

TO: James L. App, City Manager

FROM: Ron Whisenand, Community Development Director

SUBJECT: Highway 46E Alternative Route Study
City Traffic Model Update, City Circulation Element Update

DATE: November 6, 2007

NEEDS: For the City Council to authorize a series of contracts with Fehr and Peers Transportation Consultants for traffic engineering services.

FACTS:

1. On August 28, 2007, the Planning Commission approved a 25-acre regional commercial project at the corner of Golden Hill Road and Highway 46. The project will include substantial lane widening of Golden Hill Road and improvements to the intersection of 46E-Golden Hill Road.
2. The project's traffic study forecasts 2010 traffic along Highway 46E at its intersections with Airport Road and Golden Hill Road will operate at Level of Service (LOS) F with all project improvements completed. LOS F indicates delays in excess of 80 seconds. The City's adopted Level of Service is D.
3. Caltrans traffic engineers estimate that delays at the 46E-101 southbound ramps will return to present conditions (LOS F) in less than 10 years (and many years prior to General Plan build-out) after construction of the dual left turn lanes. (It is important to note that Caltrans LOS F is based upon the Friday PM peak hour. The City uses the more typical industry standard of weekday peak hour. Weekday traffic is considerably less as a substantial portion of the traffic through the intersection is regional, not local.)
4. Regardless of which method is used, traffic capacity along the Highway 46E corridor will reach capacity much earlier than General Plan build-out. It is necessary that the City begin to address these issues now.
5. Fehr and Peers Transportation Consultants proposes to perform a series of studies to:
 - a. Identify and evaluate whether a series of transportation improvement projects establishing parallel routes north of the highway, would alleviate projected levels of service at intersections along the 46E corridor; and
 - b. develop a new city-wide traffic model to verify the accuracy of traffic generation assumptions related to the pace of commercial, industrial and residential development; and

- c. update the Circulation Element based on the findings of the first two analyses.

**ANALYSIS &
CONCLUSION:**

The City continues to receive applications for commercial and industrial development in the area north of Highway 46E. If these applications build out and become occupied before 2025, traffic projections in the current circulation element will be exceeded. From Caltrans perspective, once a project is entitled, it could quickly impact traffic therefore appropriate traffic planning and mitigation must accompany development.

Airport area businesses rely on the safe and efficient operation of Airport Road and access to Highway 46E. A recent Fehr and Peers study determined that warrants are met for traffic signals on 46E at Airport Road and at Union Road. At Union Road, additional warrants are met based on accident history (accident warrants are not currently met at Airport Road). Union Road has the advantage of an existing connection to the south whereas a four-way signal at Airport Road would require California Transportation Commission approval and is not supported by local District 5.

A four-way signal at Union Road would be valuable with a connection to Airport Road separate from and parallel to the highway. It would be logical to extend this parallel route to Golden Hill Road. With these connections in place the airport could be accessed from downtown without use of or without crossing Highway 46E. The current circulation element projects additional parallel routes including the extension of Dry Creek Road to the west to tie into Golden Hill Road and to Buena Vista Drive.

With the assistance of City staff, Fehr and Peers proposes to update the City's analysis of traffic generation from development in the 46E corridor. Based on these traffic volumes they will study alternative routes described above, and others, and will assess their value on keeping pace with development.

Fehr and Peers also proposes to incorporate into an updated City-wide traffic model new traffic projections, parallel routes to 46E and long-range corridor improvements that are proven to be valuable. The new model may also include updated traffic projections that result from a simultaneous update of housing needs City-wide. This study will also provide a comprehensive update of the City's traffic count database and includes counts at up to 75 locations.

Thirdly, Fehr and Peers proposes to assist the City in the development and adoption of an updated circulation element. The circulation element update would likely be accompanied by an updated housing element and would reflect traffic projections accordingly. In addition to the street and highway network, the circulation element will address public transit, bike and pedestrian systems, freight, truck routes, rail and air transportation systems.

POLICY

REFERENCE: Adopted Circulation Element of the General Plan.

