

CITY of LOMPOC

2030 General Plan

CIRCULATION ELEMENT

INTRODUCTION AND AUTHORITY

The Circulation Element is required by the Government Code [Section 65302(b)], which states that the Circulation Element must include “the general location and extent of existing and proposed major thoroughfares, transportation route, terminals, and...facilities, all correlated with the land use element of the plan.”

The Circulation Element of the Lompoc General Plan addresses broad issues of physical mobility - how goods and people move about into, out of, and within the community. Meeting the City’s transportation needs is one of the most pervasive issues of the General Plan, and is related to land use, community design, air quality, energy consumption, *public health* and City infrastructure. Moreover, circulation issues are not simply local concerns, but require coordination with regional, state, and federal agencies, as well as adjacent communities.

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The overall intent of the Circulation Element is to achieve and maintain a balanced, safe, and problem-free transportation system that:

- ❖ Provides easy and convenient access to all areas of the community
- ❖ Improves present traffic flows while maintaining Lompoc's rural, small town sense of place
- ❖ Protects major environmental features
- ❖ Reduces dependence on single occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities
- ❖ Considers the movement of people and vehicles in the design and operation of transportation systems
- ❖ Recognizes the special mobility needs of seniors, youth, and persons with disabilities
- ❖ Preserves a sense of comfort and well-being throughout the community by minimizing the intrusiveness of commercial/business park and regional traffic on neighborhood streets and quality of life

Performance Objectives and Planned Improvements

The City shall maintain intersection traffic levels of service (LOS) at LOS C or better throughout the City, with the exception of intersections monitored in accordance with the Congestion Management Program (CMP) administered by the Santa Barbara County Association of Governments (SBCAG). CMP intersections shall maintain a LOS in accordance with the most recent CMP standards (at LOS D or better), when it can be demonstrated that all feasible mitigation measures have been applied to the project and LOS C, with said mitigation, cannot be achieved. The standards are based on the actual function of these roadways. The CMP intersection standard reflects the fact that these intersections are subject to regional influences beyond Lompoc’s control.

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Lompoc will continue to require new developments to mitigate their traffic impacts, either through construction of circulation improvements, reduction in demand for vehicular travel, or payment of mitigation fees, which are to be based on the projected costs for planned system improvements and each new development's proportional share of the total traffic affecting the location where the improvement is planned. Planned improvements will be necessary to mitigate traffic impacts associated with proposed developments so that an acceptable level of service can be maintained. The mitigation requirement will continue to be proportional to the impact created by each new development and will recognize a fee credit to developers who construct portions of ultimate capacity enhancement improvements.

Specific goals, policies, implementation measures, and definitions of the Circulation Element comprise the balance of this element.

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GOALS AND POLICIES

Goal 1

Maximize the efficiency, quality, and safety of a multi-modal circulation system which provides for the movement of people, goods, and services to serve the internal circulation needs of the City, while also addressing through-travel needs.

