



Circulation

3.1 INTRODUCTION

The Circulation Element is one of the mandated elements of the general plan and addresses Guadalupe's circulation and transportation system. The element sets forth a plan for the infrastructure used to transport people and goods throughout the community and region. It also provides a classification system for the community's streets and highways.

Over the last decade, considerable effort has been expended by planners, designers, and engineers to identify and address circulation issues in and around Guadalupe. These efforts included:

- *City of Guadalupe Volume I: Background Report (2009)*. This background report, prepared by Cal Poly students, is an integral part of the City of Guadalupe community planning effort. It summarizes the existing (2009) conditions of Guadalupe and describes issues relevant to the update of the General Plan. This background report provides substantial information on Guadalupe's circulation system.
- *City of Guadalupe: General Plan Update Background Report (2014)*. This background report, also prepared by Cal Poly students, built on the early Cal Poly work and provides a more recent account of background conditions in Guadalupe. It too contains a section devoted to existing circulation conditions and issues.
- *City of Guadalupe Bicycle and Pedestrian Master Plan (2014)*: This plan performed a full assessment of the existing bicycle conditions and pedestrian network. It proposed improvements and support facilities and offered direction for education programs to increase public awareness and community support.
- *Guadalupe Mobility + Revitalization Plan (2019)*. This plan, made possible with the support of a 2018 Caltrans Sustainable Transportation Planning Grant, was drafted with the intent of enhancing connectivity and mobility options within and between neighborhoods, between neighborhoods and the historic town center, and between the city and regional destinations.

- *Guadalupe to Beach Multi-Use Trail Feasibility Study (2020)*. This study identified potential alignment alternatives for a future shared-use trail connection between the City of Guadalupe and the nearby beach/dune area. The study also includes planning and design guidelines for future implementation.
- *Santa Maria River Levee Shared Use Path to Santa Maria (ongoing)*. This project is a Class I shared-use path that may be constructed connecting Guadalupe to the existing Santa Maria River Levee Path. The path will likely connect with Guadalupe at the north end of Guadalupe Street, or at some point further east along the levee.

As demonstrated by the list above, the central features of Guadalupe’s circulation plan have been years in the making, and the primary approach taken in this circulation element update was to embed these central features into the *Guadalupe 2042 General Plan*, where they provide the foundation for this updated circulation element and become a formal part of the City’s constitution for development. Where appropriate, materials from these plans, studies, and reports have been incorporated directly into this updated element.

3.2 ISSUES AND OPPORTUNITIES

The materials contained in this section are drawn primarily from the *Guadalupe Mobility + Revitalization Plan (2019)*, which provided a comprehensive identification of key circulation issues and opportunities. That plan was based on extensive community input and identified the six key issues and opportunities:

- Cross-Town Connectivity;
- Capitalizing on Tourism;
- Sidewalks and Safe Routes to School;
- Business and Services;
- Disconnected Growth; and
- Community Identity.

The issues and opportunities engendered by each of these topics is restated below.

Cross-Town Connectivity

The Union Pacific railroad bisects Guadalupe in the north-south direction and acts as a barrier between the east and west sides of the community. Between W. Main Street and 9th Street—a distance over three-quarters of a mile—there are no formalized



crossings over the Union Pacific tracks. The Guadalupe Amtrak train station is located in between W. Main Street and 9th Street on the west side of the tracks, making access to the train station and businesses along Guadalupe Street inconvenient for residents living east of the tracks.

Improving the safety and operational efficiency of existing crossings could help improve connectivity within Guadalupe. The U.S. Department of Transportation provides guidance for pedestrian crossing features that could improve the safety of railroad crossings in Guadalupe, including fencing, gates, special paving, and pedestrian-scale lighting and signage. These features could be especially helpful on routes with heavy or increasing automobile and truck traffic such as W. Main Street and 11th Street.

Capitalizing on Tourism

The Guadalupe-Nipomo Dunes attract tourists from around the world, but few visit Guadalupe on their way to or from the Dunes. Tourism is a large and growing economic sector nationally and within California. While shops, restaurants, and historic attractions in Guadalupe could attract more tourism spending to the town, a lack of awareness has kept Guadalupe off most tourists' itineraries. Guadalupe's water tower advertises the community as the "Gateway to the Dunes." Additional branding and marketing efforts could do more to attract tourists and visitors to the community.

Guadalupe's downtown provides a historic urban experience that is unique in the area. Tourists tend to seek places that provide a unique experience and highlight the qualities that make an area special. While Santa Maria offers more shopping and dining options, it lacks a pedestrian-friendly area for shopping, dining, and community events that

reflects the history of the area. With improvements to the public realm, Guadalupe Street could offer this experience for locals and tourists attracted to the Dunes alike. Signage along W. Main Street and a coordinated wayfinding and branding strategy along Guadalupe Street could help raise awareness of the businesses located there, providing a draw for tourists visiting the Dunes.



Sidewalks and Safe Routes to School

Some destinations in Guadalupe, including schools, are inconvenient or difficult to access as a pedestrian or cyclist. Kermit McKenzie Intermediate School and Mary Buren Elementary School are accessible by sidewalk, but both schools are located on high-traffic roadways where the community reports that drivers frequently exceed the speed limit—W. Main Street

and 11th Street, respectively—creating a difficult environment for children going to and from school. Portions of major streets, like W. Main Street and Guadalupe Street, only have sidewalks on one side, forcing extra pedestrian crossings.

Guadalupe's compact size means that most places in town would be within walking distance to each other with appropriate connections. Limiting the need to cross the street by providing sidewalks on both sides of major streets, and providing safe crosswalks at intersections, can help to minimize hazards to pedestrians and keep students walking to and from school safer.