FISCAL

IMPACT: The Fehr and Peers Study is estimated as follows:

Phase 1, Parallel Routes Study	\$45,000
Phase 2, Traffic Model Update	\$95,000
Phase 3, Circulation Element Update	\$80,000

- OPTIONS:**
- a. Adopt Resolution No. 07-xxx authorizing the City Manager to enter into an agreement with Fehr and Peers Transportation Consultants for traffic engineering services and approving a series of budget appropriations, when needed, from gas tax funds in a total amount not to exceed \$225,000 to budget account 200-910-5452-545; or
 - b. Adopt Resolution No. 07-xxx authorizing the City Manager to enter into a series of agreements with Fehr and Peers Transportation Consultants for traffic engineering services and approving a budget appropriation from gas tax funds in the amount of \$45,000 for the first phase of analysis to budget account 200-910-5452-545 for fiscal year 2007.
 - c. Amend, modify, or reject the above option.

Attachments (2)

- 1) Proposal from Fehr and Peers Transportation Consultants
- 2) Resolution Option a
- 3) Resolution Option b



October 30, 2007

Mr. John Falkenstien
City Engineer
Community Development-Engineering Division
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Subject: Proposal to Conduct SR 46 (East) Roadway Improvement Study P07-1487

Dear Mr. Falkenstien:

We are pleased to submit this proposal to prepare a study to evaluate the need for roadway improvements in the northern section of Paso Robles to support proposed near-term development and enhance operations in the SR 46 East corridor. This proposal includes our proposed scope of work, budget and schedule.

The scope of work is included as Attachment A and presents the detailed tasks for the above-referenced study. We have developed this scope based on input from you and our experience with the Golden Hill Retail, Links and River Oaks Phase II projects.

The cost to complete the study is \$35,000, which includes \$4,000 for new intersection or roadway segment traffic counts. This fee estimate includes all professional and support staff time, as well as direct expenses.

We expect to submit a draft report to city staff within three weeks of authorization to proceed and receipt of the map showing the status and development potential for all affected properties north of SR 46 in the City.

The terms of this proposal are valid for 60 days. Please contact us if you have any questions about this proposal. Otherwise, please send us a contract for our review and signature. We look forward to working with you on this project.

Sincerely,

FEHR & PEERS

A handwritten signature in black ink, appearing to read 'N. Wong'. To the left of the signature is the word 'for' written vertically.

Norman Wong, P.E.
Senior Engineer

A handwritten signature in black ink, appearing to read 'D. Sohrab Rashid'.

D. Sohrab Rashid, P.E.
Principal

Attachment A

DRAFT SCOPE OF WORK

SR 46 East Roadway Improvement Study in Paso Robles

The City of Paso Robles is considering a series of improvements in the northern part of the city to improve operations on SR 46 East. These improvements will provide additional vehicle capacity in the SR 46 East corridor and/or improve access to streets that intersect the state highway. The list of proposed improvements are:

1. Four-way traffic signal at SR 46 East/Union Road plus the extension of Wisteria Lane to Airport Road with a connection to the northerly extension of Union Road
2. Airport Road under-crossing at SR 46 East
3. Improvement of Buena Vista Drive with a bridge over Huerhuero Creek
4. Connection of Dry Creek Road to Golden Hill Road

The tasks to be conducted in the analysis are:

Task I-A – Project Initiation and Data Collection

We will use background information (existing intersection traffic counts, future traffic projections and levels of service) for intersections on SR 46 E between US 101 and Jardine Road from our recent current traffic studies (Golden Hill Retail Center, Links Industrial Project, and River Oaks Phase II). This information will have to be refined to reflect: 1) access points for all of the approved projects in the north of SR 46 E area, and 2) land use changes proposed as part of the Willhoit and Erskine property General Plan amendments. This proposal includes up to \$4,000 to collect new intersection or roadway counts, if required. We propose to collect AM and PM peak-period intersection turning movement counts on River Road at Union Road and at River Oaks Drive. In addition, we propose to collect 48-hour machine counts at up to five (5) driveways to verify trip generation estimates for industrial or business park uses.

