
**City of El Paso de Robles
General Plan 2003**

Circulation Element

Prepared for:

**City of El Paso de Robles
Department of Community Development
1000 Spring Street
Paso Robles, California 93446**

Contact:

Bob Lata, Community Development Director
(805) 237-3970

Prepared by:

**Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, California 93401**

**Martin Inouye, Omni Means Ltd.
2237 Douglas Blvd. Suite 100
Roseville, CA 95661**

Adopted December 16, 2003



CIRCULATION ELEMENT

1.0	Goals, Policies, And Action Items	CE-1
2.0	Circulation Issues	CE-5
	Circulation Master Plan (CMP)	CE-5
	Circulation Element Update Evaluation	CE-6
	Deficient Circulation Corridors	CE-10
	U.S. 101 / S. R. 46 East / 24 th Street Interchange	CE-14
	State Route 46 from US 101 to Jardine Road.....	CE-14
	Spring Street from 1 st Street / Niblick Road to 4 th Street.....	CE-14
	4 th Street from Spring Street to Riverside Avenue	CE-15
	Riverside Avenue from 4 th Street to 24 th Street	CE-15
	13 th Street / Creston Road from Riverside Avenue to Charolais Road	CE-15
	Niblick Road from Spring Street to Creston Road.....	CE-15
	24 th Street from Spring Street to US 101	CE-16
	Balance of Circulation Element Map.....	CE-19
3.0	Circulation Standards And Development Policies	CE-20
	Standards and Specifications	CE-20
	Plan Lines	CE-20
	Private Streets.....	CE-21
	Level of Service Standards	CE-21
	Traffic Signals.....	CE-21
	Bridges	CE-21
	Cul De Sac Street Lengths	CE-22
	Sidewalks.....	CE-22
	Safe Visibility	CE-22
	Railroad Crossings	CE-22
	Bike Lanes and Related Facilities	CE-23
	Industrial Park Traffic.....	CE-23
	Midstate Fair	CE-23
	Emergency Evacuation Routes	CE-23
	Development Policies.....	CE-24
	Technical Appendices.....	CE-25

Figures

Figure CE - 1	Circulation Element Map.....	CE-7
Figure CE - 2	Year 2025 Daily Travel Projections.....	CE-9
Figure CE - 3	Circulation Corridor Improvements	CE-17

Tables

Table CE-1	Potential Circulation Improvements.....	CE-2
Table CE-2	Level of Service Threshold Volumes for Urban/Suburban Roadway Types.....	CE-10
Table CE-3	Year 2025 Average Daily Traffic Forecasts and Levels of Service on Roadway Segments	CE-11
Table CE-4	Traffic Volume Thresholds for Roadway Improvements	CE-13

Tables (continued)

Table CE-5	Street System	CE-26
Table CE-6	Level of Service Concept.....	CE-27

CIRCULATION ELEMENT

Consistent and in coordination with the Land Use Element, this Circulation Element strives to enhance and create livable communities that are not solely reliant on automobile travel. Improvements to make walking and bicycling enjoyable, safe and efficient will be as important as those necessary street improvements that facilitate safe and efficient Citywide circulation and access to regional highways.

1.0 Goals, Policies, And Action Items

GOAL CE-1: Establish a safe, balanced, and efficient circulation and pedestrian system serving all segments of the community, preserving the City's small town character and quality of life, and planning for anticipated growth.

POLICY CE-1A: Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the existing and projected needs, including:

- a. Providing safe, efficient, and effective traffic and pedestrian flow within the City and working with federal, state, regional, and neighboring agencies to provide the same for surrounding areas;
- b. Improving access to Downtown Paso Robles by implementing City Council adopted the Parking and Circulation Plan (Resolution No. 02-221);
- c. Providing adequate access for emergency vehicles and evacuation;
- d. Defining and eliminating any circulation deficiencies on a prioritized basis;
- e. Reducing vehicle miles traveled by offering transit and other alternatives to the automobile;
- f. Providing adequate bridge crossings for the Salinas River, Huerhuero Creek, and Dry Creek;
- g. Establishing safe paths to school for pedestrian and bicycle traffic;
- h. Encouraging flexible and off-set working hours; transit improvements; pedestrian and bikeway improvements; and public education in order to reduce congestion to the City's adopted level of service "D";
- i. Encouraging citizen participation in the process; and
- j. Requiring new development to mitigate a fair share of the impact created by that development.

Action Item 1. Pursue funding and implementation of the circulation improvements shown in Table CE-1 below. Where noted with an asterisk, coordinate these efforts with other agencies to implement regional improvements and seek additional sources of potential funding for multi-agency projects.

Table CE-1. Potential Circulation Improvements

<i>Downtown</i>
Access Improvements, including improved on/offramps to Highway 101 where appropriate, at 16 th and 24 th streets*
Improvements to traffic flow within the downtown area *
<i>Improvements to Existing Arterials</i>
24 th Street – Lake Nacimiento Road widening and improvement*
Creston Road corridor widening and improvements*
Spring Street consistent paved width, but retain as two lanes*
Niblick Road corridor 4-lane configuration*
Union Road widening to improved 2-lane configuration*
River Road safety improvements and bikepath through city limits*
<i>Roadway extensions or realignments</i>
Airport Road extension and intersection/interchange with Highway 46 East*
Airport Road full extension between Dry Creek & Charolais Road*
Realignment of Sherwood/Linne via the Chandler Ranch Area Specific Plan
Union Road realignment to eliminate access to SR 46E*
4 th Street connection to Riverside with underpass connection to U.S. 101*
<i>New bridges and interchanges</i>
SR 46E/Golden Hill Interchange improvements*
SR 46E/ Airport Road Interchange improvements*
Charolais Road Bridge over Salinas River*
Southbound onramp to U.S. 101 at/near 16 th Street*
24 th Street overpass over the railroad*
Airport Road bridge over Huerhuero Creek*
Dry Creek Road bridge over Salinas River and extension to Highway 101*
Dry Creek Road bridge over Huerhuero Creek*
Wellsona Road bridge over Salinas River*
U.S. 101/SR 46E interchange improvements*
U.S. 101/SR 46W interchange improvements*
S. Vine Street improvements from 1 st Street to SR 46W*
Ramada improvements from SR 46W to Volpi Ysabel Road*
<i>Traffic Signals</i>
Traffic Signal at 4 th /Spring
Traffic Signal at 16 th /Spring
Traffic Signal at Charolais/South River
Traffic Signal at Sherwood/ Airport Road
Traffic Signal at Airport Road/Highway 46 East (Interim Improvement)*
Traffic Signal at 24 th /Vine
Traffic Signal at Creston/Lana
Traffic Signal at Niblick/Country Club
Traffic Signal at Niblick/Nicklaus
Traffic Signal at Niblick/High School
Install camera-operated traffic signals

