

**CIRCULATION ELEMENT
SANTA MARIA GENERAL PLAN**

City of Santa Maria
110 East Cook Street
Santa Maria, California 93454
(805) 925-0951

Contact:

Community Development Department
110 South Pine Street #101
Santa Maria, CA 93458

805-925-0951, extension 244

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AMENDMENTS

<u>Amendment #</u>	<u>Date</u>	<u>Resolution No.</u>
1	October 20, 1998	98-178
2	November 17, 1998	98-192
3	January 5, 1999	99-6
4	January 15, 2002	2002-06
5	July 16, 2002	2002-134
6	November 20, 2007	2007-157
7	February 19, 2008	2008-143
8	October 21, 2008	2008-163
9	March 17, 2009	2009-40
10	November 17, 2009	2009-168
11	September 6, 2011	2011-111

PREFACE

The Santa Maria Circulation Element evaluates the transportation needs of the City and presents a comprehensive transportation plan to accommodate those needs. The intent of the Circulation Element is to guide the orderly improvement of the circulation system in direct response to the Land Use Element of the General Plan.

The City of Santa Maria Circulation Element fulfills the State Planning Act and the regulations in Section 65530 et. seq. of the Government Code of the State of California. Section 65302(b) of the Government Code states that a circulation element must consist of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the plan.

The original Circulation Element was adopted by the City Council on April 17, 1979. The text was reformatted in April 1987 and incorporates amendments made through September 6, 2011. This text updates the current Circulation Element and provides new information, appropriate goals, policies, and implementation programs to guide the City's development.

I. INTRODUCTION

Transportation facilities, their location and accessibility, have been and continue at present to exert a major influence upon the shaping of cities. These facilities influence the development pattern of the environment by affecting the location of housing, employment, recreation, and commercial activity.

By the nature of the function they serve, transportation facilities inevitably tend to cross jurisdictional boundaries. As a consequence, decision-making in the realm of transportation may involve a multiplicity of agencies, many with conflicting interests. Because of the need for coordination, critical decisions, if deferred, may not be effectively implementable.

The intent of the Circulation Element is to preserve future road rights-of-way and to provide for public mobility and access necessary to support the existing and anticipated population of the City. Adoption of this Circulation Element complies with the requirements and responsibilities set forth in the State of California Streets and Highways Code and the Planning and Zoning Laws of the State of California Government Code.

The Circulation Element serves the following needs:

- * coordinate the transportation and circulation system with planned land uses;
- * promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- * make efficient use of existing transportation facilities; and,
- * protect environmental quality and promote the wise and equitable use of economic and natural resources.

DEFINITIONS

In general, circulation systems are composed of a wide range of transportation facilities that serve two basic functions--mobility and land access. Mobility means providing the ability for motorists to travel between their points of interest. Land access means providing access to properties at the final destination, which may include parking or driveway access. A circulation element is typically composed of facilities that emphasize either mobility or access to different degrees. The following types of facilities are defined in the Circulation Plan:

ROADWAY CLASSIFICATION

<u>Facility Type</u>	<u>Emphasis</u> (Mobility versus Land Access)
Freeway	Mobility, with no land access and limited access to primary arterial streets.
Primary Arterial	Mobility, with intermittent access to arterials, other streets, and freeways and with minimal direct land access.
Secondary Arterial	Mobility, with access to collectors, some local streets, and major traffic-generating land uses.
Collector	Mixed, with access provided from local streets to arterials, and access also provided to some adjacent land uses.
Local	Primary purpose is to provide access to collector streets.
Minor	Land access, with access to local and collector streets.

BIKEWAYS (Resolution 2009-168)

"Bikeway" is used to define all facilities that explicitly provide for bicycle travel. It can mean anything from fully grade separated facilities to streets with simply signage to designate the route. There are three classes of bikeways which are defined as follows:

Class I, Bike Lane: Provides completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized

Class II, Bike Lane: Provides a striped lane for one-way bike travel on a street or highway.

Class III, Bike Route: Provides for shared use with pedestrians or motor vehicle traffic.

Multi-Purpose Trails

In some instances, it is appropriate to develop multipurpose trails for hikers, joggers, equestrians, and bicycles. Some of the trails will not be paved and will not meet the standards for Class I bikeways. As such, these facilities should not be signed as bikeways. Rather, they should be designated as multipurpose trails along with regulatory signing to restrict motor vehicles, as appropriate. In the instances where the multipurpose trail is paved, it can replace the traditional sidewalk and serve as both the sidewalk and recreational trail.

II. PLANNING CONSIDERATIONS AND FINDINGS

This section generally describes information that is correct as of January 1, 2011.

EXISTING STREET SYSTEM

North-South Streets

Regional access to the City of Santa Maria is provided by the U.S. 101 Freeway. This highway provides the City with good access to neighboring population centers. U.S. 101 extends south of Santa Maria to the City of Santa Barbara and beyond to the Los Angeles area. North of Santa Maria, U.S. 101 passes through San Luis Obispo County.

The major existing north-south streets serving Santa Maria are Broadway, Blosser/Skyway, and Miller. Broadway (State Route 135) is a four and six lane facility, which is the primary north-south route through the Santa Maria/Orcutt urban area. Broadway carries a significant volume of traffic (26,000 to 39,500 average daily trips). It is also expected to carry increasing volumes of traffic with future development of the City. This will require roadway and intersection improvements to relieve projected congestion. Blosser Road is a north-south arterial along the western boundary of the City Limits. Blosser Road becomes Skyway Drive at Betteravia Road. Skyway provides the primary access to the Santa Maria Public Airport. In order for Blosser Road to relieve congestion from Broadway, it must be improved to arterial standards. Miller Street is located just east and parallel to Broadway. As shown in Figure C-1, it extends from just south of Taylor Street (in the northern portion of the City) to its intersection with Santa Maria Way and Orcutt Expressway.

College Drive, Depot Street, Railroad Avenue, Bradley Road, and Suey Road could be developed as north-south arterials to help relieve traffic congestion on Broadway and Miller Streets. Presently, College Drive extends from Donovan Road southward to Santa Maria Way, at the City limits, and connects to Bradley Road in Orcutt. College is located between Miller Street and U.S. 101 (Figure C-1). College could provide an alternative route to Broadway for residents in the southern portion of the City and the Orcutt area.

Together, Depot Street and Railroad Avenue have the potential of being made a north-south arterial serving the area between Broadway and Blosser Road. However, present discontinuities preclude its effective use as an arterial. Depot runs intermittently from Fesler Street south to Carmen Lane. Depot continues again south of Betteravia Road to McCoy Lane. Railroad Avenue merges with Depot Street at Fesler, where it continues to the northern City limits. Railroad Avenue parallels Depot Street and is classified as a local street between Main and Liberty Streets.

East-West Streets

The major east-west streets serving Santa Maria are Donovan Road, Alvin Avenue, Main Street, Stowell Road, Battles Road, McCoy Lane, and Betteravia Road.

Donovan is located at the northern end of the City. Between North Broadway and Carlotti Drive, it has four lanes. West of Broadway and east of U.S. 101, Donovan has two lanes. Donovan Road has an interchange with U.S. 101.

Alvin runs continuously from Blosser Road to Suey Road, but it does not have an interchange with U.S. 101. Main Street is designated State Route 166, west of U.S. 101, and connects Santa Maria to Guadalupe to the west and unincorporated areas of Santa Barbara County to the east. Main Street also has an interchange with U.S. 101.

Stowell Road is four lanes in width throughout the City as far west as Blosser Road.

Betteravia Road traverses the City one-mile south of Stowell Road. It provides access to Casmalia to the west and Garey and Sisquoc to the east.

McCoy Lane and Battles Road are important with respect to their potential to be developed as east-west arterials. McCoy Lane presently runs from "A" Street (west of Skyway Drive) to the eastern boundary of the City limits where it terminates. Battles Road extends from "A" Street eastward to Bradley Road.