Separated bicycle lanes and paths can provide a safer and more convenient cycling experience for errands around town, children biking to school, and longer-distance trips.

Business and Services

Guadalupe's retail and services are limited, and don't meet all shopping and dining needs of residents.

Guadalupe is home to a variety of restaurants, stores, and service-oriented businesses. While these satisfy many of the shopping and dining needs of Guadalupe residents and workers, it is necessary to travel to Santa Maria or other nearby cities to shop at larger grocery stores or dine at a restaurant with a wider range of operating hours. Additionally, high turnover of businesses in Guadalupe indicates a



challenging operating environment.



Guadalupe Street is a unique retail environment. An improved public realm, programming, and events along the street, and a robust branding and wayfinding strategy could help bring awareness to local businesses and draw people from Guadalupe and surrounding communities to patronize local businesses.

Locating more businesses within proximity to existing businesses creates a convenient "one-stop" shopping environment that attracts more customers making every day and convenience purchases. To that end, vacant and underutilized parcels along Guadalupe Street can be targeted for infill development.

Disconnected Growth

The center of activity in Guadalupe is in the downtown core at the north end of town, but most population growth has occurred at the south end of town, and more is planned. The DJ Farms Specific Plan anticipates the construction of up to 740 new dwelling units in Pasadera.

This represents a significant new population in Guadalupe that is not within easy walking distance to existing shops, restaurants, and services at the northern end of Guadalupe Street.

Improving accessibility on north-south streets and pursuing infill opportunities in the center of town could help to better connect new residents with existing businesses and services. Improvements to pedestrian and bicycle facilities on Guadalupe Street and W. Main Street could help to connect new residents in Pasadera to the heart of town without increasing vehicular traffic.



Increasing residential density through infill and redevelopment along Guadalupe and Olivera Streets, as well as new development in areas adjacent to existing development, specifically downtown, can help to promote compact growth that supports existing businesses and amenities in Guadalupe.

Community Identity

At entrances to Guadalupe and throughout the city, branding and signage is limited and lacks a consistent aesthetic expression. The built environment does not adequately reflect the history or identity of Guadalupe. The southern entrance on Guadalupe Street from W. Main



Street is not cohesive, and the Amtrak station does not lead directly to a convenient or attractive entrance to the rest of town. While the downtown core includes a public plaza on Guadalupe Street, this public space could be enhanced as a center of activity and identity through the addition of public art, programming, a celebration of Guadalupe's history, and a strong branding strategy as "Gateway to the Dunes." Guadalupe's community identity is informed by a variety of inputs, including the

community's agricultural economy, Chumash Native American culture, the nearby Guadalupe-Nipomo Dunes, a history of Spanish colonial activity, and the diverse cultural groups that settled in Guadalupe.

Several key intersections offer gateway opportunities that could reinforce Guadalupe's identity through branding and signage.

3.3 EXISTING CIRCULATION SYSTEM

The circulation network in this Element was designed with the primary goal of creating a safe, efficient street system that facilitates mobility and connectivity, avoids congestion, and maintains the quality of life for residents. The circulation classifications and accompanying standards used in this updated Circulation Element vary in only minor ways from the approach taken in the *Guadalupe 2002 General Plan*.

State Highways, although not under the City's control, are addressed in this section and designated in the Circulation Diagram. Doing this allows the City to acknowledge their influence on the community street network and plan city routes compatible with the State system. State Highways are the responsibility of the California Department of Transportation (Caltrans) and their alignments and specifications are determined by Caltrans. Both types of routes serve primarily through traffic users.

Streets and Highways

This section covers the existing roadways in Guadalupe including State Highways, collector streets, local streets, and truck routes. It assesses current traffic conditions, capacities, traffic volumes, levels of service, adequacy of existing street and highway systems, traffic controls, automobile accidents, and road conditions.

The City of Guadalupe is intersected by two main thoroughfares: Highway 1 (Guadalupe Street), which bisects the City from north to south and Highway 166 (West Main Street), which crosses the City from west to east near its southern boundary. The downtown is designed in a traditional grid pattern, but the rest of the City is a mixture of loop and cul-de-sac streets.

Highway 1

Highway serves two primary functions in Guadalupe. First, it serves as a regional highway that connects Guadalupe to the Five Cities area to the north and to Orcutt and Lompoc to the south. Second, it serves as the main commercial street in Downtown Guadalupe, providing access to shops and restaurants.



In general, Highway 1 serves well as a regional highway and poorly as a downtown commercial street. Within Guadalupe, Highway 1 is named Guadalupe Street and is designed as a wide two-lane facility with Class II bicycle lanes, parking, and sidewalks all contained within its 80-foot right of way. The speed limit is set at 30 miles per hour, but the wide travel lanes induce travel speeds that are regularly much higher. Pedestrian access across Guadalupe Street is limited. There

are only four crosswalks—11th Street, 9th Street, 5th Street, and Olivera Street—for the ½ mile length (five city blocks) of Guadalupe Street that runs through Downtown.

The combination of high travel speeds, wide streets widths, and limited crosswalks on Guadalupe Street through Downtown work against pedestrian safety and generally is not conducive to the street's function as a pedestrian-friendly local downtown street. This problem is exacerbated by heavy peak-hour traffic caused largely by agricultural workers travelling to and from the fields early in the morning and mid to late afternoon.

The *Guadalupe Mobility + Revitalization Plan (2019)* calls for re-configuration of this right of way to include either a shared two-way Class I bike facility on the east side of the highway, Class II bike lanes on both sides with stripping to create better separation between the travel lanes and the bike lanes, or the relocation of on-street parking to separate the Class II bike lanes from the travel lanes. The plan also calls for additional crosswalks with bulb-outs to shorten the distance required to cross the otherwise quite wide street.