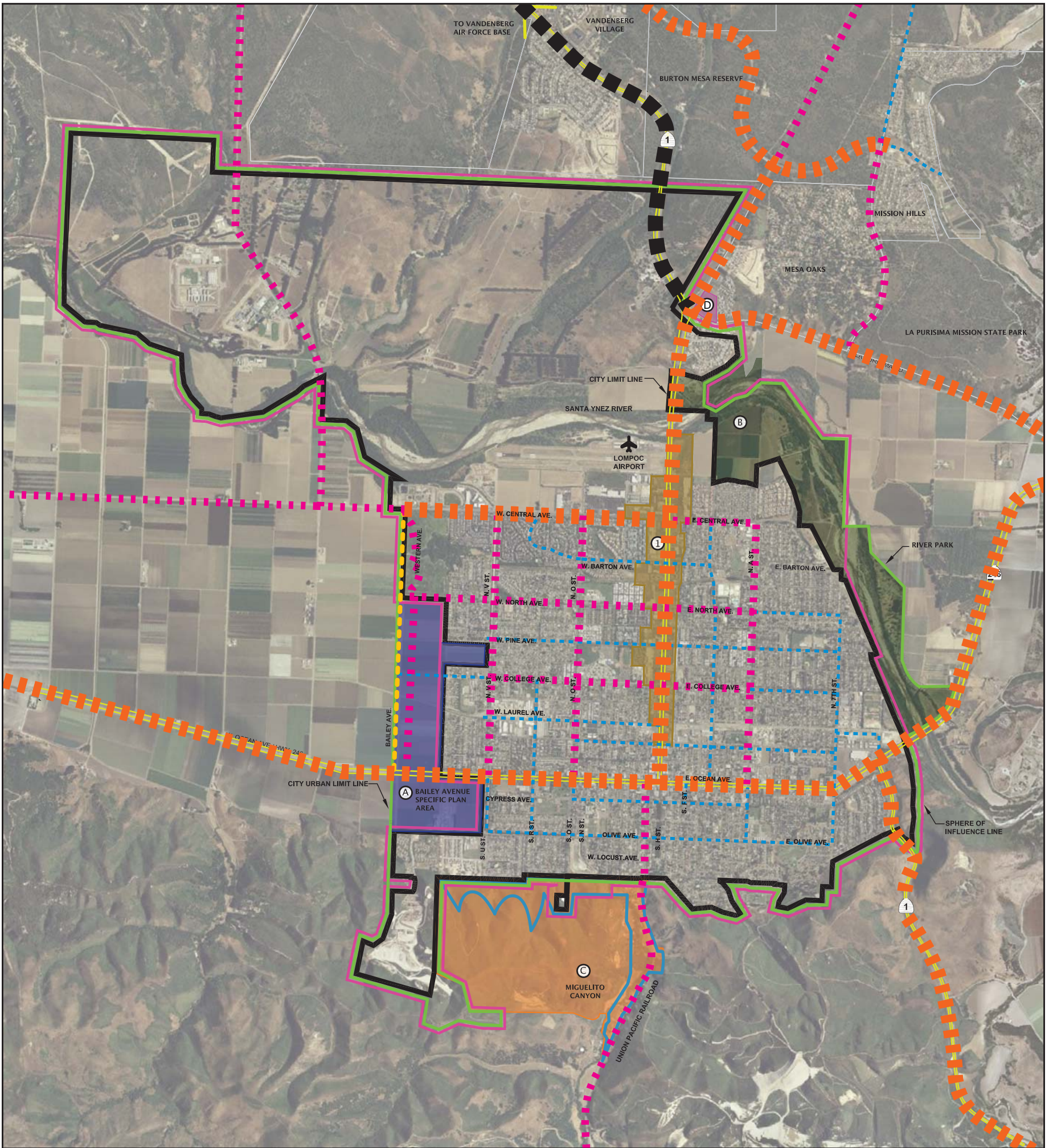
Policies

- Policy 1.1 The City shall use the Roadway Designations map, Bikeway Routes map, and Truck Routes map in establishing the location and design of roadways, bikeways, and truck routes, respectively.
- Policy 1.2 The City shall maintain intersection traffic levels of service (LOS) at LOS C or better throughout the City, with the exception of intersections monitored in accordance with the Congestion Management Program (CMP) administered by the Santa Barbara County Association of Governments (SBCAG). CMP intersections shall maintain a LOS in accordance with the most recent CMP standards (at LOS D or better), when it can be demonstrated that all feasible mitigation measures have been applied to the project and LOS C, with said mitigation, cannot be achieved.
- Policy 1.3 The City shall assure that all improvements to the *multi-modal* circulation system necessitated by new development are proportionately financed by the project sponsor. 2
- Policy 1.4 The City shall only allow development in areas where adequate *multi-modal* circulation facilities and/or services, as defined in Policy 1.2, will be available at the time of development.
- Policy 1.5 The City shall maximize movement of through-traffic on expressways and arterials by encouraging efficient utilization of existing roadway capacity, and when necessary providing additional transportation capacity. For arterials, consideration ~~should~~ *shall* also be given to planned or future pedestrian and bicyclist facilities so that vehicular improvements are not at the expense of facilities and safety of these other modes of transportation. 3
- Policy 1.6 The City shall continue to require private roadways to be constructed and maintained to City standards.
- Policy 1.7 The City shall vacate or reduce under-utilized rights-of-way, where appropriate, while retaining access to utilities.
- Policy 1.8 The City shall require an adequate supply of private and public off-street parking to meet the needs of residents and visitors to the City [refer to Section 8851 of the Lompop Zoning Ordinance (Schedule of Off-Street Parking Requirements)].
- Policy 1.9 The City shall ensure that developers of new commercial and mixed use areas provide adequate and convenient pedestrian access ways *and bike ways* into adjacent residential neighborhoods. 4

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- Policy 1.10 The City shall control access along expressways and arterials by limiting the number of intersections and driveways entering and exiting these high traffic roadways and by requiring that any development of new private driveways along such roadways does not introduce significant traffic conflicts.
- Policy 1.11 To avoid the creation of new traffic flow hazards, the City should require that future roads and improvements to existing roads be designed to minimize conflicting traffic movements such as overlapping use of turn lanes, curbside parking, and frequent stops.
- Policy 1.12 The City ~~should~~*shall* improve mobility and access for disabled persons.