Although the future expansion of Union Valley Parkway east of State Route 135 is to be developed in the unincorporated area of Santa Barbara County, it is anticipated that it will help reduce volumes of traffic on streets within the City. The planned roadway will extend from U.S. 101 to South Blosser Road. (Resolution 2009-40; Resolution 2011-111)

Circulation Problems

Analyses of the existing roadways indicate that modifications and improvements are required to adequately accommodate projected transportation demand associated with build out of the Land Use Element of the General Plan. Based on these findings, present and anticipated problems that this Circulation Element addresses are:

- Improvement of north/south street continuity to provide additional roadway alternatives to reduce traffic "bottlenecks" and provide adequate, uniform capacities on each street.
- Provision of alternative east/west roadway routes, and the improvement of the U.S. 101 ramp intersections with Main Street, Broadway, McCoy Lane, and Union Valley Parkway.
- Extension of arterial and collector street system to serve anticipated development areas.
- Internal traffic circulation within and through new and existing subdivisions to provide for circulation continuity and prevent isolation of individual developments.

Existing Roadway Classification System (Resolution 2011-111)

The classification system establishes a hierarchy of streets in terms of their function in carrying through traffic (i.e., providing mobility) versus accommodating access to fronting properties via driveways. This classification system consists of the following facility types:

- Freeway - Reserved for limited access, uncontrolled, grade separated facilities, this classification includes U.S. 101. The Freeway provides a high degree of mobility with no direct land access.

- Primary Arterial - Primary Arterials will continue to provide mobility with intermittent access to Secondary Arterials with minimal direct land access.
- Secondary Arterial - Secondary Arterials provide mobility via access to Collector Roads and some Local Streets and accommodate access to major traffic-generating land uses.
- Collector Road - The Collector Road connects Local Streets with Secondary Arterials and, occasionally, Primary Arterials, and also provides access to major land uses.
- Local Street - Local Streets provide access to adjacent land uses as well as access to Collector Roads.
- Minor Streets - Minor Streets provide access to adjacent land uses as well as to Local Streets and, occasionally, Collector Roads. Minor Streets occur only within and serve only residentially-zoned properties.
- Roundabouts - Roundabouts are circular intersections that feature, among other important geometric components, a central island, a circulatory roadway, and splitter islands on each approach. Key to the proper implementation of these facilities is the understanding that roundabouts rely upon two basic and important principles:
 1. Speed reduction through the facility, achieved through geometric design, which assures optimal operational benefits and safety enhancement; and,
 2. The yield-at-entry rule, which requires traffic entering the intersection to yield to traffic that is traveling in the circulatory roadway when conflicts occur between them.

Existing Transportation System and Service

Transportation technology and needs in California have changed greatly, with emphasis on the development of a balanced multi-modal transportation system. This section discusses the non-highway components of the City's Circulation System. This includes local and intercity bus service, taxis, railroads (passenger and freight service), aviation, pedestrian/equestrian facilities, and bike facilities.

Public Bus System

The City provides four types of public transportation services. Santa Maria Area Transit (SMAT) is the local bus service that operates in Santa Maria and Orcutt. The Breeze is the intercity service that operates between Santa Maria, Lompoc, and Vandenberg Air Force Base. ADA Paratransit is the complementary paratransit for persons with disabilities. The Clean Air Express (CAE) is the interregional service that operates between Santa Maria, Lompoc, Goleta, and Santa Barbara. SMAT administers services through the Public Works Department and a private transportation contractor provides drivers, mechanics, dispatchers, and other personnel to operate the service. The City's Finance Department provides accounting services. The City's Finance Department and Transit Division coordinates regional, state, and federal reports.

Intercity Service

Intercity bus service is provided by the Greyhound/Trailways Corporation. Buses run daily in each direction, subject to seasonal variation, run along this north-south corridor and pass through Santa Maria, utilizing Broadway and Main Street between the bus terminal and US-101. These buses serve other communities at various frequencies. Daily service to the following cities is available:

<u>Northbound</u>	<u>Southbound</u>
Arroyo Grande	Los Alamos
Pismo Beach	Vandenberg AFB
Shell Beach	Lompoc
San Luis Obispo	Buellton
Paso Robles	Goleta
Salinas	Santa Barbara
San Jose	Oxnard
San Francisco	Los Angeles
	San Diego

Taxi Services

Taxi cabs operate within the City and are stationed at taxi stands, primarily within the central business district, the bus terminal, and at the Santa Maria Airport.

RAIL SYSTEM (Resolution 2011-111)

Passenger Service

Amtrak service utilizes the coastal north-south corridor, but does not serve Santa Maria. Northbound passengers generally utilize the San Luis Obispo terminal, whereas southbound passengers use either the San Luis Obispo or Santa Barbara terminal. Trains travel once a day in each direction and do not pass through the planning area. In addition, curbside stops of Amtrak buses occur in the 100 block of South Nicholson Avenue. San Diego service was extended to Santa Barbara in 1990 with one train in each direction daily.

Freight Service

The only local railroad within the planning area is the Santa Maria Valley Railroad (SMVRR), which deals only with local freight operations. Its eight-mile line runs from the Southern Pacific Line in Guadalupe to the west to the Santa Maria River near Garey to the east. The tracks bisect the planning area, passing through the urban area along Jones Street. There is one spur track to the Santa Maria Airport, along Railroad Avenue.

Freight trains operate along the SMVRR tracks up to six times daily, carrying shipments of food and raw materials for use in manufacturing.

PEDESTRIAN/EQUESTRIAN MOVEMENTS

Trails and Paths

The City of Santa Maria is generally well served by a system of sidewalks for everyday and recreational uses. Most sidewalks contain ramps for handicapped access. In older areas of the City, sidewalks and curb-cuts are being added as new developments are constructed. The City has installed a pedestrian bridge across Broadway to provide easier access between the Town Center Mall and the west side of the street. In addition to the urban sidewalk, the City also offers a number of off-street pedestrian facilities for hiking and recreational uses. Trails are planned along the Santa Maria Levee and parks, special use areas, and specialized recreation areas throughout the City. Equestrian facilities are currently available at Los Flores Ranch Park.

AVIATION (Resolution 2011-111)

Commercial Aviation

Scheduled passenger airline service is provided primarily by airlines of a commuter nature. Their schedule consist of multiple daily flights serving Santa Maria which stop at major hub airports, such as Los Angeles International or San Francisco International, to "feed" other domestic and international flights. This service is generally provided by twin-engine turbo-prop or regional jet aircraft which seat between 30 and 50 passengers. In addition airline service is provided on a less frequent basis by airlines serving leisure destinations on a multiple flights per week basis on larger jet aircraft which seat 150 or more passengers. Air cargo service is provided by Federal Express, and Ameriflight (UPS) utilizing both single and twin engine turbo prop aircraft.

General Aviation

The airport offers facilities for general aviation pilots by providing tie-down spaces and hangars for small aircraft. Approximately 200 aircraft are based at Santa Maria.

GOODS MOVEMENT

Motorized Transport

Due to Santa Maria's agricultural and industrial economic base, trucks comprise a significant percentage of the City's traffic. Approximately eight percent of the average daily traffic (on state routes) in Santa Maria involves the use of trucks for goods movement.

Truck traffic may range higher on facilities that provide access to agricultural or industrial areas near the airport and west of the City (i.e., Main Street, Stowell Road, Betteravia Road and Clark Avenue). However, count data reflecting this information was not available. Truck-related congestion was observed at several key intersections including the Betteravia Road and U.S. 101 interchange (northbound and southbound ramps), the Betteravia Road and Broadway intersection and vicinity, the Knudsen Way and Blosser Road intersection and vicinity, the Betteravia Road and Blosser Road intersection and vicinity, and the Hanson Way and Main Street intersection and vicinity. These facilities, among others in the City, are either centrally located in industrial/agricultural areas or are along access corridors to these areas. The City currently does not have a designated truck-route system plan.

Non-Motorized Transport

A natural gas pipeline system in the City of Santa Maria runs north-south near Railroad Avenue. The Union Oil Corporation (UNOCAL) operates an oil pipeline that runs east-west along the Battles Road corridor. Transmission lines are distributed throughout the City, with a major line running north-south near Railroad Avenue. Water and sewage distribution systems criss-cross the City on a grid-like pattern serving residential, agricultural, industrial, and commercial users.