Highway 166

Highway 166 (West Main Street) serves as a regional highway that connects Guadalupe to Santa Maria, approximately nine miles to the east. In Guadalupe, the highway separates the main part of the city, which is north of the highway, from the DJ Farms Specific Plan area, which is south of the highway. The highway is designed as a wide three-lane facility with shoulders and a swale all contained within its 120-foot right of way. The speed limit is set at 45 miles per hour, and pedestrian access is limited to one crosswalk at Obispo Street.

As with Guadalupe Street, West Main Street is affected by heavy peak-hour traffic caused largely by agricultural workers travelling to and from the fields early in the morning and mid to late afternoon. [Table 3-1, Highway 1 Average Annual Traffic Volume](#), shows the annual average traffic volume on Highway 1 and Highway 166.

Table 3-1 Highway 1 Average Annual Traffic Volume

Year	Highway 1 N. of Highway 166	Highway 166 E. of Highway 1
1996	6,200	7,000
1998	6,200	6,900
2000	6,000	8,000
2002	5,900	8,000
2004	5,700	8,100
2008	6,000	7,700
2009	4,000	8,700
2010	5,800	9,300
2011	5,600	8,840
2012	5,520	7,210

SOURCE: SBCAG 2007 Travel Trends Report for Santa Barbara County), (Cal Poly 2009 City of Guadalupe Volume I: Background Report), (Cal Poly 2013 Guadalupe General Plan Background Report)

NOTE: ADT = Average Daily Traffic

The *Guadalupe Mobility + Revitalization Plan (2019)* calls for re-configuration of this right of way to include a shared two-way Class I bike facility on the north side of the highway and a wide sidewalk along the southern side to accommodate pedestrian access to new commercial

development that is planned to the south in the DJ Farms Specific Plan area. The plan also discusses roundabouts, with well-planned pedestrian access incorporated, at Flower Street and Obispo Street.

West Main Street

West Main Street serves as a regional highway that connects Guadalupe to Guadalupe Nipomo Dunes, approximately three miles to the west. In Guadalupe, the highway forms the southern boundary of the city, with the exception of Kermit McKenzie Intermediate School, which lies south of the highway approximately 1,200 feet west of Guadalupe Street and the Pasadera development between Flower Street and the Santa Maria Valley Railroad. The highway is designed as a two-lane facility with parking and a sidewalk on one side and a shoulder and swale on the other, all contained within its varied-width right of way. The speed limit is set at 35 miles per hour, and pedestrian access is limited to two signaled crosswalks—one at Tognazzini and one at the western driveway to McKenzie Intermediate School.

As with Highway 1, West Main Street is affected by heavy peak-hour traffic caused largely by agricultural workers travelling to and from the fields early in the morning and mid to late afternoon.

The *Guadalupe Mobility + Revitalization Plan (2019)* calls for re-configuration of this right of way to include either Class II bike lanes on both sides of the highway or a shared two-way Class I bike facility on either the north or south side of the highway. According to the Guadalupe Director of Public Works, the amount of publicly-owned right of way along West Main Street varies and more right of way may need to be acquired to achieve the improvements called for the 2019 plan¹.

11th Street

11th Street serves as an arterial that connects to West Main Street via Simas Road. Mary Buren School is located on 11th Street, as well as Our Lady of Guadalupe Catholic Church. West of Peralta Street, 11th street is designed as a two-lane arterial with sidewalks and parking on both sides. The speed limit is set at 35 miles per hour. East of Peralta Street, parking and sidewalks end on the north side of 11th Street and further east the speed limit increases to 45 miles per hour. The total right of way for 11th Street is generally 66 feet, although it is less in some spots.

The *Guadalupe Mobility + Revitalization Plan (2019)* calls for re-configuration of this right of way to include Class II bike lanes on both sides of the street west of Peralta Street or a shared two-way Class I bike facility on the south side of the street east of Peralta Street.

¹ Personal communication, Shannon Sweeney, March 2021

Obispo Street

Obispo Street serves as a collector and industrial collector that provides north-south access through the community east of the Union Pacific Railroad corridor. The street is the primary connector to the DJ Farms Specific Plan area south of West Main Street and also provides access to the Treasure Park neighborhood and to the industrial area that is immediately west of the Treasure Park neighborhood. North of 9th Street, Obispo Street is designed as a two-lane collector with parking and sidewalks on both sides of the street. South of 9th Street, parking and sidewalks are limited to the east side of the street, and further south the collector provides access to Guadalupe's industrial area. The total right of way for Obispo Street is 66 feet. In the DJ Farms Specific Plan area, the street widens to 80 feet and has Class II bike lanes, parking, and sidewalks.

The *Guadalupe Mobility + Revitalization Plan (2019)* calls for re-configuration of Obispo Street south of 9th Street to include a shared two-way Class I bike facility on the west side of the street. In the DJ Farms Specific Plan area, re-striping to create a buffer between the travel lanes and the Class II bikes lanes is proposed.

Accident Data

According to data available from the Transportation Injury Mapping System (TIMS)², there were 61 injury accidents in Guadalupe between 2009 and 2019. One of these was a fatal accident, 20 were injury (other visible), and 40 were injury (complaint of pain). [Figure 3-1, Number of Collisions by Severity](#), shows the number of collisions by severity.

Most accident locations were along Guadalupe Street and West Main Street. [Figure 3-2, Accident Locations \(2009 to 2019\)](#), shows the location of injury accidents between 2009 and 2019.