The City will provide a map showing the status, project size, or development potential of all parcels of land north of SR 46 and east of the Salinas River within the City limits. Any potential projects in the County should also be noted.

Task I-B – Prepare Intersection Level of Service Analyses

Fehr & Peers will coordinate with City staff to ensure that the near-term cumulative traffic projections include all relevant approved and pending projects. The traffic projections at the SR 46 intersections will be adjusted to reflect traffic diversion that would result from the proposed improvement projects. The key study intersections will include:

1. US 101/SR 46 E Southbound Ramps
2. US 101/SR 46 E Northbound Ramps
3. SR 46 E/Buena Vista Drive
4. SR 46 E/Golden Hill Road
5. SR 46 E/Union Road

6. SR 46 E/Airport Road
7. River Road/Union Road
8. Buena Vista Drive/Dallons Road
9. Golden Hill Road/Dallons Road
10. River Road/River Oaks Drive

We will also evaluate up to four other intersections north of SR 46 to determine the potential impacts at local intersections with the increased land use and new connectivity. These locations will be identified in consultation with City staff.

We will evaluate the effects of each roadway improvement individually, as well as all of the improvements combined, using level of service calculations. We will use the Synchro software package to calculate LOS for all study intersections during the weekday AM & PM peak hour for each improvement individually, as well as combined.

Task I-C – Documentation

We will document the results of this analysis in a draft memorandum which will be submitted to the City for review and comment. This proposal includes up to 12 hours of staff time to respond to comments on the draft memorandum and prepare a final memorandum.

Task I-D – Meetings

We will prepare for and attend up to two project-level meetings as part of Study I. Attendance at additional meetings or any public hearings will be conducted as an additional service.

Additional Services for Study I

The following services, not outlined in the above scope of work, are considered additional services and would be performed upon authorization:

- Conducting additional intersection or roadway segment traffic counts costing more than \$4,000
- Evaluating additional roadway improvements, peak hours or horizon years
- Adding traffic from new developments or land uses once the LOS analysis is initiated
- Attending more than two project-level meetings or any public hearings



September 24, 2007

Mr. John Falkenstien
City Engineer
Community Development-Engineering Division
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Subject: Proposal to Develop Citywide Model and Update Circulation Element
P07-1487

Dear Mr. Falkenstien:

We are pleased to submit this proposal to provide transportation planning and engineering services to prepare three studies. The first study will evaluate the need for roadway improvements in the northern section of Paso Robles to support proposed development and improve operations on the SR 46 East corridor and was submitted under separate cover. The second study (Study II) includes development of a validated Citywide travel demand model using the regional SLOCOG travel demand model as a base. The last study (Study III) includes a comprehensive update of the City's circulation element using data and findings from the first two studies.

The attached scope of work (Attachment A) presents the detailed tasks for Studies II and III. We have scoped these projects such that they are separate and distinct with no overlap in tasks; the forecasts from the Citywide model (Study II) are required to establish the future roadway system developed for the Circulation Element (Study III). The cost for each of these efforts is summarized below:

Study II: Citywide Model Development	\$95,000 (includes \$18,000 in traffic counts)
Study III: Update Circulation Element	\$80,000 (includes \$9,800 in traffic counts)
Total Fee	\$175,000

This fee estimate includes all professional and support staff time, as well as direct expenses. Please note that environmental review of the circulation element update would be required and is not included with this proposal.

The terms of this proposal are valid for 60 days. Please contact us if you have any questions about this proposal. Otherwise please send us a contract for this project for our review. We look forward to working with you on these projects.

Sincerely,

FEHR & PEERS

D. Sohrab Rashid, P.E.
Principal

Attachment A

DRAFT SCOPE OF WORK Citywide Model Development and Circulation Element Update in Paso Robles

The following scope of work outlines the anticipated work effort to develop a Citywide model (Study II) and prepare an update to the City General Plan Circulation Element (Study III). Study I is the analysis of the area north of SR 46 and was submitted under separate cover.