Table CE-1. Potential Circulation Improvements

<i>Pedestrian/Bikeway Facilities</i>
Bikeways as indicated in the City's Bikeway Plan, with intent to extend bikeway between City Limit lines*
LED lighted crosswalks, especially near schools
DeAnza Trail along Salinas River corridor*
Chandler Ranch Area Specific Plan trail system
Interconnecting pedestrian paths between Salinas River corridor and other facilities within the City*
Traffic Calming Measures where appropriate

Action Item 2. Use the full amount of discretion authorized in the Municipal Code and CEQA for setting conditions of approval of development applications to provide adequate access to all parcels and to make appropriate improvements to the transportation systems serving subject sites.

Action Item 3. Preserve right-of-way and require construction in-lieu fees and developer fees and/or region-wide supplemental funding to construct proposed bridges and interchanges.

Action Item 4. Encourage the County to require development applications within the Sphere of Influence and other County unincorporated areas as appropriate to dedicate and improve streets to City Standards to provide other transportation improvements (e.g. bus stops, park and ride lots), and to pay the City's transportation development impact fees.

Action Item 5. Update the Zoning, Subdivision, Streets and Sidewalk chapters of the Municipal Code, as well as the Standard Conditions of Approval and Standard Specifications and Details as needed.

Action Item 6. Develop a traffic calming program, and implement traffic calming measures, where appropriate and feasible, to minimize the impacts on the use of local streets by vehicular traffic and to maintain/enhance health, safety and livability of the neighborhoods. Consider traffic calming measures along collector and minor arterial streets, where appropriate and feasible, to slow speeds where needed. Use traffic calming strategies to respond to requests by neighborhoods for traffic calming measures, including appropriate limitations on commercial vehicles in residential areas and truck routes that balance neighborhood preservation with community access needs.

Action Item 7. Use the Capital Improvement Program and the City's Budget process to prioritize and fund major improvements.

Action Item 8. Continue to actively seek federal, state, and regional grants and/or funding.

Action Item 9. Use development impact fees to fund any needed improvements as may be required to serve new development. Update these fees as necessary.

Action Item 10. Install handicapped ramps on street corners.

Action Item 11. Actively explore the feasibility of all traffic signals with centralized control systems. This Program would include installation of conduit/cable /other systems linking signals.

Action Item 12. Consider establishing limitations on unnecessary truck traffic in residential areas, including signed truck routes.

POLICY CE-1C: Airport. Improve/expand transportation to/from the airport as set forth in the Airport Master Plan.

Action Item 1. Establish policy and actions items as part of the Airport Master Plan and Airport Land Use Plan Updates.

Action Item 2. Pursue federal and state grants for airport improvement projects.

POLICY CE-1D: Transit. Improve transit services.

Action Item 1. Continue operation of local bus service and inter-connectivity with regional transit.

Action Item 2. Make information available on traffic and circulation, as well as transit.

Action Item 3. Require new development to provide bus stops, shelters, and turn outs where appropriate. Coordinate with San Luis Obispo Regional Transit Authority for standards, but still integrate shelter designs with the architecture of larger development projects.

POLICY CE-1E: Rail. Promote rail transportation for inter- and intra-state rail service travel, along with rail service for travel within the City.

Action Item 1. Maintain adequate freight rail service to commercial and industrial properties located along the railroad right-of-way.

Action Item 2. Coordinate with the San Luis Obispo Council of Governments regarding the potential for commuter rail service.

Action Item 3. Investigate expanding Amtrak rail service to the City.

Action Item 4. Promote the Amtrak bus feeder link, which provides connections to trains north and south of the City.

POLICY CE-1F: Pedestrian Access and General Coordination. Provide safe and convenient pedestrian access to all areas of the city and cooperate with other agencies regarding transportation planning.

Action Item 1. Implement an ongoing program to identify and eliminate hazardous conditions to pedestrians.

Action Item 2. Cuesta College Access. Provide safe and convenient pedestrian, bicycle and vehicle access to the Cuesta College North County Campus, through the following means:

- Preserve Dallons Drive as a road with two travel lanes to ensure pedestrian safety in the vicinity of the campus.
- Incorporate access to and from the campus in City circulation, pedestrian, bicycle, and transit planning.
- Implement appropriate signage and vehicle speed controls to ensure the safety to pedestrians in the vicinity of the campus.
- Encourage distribution of trip reduction information, including transit and ridesharing information, to Cuesta College students, faculty, and staff.
- Truck routes should not be located adjacent to the campus or student housing areas.
- Maintaining access to Highway 46East at Buena Vista Drive.

Action Item 3. Work with San Luis Obispo County and San Luis Obispo Council of Governments to create and integrate local traffic models as tools to evaluate impacts and formulate appropriate mitigation measures.