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Base map source: City of Lompoc, 2009.

LEGEND

Roadway Designations

- Expressway
- Major Arterial
- Minor Arterial
- Collector Street
- Rural Road

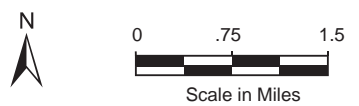
Additional Overlays

- Existing City Limits
- Proposed Area to be Added to City Urban Limit Line
- Existing City Urban Limit Line
- Existing City Sphere of Influence

Proposed Land Use Changes

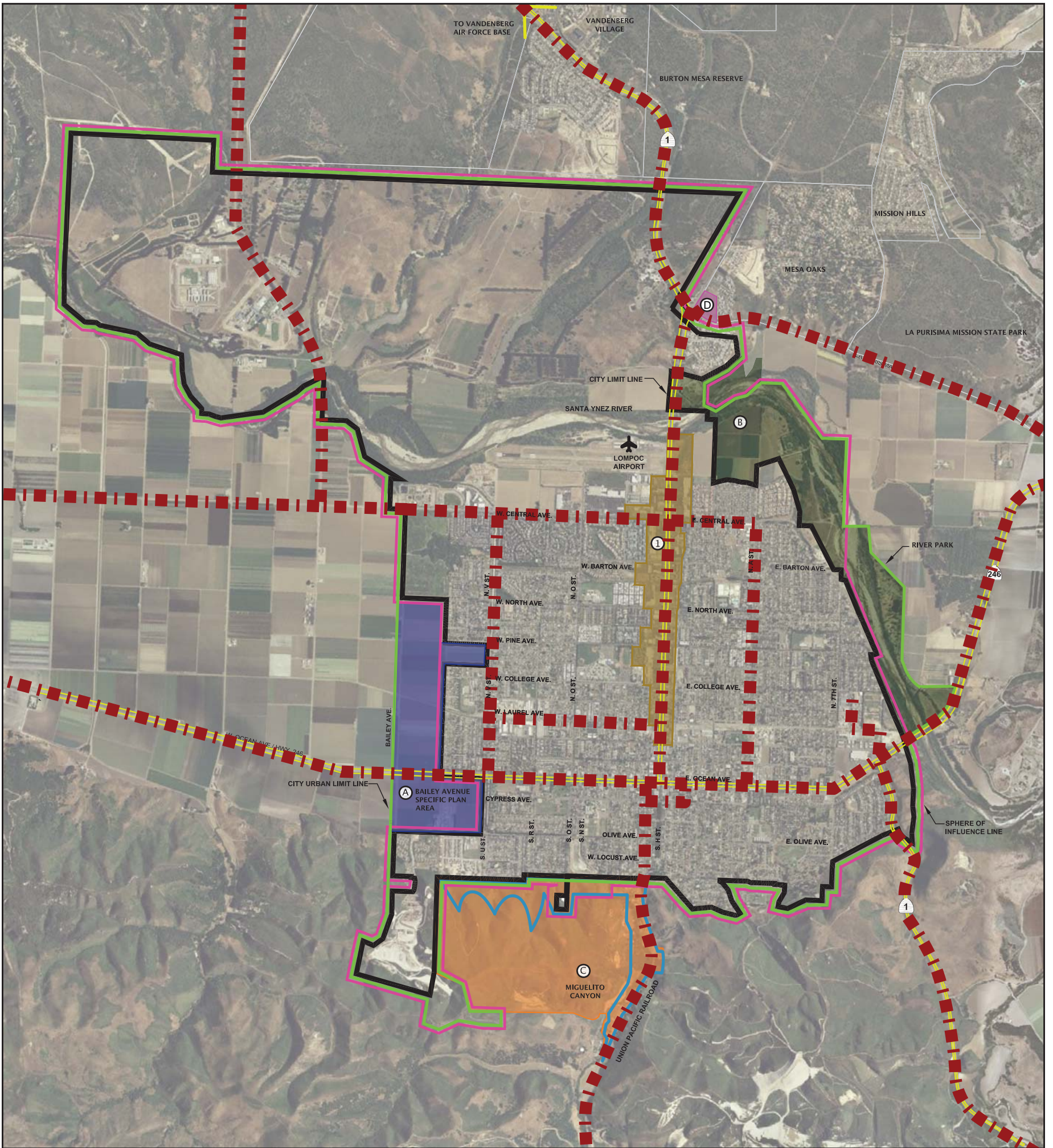
- Area ① H Street Corridor Infill
- Area (A) Bailey Avenue Specific Plan Area
- Area (B) River Area
- Area (C) Miguelito Canyon
- Area (D) Wye Residential