Truck Routes

There are two Caltrans-designated truck routes: Highway 1 and Highway 166. These are "California Legal Routes", and only trucks that are California legal can travel along these two routes. Furthermore, Surface Transportation Assistance Act (STAA) trucks, which are allowed on the National Network, are not allowed to travel on these routes.



Community members have expressed concern about trucks traveling off the designated routes of Guadalupe Street and West Main Street. Obispo Street and Eleventh Street are the two roads which residents noted to have problems with truck traffic.

² <https://tims.berkeley.edu/>; collected from the Statewide Integrated Traffic Records System (SWITRS)

Public Transit

There are three types of public transit service in Guadalupe. These include the Guadalupe Flyer, the Guadalupe Shuttle, and the Guadalupe American Disabilities Act (ADA) service. These three services combine to offer local and regional transit to both able and disabled persons in Guadalupe.

Guadalupe Flyer

The Guadalupe Flyer is a local and regional bus service offering rides within Guadalupe and to Santa Maria. It is a bus that runs Monday through Friday from 6:15 am to 6:06 pm on the hour and Saturday from 8:15 am to 5:06 pm on the hour. The service starts in Santa Maria and travels through Guadalupe and back to Santa Maria. Thirteen of the eighteen stops are in Guadalupe and the rest are in Santa Maria. These thirteen stops provide service that is within a quarter mile of most residents. While there is transit coverage for residents of Guadalupe, there is a very low frequency of service. The Guadalupe Flyer operates every 70 minutes, which is a Level of Service E and below the Santa Barbara Council of Governments standard of LOS D. The roundtrip service to Santa Maria takes approximately 50 minutes, and costs \$0.50 to ride each way.

Guadalupe Shuttle

The Guadalupe Shuttle aides the Guadalupe Flyer and runs Monday through Friday from 10:00 am to 4:00 pm, and operates as a general demand response dial-a-ride. The driver generally picks up passengers within five minutes of their request, and the cost to ride is \$0.50. The Guadalupe Shuttle only operates within the City of Guadalupe.

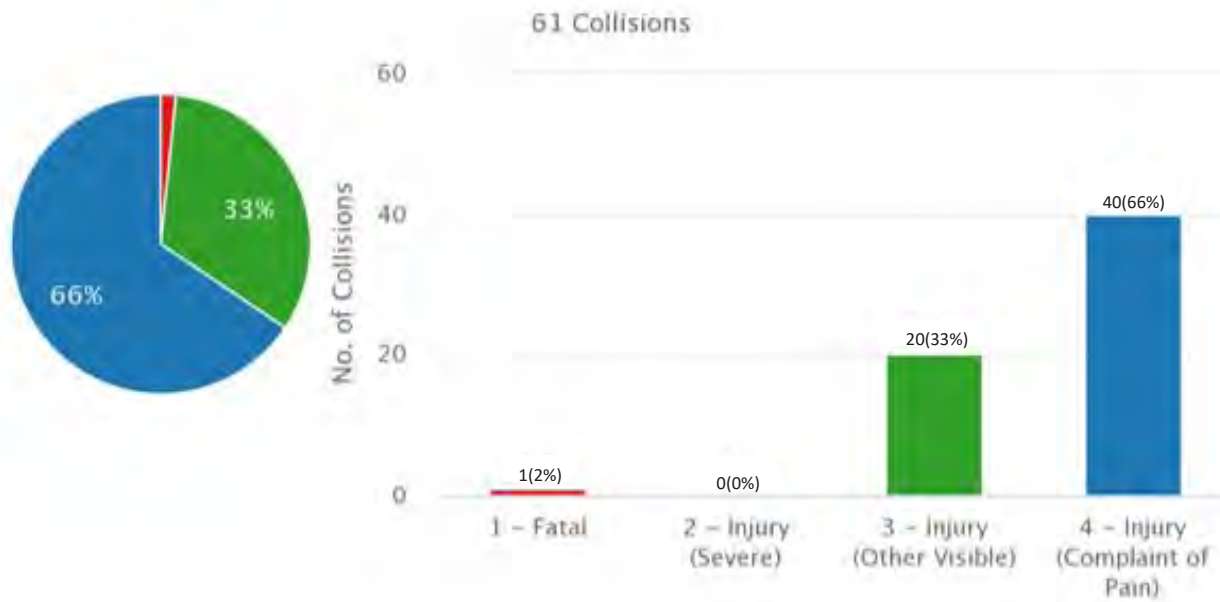
Guadalupe ADA Service

The Guadalupe ADA Service mirrors the Guadalupe Flyer service and runs within Guadalupe's City limits and into Santa Maria. The Guadalupe ADA Service offers door-step to door-step transit, and operates during the same time as the Guadalupe Flyer. This service is important in Guadalupe because about 30 percent of transit-dependent residents are disabled.

Short-Range Transit Plan

Guadalupe completed an update of its transit plan in late 2020. According to the *City of Guadalupe Short Range Transit Plan (2020)*, several issues should be addressed to improve transit services in Guadalupe. These include:

- Service to new and planned residential development in Guadalupe, including Pasadera and Escalante Meadows;
- Traffic congestion on West Main Street that impacts travel times for the Guadalupe Flyer;



Collision Severity

- 1 - Fatal
- 2 - Injury (Severe)
- 3 - Injury (Other Visible)
- 4 - Injury (Complaint of Pain)

Source: TIMS (<https://tims.berkeley.edu/>)

Figure 3-1
Number of Collisions by Severity

Guadalupe 2042 General Plan Update

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Source: City of Guadalupe 2021



Figure 3-2
Accident Locations
 Guadalupe 2042 General Plan

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- The current 75-minute level of service is below the industry standard of 60 minutes; and
- The Guadalupe Flyer and the Guadalupe Shuttle have overlapping service areas, which results in inefficiencies.