2.0 Circulation Issues

Circulation Master Plan (CMP)

In order to provide safe and efficient traffic and pedestrian flow, both within the City and between the City and surrounding areas, a master system of different types of public streets and highways, including pedestrian and bikeway components, is needed to serve residential, commercial, industrial, and tourist needs.

This system is mapped on the 2003 Circulation Master Plan Map (Figure CE-1). Descriptions of the various types of streets and highways are contained on Table CE-1 in the *Circulation Element Standards and Development Policies* section of this document. The approximate location of arterial streets is reflected in the CMP Map. Assignment of status of collector, local, industrial, rural, and hillside streets is determined at the time of approval of Specific Plans, subdivision maps (including parcel maps) and development plans.

The Circulation Element anticipates that as the City grows and expands its geographic boundaries, arterial and collector roads will need to be expanded and extended. New arterial and collector roads will also need to be planned for and constructed in concert with continued growth and development of the community.

The intent of the circulation system shown on the Master Plan is a generalized “grid” pattern of arterial and collector roads that will maintain/enhance safe and efficient traffic flow. The 2003 Circulation Element Update Map is generally consistent with the 2000 Circulation Element Map that previously updated the 1991 Circulation Element Map. Figure CE -1 illustrates both the existing arterial and collector City street system and the theoretical pattern and approximate

location for potential arterial and collector roads beyond current City boundaries. For the newly planned streets, the pattern and location of these roads are not precise and will warrant further study to confirm their appropriateness and feasibility. The map includes roads that could serve long-term traffic circulation demands beyond the current planning horizon of 2025.

To update, both in 2000 and now, in 2003, the new Circulation Element Map, the City retained the services of OMNI-MEANS to first create a new computerized Citywide Traffic Model (in 2000) and assist in the update processes (2000 and 2003). The Citywide Traffic Model was, and is an important transportation planning tool for it provides, with proper inputs, travel forecasts of development conditions over time through buildout of the current General Plan, which will be in approximately year 2025. Also with the traffic modeling tool, both alternative land use and circulation conditions can and have been tested to assist the City in determining the most appropriate land use plans and circulation systems for the City.

In conjunction with this update of the existing General Plan Land Use and Zoning, including new annexations to the City, it is the City Council's policy to more precisely designate the plan lines for future expansion, extension and creation of new arterial and collector roads within the planning area of the City of Paso Robles.

Circulation Element Update Evaluation

In updating the City's current 2003 Circulation Element, the City evaluated the development conditions and assumptions that lead to the last update to the Circulation Element in 2000.

Under a newly adopted Land Use Element of the General Plan, anticipated growth, density and absorption assumptions (for incorporation into reasonable trip generation projections) for buildout of the City and surrounding area have been projected. Utilizing the traffic model, the resulting 2025 travel forecasts are shown in Figure CE - 2. These travel projections anticipate traffic volumes for each of the streets/corridors shown.

The traffic model development process as well as the initial data collection and assumptions that have been all a part of this Circulation Element update process is fully documented in a separate Technical Appendix report.

The following provides a brief summary of the findings, conclusions and recommendations of the Circulation Element update process. For a more detailed understanding of the technical work conducted, the Technical Appendix fully documents the following:

- Initial data collection, including traffic counts and land use data files,
- Baseline assumptions, including trip generation, distribution, land use, growth,
- Model development process, including calibration and validation process
- 2025, 2010 and 2005 travel forecasts

- Preliminary cost estimates
- Recommended circulation changes to the Circulation Element Map

Deficient Circulation Corridors

Using the 2025 travel forecasts, Levels of Service, based on thresholds in Table CE-2, have been identified for all major arterials and collectors within Paso Robles, as summarized in Table CE-3. Shown in Table CE-4 are the projected circulation improvement requirements through buildout of the General Plan. Also indicated on this table is the estimated time of need of these improvements at a LOS “D” threshold and their estimated opinions of cost. It is important to note that the LOS projections are based on the assumption that all planned mitigation measures are implemented (Example: all street widenings occur by 2025).

**Table CE-2.
 Level of Service Threshold Volumes for Urban/Suburban Roadway Types**

Roadway Type	Total Daily Vehicles in Both Directions (ADT)				
	Level of Service A	Level of Service B	Level of Service C	Level of Service D	Level of Service E
4-Lane Divided Freeway	28,000	43,200	61,600	74,400	80,000
6-Lane Divided Arterial (with left-turn lane)	32,000	38,000	43,000	49,000	54,000
4-Lane Divided Arterial (with left-turn lane)	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn lane)	18,000	21,000	24,000	27,000	30,000
2-Lane Collector (with left-turn lane)	11,000	12,500	14,500	16,000	18,000
2-Lane Collector (no left-turn lane)	8,000	9,500	10,500	12,000	13,500

ADT = Average Daily Traffic

Note: 1. Based on "Highway Capacity Manual", Transportation Research Board, 1997.

2. All volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each Level of Service listed above may vary depending on a number of factors including curvature and grade, intersection or interchange spacing, percentage of trucks and other heavy vehicles, lane widths, signal timing, on-street parking, amount of cross traffic and pedestrians, driveway spacing, etc.

