally, the city has a population of residents who are designated as "at-risk" that struggle with low income, high and persistent poverty, high unemployment and underemployment, linguistic isolation, high housing costs and substandard housing, distressed neighborhoods, high transportation costs with low transportation access, as well as racial and ethnic segregation. These residents are transit dependent associated and stand to most benefit from the introduction of clean, quiet, safe, and reliable zero emission buses.

The City must prioritize the development of a premium transit service. This will not only meet the broad and diverse needs of the community but also encourage a shift away from single-occupant vehicle trips. By developing transit-centric policies and investing in high-quality, efficient, and environmentally friendly transportation options, the City can attract more riders and create a more sustainable and equitable transportation system for all residents while mitigating traffic and parking issues.

Aviation Facilities and Services. The Santa Maria Public Airport has seen a decline in passenger travel over the last two decades as the number of enplanements was 23,008 in 2018, down from 47,741 in 2010 and 77,738 in 2000. Enplanements are the number of passengers boarding an aircraft. *(Transportation and Mobility Existing Conditions Report)*

V. Goals, Policies, and Implementation Actions

This section outlines goals, policies, and implementing actions to address the opportunities and challenges outlined above. It is organized by nine goal areas:

- Complete Streets designed for safe and convenient multimodal travel
- General Plan Consistency focused on citywide, long-term planning
- Funding that is equitably distributed and sustainable
- Compatibility between transportation and land use
- Safety, the reduction of collisions, and the elimination of fatalities
- Transit system expansion and fiscal sustainability
- Vehicle Miles Traveled reductions
- Convenient parking for all modes
- Safe evacuation in the case of emergencies.

Each goal, policy, and implementation action includes a source in parentheses. Sources include: the City's existing General Plan, State law, existing conditions reports, community input, guidance from City staff, industry or regional best practices, or related materials.

Goal CIR-1: Complete Streets. Safe and convenient travel is provided throughout the community with a citywide network of complete streets that meet the needs of all users including bicyclists, pedestrians, motorists, transit vehicles, and people of all ages and abilities. (New goal to provide conformance with AB 1358, the California Complete Streets Act).

Policy CIR-1.1: Complete Street planning and design. Ensure that complete streets infrastructure improves transportation choices for pedestrians, bicyclists, motorists, and public transportation riders and that users of all ages and abilities are considered and included in the planning, design, approval, construction, and operation of new streets, and the alteration and maintenance phases of existing streets. (New policy to provide conformance with AB1358, the California Complete Streets Act).

Action CIR-1.1.1: Pursue funding to retrofit existing streets into complete streets. (New action).

Action CIR-1.1.2: Construct City streets in accordance with the Circulation Plan Map and the Active Transportation Plan, and standards established by the City Engineer that should be consistent with National Association of City Transportation Officials (NACTO) street design guidelines. (New action to replace existing Implementation Program C.1.b.1-1)

Action CIR-1.1.3: Implement the improvements identified in the Downtown Multimodal Streetscape Plan including raised cycle tracks, wider sidewalks, and on-street parking, incorporating input from recent Caltrans study and further coordination with Caltrans where needed. (New action to support Opportunities and Strength identified during the General Plan update).

Policy CIR-1.2: Complete Streets in new development. Condition approvals of new development with street improvements and access provisions that would be necessary to maintain multi-modal operating standards and provide complete street amenities consistent with the General Plan. (New action replaces existing Implementation program C.1.a-1)

Policy CIR-1.3: Bicycle and pedestrian facilities. Develop bicycle and pedestrian facilities as a major transportation and recreational mode to serve the transportation and recreational needs of the residents throughout the city, and where possible, provide separate bikeway access to major destinations (e.g., schools, parks and commercial and employment centers) to ensure safety. (Existing Policy C6.c.1 and Existing Policy C.6.c.2)

Action CIR-1.3.1: Implement the bicycle and pedestrian projects identified in the Santa Maria Active Transportation Plan. (Replaces existing Objective C.6.c.1).

Action CIR-1.3.2: Pursue all applicable revenue sources for the implementation of bicycle and pedestrian facilities. (Modified from existing Implementation Program C.6.c.1-3).

Policy CIR-1.4: Bicycle and pedestrian facilities in new development. Require pedestrian- and bicycle-friendly facilities consistent with the Active Transportation Plan when reviewing and approving private development applications, General Plan or zoning changes, and Specific Plans. (Modified from existing Implementation Program C.6.c.1-1).