Notes: * City Limit and parcel lines obtained from City of Lompoc GIS
 * City SOI and ULL interpreted from 1997 General Plan








Roadway Designations

Figure C-1
 City of Lompoc



Base map source: City of Lompoc, 2009.

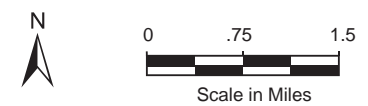
LEGEND

-  Truck Route
- Additional Overlays**
-  Existing City Limits
-  Proposed Area to be Added to City Urban Limit Line
-  Existing City Urban Limit Line
-  Existing City Sphere of Influence

Notes: * City Limit and parcel lines obtained from City of Lompoc GIS
 * City SOI and ULL interpreted from 1997 General Plan

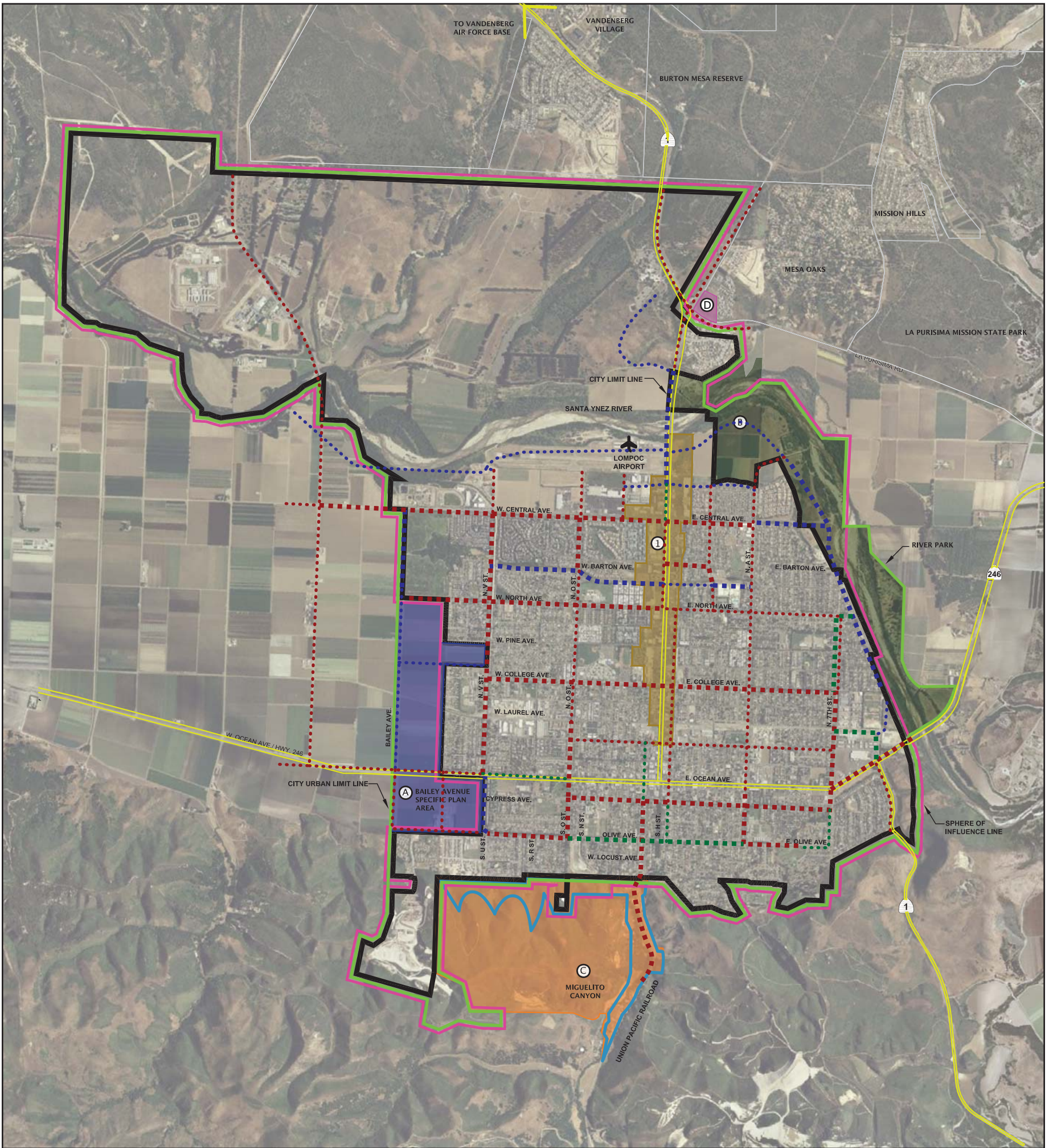
Proposed Land Use Changes

- Area ① H Street Corridor Infill
- Area (A) Bailey Avenue Specific Plan
- Area (B) River Area
- Area (C) Miguelito Canyon
- Area (D) Wye Residential



Truck Routes

Figure C-2
 City of Lompoc



Base map source: City of Lompoc, 2009.

LEGEND

Bikeway Designations

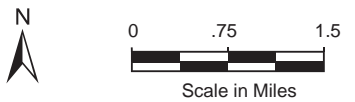
- Existing Class I
- Existing Class II
- Existing Class III
- Planned Class I
- Planned Class II
- Planned Class III

Additional Overlays

- Existing City Limits
- Proposed Area to be Added to City Urban Limit Line
- Existing City Urban Limit Line
- Existing City Sphere of Influence

Proposed Land Use Changes

- Area 1 H Street Corridor Infill
- Area A Bailey Avenue Specific Plan Area
- Area B River Area
- Area C Miguelito Canyon
- Area D Wye Residential



Notes: * City Limit obtained from City of Lompoc GIS
 * City SOI and ULL interpreted from 1997 General Plan

Bikeway Routes

Figure C-3
City of Lompoc

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Goal 2

Minimize the public's exposure to circulation-related noise and safety hazards.

Policies

- Policy 2.1 The City's truck routes shall be designated along corridors that minimize traffic-generated noise upon noise sensitive land uses (refer to Figure C-2).
