TO: **HONORABLE CHAIRMAN AND PLANNING COMMISSION**

FROM: **RON WHISENAND, COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: **DRAFT 2010 CIRCULATION ELEMENT UPDATE ENVIRONMENTAL IMPACT REPORT (EIR) - SCOPING MEETING**

DATE: **AUGUST 10, 2010**

Needs: For the Planning Commission to identify potential environmental impacts that should be analyzed in the Draft Circulation Element EIR.

Facts:

1. The City recently prepared an update of the city-wide Circulation Element. See Attachment 1, Draft 2010 Circulation Element.

2. The Circulation Element is one of the mandated elements of the General Plan. In accordance with the California Environmental Quality Act (CEQA), an EIR is being prepared for the Circulation Element.

3. The CEQA process provides an opportunity for public input on the scope and content of what should be analyzed in an EIR.

4. The purpose of this "Scoping Meeting" is to solicit input from the Planning Commission and public on issues to be analyzed in the EIR being prepared for this project.

Analysis and Conclusions: The draft 2010 Circulation Element attempts a different approach to mobility; one that considers all aspects of the movement of people, goods, and services, and that respects Paso Robles' small town character and neighborhoods, while enabling residents and travelers to move about town at safe speeds and by various means.

Historically, "level of service" has been the primary measure of effectiveness in planning for transportation needs. While this approach enhances private auto flow, it is not cost effective to build high capacity roadways that are underutilized most of the day. Wide, high capacity roads also encourage higher travel speeds and vehicle miles traveled, while diminishing bicycle and pedestrian safety and travel. They also discourage use of public transit.

The draft Circulation Element is focused on increasing safety by reducing design speeds where appropriate, and enhancing person mobility by expanding pedestrian and bicycle networks, and improving overall community connectivity. It is also focused on maximizing infrastructure investment by measuring the functional capacity of roads, and planning for capacity expansion only when needed for safety, connectivity and flow.

The Circulation Element EIR will evaluate potential environmental impacts that may result from implementation of the Element. It will also address mitigation strategies including transportation impact fees.

Action Recommended:

The Planning Commission is requested to open the scoping meeting up to the public for input, and to provide Commissioner input on the scope and content of the EIR.

Staff Report Prepared By: Susan DeCarli, AICP

Attachments:

1. Draft 2010 Circulation Element
2. Newspaper Notice

Revised Administrative Draft

City of El Paso de Robles
General Plan 2010

Circulation Element

Prepared for:

City of El Paso de Robles
Community Development Department

Prepared by:

Fehr & Peers

Prepared: February 10, 2010

SJ07-1015

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CIRCULATION ELEMENT

This document has been developed to emphasize that the first priority of the circulation system is to provide mobility to people. This emphasis, along with the high costs and quality of life impacts of roadway widening, supports the development of an efficient system allowing travel by multiple modes. Efficiency in this context is defined as using facilities to their maximum extent possible, e.g. the efficiency as viewed from an economic perspective.

GOALS, POLICIES, AND ACTION ITEMS

GOAL CE-1: Establish a safe, balanced, and efficient circulation system, focusing on the mobility of people, and preserving the City's small town character and quality of life.

POLICY CE-1A: Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the mobility needs of people and goods including:

a. Improve mobility through and access to Downtown Paso Robles by implementing City Council adopted Town Center and Uptown Plans;
b. Providing adequate access for emergency vehicles and evacuation;
c. Improving the circulation network on a prioritized basis;
d. Establishing safe pedestrian and bicycle paths to major destinations (such as downtown, retail centers, and schools);
e. Maintain mobility for all modes by encouraging flexible and off-set working hours; transit improvements; pedestrian and bikeway improvements; and public education;
f. Requiring new development to mitigate its impact on the transportation network.

Action Item 1. Develop a multimodal Transportation Mitigation Fee Program so that new development contributes to improvements that offset cumulative impacts to mobility. The impact fee program shall identify improvements to pedestrian, bicycle, transit, automobile and truck transportation facilities. The Mitigation Fee Program will emphasize improvements that reduce citywide VMT, especially including bicycle and pedestrian network improvements, Transportation Demand Management strategies, and improved traffic signal operations. Fees shall be assessed in consideration of cumulative impacts and shall be proportional to the number of auto trips generated by the development.