Policy CIR-1.5: Multimodal street standards. Maintain and update street standards that serve not just automobile operations, but also multi-modal movement and adjacent land uses, including pedestrians, motorists, bicyclists, and transit riders of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas. (New policy to emphasize multi-modal travel and the provision of complete streets consistent with the requirements of AB 1358, the California Complete Streets Act; incorporates existing Implementation Program C.6.c.1-2))

Action CIR-1.5.1: Review current arterial, collector, and local street standards and update as necessary to conform to best practice classification standards including National Association of City Transportation Officials (NACTO) street design guidelines. (New action).

Policy CIR-1.6: Transportation network completion. Strive to complete the planned build-out street network as illustrated on the Circulation Plan map and the bicycle and pedestrian improvements identified in the Santa Maria Active Transportation Plan. (New policy to support the provision of complete streets consistent with the requirements of AB1358, the California Complete Streets Act; incorporates existing Implementation Program C1.b-1).

Action CIR-1.6.1: Review annually the functioning of the street system to identify problems and actively pursue implementation of improvements identified as needed in a timely manner. (Existing Implementation Program C.1.a-3)

Policy CIR-1.7: Transportation network completion in new development. Require new developments to align new streets with existing or approved streets wherever, in the opinion of the City Engineer, such is feasible. (Existing Transportation Implementation Program C1.b-1)

Action CIR-1.7.1: Evaluate new developments to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given equal level of consideration to motor vehicle operators. (New action).

Policy CIR-1.8: Multi-modal operating standards. Maintain an acceptable peak hour level of service of D or better based on the Highway Capacity Manual (HCM) methodology at arterial and collector street intersections, except where achieving the LOS standard would result in unacceptable conditions for bicyclists, pedestrians or transit users. Deficiency plans shall be required for developments that cause intersections to cross the LOS threshold. Provide low-stress travel conditions for bicyclists that achieve Bicycle Level of Traffic Stress (LTS) 2 or better on arterial and collector streets. (New policy to replace Policy C.1.a Acceptable Level of Service).

Action CIR-1.8.1: Develop access standards regarding new driveways and other encroachments to arterial and collector streets to optimize multi-modal site access and also minimize conflicts that are detrimental to safe and efficient operating conditions. (Modified from existing Policy C.1.b).

Action CIR-1.8.2: Plan spacing between traffic signals to enhance pedestrian and bicycle crossings, optimize interconnection, and strive to implement signal timing that will result in fuel conservation while avoiding unnecessary delays to pedestrians and bicyclists. (Modified from existing Objective C.1.b.1)

Policy CIR-1.9: Transportation studies. For all new larger developments or substantial improvements to existing development, require a transportation study to evaluate the potential effects on the transportation system associated with the proposed project prior to approval, including ensuring that the proposed project provides transportation amenities consistent with the General Plan. (Replaces existing Implementation Program C.1.a-2.)

Goal CIR-2: General Plan consistency. Local, regional, State, and private transportation plans, facilities and services are consistent with the General Plan. (Adapted from existing goal C.2).

Policy CIR-2.1: Preservation of right-of-way. Require appropriate right-of-way dedications or public access easements of all new developments to facilitate construction of transportation facilities shown on the Circulation Plan Map and bicycle and pedestrian projects recommended by the Active Transportation Plan, including protection of right-of-way for future streets and trails. (Adapted from existing Policy C2.a).

Policy CIR-2.2: Transportation planning. Update and implement transportation plans to be consistent with the General Plan. (New policy to support existing policies below that are converted to actions)

Action CIR-2.2.1: Continue to participate in circulation and transportation planning with Santa Barbara County, Santa Barbara County Association of Governments (SBCAG), and the State of California. (Adapted from existing Policy C.2.b.1).

Action CIR-2.2.2: Seek inclusion in federal, state and regional transportation improvement plans that support local capital improvements. These include the Federal Transportation Improvement Plan (TIP), the State Transportation Improvement Plan (STIP), the Santa Barbara County Regional Transportation Improvement Program (RTIP), and the County Regional Transportation Program (RIP). (Adapted from existing Policy C.2.b.2).