Rail Service

Guadalupe is served by Amtrak’s Pacific Surfliner. This service allows residents of Guadalupe to use public transportation for commuter, regional, and interstate trips. The Union Pacific rail line that runs through Guadalupe is one of the busiest rail corridors in the nation and gives Guadalupe residents commuter access to San Luis Obispo and Santa Barbara and regional access to major economic centers such as Los Angeles and San Diego. Passenger rail in Guadalupe proves to be a good transportation option for commuting purposes as well as for tourism.



The Pacific Surfliner runs northbound from Guadalupe to San Luis Obispo and southbound to Santa Barbara, Oxnard, Los Angeles, and San Diego. The Coast Starlight runs between Seattle and Los Angeles. There are two southbound trains that run through Guadalupe and two that run northbound as seen in [Table 3-2, Amtrak Pacific Surfliner Schedule for Guadalupe](#). Access to the station by transit is available with the Guadalupe

Flyer, which has a stop at the Amtrak station. [Table 3-3, Amtrak Pacific Surfliner Ridership for Guadalupe](#), shows that rail ridership increased from fiscal year 2014 to fiscal year 2016 by 4.1 percent, which the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) Agency Technical Advisory Committee indicates is a year-over-year trend of ridership increase. The increase mirrors the Pacific Surfliner as a whole, which has the second highest ridership in the nation pursuant to the 2040 SBCAG Regional Transportation Plan. The Pacific Surfliner also runs on time for 77.8 percent of trips. The Pacific Surfliner is doing slightly better than the Amtrak system wide average of 76.5 percent.

Table 3-2 Amtrak Pacific Surfliner Schedule for Guadalupe

Train Number	Days Operating	Northbound	Southbound
774	Monday-Friday	-	7:31am
	Saturday, Sunday, & Holidays	-	7:31am
777	Monday-Friday	7:38pm	-
	Saturday, Sunday, & Holidays	7:38pm	-

SOURCE: Pacific Surfliner Website 2021

Table 3-3 Amtrak Pacific Surfliner Ridership for Guadalupe

Fiscal Year	Ridership Trends
Q4 – 2014	765,733
Q4 – 2015	796,276
Q4 - 2016	829,282

SOURCE: LOSSAN Rail Corridor Agency Technical Advisory Committee 2017

Airports

Guadalupe is served by the Santa Maria Public Airport which is located about 23 minutes by car to the south east of Guadalupe. The airport can also be accessed by using the Guadalupe Flyer in combination with the SMAT route 8 or 62 or the Breeze main line. However, there is no direct transit service between the airport and Guadalupe. [Table 3-4, Public Airport Operating Statistics](#), shows the public airports that serve the County and the enplaned passengers for each. Santa Barbara Municipal, Santa Maria Public Airport, and San Luis Obispo Airport are the only three facilities with transit access.

Table 3-4 Public Airport Operating Statistics

Airport	Transit Access	Based Aircraft	Enplaned Passengers	Operations
Santa Barbara Municipal Airport	Yes	221	367,328	175,300
Santa Maria Public Airport	Yes	198	41,620	72,799
Lompoc Airport	No	70	n/a	30,200
Santa Ynez Valley Airport	No	112	n/a	500
New Cuyama Airport	No	0	n/a	
San Luis Obispo Airport	Yes	327	135,646	74,729

SOURCE: SBCAG 2040 Regional Transportation Plan 2013

NOTES: 1. KSBP, "San Luis Obispo Airport." Effective June 17, 2021. <https://www.airnav.com/airport/KSBP>
 2. San Luis Obispo Airport. January 2021. "Airport Statistics – Operational Facts and Figures." <https://www.sloairport.com/wp-content/uploads/2021/01/December-2020.pdf>
 3. Wikipedia, 2014. "Total Aircraft Operations." https://en.wikipedia.org/wiki/San_Luis_Obispo_County_Regional_Airport

Summary

While Guadalupe does have access to the Santa Maria Public Airport, Santa Maria Airport use has been decreasing. There is public transportation to the airport, and the location of the airport is fairly close.

Bicycle and Pedestrian Routes and Facilities

Guadalupe is compact, at approximately two square-miles, and level. These conditions make excellent bicycle and pedestrian conditions. There are currently 3.5 miles of Class II bike lanes in Guadalupe. This stretch of bike lane runs along Guadalupe Street and has no bike path connections.



Pedestrian travel accounts for only four percent of trips to work. However, 92 percent of the parcels, or 384 acres, in

Guadalupe have sidewalks. While pedestrians have ample sidewalks to travel on, they are not being used by residents. The majority of Guadalupe residents work outside of Guadalupe.

Summary

Cycling and walking are not popular modes of transportation as shown by the low number of cyclists and pedestrians in Guadalupe. There is ample cycling and pedestrian infrastructure in Guadalupe, and the terrain is excellent for cycling and walking.

3.4 PLANNED CALTRANS IMPROVEMENTS

The following projects are or will be implemented by the California Department of Transportation (Caltrans). This plan accommodates those projects that have been approved or for which implementation is underway, as described below. Some recommendations have been made in this plan for Caltrans projects that are still undergoing design or which have not yet been implemented. There may be opportunities to implement certain complete street elements within existing Caltrans projects.

Santa Maria River Bridge Replacement

The bridge supporting Guadalupe Street where it crosses the Santa Maria River will be replaced by Caltrans due to deteriorated structural integrity. The new bridge will be a "complete street" that includes facilities for motorists, pedestrians, and cyclists.