**Table CE-3
Year 2025 Average Daily Traffic Forecasts and Levels of
Service on Roadway Segments**

Roadway Segment	From	To	Planned No. of Lanes	Approved General Plan	
				ADT	LOS
U.S. 101	South City Limits	S.R. 46 West	4	70,700	D*
U.S. 101	S.R. 46 West	Spring Street South	4	61,800	D*
U.S. 101	Spring Street South	13 th Street	4	38,000	B
U.S. 101	13 th Street	S.R. 46 East	4	46,900	C
U.S. 101	S.R. 46 East	Spring Street North	4	34,700	B
U.S. 101	Spring Street North	North City Limits	4	32,400	B
S.R. 46 East	U.S. 101	Union Road	6	35,100	B
S.R. 46 East	Union Road	Airport Road	4	33,200	B
S.R. 46 East	Airport Road	Dry Creek Rd / Jardine Rd	4	23,500	B
24 th Street	Spring Street	U.S. 101	4	17,300	A
Airport Road	S.R. 46 East	Dry Creek Road	2	9,700	A
Airport Road	Union Road	S.R. 46 East	4	27,900	C
Airport Road	Linne Road	Union Road	4	19,700	A
Charolais Road	South River Road	Rambouillet Road	2	6,900	A
Charolais Road	Rambouillet Road	Creston Road	2	3,500	A
13 th Street	Spring Street	Riverside Ave.	4	22,000	A
13 th Street	Riverside Ave.	South River Road	2***	27,400	C
Creston Road	South River Road	Golden Hill Road	4	15,100	A
Creston Road	Golden Hill Road	Niblick Road	4	22,600	B
Creston Road	Niblick Road	Charolais Road	4	9,300	A
Creston Road	Charolais	East City Limits	2	5,000	A
Gilead Lane**	Golden Hill Road	Airport Road	2	3,400	A
Golden Hill Road	Creston Road	Rolling Hills Road	4	6,400	A
Golden Hill Road	Rolling Hills Road	Union Road	4	6,400	A
Golden Hill Road	Union Road	S.R. 46 East	4	9,700	A
Linne Road	Fontana Road	East City Limits	2	500	A
Nacimiento Lake Drive	West City Limits	24 th Street	2	11,000	A
Niblick Road	Spring Street	South River Road	4	25,300	C
Niblick Road	South River Road	Rambouillet Road	4	27,400	C
Niblick Road	Rambouillet Road	Creston Road	4	26,800	C
North River Road	Union Road	S.R. 46 East	2	2,800	A
North River Road	S.R. 46 East	North City Limits	2	1,000	A
Rolling Hills Road	Creston Road	Golden Hill Road	2	2,700	A
Sherwood Road	Creston Road	Fontana Road	4	20,300	A
Sherwood Road**	Fontana Road	Linne Road	2	7,900	A
South River Road	South City Limits	Charolais Road	4	4,900	A
South River Road	Charolais Road	Niblick Road	4	18,400	A
South River Road	Niblick Road	Navajo Road	4	10,000	A
Spring Street	1 st Street	13 th Street	2***	16,900	A

**Table CE-3
Year 2025 Average Daily Traffic Forecasts and Levels of
Service on Roadway Segments**

Roadway Segment	From	To	Planned No. of Lanes	Approved General Plan	
				ADT	LOS
Spring Street	13 th Street	24 th Street	2 ^{***}	23,000	B
Spring Street	24 th Street	36 th Street	2	14,100	C
Union Road	North River Road	Walnut Drive	2	4,800	A
Union Road	Walnut Drive	Golden Hill Road	2	3,000	A
Union Road	Golden Hill Rd	S.R. 46 East	2	3,700	A
Union Road	S.R. 46 East	East City Limits	2	5,700	A
Buena Vista Drive	S.R. 46 East	Experimental Station Road	2	14,100	C
Buena Vista Drive	Experimental Station Road	North City Limits	4	8,800	B
Dry Creek Road	Airport Road	S.R. 46 East	2	3,700	A
Nickerson Drive	Niblick Road	Creston Road	2	1,800	A
Ramada Drive North	S.R. 46 West	Calle Propano	2	4,100	A
Ramada Drive South	S.R. 46 West	South City Limits	2	2,800	A
Rambouillet Road	Charolais Road	Niblick Road	2	1,900	A
South River Road	Navajo Road	Creston Road	2	8,400	A
Theater Drive	S.R. 46 West	South City Limits	2	1,500	A
Vine Street	S.R. 46 West	1 st Street	2	2,100	A
Vine Street	1 st Street	24 th Street	2	3,000	A
Vine Street	24 th Street	36 th Street	2	2,200	A

Notes: 1. Bold text indicates roadway segment forecasted to operate at LOS "D" or worse conditions.

2. * LOS D is acceptable within Caltrans' right of way ** These roadways are not included in the current General Plan

3. *** Assumes implementation of the downtown circulation plan

**Table CE-4.
Traffic Volume Thresholds for Roadway Improvements**

Roadway Segment	Limits	Roadway Improvement	Approximate Year of Needed Improvement	Preliminary cost estimate
			LOS D	
	U.S 101/S.R. 46	Interchange Modification	2000	*
S.R. 46	From U.S. 101 to Union Road	Six-Lane Arterial or Four-Lane Freeway (Corridor Study)	2021	*
S.R. 46	From Airport Road to Dry Creek Road/Jardine Road	Six-Lane Arterial or Four-Lane Freeway (Corridor Study)	2005	*
24 Street	From Spring Street to U.S. 101	Two Lane to Four Lane Road Widening	2017	\$5 - 8 M
13 th Street	From Riverside Avenue to South River Road	Two Lane to Four Lane Road Widening	2003	\$6.5 - 7.5 M
Creston Road	From South River Road to Golden Hill Road	Two Lane to Four Lane Road Widening	2015	\$20 - 25 M
Creston Road	From Golden Hill Road to Niblick Road	Two Lane to Four Lane Road Widening	2004	\$ 3 - 5 M
Niblick Road	From South River Road to Melody Dr.	Two Lane to Four Lane Road Widening	2003	\$0.5 - 1.0 M
Niblick Road	From Melody Dr. to Creston Road	Two Lane to Four Lane Road Widening	2003	\$0.25 - 0.5 M
Sherwood Road	From Creston Road to Fontana Road	Two Lane to Four Lane Road Widening	2016	\$0.25 - 1.0 M
4 th Street	Spring Street to Riverside Avenue	Two-lane to Three-lane Road. Widening	2003	\$5.0 - \$6.0 M**
Union Road	From Golden Hill Road to N. River Road	Two-lane road to Two-lane Collector	2003	\$0.5 - \$1.0 M
Buena Vista Drive	From Experimental Station Road to Dallons Drive	Two Lane Arterial to Four-lane Arterial Widening	2025	\$0.25 - 0.5 M
Charolais Road	From South River Road to U.S. 101	New Four Lane Roadway and Bridge Over the Salinas River	2025	\$35 - 45 M**