PARKING

Downtown

On-street parking is generally permitted on all streets in downtown Santa Maria, with the exception of the vicinity of the Town Center Mall. There is also two municipal off-street parking lots downtown. One is at the Town Center East, the other at Town Center West. A new three-story parking structure has been constructed at Town Center East Commercial Center.

On-Street

Parking is permitted on most streets as regulated. There are no meters in any of the commercial areas.

Off-Street

Off-street parking standards are established in the City's zoning ordinance. The amount of parking required depends on the type and tenure of the land uses. Free off-street parking is generally provided by all businesses in their own private lots.

Park-and-Ride (Resolution 2011-111)

Three Caltrans park-and-ride lots with a total of 77 spaces have been constructed near the interchange of Route 135 and Clark Avenue and Route 101 (east side) and Clark Avenue. These lots are used almost exclusively by Vandenberg Air Force Base (VAFB) workers. Park-and-ride lots in Arroyo Grande (75 spaces) and Pismo Beach (20 spaces) are available for use by San Luis Obispo County residents who work in Santa Maria. Presently, these lots are fully utilized.

BIKE ROUTE SYSTEM (Resolution 2009-168)

Figure C-2 shows the existing and proposed Bikeways Diagram. The City of Santa Maria Bikeway Master Plan is designed to provide reasonable access from existing and proposed residential areas to commercial centers, social centers, and public recreation lands. The Plan is not intended to prohibit or inhibit bicycle riding on any public street, but to establish purposeful bikeways, either by physical facilities or by traffic signs and pavement markings, in those corridors of existing or potential demand.

III. CIRCULATION PLAN

The Santa Maria Circulation Plan provides for a comprehensive transportation system to serve the travel needs of the community. It is a long-range plan which anticipates future population growth of the City, and a plan for maintenance of existing streets, modifications to roads, intersections, and interchanges, and the construction of new streets to keep pace with future development. The Circulation Plan identifies goals, policies, and programs applicable to roads and highways, transit, light rail service, airports, pipelines, and public utilities and facilities.

Roads and Highway System

Streets constitute a City's primary transportation corridors. They allow cars, buses, motorcycles, delivery vehicles, bicycles, and pedestrians to move throughout the City. Therefore, long-term maintenance and improvements to the street system benefit all forms of transportation.

The Circulation Plan (Figure C-1) depicts the master plan for roads and highways in the City of Santa Maria. It identifies improvements to streets, intersections, and interchanges; and plans for the construction of new streets to provide adequate circulation in Santa Maria. Goals, policies, and programs related to roads and highways are outlined in Section IV.

Master Plan for Roads and Highways (Resolution 2011-111)

As shown on Figure C-1, the Master Plan classifies streets by type and travel direction. While this Plan is comprehensive and generally accurate as of January 1, 2011, it is not an exhaustive listing of every street segment shown on Figure C-1. Accordingly, the following list identifies most of the streets shown in the Circulation Plan.

Freeway

Highway 101 (from north of the Santa Maria River to south of Clark Avenue)

Primary Arterials

North-South

Black Road

Broadway/Orcutt Expressway (S.R. 135) from U.S. 101 to Route 1

"E" Street (proposed road)

Skyway Drive

East-West

Betteravia Road from Rosemary Road to "E" Street

Main Street (S.R. 166 from U.S. 101 to Highway 1) from Fremont to Black Road

Union Valley Parkway (Resolution 2009-40)

Secondary Arterials

North-South

"A" Street
Blosser Road (Resolution 99-6)
Bradley Road
College Drive (includes proposed extension)
Miller Street
Panther Drive
Railroad/Depot Street
Santa Maria Way
Suey Road (Resolution 98-192)

East-West

Alvin Avenue
Battles Road
Clark Avenue (S.B. County)
Donovan Road
Fesler Street
Lakeview Road (S.B. County)
Mahoney Road
McCoy Lane
Stowell Road

Collector Roads

North-South

Carlotti Drive
Centerpointe Parkway
Hanson Way
Hillview Road (S.B. County)
Thornburg Street./Professional Parkway (Resolution 2002-6)
South Blosser Road (from Foster Road to Clark Avenue)
Western Avenue

East-West

Carmen Lane
Cook Street
Enos
Fairway Drive
Fesler Street
Foster Road (City of Santa Maria and S.B. County)
Hidden Pines Way
Inger (Resolution 2008-25)
Jones/Boone Street
Morrison Avenue

Patterson Road (S.B. County)
Prell Road (S.B. County)
Rice Ranch Road (S.B. County)
San Ysidro Street
Seaward Drive
Sonya Lane
Sunrise Drive
Taylor Street

SANTA MARIA BIKEWAY MASTER PLAN (Bicycle/Pedestrian Transportation)

(Resolution 2007-157 amendments were superseded by Resolution 2009-168)

The Bikeway Master Plan establishes an extensive network of bikeways to serve a variety of transportational and recreational uses in Santa Maria. The Plan also identifies goals, policies, programs and standards for the implementation of safe, efficient and convenient bikeways.

The Bikeway Master Plan Existing and Proposed Bikeways Plan (Figure C-2) identifies bike routes, bike lanes and bike paths along several existing and planned streets within the General Plan area. (Resolution 2011-111)

Rail Transportation (Resolution 2011-111)

As the population of the Santa Maria Valley grows, the City of Santa Maria will continue to promote the use of alternative modes of transportation to relieve traffic congestion and improve air quality. Trains (light rail) are among the most energy-efficient transportation modes ever developed. Their environmental impact is far less than that of trucks and buses, and they provide affordable transportation for people without cars.

Amtrak utilizes Southern Pacific Railroad's coastal north-south line but does not directly serve the City of Santa Maria. Passengers from Santa Maria must travel north to the City of San Luis Obispo (30 miles) or south to Santa Barbara (60 miles) to use the Amtrak trains. However, curbside stops of Amtrak buses occur in the 100 block of South Nicholson Avenue.

An Amtrak terminal was constructed in Guadalupe. The terminal consists of an 800-foot platform, information kiosk with arrival and departure times, and parking.

The City of Santa Maria will continue to support the phased implementation of a light rail transportation network as delineated in Figure C-3. The light rail transportation system will serve the community in two ways. It will provide an alternative mode of transportation linking the predominantly residential areas in the north to the employment and activity centers surrounding the Santa Maria Public Airport District in the south. The routes include connection to the downtown retail district from the main north/south route utilizing Church Street to the mall and returning west on Cypress Street to the main north-south route. The light rail station will also connect the City of Santa Maria to the Amtrak terminal in the City of Guadalupe.

The light rail transportation network will utilize the Santa Maria Valley Railroad right-of-way (ROW). The phased implementation may include the existing use of freight service, future uses such as open space corridor, bicycle/jogging path, and fixed bus route within the ROW, and ultimately a light rail. The existing and future uses are complimentary and should be encouraged to remain in perpetuity.

The Land Use Element (LUE) is proposed to be amended to allow for high density mixed use areas that are contiguous to the planned light rail system.

Air Transportation (Resolution 2011-111)

The Santa Maria Public Airport District (SMPAD) serves the aviation needs of the City of Santa Maria public and nearby communities in both Santa Barbara and San Luis Obispo Counties. The Airport's district encompasses 400 square miles, extending from the Santa Maria River to a point three miles south of Los Alamos; and from Point Sal at the Pacific Ocean to 10 miles east of the dam at Twitchell Reservoir. The Airport is operated by the Santa Maria Public Airport District. By 2012, the main runway (12/30) will be extended to 8,000 feet and all navigation electronics will be upgraded.

Principal activities at the airport consist of the passenger terminal, four primary fixed base operators, general aviation sales and repair, and aviation and non-aviation storage. Aircraft operations at the airport include scheduled airline flights, general aviation, and limited military activity.