Study II will include an update of the city's traffic model by modifying the regional SLOCOG travel demand model which was recently completed by Fehr & Peers, while Study III includes a comprehensive update of the City's General Plan Circulation Element. The detailed scope of work for each study is presented below.

Study II – Citywide Model Development

The City of Paso Robles current citywide travel demand forecasting model was last updated in 1999 by Omni-Means. City staff has requested that the model be updated or a new model be prepared to reflect the planned growth in both the City of Paso Robles and the San Luis Obispo region. Fehr & Peers recently completed the San Luis Obispo Council of Governments (SLOCOG) Regional Travel Demand model, which is intended to forecast growth on major roadways of regional significance. The SLOCOG model was created using the TransCAD software package, and uses the same traffic analysis zone (TAZ) structure as the City's current model. Rather than update the City's current model, we recommend using the SLOCOG model to create a sub-area model of the City. This approach is preferred for the following reasons:

- TransCAD is GIS based and allows for easy transfer of data
The SLOCOG model was well-validated and the effort to enhance detail in Paso Robles is minimal
- This model is extensively documented, which makes it easy to use and modify
The model would be consistent with regional forecasts, and can be easily updated as land use forecasts in the region change
The model includes the most current regional land uses
- Regional support & acceptance

Thus, we propose to create a new model of Paso Robles using the SLOCOG model base data that includes all key city roadways plus the remainder of San Luis Obispo County. In the City, all key streets and highway segments will be included, and traffic analysis zones (TAZs) will be included at a fine enough level of detail to evaluate land use changes. Major developments outside the city limits will be represented by much larger zones and a grosser but still adequate level of roadway network. Trips from outside the immediate study area will be represented at external gateways such as US 101, SR 46 East, SR 46 West, etc. The overall result of this approach will be a model that will provide accurate results, will run in a reasonable amount of time, meet or exceed Caltrans and Federal guidelines for validation, and better account for the transportation effects of planned growth in the City of Paso Robles and growth in San Luis Obispo County.

The model will be prepared using the TransCAD software program, and will forecast morning (AM) peak hour, evening (PM) peak hour, and daily traffic volumes for typical weekday conditions. Given the unique conditions associated with SR 46, we will coordinate our effort with Caltrans and San Luis Obispo County staff to develop a process for addressing more congested weekend peak conditions. The specific phases and tasks we propose to undertake and the data required from the City are described below.

Task II-A –Review of Model Structure and Input Files

We will review and modify the SLOCOG TDM to accurately reflect existing and planned land use and roadway network conditions within the City of Paso Robles. To correctly develop a sub-area model, a thorough review of the model structure and input files is required.

As part of this review, we will verify with City of Paso Robles and SLOCOG staff the base year, Year 2015, and 2030 roadway networks and land use inputs within the City of Paso Robles. The future roadway networks will likely only include funded improvements to ensure an accurate assessment of future roadway improvement needs. This approach will be confirmed with City staff and will require provision of a list of funded improvements for implementation by the 2015 and 2030 timeframes.

The base year land use data will be compared against census data, aerial photos, and field observations for selected areas of the City. Base year land use data was provided by SLOCOG to Fehr & Peers as part of the regional model validation and is expected to be generally correct; however, we expect to find specific local areas where land uses are not included or are not the correct development level or type. Review of land use in all TAZs within the City is outside the scope of this study will be conducted as an additional service. We will review and summarize Year 2015 and 2030 land use data for all of the TAZs in Paso Robles. The land use summary will be provided to City staff for review and approval. The City will be responsible for identifying changes to future year land use and allocate that use by TAZ. If needed, Fehr & Peers or the City could retain a land use consultant as part of a separate work effort and budget to assist with land use forecasting.

Task II-B–Model Development

The model development will focus on adding traffic analysis zone (TAZ) and roadway network detail in the City. The Year 2015 and Year 2030 roadway networks will be coded to only include capacity expansion projects that are programmed to be constructed and in place by 2030.