* Preliminary cost estimate dependent on outcome of corridor study

** Preliminary cost estimate dependent on outcome of project study report

As shown on Figure CE-3, circulation corridor improvements to both State Route 46 and the City street system will be required to obtain and then maintain acceptable Level of Service “D” travel conditions within and through the City of Paso Robles. The street corridors requiring circulation improvements between 2000 and 2025 include the following:

- State Route 46 from US 101 (including its interchange) to Jardine Road
- 4th Street from Spring Street to Riverside Avenue, including realignment and new railroad under-crossing
- 13th Street / Creston Road from Riverside Avenue to Stoney Creek Drive
- 24th Street from Spring Street to US 101

The following briefly describes the corridor deficiency and potential mitigation based on the LOS “D” standard.

U.S. 101 / S. R. 46 East / 24th Street Interchange - As a part of the SR 46 East Corridor Study, alternative corridor improvements are being considered, including, but not limited to, improving the existing highway to a full freeway standard or creating a freeway bypass with a new freeway to freeway interchange with US 101 to the north. If such a freeway bypass is not constructed, improvements to the existing US 101/SR 46 East/24th Street interchange is likely needed. Currently, traffic congestion occurs during the peak hours, particularly on Friday afternoons, when there is an influx of tourist travel from the Central Valley to the Central Coast area. Alternative interchange modification designs are being explored as a part of the SR 46 East Corridor Study. However, a concept has not yet been put forth as the preferred alternative. Any improvement to this interchange however, will likely be costly due the existing surrounding development to the west and Salinas River to the east.

State Route 46 from US 101 to Jardine Road - Through the year 2025, the current two (2) to four (4) lane segments of State Route 46 within Paso Robles will need to be upgraded. Specifically, as feasible, the four lane segment from US 101 to Golden Hill Road would need to be expanded to six (6) lanes and the two lane segment from Airport Road to Jardine Road, upgraded to four (4) lanes, or to a 4-lane freeway or a combination of these alternatives. Although with sufficient right of way such widening seems cost effective and logical, the lack of interchange capacity and flexibility to expand at US 101/State Route 46 dictates the need to consider potential alternative solutions.

A concurrent study, entitled, S.R. 46 East Corridor Study, is being performed under the direction of the San Luis Obispo Council of Governments (SLOCOG) that is currently evaluating alternative State Route 46 corridor improvements. This study is exploring both the future status (highway, expressway or freeway) as well alternative parallel facilities. As alternative access is provided there is anticipated to be a limitation or elimination of access to Highway 46 East at Union Road and potentially uncontrolled intersections.

Spring Street from 1st Street / Niblick Road to 4th Street - Spring Street, with the removal of on-street parking, is of sufficient width to accommodate four through lanes of travel and left turn channelization to the 4th Street intersection, where the outside northbound lane will be designated as a mandatory right-turn to 4th Street. By redirecting travel to an improved connection to Riverside Avenue, Spring Street north of 4th Street will reduce in projected traffic volume to approximately 14,000 ADT and can be preserved as a two-lane collector road,

maintaining on-street parking for the convenience of patrons to local businesses. This connection to Riverside Avenue via 4th Street is consistent with the Downtown Circulation and Parking Study conducted in 2002.

4th Street from Spring Street to Riverside Avenue - In order to help redistribute travel from Spring Street to other parallel streets, 4th Street is planned to be a full three-lane section with an improved under-crossing to Riverside Avenue. A Project Study Report has been prepared to achieve this improvement, which includes a modification to the on and off-ramp to US 101 at Riverside Avenue.

Riverside Avenue from 4th Street to 24th Street - Riverside Avenue already has sufficient width to accommodate three travel lanes and upwards of 4-lanes, if on-street parking is removed. With the 4th Street improvement, traffic could increase by 2025 to upwards of 15,500 ADT. At such a projected traffic level, a three-lane section could accommodate travel at LOS "D". Therefore, when needed, this street needs to be restriped and upgraded with improved sections of curb, gutter and sidewalk to meet collector (LOS "D") standards within the established right-of-way pattern.

13th Street / Creston Road from Riverside Avenue to Charolais Road - Creston Road currently maintains predominately two through travel lanes with left turn channelization. There are however, significant segments of the roadway that have already been improved to four through travel lanes. On the western segments of Creston Road, which tends to be the older areas of Paso Robles, right of way is limited for improvements beyond the current two lanes and turn channelization. These western segments of the corridor are currently congested during peak hours and will further degrade in the future without near-term improvements. In 1994, a Plan Line for the future widening of 13th Street/ Creston Road from Riverside Avenue to Charolais Road was created. Future widening of this roadway should be consistent with this overall plan.

The City has already recognized this deficiency and is taking steps necessary to correct the problem at the western end of the corridor. The bridges over the Salinas River and US 101 will be widened to four travel lanes with turn channelization. Additionally, the approaches to 13th Street from Riverside Avenue and to Creston Road from North River Road and South River Road as well as Union Road have all also been designed to be widened with additional travel lanes and turn channelization. Although this modification will be a significant improvement to current travel flow conditions, Creston Road will ultimately need to be widened to six lanes by 2025, over the Salinas River and US 101, unless other alternatives such as a new river crossing at Charolais Road are provided.