Action CIR-2.2.3: Prepare an annual update to the Santa Maria Capital Improvement Program. This shall include a list of infrastructure improvements intended to be implemented by the City over the next five-year period, a priority ranking of those projects, and identification of the available sources of funding to finance the implementation of each improvement project. (Adapted from existing Goal 2 Implementation Program 1).

Policy CIR-2.3: Air transportation. To support air transportation, ensure that circulation improvements surrounding the Santa Maria Public Airport are compatible with existing and future airport operations. (See Land Use Element and Safety Element for related policies and programs). (Existing Policy C.6.d.1).

Action CIR-2.3.1: Coordinate master plans with the Santa Maria Public Airport District (SMPAD), the Airport Land use Commission (ALUC) and SBCAG to facilitate consistency between the Santa Maria Circulation Element and the Airport Master Plan. (Existing Implementation Program C.6.d.1-1).

Goal CIR-3: Funding of transportation improvements. The City's existing and future transportation needs are met through cost-effective operation and equitable distribution of funding for transportation improvements. (Adapted from existing goal C.3).

Policy CIR-3.1: Distribution of costs. Equitably distribute the costs for transportation improvements among property owners/developers who benefit from new development and transportation system users. (Adapted from existing Policy C.3.a)

Policy CIR-3.2: New development share of costs. Ensure that each new development that would individually and/or cumulatively contribute to the need for improvements or additions to local roads, or roads within the regional network, bears its pro-rata share of the costs of all such improvements or additions to the extent taxes or other public revenues are inadequate for such purposes. New streets shall be privately owned and privately maintained, or shall be assessed in a roadway maintenance district to be maintained by the City or designee. Street assessment shall fund maintenance of street into perpetuity at a PCI of 80. (Modifies existing Policy C.3.b)

Policy CIR-3.3: Funding for pavement management system. Continue to secure adequate funding for the City’s Pavement Management System (PMS) that identifies the required maintenance to maintain pavement quality through surface treatments, light rehabilitation, heavy rehabilitation, or reconstruction. Minimize asphalt pavement to be maintained, by reducing existing paved areas or repurposing areas to be utilized for active transportation or transit. (New Policy to address a challenge identified during the General Plan update).

Goal CIR-4: Land use compatibility. Transportation facilities and roadway improvements are compatible with land uses and minimize impacts on adjacent land uses. (Existing Goal C.4 to be retained).

Policy CIR-4.1: Location of noise-sensitive land uses. Locate noise-sensitive land uses such as residences, hospitals and schools away from heavily traveled arterials whenever possible. However, these uses may be located along heavily traveled arterials within the Downtown Specific Plan when designed in accordance with the Noise Element of the General Plan. (Resolution 2008-163) (Existing Policy C.4.a)

Policy CIR-4.2: Heavy vehicle traffic. Provide adequate facilities for heavy vehicle traffic for the transport of goods and materials that avoids sensitive uses and reduce the impact of such traffic on local circulation and residential environments. (Modified from Existing Objective C.4.a to meet the requirements of AB 98).

Action CIR-4.2.1: Regulate on-street parking of large vehicles such as trucks and RVs where necessary to discourage truck parking on public streets or in other locations where they are incompatible with adjacent land uses and cause visibility and safety problems. (Existing Implementation Program C.4.a-2).

Action CIR-4.2.2: Maintain a truck route plan identifying streets to be posted as designated truck routes to avoid sensitive uses, and to be posted with weight limit restrictions to discourage their use by heavy vehicles. (Modified from Existing Implementation Program C.4.a-4).

Policy CIR-4.3: Coordination of transportation planning. Coordinate land use planning with existing and future transportation facilities so that transportation movement is neither impeded nor significantly impacts adjacent land uses. (Existing Policy C.4.b)

Goal CIR-5: Safety. The transportation system is safe and eliminates traffic-related fatalities and reduces injury collisions.

Policy CIR-5.1: Vision Zero. Advance efforts to eliminate traffic fatalities and serious injuries attributable to collisions on City streets by developing and implementing a “Vision Zero” strategy to reduce traffic fatalities and serious injuries to zero while increasing safe, healthy and equitable mobility for all.

Action CIR-5.1.1: Monitor collision data and implement countermeasures to address identified collision patterns.

Action CIR-5.1.2: Implement safety improvements including improvements consistent with those recommended by the Santa Maria Local Roadway Safety Plan (LRSP).