- Policy 2.2 The City shall encourage regulatory agencies to designate routes away from urban and environmentally-sensitive areas for transportation of hazardous and explosive materials.
- Policy 2.3 The City shall ensure that approaches to intersection crosswalks and all adjacent street corners are illuminated by requiring all new commercial, entertainment, school and other pedestrian generating uses to provide lighting for pedestrians, for review and consideration by the City as part of the development review process.
- Policy 2.4 The City ~~should~~ shall encourage the provision of *high-visibility signage*, crosswalks *and curb ramps* along major access routes to all schools. For newly proposed schools, the City shall work with the school district to ensure the provision of *complete sidewalks, high-visibility signage and* crosswalks, *curb ramps and marked bike paths* as part of development. 6
- Policy 2.5 As part of the development review process, the City ~~should~~ shall require a system of sidewalks ~~or~~ *and multi-modal transportation* pathways for all new development to provide a safe environment for pedestrians and promote pedestrian *and bicycle* use. 7
- Policy 2.6 The City shall consider the extent of vehicular through-traffic on local streets in new residential neighborhoods and should encourage the minimization of such through-traffic.

Goal 3

Maximize the use and convenience of alternative transportation modes to reduce reliance on automobile use and reduce the associated vehicular traffic-related emissions.

Policies

- Policy 3.1 The City shall provide and maintain a safe and convenient circulation system that encourages walking and that seeks to provide a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers such as shopping areas, schools, and recreation.
- Policy 3.2 The City shall provide and maintain a safe and convenient circulation system that encourages bicycle travel.
- Policy 3.3 The City shall encourage programs and strategies including site design features that provide for ridesharing and transit use.

