

RESOLUTION NO. 16-163

RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF EL PASO DE ROBLES AUTHORIZING
A SOLE SOURCE PROFESSIONAL SERVICES CONTRACT
WITH CENTRAL COAST TRANSPORTATION CONSULTING
RELATING TO AN UPDATE OF THE CIRCULATION ELEMENT OF
THE GENERAL PLAN AND THE DEVELOPMENT IMPACT FEE PROGRAM

WHEREAS, at its meeting of August 2, 2016, the City Council adopted Resolution No. 16-103 amending the General Plan to change land uses of the Erskine property from Agriculture to Manufacturing; and

WHEREAS, amenities gained from the Erskine General Plan Amendment include right-of-way dedication of a connecting road from Wisteria Lane over the Huer Huero Creek to Airport Road and construction of a portion of the road; and

WHEREAS, the connecting road will eventually eliminate reliance on the intersection of Airport Road-Highway 46E and the use of the Highway for access to the airport; and

WHEREAS, the connecting road through the Erskine General Plan Amendment allows for the consideration of an amendment to the Circulation Element of the General Plan to eliminate the second Huer Huero Creek crossing at the connection of Golden Hill and Dry Creek Roads; and

WHEREAS, at its meeting of September 15, 2016, the City Council viewed a presentation outlining the background and formation of the 2011 Circulation Element of the General Plan, the progress made towards its stated goals, and the potential of eliminating expensive road segments on the Needs List of the Justification Study of the Development Impact Fee program; and

WHEREAS, the Housing Constraints and Opportunities Committee formed by the City Council has requested that the Needs List of the Justification Study of the Development Impact Fee Program be prioritized and its cost estimates be re-evaluated; and

WHEREAS, to accompany the preparation of an amendment to the Circulation Element of the General Plan, Central Coast Transportation Consulting (CCTC) has provided a proposal to update the City's Travel Demand Model and analyze for CEQA purposes, the elimination of the Golden Hill Road - Dry Creek Road connection and analyze the value of other road segments; and

WHEREAS, Joe Fernandez of CCTC developed the City's Travel Demand Model with preparation of the 2011 Circulation Element of the General Plan and has the best working knowledge of its operation; and

WHEREAS, the City's Purchasing Manual provides for the sole source of professional services when it can be determined by the City Council that it is in the best interest of the City to do so.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES DOES
HEREBY RESOLVE AS FOLLOWS:

Section 1. All of the above recitals are true and correct and incorporated herein by reference.

Section 2. The City Council hereby approves the contract for transportation engineering consulting services relating to the update of the Circulation Element of the General Plan and the Development Impact Fee Program provided by Central Coast Transportation Consulting (CCTC) in substantially the form attached hereto as Exhibit A, and incorporated herein by reference, and authorize the City Manager

to execute the Agreement, subject to any minor, technical, or non-substantive changes as approved by the City Manager and the City Attorney.

Section 3. The City Council appropriates an amount not to exceed \$145,900 from Transportation Impact Fee Fund 213.

APPROVED this 20th day of December, 2016, by the following vote:

AYES: Gregory, Hamon, Strong, Reed, Martin

NOES:

ABSENT:

ABSTAIN:



Steven W. Martin, Mayor

ATTEST:



Kristen L. Buxkemper, Deputy City Clerk

Exhibit A – Central Coast Transportation Consulting Scope of Work

Exhibit A



December 12, 2016

John Falkenstien, City Engineer
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Re: Circulation Element Update

Mr. Falkenstien:

Central Coast Transportation Consulting (CCTC) is pleased to provide this proposal to update the City of Paso Robles' Travel Demand Model (TDM) and Circulation Element. As you know I served as the project manager for the City's 2008 TDM Update and 2011 Circulation Element and have lead numerous transportation studies in the City since that time. It is our understanding that the City seeks to eliminate unnecessary transportation projects from the Circulation Master Plan and Development Impact Fee program to more effectively focus limited funds on high priority projects.

The 2011 Circulation Element revised the City's approach to evaluating transportation conditions, moving away from vehicular level of service (LOS) grades towards a focus on mobility that emphasizes the City's small town character, supports multiple modes of travel, and improves safety by reducing vehicle speeds. This approach, where vehicular delay is de-emphasized, has since been mandated Statewide by Senate Bill 743 (SB 743, 2013). SB 743 guidelines identify Vehicle Miles Traveled (VMT) as the primary metric used to identify transportation impacts instead of vehicular LOS.