We will add TAZs in the sub-area by aggregating TAZs elsewhere in the model or using spare TAZs if available. This effort will be coordinated with SLOCOG staff. We will also add roadway network detail so that all appropriate study roadways and intersections are accurately represented in the model. The sub-area model will be calibrated for the following three steps.

- Trip Generation
- Trip Distribution
- Traffic Assignment

The trip generation component of the model will be reviewed and refined to ensure that the model's estimate of daily and peak hour trips for the land uses in the City closely match estimates obtained using empirical trip rates from local, regional, and national travel surveys or publications such as *NCHRP Report 365* (Transportation Research Board, 1998) and *Trip Generation* (Institute of Transportation Engineers, 2003). For trip distribution and assignment, we will verify that the trip lengths and travel paths are reasonable within City limits.

Task II-C–Model Validation

A sub-area validation of the model will be conducted using static and dynamic validation tests. The static tests will compare base year (2004) model volumes for roadway segments to existing counts using the maximum deviation, correlation coefficient, and percent root mean squared error (RMSE) criteria contained in the *Travel Forecasting Guidelines* (Caltrans, 1992). These tests will be limited to those links where base year traffic count data is available or new counts are conducted. This proposal

includes budget for up to 60 new seven-day roadway segment counts. Counts may be adjusted as necessary to account for growth in the City over the last three years.

The dynamic validation tests will include the following changes to the model.

- Add lanes to a link
- Add a link
- Delete a link
- Add 100 households to a TAZ
- Add 1,000 households to a TAZ
- Add 5,000 households to a TAZ
- Add 10,000 households to a TAZ

For the dynamic tests, we will review the traffic volume forecasts to verify that they change in the appropriate direction and magnitude. We will prepare a technical memorandum that presents the model development process and sub-area validation results.

Task II-D–Traffic Volume Forecasts

Once the base year model is validated and accepted by the project team, we will forecast Year 2015 and 2030 traffic volumes using the land use and network assumptions identified in Task II-A. Depending on the accuracy of the model validation, some of the future forecasts may have to be adjusted prior to use in future traffic studies.

Task II-E – Documentation

We will document our methodology and results in a model development report maximizing the use of graphics and tables. The initial and final validation results will be presented and the modifications required to achieve the minimum standards will be described. Changes to the model inputs will also be documented. The report will also include a discussion of the need for the sub-area validation and the relationship of this process to the methods used in previous traffic studies. We have budgeted up to 24 hours to respond to comments on the model development report.

Task II-F – Meetings

We will prepare for and attend up to four (4) project-level meetings as part of Study II. Attendance at additional meetings or any public hearings will be conducted as an additional service.

Additional Services for Study II

The following services, not outlined in the above scope of work, are considered additional services and would be performed upon authorization:

- Conducting seven-day roadway segment counts at more than 60 locations
- Evaluating additional peak hours or horizon years
- Conducting a detailed review of land use for all TAZs in the City
- Attending more than four (4) project-level meetings or any public hearings
- More than 24 hours to respond to comments on the model development report

Study III – Update City of Paso Robles Circulation Element

The Circulation Element includes an analysis of existing and planned land uses to adequately plan for future transportation infrastructure needs. In addition, the Circulation Element identifies goals and policies that provide clear direction to decision-makers, City staff, and residents on how the City's circulation will develop. The City of Paso Robles Circulation Element was last updated in 2003. Since that time, changes in regional and local development patterns plus the completion of a new regional traffic model have prompted City staff to request an update of the Circulation Element. Anticipated growth in the SR 46 East corridor and potential land use changes in the Uptown area of Paso Robles are contributing factors.

The tasks to be conducted in the analysis are:

Task III-A - Baseline Transportation Inventory

Fehr & Peers will prepare a baseline transportation analysis, describing and quantifying existing systems and services as well as the policy framework related to highways, local streets, air, freight and commuter rail, public transit, pedestrian and bicycle systems. This effort will make use of traffic count information compiled as part of various traffic studies performed for projects throughout the City, as well as data available through the City's GIS resources and information obtained from other planning and transportation agencies.