Santa Maria Public Airport typically handles less than 100,000 annual operations. This is projected to increase proportionally with both economic and population growth within the City and surrounding areas. The Santa Maria Airport has a capacity for up to 230,000 which is sufficient to accommodate future planned growth. The number of enplaned and deplaned passengers (actual people onboard) increased from 76,218 in 1980 to 85,681 in 2009. This represents an annual rate increase of 8.4 percent during this period of time. To accommodate the projected increase in commercial and general aviation activity, the Master Plan identifies several improvements: (1) providing additional runway capacity when actual traffic reaches the forecast volume of aircraft operations; (2) expanding the passenger terminal and parking to keep up with the actual growth of passenger traffic; and (3) increasing general aviation aircraft storage and service facilities. Implementation of these improvements will allow the Santa Maria Public Airport to achieve its objectives of accommodating the projected growth in all phases of aviation demand in the region; providing optimum air transportation in terms of reliability, convenience and safety; and protecting the opportunity to make the airport compatible with the community.

The Santa Maria Public Airport is also a primary focal point of the City's commercial/industrial sector as a majority of the City's industrial land uses are located at or near the airport. The SMPA comprises approximately 2,561 acres (excluding Skyway Industrial Park). The SMPA has the potential to be developed as a major regional employment center within the Central Coast.

At full buildout, the Santa Maria Airport Business Park Specific Plan is anticipated to generate up to approximately three million square feet of industrial and commercial development resulting in approximately 6,000 to 13,000 jobs. As part of the specific plan, a circulation plan was prepared to analyze local and regional traffic constraints. The Santa Maria Circulation Plan (Figure C-1) incorporates the circulation improvements identified in the Santa Maria Airport Business_Park Specific Plan. In conjunction with development of airport property, the SMPAD will be responsible for roadway improvements to Foster Road, Skyway Drive, Fairway and Union Valley Parkway. The District will also be responsible for intersection improvements in the immediate area. These roadway and intersection improvements will accommodate the projected traffic and maintain or improve roadway and intersection operating conditions to acceptable levels.

Bus Transportation (Resolution 2011-111)

The City prepares a Short Range Transit Plans (or update) that evaluates the operating and financial health of the City public transportation services. The SRTP will make recommendations as to capital and service improvements that reflect the needs of the community. The community has the opportunity to provide input on the draft SRTP prior to adoption by the City Council.

The Short-Range Transit Plan outlines several things that can be done to accommodate the anticipated increase in transit ridership demand. These include: (1) Increasing the productivity of existing services; and (2) Increasing vehicle service hours by increasing the service frequencies of existing and adding new routes.

The service plan in the Short-Range Transit Plan also identifies several new elements that will be phased into the Santa Maria Area Transit system. They are as follows:

1. Design and construction of a transit center at the southeast corner of Boone Street and Miller Street. The transit center will accommodate eighteen full-size buses. (Resolution 2008-163)
2. Establishment of a new route to serve Hancock College, Costco, Toys R Us, the theater complex, new professional offices along Shepard Way, the developing area between Betteravia and Battles Road and the County Government Center.
3. A new fixed-route service for the Orcutt area.
4. Efforts to attract new commuter ridership. This includes the development of an inter-city bus service between San Luis Obispo and Santa Maria.
5. A transition will be made from loop routes to two-way service for most routes.

Transit Corridor (Resolution 2011-111)

Recent State legislation encourages coordination of land use planning and transportation planning, by locating mixed-use development in proximity to transit corridors. Under certain circumstances, such mixed-use projects may be found exempt from State environmental review.

Anticipating the adoption of a Sustainable Communities Strategy by the Santa Barbara County Association of Governments (Government Code Section 65080(b)(2)), Figure C-4 presents a possible Transit Corridor for coordinating future land use/transportation planning for the City. The California Environmental Quality Act (Section 21155 of the Public Resources Act) authorizes the City to designate “High Quality Transit Corridors” within the Circulation Element, and Figure C-4 may assist this effort. According to Section 21155(b) of the Public Resources Code; a “high-quality transit corridor means a corridor with fixed bus route service with service intervals no longer than 15 minutes during peak commute hours.”

Under Section 21155.1 of the Public Resources Code, a mixed use project meeting certain criteria and located within a “high-quality transit corridor” may be exempt from environmental review under the California Environmental Quality Act.

IV. GOALS, POLICIES AND PROGRAMS

As a means of implementing the Circulation Plan, goals, objectives, policies, and implementation programs have been developed to assist the policy makers and City staff in making future transportation decisions.

GOAL C.1 Comprehensive Transportation System

To provide and maintain a comprehensive transportation system that provides for the safe and efficient transport of people and goods throughout the City.

POLICY C.1.a Acceptable Levels of Service

The City shall maintain an acceptable peak-hour level of service on all arterials and collectors and at signalized intersections. Service Level "D" on all roadways and at all signalized intersections shall be the levels maintained.

For long-range development plans, Level of Service D need not be strictly maintained if other policies and action plans indicate that a lesser level of service may be acceptable on a short-term basis providing there are sufficient over-riding considerations.

With regard to property within the boundaries of the Downtown Specific Plan, a project which exceeds vehicle trip generation thresholds determined by the City of Santa Maria shall complete a traffic study in accordance with the requirements of the Public Works Director/City Engineer. The project shall implement the recommendations of the study so that all intersections operate at a Level Of Service (LOS) D or better. If the Director of the Community Development Department and the Director of the Public Works Department/City Engineer determine that the recommendations of the study are not consistent with the goals of the Downtown Specific Plan; the recommended improvements may not be required provided that equivalent, feasible mitigation is approved and implemented. By way of example, equivalent, feasible mitigation may include the preparation, approval and implementation of a deficiency plan pursuant to Government Code Section 65089.4. (Resolution 2008-163)

OBJECTIVE C.1.a.1 Improved Levels of Service

Arterials and collectors with peak hour levels of service worse than D, and all intersections with peak hour levels of service worse than D shall be improved to operate at an acceptable peak-hour level of service within the planning period.

OBJECTIVE C.1.a.2 New Development Impacts on Road Network

As new development creates the need, existing local roads within the road network will be improved and additional local and regional roads will be constructed, so as to keep all such roads functioning at an acceptable level.

IMPLEMENTATION PROGRAMS

1. Condition approvals of new development with roadway improvements that would be necessary to maintain a minimum LOS D on roadways and at intersections during peak hour periods.
2. Require the preparation of traffic studies as part of the review process of all larger development projects to identify adverse impacts to the transportation system. (Resolution 2011-111)
3. Periodically review the functioning of the street system to identify problems and actively pursue implementation of improvements identified as needed in a timely manner.

ANTICIPATED RESULTS

1. The City establishes a level of service on all freeways and arterial and collector streets that can economically be implemented and still provide for an adequate level of traffic flow.
2. In order to accommodate new growth, many existing streets serving as collectors and arterials will be improved to allow for increased traffic volumes at a Level "D" service.
3. Improvement of the level of service on City streets in a manner that is economically feasible to implement and still provides for safe and efficient traffic flow.

POLICY C.1.b Driveways and other Encroachments

Develop access standards regarding new driveways and other encroachments to arterial and collector streets so as to minimize conflicts that are detrimental to safe and efficient operating conditions.

OBJECTIVE C.1.b.1 Traffic Signal Spacing

Plan spacing between traffic signals to optimize interconnection, signalize only warranted locations, and strive to implement signal timing that will result in efficient travel times and fuel conservation.

IMPLEMENTATION PROGRAMS

1. All City streets shall be constructed in accordance with the Circulation Plan Map and standards established by the City Engineer.
2. For all new larger developments or substantial improvements to existing development, require a traffic study to evaluate the potential impacts associated with the proposed project prior to approval.

POLICY C.1.c Parking (Resolution 2011-111)

Sufficient parking facilities shall be provided for all land uses by requiring new developments to provide parking to meet their needs on-site or within close proximity to their sites except within the boundary of the Downtown Specific Plan.

OBJECTIVE C.1.c Parking

Provide an adequate supply of parking to meet the parking needs, on-site or within close proximity, of the developments generating the demand for parking.