West Main Street/Guadalupe Street Signalization

A traffic signal with pedestrian crossing signals will be installed by Caltrans at the intersection of West Main Street and Guadalupe Street. Roadway and railroad crossing improvements will increase safety and operational efficiency of the intersection. This project is funded through mitigation fees paid by Unocal/ Chevron for the Guadalupe-Nipomo Dunes Restoration Plan. Initial designs studied a roundabout; however, proximity to railroad and cemetery made this option infeasible.

West Main Street Improvements

The DJ Farms Specific Plan, which provides standards for the development of the Pasadera neighborhood, requires intersection improvements along West Main Street at Obispo Street and Flower Avenue. State procedures require Caltrans to first consider roundabout treatments for intersections along state highways such as West Main Street. Assessment is underway to determine the suitability and desirability of roundabout designs prepared by Caltrans for these intersections. If roundabouts are proven infeasible at these locations, signalized 4-way intersections will be implemented. Regardless of the type of intersection design chosen, Caltrans is focusing on ADA-compliant curb ramps and well-lit, signaled crosswalks to improve pedestrian access.

Guadalupe Street Pedestrian Improvements

New and upgraded facilities for pedestrians will provide safer access across Guadalupe Street. New crosswalks with pedestrian-actuated warning lights will be installed at 6th Street, and the existing intersections at Olivera and 9th Streets will be upgraded with ADA-compliant ramps and pedestrian-actuated warning lights. A new sidewalk has been installed along the east side of Guadalupe Street to connect the Amtrak Station and bus stop to the existing sidewalk south of Olivera Street.

Guadalupe Street Between Highway 166 and the River Bridge

Completed in 2013, this project reconstructed sidewalks, driveways, and curb ramps. In some areas, there is new sidewalk construction to help complete the pedestrian network in Guadalupe.

3.5 CIRCULATION CLASSIFICATIONS

The circulation network in this element was designed with the primary goal of creating a safe, efficient, multi-modal street system that facilitates mobility and connectivity, avoids congestion, and maintains the quality of life for residents. The circulation classifications used in the Circulation Diagram are described below.

Streets and Highway Classifications

State Highway

The primary purpose of state highways is to move regional traffic through the city. Two routes in Guadalupe as classified as State Highways: Highway 1 and Highway 166. Highway 1, or Guadalupe Street, bisects the City extending north into the Five Cities area of San Luis Obispo County and south through Orcutt and toward Vandenberg Space Force Base and Lompoc. Highway 1 is also designated as a Scenic Highway on the State's plan, necessitating special care in preservation of the scenic character of the route.

Highway 166 extends from the southerly edge of Guadalupe, east to Highway 101 in Santa Maria. It serves as an arterial between the two cities and also carries traffic between the two highways. Any increases in regional traffic as a result of increased population will likely occur along this route.

In Guadalupe, state highways have rights-of-way from 80 to 120 feet in width, typically with two to three wide lanes, plus parking and sidewalks.

Arterial Street

The primary purpose of arterial streets is to move traffic around and through the city. Three routes in Guadalupe are classified as arterial streets: 11th Street, Simas Road, and West Main Street (west of Guadalupe Street). In Guadalupe, arterial streets have rights of way of 66 to 70 feet in width, typically with two travel lanes, plus parking, and sidewalks.

Collector Street

The primary purpose of collector streets is to provide access to adjacent properties and to serve as corridors for travel within the community. Because of this dual function, traffic volumes on collector streets may exceed the level that is deemed tolerable on a local street, even though the streets have similar rights-of-way and pavement width.

Guadalupe's lineal pattern and limited number of railroad crossings suggest a series of parallel north-south collector streets extending north from West Main Street and south from Eleventh Street, with an intermediate collector connecting across town from Pioneer Street over the railroad to Flower Street. This collector system will lead residential traffic to and from the schools, commercial areas and industrial areas within the City. Eleventh Street, crossing the railroad at the north end of town, extends from Pioneer Street east to Simas Road and continues as a collector to West Main Street. West Main Street, on the south side of town, serves as a collector west of Guadalupe Street, picking up traffic from the other collector streets and leading it to the arterials.

Obispo Street will serve as a collector and as an industrial collector, necessitating a design to provide for agricultural truck traffic.

Local Street

The primary purpose of local streets is to provide direct access to residences and provide connections through neighborhoods, to neighborhood facilities such as schools, and other focal areas such as shopping districts. Local streets are often designed to support and maximize local and neighborhood connectivity but discourage and minimize externally-generated through-traffic. Movement on local streets usually involves traveling to and from collector or arterial streets.

These are used to provide access to abutting property, locations for utility easements, and fire breaks between buildings. Carrying traffic is a secondary function of local streets and they should be designed to discourage through traffic. Heavy trucks should be excluded from these streets.

Public Transit Classifications

Amtrak Station

The primary purpose of the Regional Transit Hub is to provide a centralized location where local transit routes connect to regional transit facilities. The location chosen for this facility is south of Downtown Guadalupe at the Amtrak Station on Guadalupe Street south of 5th Street. This is the logical location for accessing existing regional transit services (i.e., local transit and Amtrak service).

Bus Route

The primary purpose of the Bus Route is to provide a route for local transit services that serve to move people within the community as well as connect to Santa Maria and points beyond.

Bus Stop

The primary purpose of the Bus Stop is to provide locations to load and unload passengers wishing to use local transit services.