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- Policy 3.4 The City shall provide safe and convenient transit service which strives to meet the needs of the transportation-disadvantaged including young, elderly, disabled, and low-income individuals. Such transit service should provide frequent, reliable and efficient service, with service hours that meet the needs of riders to maintain and increase the viability of public transit as an alternative to driving for Lompoc residents and commuting workers. *The City should encourage local transportation services to accommodate the needs of bicycle commuters.* 8
- Policy 3.5 The City shall encourage regional transportation services to accommodate the needs of *bicyclists*, commuters and ridesharing. 9
- Policy 3.6 The City shall facilitate the provision of lockers and secure enclosed long term parking areas for bicycles at appropriate places throughout the City and at multi-modal stations to extend the range of the bicycle commuter.
- Policy 3.7 The City shall continue to support transit including the COLT bus system and shall work cooperatively with appropriate jurisdictions and agencies to encourage the augmentation of roadway and transit facilities, which address local and regional travel needs.
- Policy 3.8 The City shall require, during the development review process, the dedication of land and/or construction of appropriate facilities to ensure a safe and efficient public transportation system.
- Policy 3.9 The City should encourage efforts by local employers to offer telecommuting and other work schedule modifications which reduce vehicular use.
- Policy 3.10 The City should require developers to provide bus shelters in high-usage locations, for example, in multi-family developments and within commercial areas. The City ~~should~~ *shall* consider the need for bus shelters and other transit facilities in City-sponsored redevelopment projects. 10
- Policy 3.11 The City shall require the construction of bus turnouts adjacent to new developments in locations which improve transit service, safety, and efficiency.
- Policy 3.12 The City shall ~~encourage~~ *require* the inclusion of facilities that promote alternative modes of transportation, including *marked* bicycle lanes and connections, pedestrian and hiking trails, park and ride lots, and facilities for public transit into new development as well as existing development. 11
- Policy 3.13 The City ~~supports~~ *shall encourage* *require* safe and effective connectivity between adjacent neighborhoods for new development and encourage measures that increase connectivity for existing neighborhoods, where necessary and appropriate. 12

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Goal 4

Protect and enhance the visual quality of Lompoc's circulation system.

Policies

- Policy 4.1 The City shall consider allowing narrower widths for roadways in hillside areas to minimize the amount of grading where safety, visibility, and traffic conditions permit.
- Policy 4.2 The City should maintain, and enhance where feasible, existing street trees, and shall encourage placement of new street trees *in a manner that does not block pedestrian traffic* in street frontage improvement projects. 13
- Policy 4.3 The following shall apply in the Old Town Specific Plan Area: The City should support new pedestrian crosswalks that incorporate features (for example, pavers or stamped, stained concrete) that enhance the aesthetics of the streetscape and pedestrian experience, while increasing visibility of the crosswalk and pedestrian safety. Lighting *and signage* for pedestrian crossings shall be provided by decorative fixtures as set forth in the applicable design guidelines. 14
- Policy 4.4 The City shall encourage design of on-street parking *in existing areas and new development* to include decorative components that improve the appearance of the streetscape. The City shall require adherence to high aesthetic standards for on-street parking in the H-Street Corridor Infill *and the Ocean Avenue Corridor Infill* area in accordance with applicable design guidelines. 15