The TDM update is necessary to forecast future year traffic volumes. The TDM will be updated to reflect land use and roadway network changes that have occurred since 2008, both locally and regionally. The updated TDM will be applied to determine the impact of eliminating specific projects from the City's Circulation Master Plan. The TDM update will also improve the City's estimation of vehicle miles traveled (VMT), consistent with the latest guidance associated with SB 743.

We have partnered with Cambridge Systematics (CS) to provide technical modeling support. We are currently working with CS on the City of San Luis Obispo TDM Update, Caltrans On-Call Modeling, and City of Morro Bay Circulation Element Update. They have demonstrated exceptional proficiency with the TransCAD software platform and TDMs in San Luis Obispo County, and are industry leaders in travel demand model development and enhancement.

Our scope of work is enclosed as Attachment A, with our cost estimate provided as Attachment B. I appreciate the opportunity to propose on this project and look forward to continuing our work together. Please let me know if you have any questions.

Sincerely,

Central Coast Transportation Consulting

A handwritten signature in black ink, appearing to read "Joe Fernandez".

Joe Fernandez, PE, AICP
Principal

(805) 316-0101
895 Napa Ave, Suite A-6, Morro Bay, CA 93442

ATTACHMENT A: SCOPE OF WORK***Task 1: Scoping & Data Collection***

CCTC will coordinate the collection of 72-hour roadway segment counts on 35 roadway segments. The count locations will be determined in consultation with City staff. These counts will be supplemented by counts collected in 2016 for other studies.

We will obtain the most recent regional TDM from SLOCOG for use in extracting base and future land uses and planned roadway network improvements outside of the City. The most recent City TDM will be obtained from the consulting team preparing the SR 46E/Union Road PA/ED. This version of the City TDM is currently being improved in the northeast area of the City by the Union Road PA/ED team, and will be used as the basis for the 2017 TDM update.

A list of new development that has occurred since 2008 will be obtained from City staff. We will request information on other General Plan amendments that have occurred since 2008 for incorporation into the model.

Task 2: Travel Demand Model Update

Task 2.1: Base Year Model Refinement/Validation: The 2008 TDM runs in TransCAD 4.8, a GIS-based transportation planning software package. CS and CCTC will update the model to run in the current version of TransCAD 7. The model will be calibrated using empirical trip rates from travel surveys and other data sources, and the trip lengths and travel paths will be reviewed to ensure they are reasonable within City limits. Due to changes in TAZ structure in the SLOCOG model, CCTC and CS will perform a GIS overlay to properly allocate data from the new TAZ layer to the existing City model TAZ layer.

The base year model will be validated to determine how well the model replicates existing traffic counts using industry-standard statistical tests and performance summaries in accordance with Caltrans' *Travel Forecasting Guidelines*. Dynamic validation tests will be conducted to ensure the model responds reasonably to typical land use and roadway network changes.

CCTC and CS will extract daily vehicle miles traveled (VMT) from the model for use in impact analysis consistent with SB 743. VMT estimates will be stratified by trips entirely within the City, trips with an origin or destination within the City, and trips that pass through the City but have origins and destinations outside of the City. Trips with an origin or destination outside of the City will be adjusted to reflect typical trip lengths from the California Statewide Model.

Task 2.2: Future Year Model Update: We will revise the buildout model scenario to reflect changes to local and regional land uses and circulation networks. The buildout model will be applied to forecast future traffic levels and assist in identifying changes to the Circulation Master Plan.

Task 2.3: Model Documentation: The model update and results will be summarized in a model development report. The report will summarize the update approach, show the validation results, and present the model land use inputs. As a part of this task we will summarize traffic volume changes that have occurred since the 2008 TDM was developed. VMT will be reported by trip type and compared to the regional VMT reported by SLOCOG.

Task 3: Circulation Element Update

Task 3.1: Circulation Master Plan: This task will apply the updated TDM to evaluate changes to the Circulation Master Plan. The key facilities to be evaluated are discussed below.

Dry Creek Road Extension to Golden Hill Road- This planned improvement would require a costly bridge over the Huer Huero Creek and appears to duplicate the function of the planned connection from Wisteria Lane to Airport Road. CCTC will review the City's TDM to determine the forecast traffic volume along this roadway and describe the impact to nearby facilities in terms of daily capacity utilization if this improvement is removed from the Circulation Master Plan.

Tractor Road Easterly Extension- Tractor Road is identified as a planned 2-lane arterial extending from its current terminus to the connecting road that will extend north from Union Road/SR 46E. The Tractor Road/Golden Hill intersection was studied as a part of the Wisteria Lane General Plan Amendment transportation study, which identified the need for improvements under buildout conditions. CCTC will review the underlying assumptions for these forecasts and determine the extent to which these needed improvements are associated with nearby land uses or the connection to the east drawing other traffic.