The baseline transportation assessment will cover: functional classification of City streets; existing traffic volumes and levels of service on major roadways (up to 60 locations where traffic data is available through other sources) and on freeway segments; existing transit services and facilities; bicycle and trail systems; existing aviation facilities; and existing goods movement facilities including trucks, boats, and rail. This scope assumes that seven-day counts at up to 60 different roadway locations will be conducted as part of Study II, but that AM and PM peak period intersection turning movement counts at up to 15 intersections will be conducted as part of this effort (Study III). We will make extensive use of GIS resources to produce maps of the existing transportation systems and services to accompany the written descriptions.

Fehr & Peers will review the existing policy framework affecting the modes of transportation listed above, including policies in the current Paso Robles General Plan and in other relevant City and regional planning documents. Potential adjustments to the City's transportation policies will be identified and discussed with staff and decision-makers.

Products: Draft Report on Baseline Transportation Conditions and Policies. The Final Report will incorporate comments from City staff. This document will be the primary source of information for the Setting section of the General Plan EIR Transportation Chapter.

Task III-B - Evaluation of Circulation Needs

Future Year 2015 and 2030 traffic forecasts will be developed as part of a separate study (see Study II). Level of service calculations will be prepared for up to 35 roadway segments. We also propose to conduct a focused analysis of up to 15 key intersections to identify specific turning movement or interchange lane requirements. Key intersections will be identified with city staff prior to finalizing the scope work.

The results of the roadway segment and intersection analysis will be used to identify potential circulation improvements. The transportation network identified to support the General Plan land uses will be presented in the Circulation Diagram. This task assumes that we will complete up to two additional model runs to determine the effect of proposed improvements on projected traffic volumes.

Task III-C - Preparation of Circulation Element

Fehr & Peers will develop a broad set of transportation policies based on professional best practices, direction from City staff, and input from the public and local decision-makers throughout the General Plan process. We will consolidate other transportation information and recommendations developed through previous tasks into the Circulation Element of the General Plan. The traffic report for the Circulation Element will include potential future roadway deficiencies and the recommended future transportation network to accommodate the Plan’s land use element from Task III-B.

The Circulation Element will encompass the full range of transportation modes, including conceptual locations for major roadways, transit, and pedestrian and bicycle corridors. Drawing upon our company’s extensive experience with bicycle and pedestrian planning, we will advise the staff and the consultant team on methods for incorporating bicycle- and pedestrian-supportive facilities and policies in the updated General Plan.

Pending discussions with staff, it is anticipated that the Circulation Element will address the following:

1. Introduction
 - Paso Robles’ travel characteristics and regional setting
 - Diagrams of existing street network, bicycle/pedestrian network, and public transit system
 - Regulatory framework
 - Relationship to other elements
2. Goals, Policies and Implementation Actions
 - Streets and highways
 - Public transportation
 - Bicycle and pedestrian transportation
 - Freight transportation (highway and rail)
 - Transportation demand management
 - Neighborhood traffic management
3. Street and Highway Network, Classification, and Operations
 - Street classification system
 - Circulation diagram showing planned transportation improvements
 - Standards for traffic level of service
4. Public Transportation System
 - Proposed transit system and services
5. Bicycle and Pedestrian Systems
 - Bicycle and pedestrian facility classification system
 - Proposed bikeway and pedestrian system
6. Freight and Air Transportation Systems
 - Proposed truck routes
 - Proposed rail transportation and connections to the street network
 - Anticipated growth in air travel (estimated by others)
 - Airport and adjacent land use/circulation compatibility issues

Products: Administrative Draft, Draft, and Final Circulation Element, incorporating comments from City staff, local decision-makers, and the public. This scope allocates 28 total hours to respond to up

to two rounds of comments before finalizing the Circulation Element; if the time required to respond to the comments exceeds that allotment, the scope and budget will be adjusted accordingly.