Niblick Road from Spring Street to Creston Road - Right of way exists for at least a full four lane facility with turn channelization the entire length of Niblick Road. The bridge over the Salinas River and US 101 has been completed to four travel lanes. Four travel lanes with turn channelization have been improved at all major intersections. Segments of Niblick Road, however, still remain as two through travel lanes, specifically where they front single family homes. Adequate capacity appears to be available with this current lane configuration and may not necessarily need to be changed even with increased traffic volumes in the future. It is therefore suggested that Niblick Road from Melody Drive west to South River Road be restriped for continuous 4 lanes of travel with turn channelization at intersections. In order to facilitate ingress and egress from residences fronting on Niblick Road, from Melody Drive east

to Creston Road the City could consider the option of having remain 2 lanes with turn channelization at intersections until traffic congestion increases to unacceptable levels.

In the long term, the Niblick bridge capacity is projected to be a continuing constraint. Even with the completed bridge widening on Niblick Road, sufficient capacity may not be available to accommodate 2025 east/west travel demand over the Salinas River to and across US 101. This lack of capacity will not only exist at the Niblick Road crossing but Creston Road/13th Street bridge as well. Either potential further widening of both these bridges to six (6) lanes may be necessary or a new bridge crossing, such as at Charolais Road, may be required to provide sufficient east-west corridor capacity for the projected Paso Robles community.

24th Street from Spring Street to US 101 - This segment of 24th Street is an important east/west connection to downtown Paso Robles from US 101 and includes the only grade separated crossing of the Union Pacific Railroad tracks within the downtown area. Highway related commercial development lines much of 24th Street as it is adjacent to the intersection of US 101 and State Route 46. Limited right of way, particularly at the railroad over-crossing will limit the ability to widen this street and provide the capacity needed to serve anticipated growth in the area. Some diversion of traffic to Riverside Avenue could reduce the travel demand on this roadway, however, further improvements to this street will be likely necessary. An engineering study was conducted in 1997 to determine feasibility and preliminary cost for the widening of this roadway railroad grade separation.

Balance of Circulation Element Map

In addition to the transportation corridors identified in the previous section that were in need of improvement to meet existing and future 2025 travel demand requirements, the balance of the circulation corridors identified in the Circulation Element Map were also reviewed.

The 2000 Circulation Element Map was designed to assure the City that as it grew adequate transportation corridors would be reserved to minimize the potential for traffic congestion and provide for efficient circulation. The planning area of the Circulation Element Map extended well beyond the current City limits and contemplated the potential for significant urban growth beyond the 2025 planning horizon.

The following is a brief description of the other major changes to the Circulation Element Map.

- **Union Road** – Within the current Circulation Element Map, Union Road, from State Route 46 to North River Road, is planned to be a 4 lane arterial. This street does and will continue to provide important east-west circulation for the City. However, due to its proximity to State Route 46, the potential to divert a significant amount of traffic from State Route 46 to this street is high. This potential reality was evident in testing alternative circulation improvements within the Citywide traffic model. Although there is sufficient right of way for widening Union Street to 4 lanes, the greater diversion of traffic from State Route 46 would create a significant traffic congestion problem in the vicinity of the Creston Road and 13th Street corridor. Specifically, both bridge crossings of the Salinas River and US 101 have congestion as well as at the River Road/Creston Road, 13th/Paso Robles Street and 13th Street/Riverside Avenue intersections. Additionally, the Union Road/North River Road intersection is congested as well. Elimination of the SR 46 East/Union Road intersection and maintaining the current two (2) lane configuration, with an improved cross-section to City standards for Union Road will help avoid unacceptable congestion at the 13th Street Bridge.
- **River Road** – River Road is an important north-south local circulation route paralleling US 101 to the east. The purpose of this route is not to create a major 4 lane arterial alternative to US 101, but to provide for local circulation. The current facility is not consistently constructed to City standards. Due to the proximity of the Salinas River and an adjacent bluff, widening of this street could be costly. Upon review of the 2025 traffic projections, River Road will not need to be widened to 4 lanes over its entire length. Consistent with the adopted conclusions of the 2000 Circulation Element, it is therefore suggested that only the segment of South River Road from Navajo Avenue to Charolais Road be widened to 4 lanes. The balance of the street, from Navajo to the northerly City Limits, should be improved as a two-lane collector with proper safety improvements and bike paths through the City.
- **Charolais Road** - Charolais Road, from South River Road to Creston Road has a 100-foot right of way. Depending on future growth both within and outside of the City along Creston Road to the southeast, widening of Charolais Road from its 2 lane configuration to 4 lanes may or may not ever be necessary. Another factor in whether this street would eventually be required to be widened would be dependent on whether a new bridge crossing over the Salinas River would ever be built that connected to Charolais

Road. Through the year 2025, however, based on present plans, Charolais Road should be able to remain a 2 lane facility, but should be monitored.

- **Charolais Road Bridge** - A Project Study Report (PSR,) which is a Caltrans conceptual transportation planning document, is in the process of being prepared that will consider an additional bridge crossing of the Salinas River at Charolais Road. Some right of way from South River Road, where Charolais Road currently terminates has already been acquired by the City for the future improvement. With this additional bridge crossing, which could have four (4) lanes, sufficient east/west capacity should be available to adequately meet the projected travel demand generated by the current General Plan Land Use Element, relieving pressure on both the 13th Street and Niblick bridges and avoiding a 6-lane configuration at those locations.
- **Other Streets and County Roads** - In addition to the network of planned streets to support City planned development through the year 2025, the 1991 General Plan identified a network of arterial and collector streets of anticipated potential growth and development outside their City limits but within the City's Planning Impact Area. These potential streets remain as a vision for possible needs beyond the planning horizon of 2025.

3.0 Circulation Standards And Development Policies

Standards and Specifications:

The City maintains standards and specifications for the dedication (right of way width) and improvement of City streets. These standards are adopted by the City Council. Table CE- 5 describes various types of streets and highways within the City. The City's set of adopted engineering standards contains additional street types.