Wisteria Lane Westerly Extension- The Circulation Element includes the extension of Wisteria Lane from Golden Hill Road to Dallons Drive as a part of the development of parallel routes. This extension would provide a more direct connection to Dallons Drive and would reduce the traffic volumes through the Tractor Road/Golden Hill Road intersection. The TDM will be used to estimate the daily traffic expected to use this segment, and if construction of this segment could prevent the need for other nearby improvements.

4th Street Underpass- The Circulation Element includes the extension of 4th Street under the railroad tracks to improve the connection between Spring Street and Riverside Avenue. CCTC will evaluate the impact of removing this connection from the Circulation Master Plan or converting the existing Pine Street undercrossing to serve one-way traffic only.

Airport Road Extension- Airport Road from Union Road to Creston Road is planned as a two-lane divided arterial in the City's Circulation Element. This corridor serves two major undeveloped Specific Plan areas. CCTC will evaluate the effect of developing this corridor in segments as smaller portions of the Specific Plans develop. Using the TDM, we will estimate the origins and destinations of future traffic using the corridor to determine the portion to/from the Specific Plan areas compared to other areas in and out of the City. The future daily traffic volumes will be evaluated to determine if the current classification as an arterial roadway is appropriate or if a segment should be reclassified as a collector or local roadway.

Dry Creek Road- Dry Creek Road is a key parallel route serving local traffic in the northeast area of the City. The current degraded condition and non-standard design limits the attractiveness of this route. CCTC will qualitatively evaluate the effect of improving Dry Creek Road to meet the City's current standards for two-lane undivided arterials.

Niblick Road Corridor: The City's Circulation Element identifies the Niblick Road corridor from Spring Street to S. River Road as exceeding its daily capacity under Buildout of the General Plan. This task will focus on evaluating measures to improve conditions along the corridor. CCTC will evaluate the intersection of S. River Road/Niblick Road under Existing and Buildout conditions to develop improvement options. Traffic counts will be collected at the three driveways serving Paso Robles High School to determine the existing traffic generating conditions. Potential Travel Demand Management strategies, such as modified school start and end times, will be evaluated and their likely effects qualitatively described.

Modifications to the Circulation Master Plan will be evaluated by updating the capacity utilization table (Table CE-1 in the Circulation Element). We will develop a recommended Circulation Master Plan with input from the project team.

Task 3.2: Circulation Element Update: The Circulation Element will be updated to incorporate the changes to the Circulation Master Plan. Circulation Element goals, policies, and action items will be revised if needed to conform to SB 743 requirements. We understand that a comprehensive Circulation Element update is not necessary at this time, and that current Circulation Element goals, policies, and action items will remain mostly unchanged. The update will focus on revising the Circulation Master Plan Map (Figure CE-1) and capacity utilization tables.

Task 4: Creston Road Corridor Evaluation:

This task focuses on evaluating improvements planned for the Creston Road corridor from Tanner Road to Golden Hill Road. This corridor was studied in 2007 in accordance with the City's then-current Circulation Element. The *2007 Creston Road Plan Line Study* developed and evaluated two alternatives: 1) a four-lane arterial corridor with traffic signals and 2) a two-lane corridor with roundabouts. Alternative 2, the roundabout corridor, was recommended in the study after a review of safety, operational, cost, and other considerations. The study recommended six new roundabouts and one new signal along the corridor. This task will evaluate if all of these improvements are necessary to meet the updated Circulation Element's goals and standards, or if they can be reduced while still meeting City goals. The outcome will guide the recommendations included in the upcoming *Creston Road Complete and Sustainable Streets Corridor Plan*.

Task 4.1: Data Collection: CCTC will collect weekday AM and PM peak hour traffic counts at the following intersections:

1. Creston Road/Tanner Road
2. Creston Road/Walnut Drive/Bolen Drive
3. Creston Road/Trigo Lane
4. Creston Road/Nickerson
5. Creston Road/Rolling Hills Road
6. Creston Road/Golden Hill Road

CCTC will obtain roadway segment counts on Creston Road west of Golden Hill Road from the Beechwood Specific Plan analysis. We will conduct a field visit to observe traffic operations and collect field signal timing and phasing data. As a part of this task we will review the 2007 Plan Line Study and associated materials for background information.