IMPLEMENTATION PROGRAMS

1. Develop parking and traffic control plans for those neighborhoods which are adversely impacted by spillover parking and traffic from commercial areas.
2. Require all new developments to provide adequate parking to meet their parking demands on-site or in consolidated parking facilities within close proximity to their site.
3. Periodically review the Santa Maria Zoning Ordinance parking requirements to assure that adequate parking is provided.
4. Encourage joint use of parking facilities to allow for mixed use (i.e. light commercial and residential).

GOAL C.2 Consistency with other Elements of General Plan

Provide transportation facilities and services that are consistent with the land use and development goals, policies, and programs of the City General Plan.

POLICY C.2.a Preservation of road right-of-way

Require appropriate right-of-way dedications and building setbacks of all new developments to facilitate construction of roadways shown on the Circulation Plan Map (Figure C-1), including protection of right-of-way for future roadways.

POLICY C.2.b.1 Inter-Jurisdictional Transportation Planning

Continue to participate in circulation and transportation planning with Santa Barbara County, the Santa Barbara County Association of Governments, and the State of California.

POLICY C.2.b.2

Seek inclusion in federal, state and regional transportation improvement plans that support local capital improvements. These include the Federal Transportation Improvement Plan (FTIP), the State Transportation Improvement Plan (STIP), the Santa Barbara County Regional Transportation Improvement Program (RTIP), the County Regional Transportation Program (RTP).

POLICY C.2.c **North-South Roadway/Improvements** (Resolution 2011-111)

In order to meet the projected travel demands, the following improvements shall be constructed in accordance with the standards established by the City Engineer. These roadway improvements are designed to improve north-south circulation in the City of Santa Maria.

- College Drive from Battles Road to Sunrise Drive shall be constructed to secondary arterial street standards.
- Widen Miller Street to secondary arterial street standards from Alvin Avenue to Santa Maria Way as needed. It may be necessary to use dimension standards to minimize the removal of existing homes and front yards.
- Widen Route 135 (Broadway) to six through lanes between Stowell Road and Cook Street. It may be necessary to use dimension standards to minimize the removal of existing homes, businesses, and front yards.
- Widen Route 135 (Broadway) to primary arterial street standards between Betteravia Road and Union Valley Parkway.
- Widen Blosser Road to collector road standards between Union Valley Parkway and Foster Road.
- Improve "A" Street to secondary arterial standards between Stowell Road and McCoy Lane, and collector street standards from McCoy Lane to Fairway.
- Construct 'E' Street to primary arterial standards between Union Valley Parkway and Stowell Road.
- Extend Seaward Drive northwesterly along the levee until it intersects with the Broadway/HWY 135/U.S. 101 Interchange.

POLICY C.2.d **East-West Roadway Improvements** (Resolution 2011-111)

These roadway improvements are designed to improve east-west circulation, and provide alternative east-west roadways.

- Improve Alvin Avenue to secondary arterial standards between Curryer Street and Miller Street.
- Widen Main Street to secondary arterial standards between Palisades Drive and eastern City Limits.
- Widen Stowell Road to arterial standards between Blosser Road and "A" Street.

- Improve Battles Road to the standards of an arterial. Extend Battles Road from its terminus at "A" Street west to Black Road.
- Upgrade McCoy Lane between Skyway Drive and Miller Street as a designated secondary arterial. Extend McCoy Lane east to a new U.S. 101 freeway interchange.
- Construct McCoy Lane to secondary arterial standards between "A" Street and Mahoney Road.
- Widen Foster Road to secondary arterial standards between Route 135 and Blosser Road.
- Construction of the Union Valley Parkway (UVP) from U.S. Highway 101 to Blosser Road.

POLICY C.2.e Intersection and Interchange Improvements (Resolution 2011-111)

In order to meet the projected travel demands, the following interchange reconstruction and intersection improvements shall be constructed in accordance with the standards established by the City Engineer.

- Widen and reconstruct the following interchanges;
 - Route 135/Broadway/U.S. Highway 101
 - Route 166/U.S. Highway 101
- Construct a new interchange at the following locations;
 - McCoy Lane/U.S. Highway 101
 - Route 135/Union Valley Parkway (may be an at-grade signalized intersection)
- Blosser/Stowell Road. Add Northbound (NB) right-turn lane and Eastbound (EB) left-turn lane.
- Route 135 (Broadway)/McCoy Lane. Add Southbound left-turn lane, widen EB approach to provide a left-turn lane, 2 through lanes and a separate right-turn lane, add Westbound (WB) through lane.
- Route 135/Foster Road. Add a NB through lane, SB through lane, EB and WB left-turn lanes.
- Route 135/Skyway Drive. Add NB through lane, SB through lane, and EB left-turn lane.
- Stowell Road/College Drive. Lengthen the WB left-turn lane at the Intersection.
- Install traffic signals at the intersections identified in the Circulation Plan.

OBJECTIVE C.2.a Implement Roadway Improvements (Resolution 2011-111)

Implement the roadway and intersection improvements to handle the City's projected travel demands. These circulation improvements are designed to alleviate present and anticipated problems with the City's circulation system.

OBJECTIVE C.2.b Improve Deficient Roads and Intersection (Resolution 2011-111)

Improve existing roadways and intersections to adequately handle the increased traffic resulting from implementation of the Santa Maria Land Use Element and development of annexation areas located within the City's Sphere of Influence.

PROGRAMS

1. 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 implementation of each improvement project.
2. Coordinate planning efforts with Santa Barbara County and the California Department of Transportation (Caltrans) to facilitate the construction of the Union Valley Parkway. Construction of this arterial will provide an alternative route for users of the Santa Maria Research Park which is planned to be located on the southern portion of the Santa Maria Public Airport.

ACCOMPLISHMENTS TO DATE:

1. As part of the Capital Improvements Plan, Depot Street was extended from Morrison Avenue to Stowell Road. Depot Street now runs from Fesler Street to Main Street, and Church Street to Sonya Lane. In addition, as part of the Casa Del Cielo project, it is anticipated that Depot will connect to Carmen Lane.
2. Stowell Road was reconstructed and widened to secondary arterial street standards between Broadway (S.R. 135) and Miller Street.
3. The west-bound left turn lane at Stowell Road/College Drive was lengthened to improve circulation.

ANTICIPATED RESULTS:

1. Implementation of the roadway and intersection improvements to adequately handle the travel demands of the existing and projected population.

GOAL C.3 Funding of Streets

Cost-effective operation, equitable distribution of funding, and development of streets, to meet the City's existing and future transportation needs.

POLICY C.3.a Distribution of Costs

Equitably distribute the costs for roadway and intersection improvements among property owners/developers who benefit from new development and roadway users.

POLICY C.3.b Distribution of Costs

Each new development, which 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.

OBJECTIVE C.3.a Distribution of Costs (Resolution 2011-111)

Establish an equitable method to distribute the costs of regional roadway improvements, traffic signal installation, and interchange improvements among property owners/developers benefiting from new development and, if possible, roadway users.

IMPLEMENTATION PROGRAMS:

1. Develop and maintain a traffic impact mitigation fee program to mitigate cumulative impacts and to further develop the transportation system.
2. Review and revise traffic impact mitigation fees to pay for street improvement projects identified as necessary to improve the existing and future flow of traffic.
3. As part of all subdivisions and planned development permits applications, the City will require all developments to install on-site and off-site street improvements as specified in the Circulation Element. This includes the dedication, and improvement where warranted, of appropriate rights-of-way to allow roadways to be constructed in accordance with the roadway standards established by the Director of Public Works/City Engineer.
4. Prepare an annual update to the City of Santa Maria's Five-Year Capital Improvement Program. This shall include a list of the 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 implementation of each improvement project.

ACCOMPLISHMENTS TO DATE:

1. Developers construct on-site and off-site improvements as conditions of approval of their proposed subdivisions and planned developments.
2. In 1993, the City of Santa Maria City Council approved the City's A.B. 1600 Fee Program. The fee program includes a standard traffic mitigation fee which allows the City of Santa Maria to equitably distribute the costs of regional roadways, intersection, and interchange improvements.