In addition to the existing adopted standards by the City Council, as a part of this General Plan Update, proposed policies will require the following:

- Developing standards for traffic calming;
- Developing standards for two way, multi-use paths for pedestrians and for pedestrians/bicyclists separate from the street; and
- Developing a menu of potential transportation management measures for implementation with new projects.
- Establishing truck routes/limitation on non-delivery truck traffic in residential areas.

Plan Lines:

Plan lines should be established wherever the right of way is to be off set in such a manner that future dedications will not be equal on both sides of the existing centerline of a street or for entirely new routes. Such off sets may be necessary in order to provide the necessary street width given constraints on development on one side of the street.

Private Streets:

Private streets are those which are not owned or maintained by the City. Private streets that were not developed to City standards and specifications should not be accepted by the City for ownership and maintenance unless they are brought up to meet its standards and specifications.

The City should discourage private streets where future growth patterns could call for full City standard streets. Appropriate applications for private streets include development in multifamily residential projects (including apartments and condominiums) where traffic would be limited to internal circulation needs.

As a prerequisite to the approval of the use of private streets, development projects must demonstrate that they will provide equivalent traffic carrying capacity, off street parking to replace any "lost" on street parking, paved pedestrian walks, and utility easement space.

Level of Service Standards:

The City uses Levels of Service to describe the ability of a street or intersection to move traffic. There are six levels ranging from "A" (free flow) to "F" (very congested.) A more detailed description of these levels is shown on Table CE-6.

Except where another standard has been adopted by the City Council, the City considers level "D" to be acceptable for average daily traffic, including peak hour traffic and levels "E", and "F" as indicating a need for actions to reduce impacts.

Traffic Signals:

The City uses a warrant system to set priorities for installing traffic signals at intersections. The purpose of the warrants is to provide a rational basis for identifying the intersections with the greatest need to be signalized.

The City will establish and continually update development impact fees in order for new development to pay for its share of the need for new signals.

Bridges:

The Circulation Master Plan Map identifies all proposed bridge crossings of the Salinas River and Huerhuero Creek. The City should perform a study to determine the priority order in which each bridge crossing should be constructed and periodically reevaluate the need for the identified plus other bridge crossings. The City should also conduct "Project Study Reports" (as defined by AB 471, 1989) on each bridge project in order to be eligible to receive State Transportation Highway funds.

The City will establish development fees in order for new development to pay for its share of the need for new bridges.

Cul De Sac Street Lengths:

The City may establish standards to limit the length of cul de sac streets in order to attain the following objectives:

To keep emergency vehicle response times to a minimum;

To reduce the potential for traffic congestion in a cul de sac if it needs to be evacuated in an emergency.

Sidewalks:

Sidewalks should be required to be constructed on all public streets; walkways may be required on one side only or may not be required on hillside, rural, and designated industrial streets. LED lighted cross-walks should be required to be constructed where required by the City to ensure greater pedestrian safety.

The City Council may approve a waiver of the requirement to construct sidewalks where topographic constraints make development of sidewalks infeasible. The City has established an in lieu fee as a condition of granting a waiver, so that sidewalks might be constructed in areas that have none.

Safe Visibility:

To ensure that safe visibility is provided, the City should employ a variety of codes and standards such as:

Sign regulations, as part of the Zoning code, that reduce visual distraction;

Wall, Fence and vegetation height and setback regulations along street frontages, as part of the Zoning Code, that maintain safe sight distances;

Vertical curve standards, as part of the Street Improvement Standards, that eliminate blind spots.

Railroad Crossings:

The City should coordinate with the San Luis Obispo Council of Governments to secure funding to improve the railroad crossing at 13th Street.

There are two private railroad crossings within the current City limits (east of Ramada Drive and near the northerly City limits) and several more within the general plan study area. The City should take the following actions in regards to properties that are accessed via private railroad crossings:

Limit land uses to that which generate very little traffic.

Require the property owners to obtain permission from the Union Pacific Railroad for any land uses that are accessed via private railroad crossings.

Require property owners or land users to hold the City harmless from any claims resulting from accidents occurring within the railroad right of way, related to persons or vehicles injured while accessing the property served by a private railroad crossing.

Bike Lanes and Related Facilities:

In order to encourage bicycle travel as a means of reducing Vehicle Miles Traveled (VMT,) the City has established a system of bike lanes via adoption of a Bikeways Plan (November, 1993, updated February 14, 2002).

The Bikeways Plan should be updated, as necessary to provide safe bike paths for school children at new schools, as they are built.

The City should investigate and implement if feasible, obtaining rights of way adjacent to the railroad to construct a bikeway to connect the City with other County communities along this line.

Industrial Park Traffic:

The City should encourage industries to use flexible time, or other traffic management strategies, to reduce traffic congestion at peak hours.

Midstate Fair:

The City should continue to coordinate with the Midstate Fair, Highway Patrol, and private property owners to provide safe, efficient, and effective traffic flow and parking during the Midstate Fair in July - August and during other major special events conducted at the fairgrounds.

The City should expand efforts to secure regional bus service from southern communities in the County to the Midstate Fair.

Emergency Evacuation Routes:

The City should continue to coordinate with the County, Highway Patrol, and other agencies to provide effective emergency evacuation routes for local, Countywide, and Statewide emergencies.

The City should address emergency evacuation routes as part of the development of a community-wide Disaster Response Plan.