Task 4.2: Traffic Forecasts: The TDM will be applied to develop peak hour turning movement and daily segment traffic forecasts for the study locations listed in Task 4.1. These will be compared to the prior forecasts developed for the plan line evaluation and major differences will be noted.

Task 4.3: Operations Analysis: Peak hour intersection traffic operations will be evaluated under Existing, Cumulative, and Cumulative with Improvements conditions. Cumulative conditions will reflect the existing network configurations (e.g. no roundabouts along Creston Road). Cumulative with Improvements conditions will identify improvements to maintain acceptable operations based on the City's TIS Guidelines.

Task 4.4: Documentation: The analysis above will be summarized in a technical memorandum focusing on the need and prioritization of improvements along the corridor. This information will be used to guide the upcoming *Creston Road Complete and Sustainable Streets Corridor Plan*.

Task 5: Geometric Layouts for Civil Cost Estimates

The City plans to engage a civil engineering firm to update the cost estimates for transportation projects included in the Development Impact Fee program. This task is necessary to support the cost estimating effort by defining the necessary lane configurations at numerous intersections throughout the City, which will affect the revised cost estimates. CCTC will develop planning level recommendations for needed lane configurations under buildout conditions at the following locations.

1. Airport Road/Dry Creek Road (planned roundabout- determine lane configuration)
2. Erskine Parkway/Wisteria Lane: (planned roundabout- determine lane configuration)
3. Dallons Drive/Golden Hill Road: (determine control type and lane configuration)
4. Charolais Road/S River Road (planned roundabout- determine lane configuration)
5. Creston Road from Niblick Road to Scott Street (determine potential for road diet based on ADT)
6. Creston Road/Scott Street/Flag Way (planned signal- review peak hour signal warrant, determine lane configuration)
7. Creston Road/Stoney Creek Road (pedestrian improvements, determine lane configurations)
8. Creston Road/Meadowlark Road (remove stop control, install HAWK- review HAWK and stop sign warrants)

This task includes collection of AM and PM peak hour turning movement counts (including pedestrians) at three intersections. We will coordinate with the cost estimating team and summarize the recommended lane configurations in a memorandum. This work is not intended to provide detailed operational assessments guiding final design, but instead would provide planning level lane configurations for the purposes of impact fee cost estimates.

Task 6: Project Coordination, Meetings, and Hearings

We have budgeted 60 hours of staff time for project administration and coordination and to prepare for and attend staff meetings and public hearings. This includes time spent coordinating with other active planning projects, such as the Bicycle and Pedestrian Master Plan Update.

ATTACHMENT B: COST ESTIMATE AND SCHEDULE

Table 1 summarizes our cost estimate to update the TDM and Circulation Element. This includes staff time, direct expenses, and subconsultant expenses. We propose a time-and-materials budget not to exceed \$145,900 to complete this work.

Table 1: Detailed Cost Estimate

Task	Central Coast Transportation Consulting					Cambridge Systematics	Task Total
	Principal	Senior Planner	Engineer	Graphics	Direct Costs ¹		
<i>Hourly Billing Rates--></i>	\$175	\$125	\$95	\$85			
1. Scoping and Data Collection	8	2	16		\$5,000		\$8,170
2. Travel Demand Model Update	72	20	88	4	\$2,800	\$15,000	\$41,600
3. Circulation Element Update	96	96	80	12	\$2,000	\$5,000	\$44,420
4. Creston Road Corridor Evaluation	60	20	94	8	\$3,000		\$25,610
5. Geometric Layouts for Cost Estimates	40	16	60	8	\$1,200		\$16,580
6. Project Coordination, Meetings, Hearings	36	16	4	4	\$500		\$9,520
<i>Total</i>	312	170	342	36	\$14,500	\$20,000	\$145,900
Total Budget \$145,900							

1. Direct Costs include traffic counts, communications expenses, and mileage reimbursed at the IRS approved rate.

Table 2: Paso Robles Travel Demand Model and Circulation Element Update Schedule

	January	February	March	April	May	June	July	August	September	October	November	December
Task 1: Data Collection	Collect Data											
Task 2: Travel Demand Model Update	Base Year Model	Future Year Model										
Task 3: Circulation Element Update				Circulation Master Plan			Circulation Element					
Task 4: Creston Road Corridor Evaluation	Collect Data	Existing Conditions		Traffic Forecasts	Analysis/ Documentation							
Task 5: Geometric Layouts for Cost Estimates	Collect Data	Existing Conditions		Traffic Forecasts	Analysis/ Documentation							
Task 6: Project Coordination, Meetings, Hearings	On-going											