ANTICIPATED RESULTS:

1. Cost-effective operation, equitable distribution of funding and the development of streets to meet the City's existing and future transportation needs.

GOAL C.4 Land Use Compatibility

Minimize the impact of existing and future roadway improvements on adjacent land uses by ensuring compatibility between land uses and transportation facilities.

POLICY C.4.a 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)

POLICY C.4.b 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.

OBJECTIVE C.4.a Compatible Transportation System

Develop a transportation system that provides adequate facilities for heavy vehicle traffic and reduces the impact of such traffic on local circulation and residential environments.

IMPLEMENTATION PROGRAMS

1. As part of the site plan review process, the City shall require developers to locate noise-sensitive land uses away from heavily-traveled roadways through the provision of landscape buffers, walls, and setbacks between such uses and the roadways.
2. 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.
3. Require new developments to align new streets with existing or approved streets wherever, in the opinion of the City Engineer, such is feasible.
4. Develop a truck route plan identifying roadways to be posted as designated truck routes, and to be posted with weight limit restrictions to discourage their use by heavy vehicles.

5. Adopt an ordinance regulating the transportation of hazardous materials within the City. This ordinance shall define materials considered hazardous or toxic and designate the specific roadways on which the transport of such materials is permitted as well as those on which it is prohibited.

GOAL C.5 Transmission Facilities

Provide for the development of major utility and transmission lines that will not adversely impact adjacent land uses.

POLICY C.5.a Location of Utilities and Pipelines

Coordinate land use planning with the location of existing, and planned utilities, and pipelines (including water, gas, sewer, electric and telephone) to provide compatibility between land uses and transmission facilities to the extent possible.

OBJECTIVE C.5.a Efficient Transmission Services

Support efficient utility and transmission services and minimize adverse environmental effects through proper land use planning and facilities siting.

IMPLEMENTATION PROGRAMS:

1. As part of the site plan review process, the City shall encourage developers to provide landscape buffers between pipelines and pipeline corridors, and adjacent residential land uses.
2. Require new developments to underground utilities within public rights-of-way consistent with the long-range infrastructure needs of the City.

GOAL C.6 Alternative Modes of Transportation

Provide for the development and use of alternative modes of transportation within an integrated system of transportation facilities.

POLICY C.6.a.1 Promote Alternative Modes of Transportation

Promote the use of alternative transportation modes such as transit, bicycle, pedestrian, airplane, and light rail to relieve traffic congestion and improve air quality.

POLICY C.6.a.2 Conditions on Development

Discretionary development shall be conditioned, where feasible, to minimize traffic impacts by incorporating bicycle and pedestrian paths and those support facilities (e.g. as bicycle lockers and showers), ridesharing programs, and transit improvements (bus turnouts, shelters, and benches) into the project design.

OBJECTIVE C.6.a.1 Reduce Vehicle Miles Traveled

Reduce vehicle miles traveled and disperse peak hour traffic to better utilize the existing and planned transportation infrastructure.

OBJECTIVE C.6.a.2 Transit- and Pedestrian-Oriented Developments

Development projects and subdivision designs are to be efficiently served by buses, bike routes and pedestrian connections.

IMPLEMENTATION PROGRAMS

1. As part of encouraging alternative modes of transportation, the City of Santa Maria shall identify and evaluate alternative long-term transportation modes such as exclusive bus lanes and light rail that can be incorporated into the Santa Maria Transportation System.
2. In reviewing discretionary projects, the City will encourage pedestrian-oriented development (POD) and transit-oriented development (TOD). The design, configuration and mix of uses will emphasize a pedestrian-oriented environment and reinforce the use of alternative modes of transportation. (For related policies and programs refer to Land Use Element).
3. Review all major projects for their consistency with the goals and policies of the Santa Maria Circulation Element, the Santa Barbara County Congestion Management Plan (CMP) and Air Quality Attainment Plan (AQAP).

POLICY C.6.b.1 Transit (Bus Transportation)

Continue to work with transit operators to improve and expand Santa Maria Area Transit (SMAT) service to meet those transit needs that can be reasonably met, with particular emphasis on the needs of the elderly, handicapped, low income, and community college students.

POLICY C.6.b.2 - Transit

Offer convenient, safe, and reliable transit services, and provide that the financial stability of the transit system continues.

OBJECTIVE C.6.b.1 - Transit

Maintain the current level of bus services and expand such services as required when demand levels increase.

OBJECTIVE C.6.b.2 - **Transit**

Maintain a high level of public awareness about SMAT's existence including when and where it functions, and the personal, local and regional benefits of supporting public transit. These benefits are providing transportation to those who have no other means of transportation, strengthening the area's economy, improving air quality, and reducing petroleum consumption.

IMPLEMENTATION PROGRAMS

1. Continue to use the Santa Maria Area Transit to monitor the needs of the community in order to serve the largest possible number of citizens and provide the best possible transit system.
2. Plan for the existing transit system's incorporation into the ultimate fixed bus lane and light rail routes as a "feeder" system.
3. Work with the SMOOTH on expanding the existing city-wide public transit system (SMAT). This may include establishing new routes and other measures to increase ridership.
4. Use local funds to support and expand transit service to the extent possible. This may include increasing fares to maintain transit service.
5. Seek alternative funding sources, whenever possible.

POLICY C.6.c.1 **Bicycle and Pedestrian**

Develop bicycling and pedestrian facilities as a major transportation and recreational mode to serve the transportation and recreational needs of the residents.

POLICY C.6.c.2 **Safe Streets for Bicycles**

Provide safe, efficient and convenient streets for the use of pedestrians and cyclists throughout the City, and where possible, provide separate bikeway access to major destinations (e.g. schools, parks, and commercial and employment centers) to assure safety.

POLICY C.6.c.3 **Multi-Purpose Trails**

Locate multi-purpose trails on exclusive lanes physically separated from automobiles. Where separate bike facilities cannot be provided, the bikeway shall be designated with lane striping and signing for the protection of both cyclists and motorists.

POLICY C.6.c.4 **Equestrian Trails**

Promote horseback riding as a form of recreation and transportation by providing equestrian trails, where feasible.

OBJECTIVE C.6.c.1 **Santa Maria Bikeway Policies** (Resolution 2009-168)

Implement the following bikeway policies in accordance with the adopted Existing and Proposed Bikeways Plan diagram (Figure C-2):

- A fundamental purpose of the Bikeways Plan diagram is to connect neighborhoods in Santa Maria and in surrounding communities to key destinations (downtown, large employment centers, shopping, civic center, educational centers and recreation areas).
- The City will strive to eliminate gaps in the bikeways network as identified in the Bikeways Plan diagram.
- A fundamental purpose of the Bikeways Plan diagram is to link both north and south campuses of Allan Hancock College to the overall citywide bikeways network.
- The City will strive to prioritize the installation of bicycle storage facilities (bike racks, lockers, etc.) at transit stops.
- The City will provide an east-west bikeway connection from Allan Hancock College to the Downtown area utilizing the abandoned railway corridor.
- The City will coordinate with County and regional agencies to provide a continuous and connected regional bicycle network between the Bikeways Plan diagram and surrounding communities.
- The City will strive to complete a connection between the City of Guadalupe and the City of Santa Maria via the Santa Maria River levee trail. The planning of this trail will include coordination with Santa Barbara County Planning and Development and the Santa Barbara County Agricultural Commissioner and may require further CEQA review as this trail is outside the City's jurisdiction.
- Consider bicycle facilities in all newly proposed commercial, institutional, recreational and multi-family residential developments.
- There are three (3) classes of bikeways which are defined as follows:
 - Class I Bikeway:** Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
 - Class II Bikeway:** Provides a striped lane for one-way bike travel on a street or highway.
 - Class III Bikeway:** Provides for shared use with pedestrian or motor vehicle traffic.

IMPLEMENTATION PROGRAMS

1. The City in reviewing and approving subdivisions, general plan and zone changes, and commercial and industrial developments, shall require pedestrian-friendly facilities.