Pedestrian/Bicycle Classification

Class I Bike Route

The primary purpose of the Class I Bike Route is to provide exclusive access for pedestrians and bicyclists to connect to Guadalupe Dunes to the west and to Santa Maria to the east along the Santa Maria Levee Trail. Such access is intended to provide an alternative mode of travel for people moving through the urbanized area and may be used for recreation and/or long-distance commuting. The Class I Bike Route forms the backbone of the non-motorized transportation system and is part of a larger network of pedestrian and bicycle facilities that includes sidewalks and Class II and III bike routes.

Class II Bike Route

The primary purpose of the Class II Bike Route is to provide a dedicated on-street bike travel lane that supports non-motorized travel within the urbanized area and may be used for recreation, light shopping, and/or short-distance commuting. Such access is intended to supplement the existing road network. A Class II bike route currently exists along Guadalupe Street and through the DJ Farms Specific Plan area. Future Class II bike routes are planned along Obispo Street in the city and along Simas Road south from West Main Street (under County jurisdiction).

Class III Bike Route

The primary purpose of the Class III Bike Route is to provide bike signage along strategic streets to alert motorists to the possible presence of cyclists and is used for moving within the urbanized area. The Class III Bike Route is a low-cost approach to connecting cyclists to Class II Bike Routes and is used where limited right of way exists or where Class II or Class I facilities are cost prohibitive. Class III bike routes currently exists along Guadalupe Street north and south of the city limits. City staff is currently discussing whether Class III bike lanes, or "sharrows," may be needed on W. Main Street to provide a cycling route where there may be insufficient right-of-way at this time.

3.6 CIRCULATION DIAGRAM

The Circulation Diagram in this element designates the general extent of Guadalupe's circulation system and is comprised of two diagrams—Part 1 (Streets and Rail) and Part 2 (Transit and Bicycles). The Circulation Diagram embodies the goals and policies of the General Plan and as such is definitive and has controlling effect in any balancing required to reconcile the various and sometimes competing objectives conveyed by the narrative and policies of the General Plan. Nonetheless, the narrative and policies of the General Plan are definitive in their own right, and users of this document are advised to refer to them as well as the diagram when evaluating proposed development and capital improvement projects. Figure 3-3 presents the Guadalupe 2042 General Plan Circulation Diagram Part 1 (Streets and Rail). Figure 3-4 presents Guadalupe 2042 General Plan Circulation Diagram Part 2 (Transit and Bicycles).

3.7 GOALS, POLICIES, AND PROGRAMS

Goals

- Goal CIR-1:** To provide a safe, effective, and energy efficient circulation system that serves all modes of transportation, including motor vehicles, bus transit, rail service, air travel, bicycles, and walking.

Goal CIR-2: To provide a well-connected circulation system that provides multiple routes between neighborhoods.

Goal CIR-3: To provide improved bicycle and pedestrian connections that connect to regional recreational destinations.

Policies

General Policies

Policy CIR-1.1 The City will support the creation and maintenance of a continuous system of sidewalks, crosswalks, and bike routes that safely connect residential neighborhoods to each other, to schools, and to retail centers. Where possible, physically separate bicycle and pedestrian routes from vehicular travel lanes.

Policy CIR-1.2 The City will work closely with federal, state, and regional transportation agencies to plan and fund circulation system maintenance and improvements in and around Guadalupe.

Policy CIR-1.3 Require transportation demand management and/or trip reduction programs for individual non-residential projects with mobile-source emissions that exceed SBCAPCD thresholds.

Downtown Guadalupe

Policy CIR-1.4 In Downtown Guadalupe, where possible, the City will require local property owners to locate off-street parking behind buildings where possible.

Bicycle and Pedestrian Travel

Policy CIR-1.5 The City will support the creation of a Class I Bike Route that connects to the Santa Maria River Levee Trail and is routed through Downtown Guadalupe to allow cyclists access to downtown retail establishments. The same facility should also connect Westside Guadalupe to Downtown Guadalupe.

Policy CIR-1.6 The City will support improved safety for school children walking back and forth from school through the Safe Routes to School Program.

Public Transit

Policy CIR-1.7 The City will support improvements to the public transit system through the short-range transit planning process and encourage the use of commuter rail transit.



LEGEND

State Highway	Arterial	Collector
Emergency Access	AMTRAK Station	Planning Area
Railroad	RR Grade Crossing	