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IMPLEMENTATION MEASURES

- Measure 1 As part of the development review process, the City shall identify and require the paving of incomplete street widths and alleys where necessary to remove safety hazards. [Policies 2.3, 3.1, 3.2 and 3.4]
- Measure 2 The City shall identify locations where sidewalks and ramps are missing, or are in disrepair, and shall prioritize construction and repair of identified locations. Property owners shall be responsible for funding the construction of missing sidewalks and ramps in conjunction with new development. [Policies 1.1, 2.3 and 3.1]
- Measure 3 The City shall amend the Zoning Ordinance to require the provision of adequate bicycle facilities in development projects. [Policies 1.1, 1.2, 1.3, 3.2 and 3.4]
- Measure 4 As part of the development review process, the City shall integrate bicycle lanes or separate bikeways into street projects located along planned bicycle routes. [Policies 1.1, 1.2, 1.3 and 3.2]
- Measure 5 The City shall continue efforts to develop a pedestrian and bicycle trail system which connects major park and wildlife areas within the Lompoc Valley. Segments completed and designated for future development are depicted on Figure C-3 and on trails maps contained in the Parks and Recreation Element. [Policies 3.1 and 3.2]
- Measure 6 The City shall encourage Federal, state, and regional agencies to widen Robinson Bridge on SR 246. The City shall encourage the assurance of safe bicycle and pedestrian use as part of the widening Project [Policies 1.1, 1.2, 1.4, 2.3, 3.1 and 3.4]
- Measure 7 The City shall amend the Zoning Ordinance to allow park and ride facilities. [Policies 1.1, 3.2 and 3.4]
- Measure 8 The City shall review, and update as necessary, the Standard Requirements for the Design and Construction of Subdivisions and Special Developments regarding improvements in the public right-of-way (e.g. roads, bikeways, and sidewalks). [Policies 1.1, 1.2, 1.4, 2.3 and 4.3]
- Measure 9 The City shall limit on-street parking where feasible on certain roadways which are designated as bicycle routes in order to create new bicycle lanes and encourage bicycle travel. [Policies 1.1, 1.2 and 3.2]
- Measure 10 The City shall pursue funding from Federal, state, and regional agencies for the development of park-and-ride lots near major arterial roadways in the southeast and northern areas of the City. [Policies 1.1, 3.4 and 3.5]
- Measure 11 The City shall ensure that safe and convenient pedestrian and bicycle access is provided to the Allan Hancock College site. [Policies 1.1, 1.2, 1.3, 1.4, 3.1 and 3.2].
- Measure 12 The City shall examine and, if necessary, amend the Development Impact Fee Resolutions to ensure that transportation improvement necessitated by projects generating additional peak-hour trips are provided and improvements to bicycle lanes are funded. [Policies 2.3, 3.2 and 3.4]

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- Measure 13 The City shall pursue funding from Federal, State, and regional agencies for funding maintenance of the City’s transportation system.
- Measure 14 The City shall explore *and implement* traffic calming techniques to enhance pedestrian safety in the Old Town pedestrian-oriented business district and other places of high volume pedestrian uses. 16
- Measure 15 The City shall identify and evaluate potential local revenue sources and viable state and federal funding sources for financing roadway system projects, and development of transit, pedestrian, and bicycle facility projects.
- Measure 16 The City shall maintain and update as necessary a Bikeway Master Plan. This Master Plan shall include a discussion of strategies to encourage bicycle use, *increase bike lane connectivity throughout the city* and specify the locations of bicycle amenities which would facilitate bicycle use. 17
- Measure 17 To accommodate the projected buildout traffic demands, Central Avenue shall be widened to its full planned width from “O” Street to “V” Street to allow for the required intersection improvements.
- Measure 18 The City shall assess traffic mitigation fees that are charged to new development to determine if these are adequate to help provide roadway, bikeway, and pedestrian improvements necessitated by such development. If deemed insufficient, the City should revise the traffic mitigation fee structure to provide for such improvements.
- Measure 19 The City shall require a Transportation Demand Management Plan as part of a project proposal for all new, or expanding, non-residential discretionary projects over 100,000 square feet. The plan shall be active throughout the life of the project. The plan shall be site specific for the proposed development, including:
- An analysis of the expected travel behavior of employees and visitors to the site.
 - A description of the existing transportation/circulation system in the project vicinity.
 - A description of all feasible strategies that would be incorporated into the project to support on-site trip reduction efforts. Feasible trip reduction strategies may include:
 - Targets for an increase in average vehicle ridership for employees;
 - Incentives for carpooling, transit ridership, and/or bicycling for employees and/or customers. Such incentives may include reduced work hours to coincide with transit schedules, employer-provided bus passes, and direct monetary compensation for transit ridership;
 - Accommodating local shuttle and regional transit systems;
 - Providing transit shelters.
 - Providing secure storage lockers for bicycles at a ratio of one locker per ten employees.
 - Establishing a park-and-ride lot consisting of no less than twenty spaces to serve the development.

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- Measure 20 The City should work with City of Lompoc Transit (COLT) to increase ridership by examining improvements to bussing area coverage and schedules such as modification or simplification of routes serving Lompoc, extension of service later into the evening and night, and need for additional COLT bus stops.
- Measure 21 The City shall research the feasibility of funding incentives and mechanisms that provide reduced transit fares.
- Measure 22 The City should ensure that facilities for pedestrians and bicyclists are incorporated into plans to widen the Robinson Bridge (Highway 246 crossing of the Santa Ynez River) and that appropriate crossings or other facilities for bicyclists and pedestrians are provided at the intersection of Highway 1, Burton Mesa Road, and Purisima Road. The City should also consider over- or under-crossings as part of future development in the Wye Expansion Area to provide better connectivity between residential development on the east side of Highway 1 and Allan Hancock College.
- Measure 23 *The City shall encourage Federal, State, and Regional agencies to widen State Route 246 east of the City Limits.*