Goal CIR-6: Public transit. Public transit service is frequent, efficient, cost-effective, and responsive to the needs of residents, workers, and visitors. (New goal).

Policy CIR-6.1: Transit service and financial stability. Offer convenient, safe, and reliable transit services. (Existing Policy C.6.b.2)

Action CIR-6.1.1: Maintain the current level of bus services and expand such services as required when demand levels increase. (Existing Objective C.6.b.1 and

Action CIR-6.1.2: Identify and evaluate long-term transportation improvements such as exclusive bus lanes, bus stop enhancements, and light rail or bus rapid transit (BRT) facilities that can be incorporated into the Santa Maria Transportation System. (Adapted from existing Implementation Program C.6.a.2-1).

Policy CIR-6.2: Financial sustainability: Ensure that the financial stability of the transit system continues. (Adaptation of existing Implementation Program C.6.b.2.4)

Policy CIR-6.3: Transit (bus transportation). Continue to work with and expand Santa Maria Regional Transit (SMRT) service to meet those transit needs that can be reasonably met, including service to annexation areas, with particular emphasis on the needs of the elderly, handicapped, low income, and community college students. (Modified from Existing Policy C.6.b.1)

Policy CIR-6.4: Awareness of public transit service and benefits. Ensure a high level of public awareness about SMRT's services and the personal, local and regional benefits of supporting public transit. These benefits include supporting efforts to reduce vehicle miles traveled (VMT), providing transportation to people of all ages and those who have no other means of transportation, strengthening the area's economy, improving air quality, and reducing petroleum consumption. (Adapted from Existing Objective C.6.b.2)

Policy CIR-6.5: Rights-of-way. Preserve railroad and utility rights-of-way to provide for future transportation system and facilities improvements. (Adapted from Existing Policy C.6.e.1)

Goal CIR-7: Vehicle miles traveled. Vehicle miles traveled (VMT) are reduced. (New goal relevant to SB 743.)

Policy CIR-7.1: Reduce VMT. Reduce VMT below regional averages on a "per resident" and "per employee" basis and disperse peak hour traffic to better utilize the existing and planned transportation infrastructure. (Adapted from Existing Objective C.6.a.1)

Action CIR-7.1.1: Continue to maintain VMT thresholds consistent with State guidelines for use in evaluating potential traffic impacts from projects subject to CEQA. (New action relevant to CEQA impact thresholds under SB 743).

Policy CIR-7.2: Prioritize land use development patterns that reduce VMT. Prioritize infill and mixed-use development and encourage new development in close proximity to existing employment, housing, schools, commercial centers, and other services and amenities. (New policy to support the intent of SB 743).

Goal CIR-8: Parking. Convenient on-street and off-street parking facilities are provided for motor vehicles and bicycles (including charging stations for electric vehicles). (New goal relevant to existing parking policies and 2018 parking ordinance).

Policy CIR-8.1: Parking. Require new developments to provide parking to meet their needs on-site or within close proximity to their sites except within the Central Business District. (Existing Policy C.1.c)

Action CIR-8.1.1: Develop parking and traffic control plans, possibly including neighborhood parking districts, for those neighborhoods that are adversely impacted by spillover parking and traffic from commercial areas. (Existing Implementation Program C.1.c-1)

Action CIR-8.1.2: Periodically review the Santa Maria Zoning Ordinance parking requirements to ensure that adequate parking is provided. (Existing Implementation Program C.1.c-3)

Action CIR-8.1.3: Encourage joint use of parking facilities to allow for mixed use (i.e., light commercial and residential). (Existing Implementation Program C.1.c-4)

Action CIR-8.1.4: Review the design of new parking facilities to ensure that pedestrian circulation is adequately accommodated and pedestrian or bicycle access is not negatively affected or impeded. (New action)

Goal CIR-9: Safe evacuation. Safe evacuation routes are provided in the event of an emergency. (New goal to support AB 747 and SB 99).

Policy CIR-9.1: Provide safe evacuation routes. Provide safe evacuation routes in the event of emergencies and natural disasters, including flooding, earthquakes and fires. (New policy to support AB 747 and SB 99)

Action CIR-9.1.1: Establish evacuation routes and support community education concerning these evacuation routes. (New action to support AB 747 and SB 99).

Action CIR-9.1.2: Identify and address potential obstacles to evacuation routes within public rights-of-way. (New action to support AB 747 and SB 99).