Source: City of Guadalupe 2021

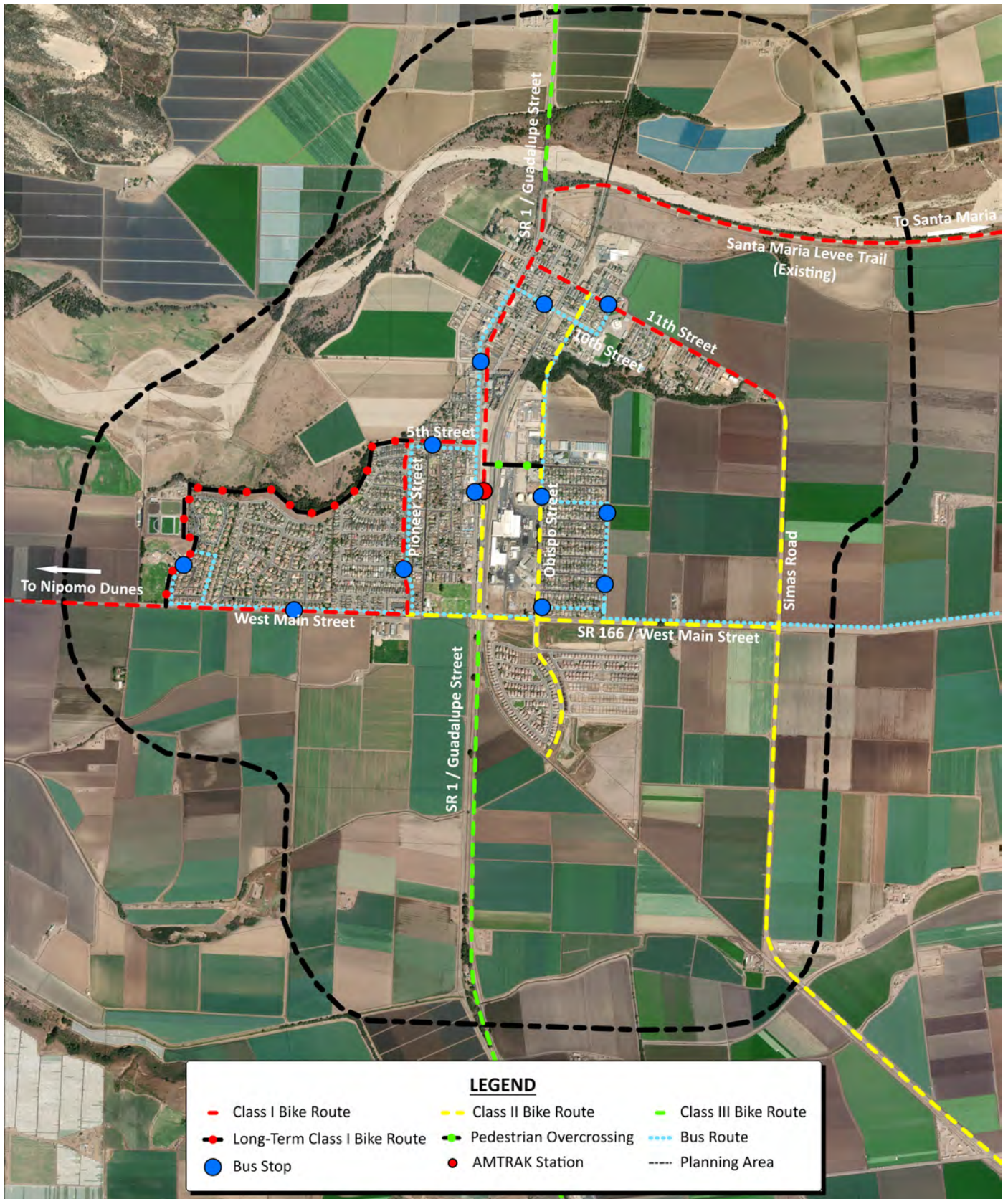
Figure 3-3

Circulation Diagram Part 1 (Streets and Rail)

Guadalupe 2042 General Plan



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Source: City of Guadalupe 2021

Figure 3-4

Circulation Diagram Part 2 (Transit and Bicycles)

Guadalupe 2042 General Plan



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Programs

- Program CIR-1.1.1** Within three years of adoption of the *Guadalupe 2042 General Plan*, the Public Works Department will initiate a process with the City Council to seek out grant funds to construct a Class I separated bicycle/pedestrian facility along 11th Street from Guadalupe Street to the People’s self-help development.
- Program CIR-1.1.2** Within three years of adoption of the *Guadalupe 2042 General Plan*, the Public Works Department will coordinate with Caltrans and advocate for complete streets and bicycle/pedestrian improvements along Guadalupe Street.
- Program CIR-1.1.3** Within three years of adoption of the *Guadalupe 2042 General Plan*, the Public Works Department will continue to work with the County and other agencies to further study the feasibility, design, and costs of constructing a Class I separated bicycle/pedestrian facility from 5th Street to the community park at Calle Cezar E. Chavez on the city’s westside as shown in Figure 3-4 (Circulation Diagram Part 2).
- Program CIR-1.1.4** The Finance Department and the Public Works Department will continue to work with the City Council to implement ideas contained in the *Guadalupe Mobility + Revitalization Plan* (2019) for the improvement of pedestrian infrastructure (e.g., improved sidewalks, bulb-outs, and street furniture) and landscaping, to encourage walking, shopping, and street dining in Downtown Guadalupe.
- Program CIR-1.1.5** Within three years of adoption of the *Guadalupe 2042 General Plan*, the Public Works Department will initiate a process with the City Council to work with Caltrans to improve safety at high accident locations along Guadalupe Street and West Main Street.
- Program CIR-1.1.6** Within three years of adoption of the *Guadalupe 2042 General Plan*, the Public Works Department will initiate a process with the City Council to Work with Caltrans to provide safer pedestrian crossings along West Main Street.
- Program CIR-1.1.7** Within three years of adoption of the *Guadalupe 2042 General Plan*, the City Council will work with the area’s agricultural producers to institute a program to provide bus transportation to farmworkers travelling to and from the fields.

- Program CIR-1.1.8** Within three years of adoption of the *Guadalupe 2042 General Plan*, the Public Works Department will work towards seeking out funds to construct Class II and Class III bike lanes as shown in Figure 3-4 (Circulation Diagram Part 2).
- Program CIR-1.1.9** If and when property becomes available for purchase, the Public Works Department and the Finance Department will initiate a process with the City Council to buy property and construct an access that provides emergency vehicular connection between Snowy Plover Lanes and Mahoney Lane to facilitate safe emergency evacuations.
- Program CIR-1.1.10** Ongoing within a 10-year timeframe, the Public Works Department will explore with the City Council ways to implement the Guadalupe to Beach Multi-Use Trail Feasibility Study (2020) to create better pedestrian and bicycle connections between the Westside Neighborhood and Downtown Guadalupe and between Downtown Guadalupe and the Santa Maria River Levee trail that runs east of the city. See also ED-1.1.4.