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**Table C-1
 Circulation Element Definitions**

Roadways	
Expressways	<p>Purpose To provide for the highest proportion of regional travel by connecting urbanized areas with major activity and employment centers in the County.</p> <p>Description High speed/high capacity roadways which have limited access and at-grade or grade-separated intersections. Expressways are divided roadways with a minimum right-of-way width of 110 feet and at least four auto-lanes.</p>
Major Arterial	<p>Purpose To provide for the highest proportion of travel between and within the communities of the Lompoc Valley by linking Expressways to Minor Arterials, Collector Streets, and Local Streets.</p> <p>Description Medium speed/high capacity roadways with controlled access. Major Arterials, with the exception of Central Avenue, are divided and undivided roadways with a right-of-way width of at least 100 feet and two or four auto-lanes. Central Avenue shall be a divided limited-access roadway with a right-of-way width of at least 110 feet and four auto-lanes.</p>
Minor Arterials	<p>Purpose To provide for travel between and within the communities of the Lompoc Valley by linking Major Arterials to Collector Streets and Local Streets.</p> <p>Description Medium and high speed, medium capacity roadways with controlled roadway access. Minor Arterials are undivided roadways with right-of-way width of at least 80 feet and two auto-lanes.</p>

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**Table C-1
 Circulation Element Definitions**

<p>Collector Streets</p>	<p>Purpose To provide for relatively-short distance travel between and within neighborhoods by linking Major and Minor Arterials to Local Streets.</p> <p>Description Low-speed/low volume, undivided, two-lane roadways. Driveway access from individual parcels may be discouraged. Collector Streets have a right-of-way width of at least 64 feet.</p>
<p>Local Streets</p>	<p>Purpose To provide for short distance travel, to discourage through traffic, and to provide direct roadway access to abutting land uses and driveways.</p> <p>Description Low speed/low volume, undivided, two-lane roadways. Driveway access from individual parcels is common. Local Streets have a right-of-way width of at least 60 feet. However, the right-of-way width may be reduced to 56 feet for cul de-sacs less than 350 feet long.</p>
<p>Rural Road</p>	<p>Purpose To provide for both agricultural vehicles and urban vehicular travel, to act as a buffer between agricultural and urban land uses, to discourage through traffic, to provide direct roadway access to abutting residential land uses and driveways, and to join with the City’s existing circulation system.</p> <p>Description Low speed/low volume, undivided, two-lane roadways. Driveway access from individual parcels should be minimal and may be discouraged.</p>

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**Table C-1
Circulation Element Definitions**

Bikeways	
Bikeways	<p>Purpose To provide safe and convenient routes which encourage bicycle travel throughout the City and Lompoc Valley for work, school, shopping, and recreation.</p> <p>Description</p> <ul style="list-style-type: none"> • Class I - Bike Path: Routes which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. Cross-flows by motor vehicles are minimized. • Class II - Bike Lane: Routes which provide a right-of-way within the paved area of a roadway, designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Cross-flows by pedestrians and motor vehicles are permitted; motor vehicle parking may be permitted. • Class III - Bike Route: Routes which provide a right-of-way within the paved area of a roadway, designated by signs or markings on the pavement. The route is shared with pedestrians and motor vehicles. <p>City bikeways shall be designed in accordance with Caltrans standards.</p>
Truck Routes	
Truck Routes	<p>Purpose To provide safe and convenient transportation corridors for the movement of commercial and industrial goods necessary to meet the needs of businesses throughout the region while protecting the health, safety, and serenity of Lompoc residents.</p> <p>Description Routes along Expressways, Arterials, and portions of Collector Streets to provide convenient access to truck-dependent commercial and industrial land uses.</p>

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Table C-2 Roadway Classification Cross Reference		
SBCAG Designation	Lompoc Designation	Example Roadways
---	Expressway	Lompoc-Casmalia
Other Principal Arterial	Major Arterial	Ocean Avenue, Central Avenue, H Street
Minor Arterial	Minor Arterial	A Street, West College Avenue
Collector	Collector	Chestnut Avenue
Local Road	Local Street	Berkeley Drive

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