Task III-D – Meetings and Public Participation

Fehr & Peers will be available to attend up to two project-level meetings and six (6) public hearings/community meetings as part of the Circulation Element Update process. We anticipate the following schedule of meetings, subject to coordination with the City:

- Two staff-level meetings, including an initial scoping meeting
- Two Planning Commission workshops
- Two City Council workshops
- Two community outreach or focus group meetings

The Principal in Charge will attend and present at the public hearings and community meetings. Additional meetings can be accommodated on an as-needed basis, subject to scope and budget amendments. We estimate that the cost for each additional meeting will be about \$2,000.

Additional Services for Study III

The following services, not outlined in the above scope of work, are considered additional services and would be performed upon authorization:

- Conducting peak period intersection turning movement counts at more than 15 locations
- Evaluating additional peak hours, horizon years or time periods
- Generating raw forecasts for more than three roadway network scenarios
- Attending more than two project-level meetings or more than six public hearings/community meetings
- More than 28 hours to respond to comments on the Circulation Element background

Option "A"

RESOLUTION NO. 07-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
TO AUTHORIZE A CONTRACT WITH FEHR AND PEERS TRANSPORTATION CONSULTANTS
FOR TRAFFIC ENGINEERING SERVICES

WHEREAS, recent traffic studies forecast 2010 traffic at Golden Hill Road and Airport Road at their intersections with Highway 46E will operate at Level of Service F with all planned improvements completed. The Circulation Element of the General Plan adopted a minimum Level of Service standard of D.

WHEREAS, airport area businesses and those in the north Golden Hill Road area rely on the safe and efficient operation of the Airport Road-46E and Golden Hill Road-46E intersection for access; and

WHEREAS, Fehr and Peers Transportation Consultants have provided a proposal for a three phases of studies and documentation to plan for mitigation of growth in traffic city-wide. These phases include:

1. identify and evaluate a series of proposed transportation projects north of Highway 46E for their effectiveness in increasing Levels of Service
2. develop a new city-wide traffic model to verify the accuracy of traffic generation assumptions related to the pace of commercial, industrial and residential development
3. update the Circulation Element of the General Plan based on the findings of the studies above

THEREFORE BE IT HEREBY RESOLVED by the City Council of the City of El Paso de Robles to approve a series of budget appropriations, when needed, from gas tax funds in a total amount not to exceed \$225,000 to budget account 200-910-5452-545 for fiscal year 2007.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 6th day of November 2007 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Frank R. Mecham, Mayor

ATTEST:

Deborah D. Robinson, Deputy City Clerk

Option "B"

RESOLUTION NO. 07-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
TO AUTHORIZE A CONTRACT WITH FEHR AND PEERS TRANSPORTATION CONSULTANTS
FOR TRAFFIC ENGINEERING SERVICES

WHEREAS, recent traffic studies forecast 2010 traffic at Golden Hill Road and Airport Road at their intersections with Highway 46E will operate at Level of Service F with all planned improvements completed. The Circulation Element of the General Plan adopted a minimum Level of Service standard of D.

WHEREAS, airport area businesses and those in the north Golden Hill Road area rely on the safe and efficient operation of the Airport Road-46E and Golden Hill Road-46E intersection for access; and

WHEREAS, Fehr and Peers Transportation Consultants have provided a proposal for a three phases of studies and documentation to plan for mitigation of growth in traffic city-wide. These phases include:

1. identify and evaluate a series of proposed transportation projects north of Highway 46E for their effectiveness in increasing Levels of Service
2. develop a new city-wide traffic model to verify the accuracy of traffic generation assumptions related to the pace of commercial, industrial and residential development
3. update the Circulation Element of the General Plan based on the findings of the studies above

THEREFORE BE IT HEREBY RESOLVED by the City Council of the City of El Paso de Robles to approve a one-time budget appropriation for the first phase of work of aforementioned traffic engineering services; from gas tax funds in an amount not to exceed \$45,000 to budget account 200-910-5452-545 for fiscal year 2007.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 6th day of November 2007 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Frank R. Mecham, Mayor

ATTEST:

Deborah D. Robinson, Deputy City Clerk