Pedestrian access to, from, and between residential, commercial, industrial uses, parks and schools shall be strongly encouraged, wherever feasible.

2. The City in reviewing and approving subdivisions, general plan and zone changes, and commercial and industrial developments, shall require improvement of bicycle facilities consistent with the adopted bikeway master plan.
3. Pursue all possible revenue sources (i.e., local, state, federal and private) for acquisition and construction of bike lanes and multi-purpose trails contained in the existing and proposed bikeways diagram in the General Plan and bikeway master Plan. (Resolution 2009-168)
4. Integrate bicycle transportation in all appropriate transportation and recreation programs and facilities.
5. Examine the feasibility, desirability and cost of establishing an equestrian trail in the Santa Maria River and other locations in the City. If feasible, designate a segment of the River for an equestrian trail.

ACCOMPLISHMENTS TO DATE (Resolution 2009-168)

1. Bikeways are included as conditions of approval of all subdivisions and planned developments with connections to the city-wide bicycle network.
2. The City continues to apply for local, state and federal grants for construction of bicycle and pedestrian facilities. The City was awarded grants for construction of the Unocal Pipeline Corridor/Battles Road Bicycle Improvement project; and partial funding for construction of multi-purpose trails along the SMVRR right-of-way, and on the Santa Maria River Levee (Santa Maria/ Guadalupe Dunes Bikeway).

ANTICIPATED RESULTS

1. Construction of bikeways on selected arterials and collectors as shown in the Existing and Proposed Bikeways Plan diagram (Figure C-2) to conform to minimum planning and design criteria for bicycles. (Resolution 2009-168)
2. The dual use of railroad rights-of-way, and the conversion of abandoned railroad rights-of-way to bike and pedestrian trails.
3. The dual use of pipeline and transmission corridors for bicyclists and pedestrians.

POLICY C.6.d.1 Air Transportation

To support air transportation, provide that land uses surrounding the Santa Maria Public Airport are compatible with existing and future airport operations. (See Land Use Element for related policies and programs.)

OBJECTIVE C.6.d.1 Air Transportation

Provide that air transportation using the Santa Maria Public Airport does not create safety or noise problems in surrounding areas.

IMPLEMENTATION PROGRAMS

1. Coordinate master plans with the Santa Maria Public Airport District (SMPAD), the Airport Land Use Commission (ALUC), and Santa Barbara County to provide consistency between the Santa Maria Circulation Element and the Airport Master Plan.
2. Encourage the Santa Maria Public Airport District to adhere to Federal Aviation Administration (FAA) regulations and other laws that regulate airport operations.

POLICY C.6.e.1 Rail Transportation (Preserve the SMVRR right-of-way)

To preserve railroad and utility rights-of-way to provide for the development of a fixed light rail transportation system to serve the community.

The City of Santa Maria will continue to support the phased implementation of the light rail transportation network delineated in Figure C-3. The phased implementation may include existing freight service, an open space corridor, multi-purpose trail (bicycling/ jogging), fixed bus route, and a light rail system.

POLICY C.6.e.2 Dedication of Utility Corridors

Continue to support dedications and reservations of utility corridors for dual purposes that include the existing uses as well as functional greenbelts, bikeways, fixed bus routes, and light rail.

OBJECTIVE C.6.e.1 Fixed Light Rail System

To preserve the existing Santa Maria Valley Railroad rights-of-way and electrical transmission, pipeline, and open space corridors to allow the City to provide for a phased implementation of a fixed light rail transportation system as delineated in Figure C-3.

OBJECTIVE C.6.e.2

Work closely with the Santa Maria Valley Railroad Company in the planning and design of a planned fixed light rail transportation system.








IMPLEMENTATION PROGRAMS

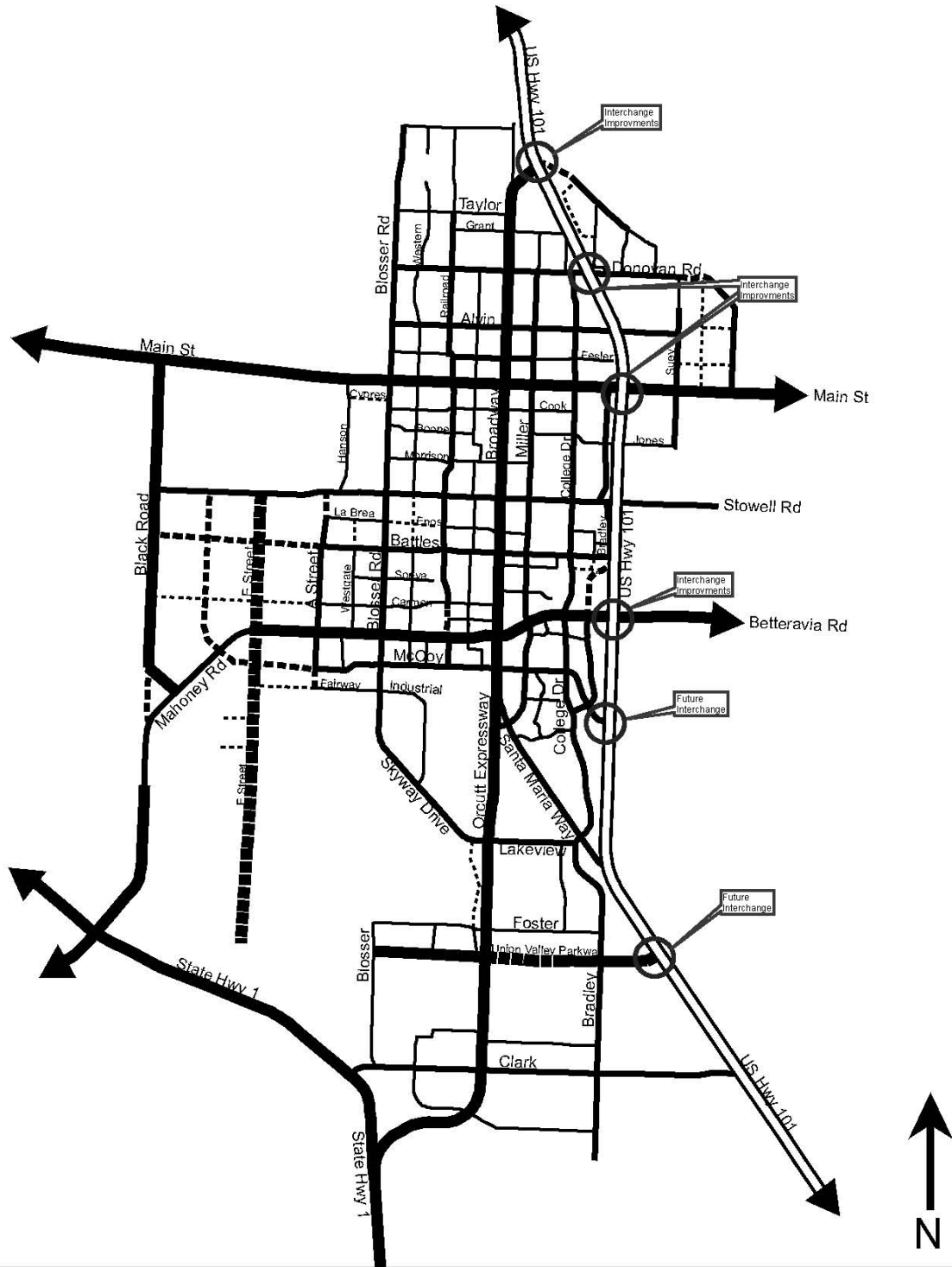
1. Identify and preserve railroad rights-of-way, utility corridors, drainage easements that can be used for dual purposes, and integrated in the City's transportation and recreation systems.

City of Santa Maria General Plan
Circulation Plan

Figure C-1

Legend

-  Freeway (US Hwy 101)
-  Existing* Primary
-  Proposed* Primary
-  Existing Secondary
-  Proposed Secondary
-  Existing Collector
-  Proposed Collector



* "Existing" facilities are those improved as of January 1, 2011. Subsequent improvements of "Proposed" facilities to their full standards shall not require an amendment to this Diagram.