Development Policies:

As conditions of approval of Subdivision (Tract and Parcel Maps) and Development Plans (Planned Developments, Conditional Use Permits, and as applicable, Building Permits,) developers should be responsible for the following:

1. Incorporate circulation design elements that keep traffic “calm”, encourage walking and bicycling and enhance the overall livability of a community. Circulation design elements may include, differing pavement types, night lighting and traffic calming measures, including, but not limited to, landscaped traffic circles and medians, and street narrowing.
2. Dedication to provide a minimum of one half of the right of way of adjacent streets, as indicated by the CMP unless a precise plan line showing off set dedications has been adopted.
3. Improvement of any and all streets and alleys that border development sites, to the centerline plus 12-feet or beyond if necessary to provide safe access in the judgment of the City Engineer. Medians should also be installed in accordance with the direction of the City Engineer.
4. Improvement of all interior and adjacent streets and alleys to City standards and specifications.
5. Provision of adequate access to all parcels, whether existing, proposed, or potential (from future subdivision;) this may entail planning street extensions beyond the boundaries of a project.
6. Provision of adequate access for emergency vehicles and for emergency evacuation for each development phase.
7. Design of local streets and access to parcels in such a manner as to minimize impacts to safe and efficient traffic flow.
8. Reduction of the intensity of development below the maximum permitted by zoning or phasing the development if the traffic generated by a development project will exceed either the short term or long term capacity of the traffic circulation system.
9. Design of streets to minimize grading.
10. Provision of off site improvements where necessary to mitigate traffic impacts that may be created by a development project.
11. Construction of required street improvements shall occur prior to occupancy of new construction.
12. Provision of shared driveways and parking lots where necessary to reduce the number of driveways into a street in order to reduce potential traffic conflicts.

13. Limit or restrict access on all arterials.
14. Payment of any traffic mitigation fees that have been developed consistent with the requirements of AB 1600 and adopted by the City Council. In addition to AB1600 fees, properties within Specific Plan areas may be required to construct supplemental infrastructure improvements designed to mitigate the impacts of new development.

Technical Appendices:

The following circulation/transportation related documents are contained within the technical appendices on file with the City of Paso Robles:

Environmental Impact Report for the General Plan Update

Mitigated Negative Declaration for the 2000 Circulation Element Update

City Standards and Specifications

2000 Circulation Element Update and Traffic Model Development Technical Appendix.

Table CE-5: Street System

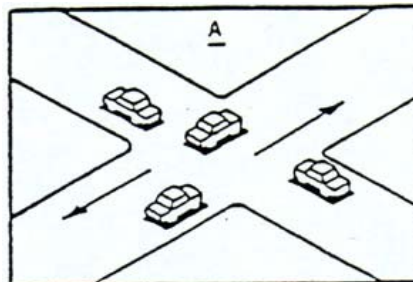
City Street/Highway Type	Purpose	Ideal Design Speed	Number of Travel Lanes	Limits on Direct Access to the Street	Notes
Arterials	Through circulation within the City and between the City and its environs.	45 mph	4 - 6	Access is limited, wherever possible, to intersecting streets. On street parking should be limited.	Optimum spacing is ½ mile in urban areas and 1 mile in rural areas.
Collectors	Convey traffic from local streets to arterials, interneighborhood circulation.	35 mph	2 - 4	Access is limited, wherever possible, to intersecting streets.	Optimum spacing is ¼ mile in urban areas and ½ mile in rural areas.
Local Streets	Access to all residential and commercial parcels.	25 mph	2	No access limits	Not shown on the CMP map.
Industrial Streets	Access to all industrial parcels.	25 mph	2	Access limits as determined by the City Engineer	Not shown on the CMP map.
Hillside Streets	Access to single family residential parcels on slopes of 15% or greater.	25 mph	2	No access limits	Not shown on the CMP map.
Rural Streets	Access to single family residential parcels that are ½ acre or larger in size.	25 mph	2	No access limits	Not shown on the CMP map.

** For specific cross sections and details of each type of street, please see "Standard Details and Specifications of the City of El Paso De Robles.*

Table CE-6: Level of Service Concept

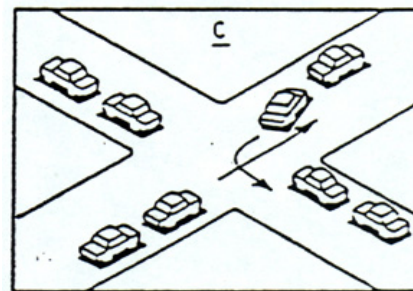
Level of Service A

1. Free flow conditions
2. Individual users are virtually unaffected by the presence of others in the traffic stream



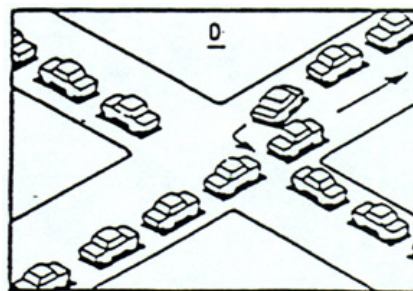
Level of Service B

1. Stable traffic flow
2. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver



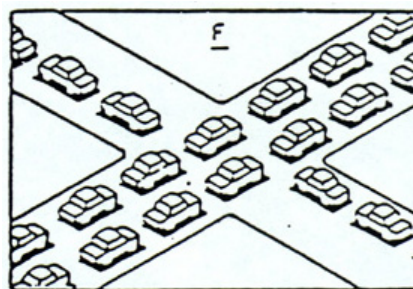
Level of Service C

1. Stable and acceptable flow but speed and maneuverability somewhat restricted due to higher volumes
2. Operation of individual users becomes significantly affected by the presence of others



Level of Service D

1. High density but stable flow
2. Driver experiences a generally poor level of comfort and convenience
3. Small increases in traffic flow will cause operational problems
4. Maneuverability restricted



Level of Service E

1. Speeds reduced to low, but relatively uniform value
2. Freedom to maneuver is extremely difficult, frustration is high
3. Volume at or near capacity
4. Unstable flow

Level of Service F

1. Forced or breakdown flow conditions
2. Stoppage for long periods due to congestion
3. Volumes drop to zero in extreme cases