(Resolution 2011-111)

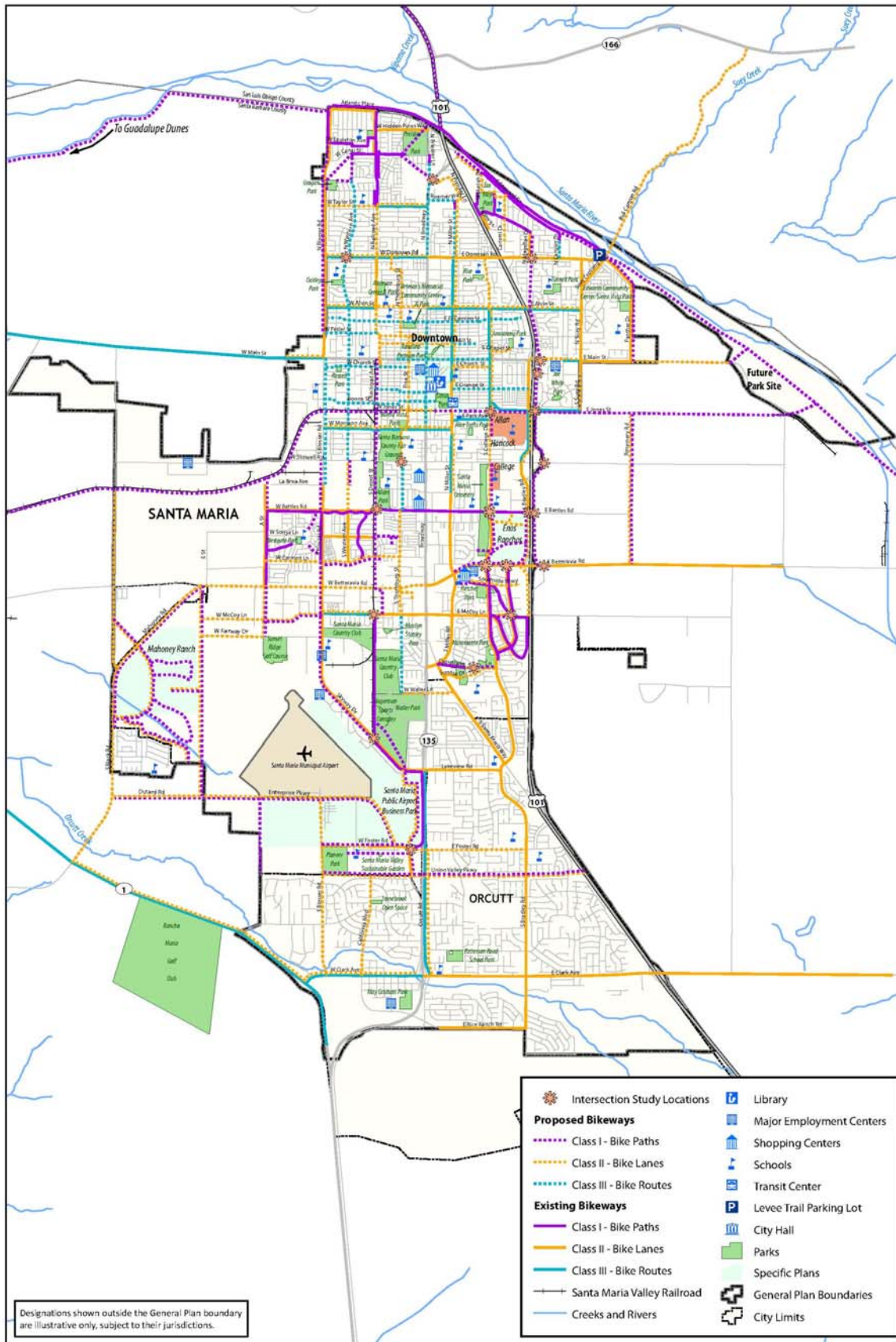


Figure C-2
Existing and Proposed Bikeways Plan

(Resolution 2009-188)



0 0.5 1 Miles

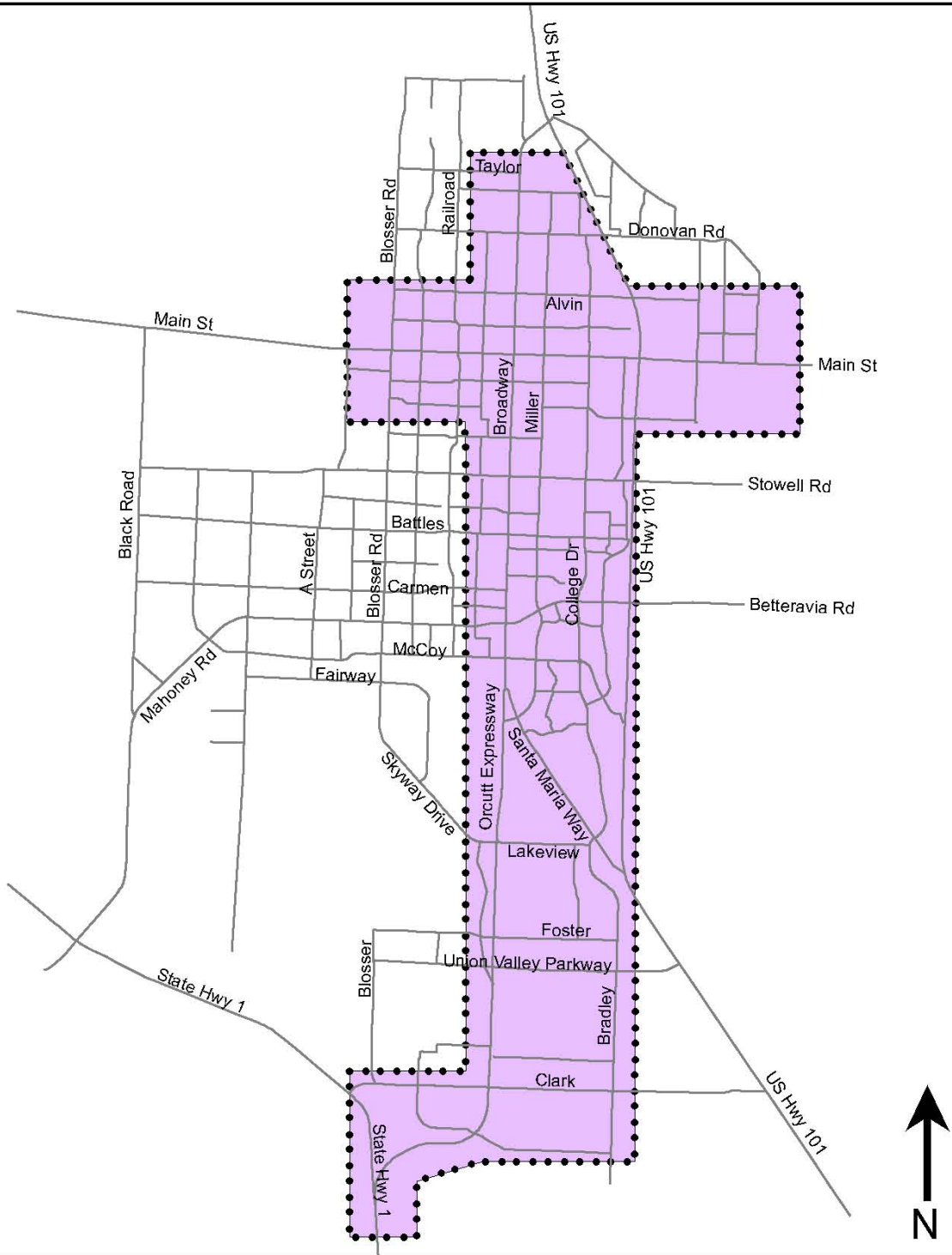


City of Santa Maria General Plan
Potential "High Quality Transit Corridor"

Legend



Figure C-4



(Resolution 2011-111)