Action Item 2. Set conditions of approval of development applications to provide access for all modes of travel to all parcels and to make appropriate improvements to the transportation system serving subject sites.

Action Item 3. Preserve right-of-way and require development impact fees and/or region-wide supplemental funding to construct transportation improvements.

Action Item 4. Request the County to mitigate transportation impacts to City facilities by requiring participation by County development projects in the City's transportation impact fee program, and improve streets**,** bikeways, trails and walkways to City Standards to provide other transportation improvements (e.g. bus stops, park and ride lots) as appropriate.

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. These updates shall reflect a Complete Streets approach where all modes of travel are routinely accommodated.

Action Item 6. Implement the City's Traffic Calming Program when requested**,** where applicable, and as funding is available considering of neighborhood preservation in the context of community mobility objectives.

Action Item 7. Continue to actively seek federal, state, and regional grants and/or funding.

Action Item 8. Adopt design standards and policies for roundabouts to maintain continuous flow through intersections**,** moderate speeds, reduce accident severity, and enhance pedestrian and cyclist safety.

Action Item 9. Install accessible pedestrian ramps on all street corners.

Action Item 10. Establish limitations on truck traffic in residential areas, including signed truck routes and prohibitions on potentially impacted facilities.

Action Item 11. Develop and adopt transportation impact study guidelines that specify the process by which impacts due to new developments are identified. These guidelines shall include specific performance measures and thresholds for the identification of impacts and mitigation measures in accordance with the goals herein, including person mobility, the reduction in VMT and the development of a balanced transportation network for all modes. Roadway widenings shall be evaluated in the context of potential impacts to community character, convenience for non-auto modes, safety and cost/benefit.

Action Item 12. The City will work with Caltrans to ensure regional coordination and congestion management on SR 46 while maintaining safe and effective connectivity for all modes between areas of the City north and south of SR 46.

Action Item 13. The City shall monitor the performance of the mobility network on a regular basis and optimize traffic signals to maximize the efficiency of the existing network by encouraging moderate, stable vehicle speeds. The City shall actively explore the feasibility of coordinating all traffic signals with a centralized control system to link the signals.

Action Item 14. Provide emergency access to all areas of the City.

POLICY CE-1B: Reduce Vehicle Miles Traveled. The City shall strive to reduce the total vehicle miles of travel (VMT) generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.

Action Item 1. New developments shall conform to the following guidelines to the maximum extent possible:

- New streets and intersection shall be designed for continuous flow at moderate speeds. Low volume residential streets should be designed for speeds of 25 miles per hour or less. Higher order roadways shall be designed for 30 mph or less with stable flows. Low-speed vehicles (LSVs) and neighborhood electric vehicles (NEVs) can operate on all roads posted with a speed limit of 35 mph or less (Section 21260 of the California Vehicle Code). Lower speeds are associated with lower collision severity, and continuous flows aid in minimizing air pollutant and GHG emissions.

- New residential streets shall provide a grid roadway system with block lengths of typically 300 feet or more and never longer than 600 feet. Cul-de-sac streets shall be strongly discouraged. Street widths shall conform to the City's design standards for new roadways.
- Lane configurations for new intersections shall provide for moderate speeds and pedestrian and cyclist safety. Congestion during certain time periods shall be accepted in exchange for shorter pedestrian and cyclist crossing distances, less overall paved area, reduced costs and preservation of small town character.
- New developments shall provide for all modes of travel, supported by sidewalks, bicycle lanes, and transit stop amenities, turnouts, etc.
- New development shall ensure that a continuous path of travel is available for walking and bicycling from and throughout the development site to downtown and other key destinations (as determined by the City). The appropriate bicycle and pedestrian routes shall be based on the street classification system and proposed bicycle and pedestrian network as specified in the bicycle and pedestrian master plans.
- New specific plans shall include a mix of uses that are well connected for all modes and built at higher densities to help minimize the number of single occupant vehicle trips and reduce vehicle miles traveled.

Action Item 2. Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.

Action Item 3. The City shall make the travel demand model available to consultants to land development applications to verify traffic generation assumptions in accordance with the general plan. The model will be used to estimate the change in VMT resulting from proposed development.

Action Item 4. To the extent feasible, plan for a reasonable, ongoing balance between housing and jobs.

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.

Action Item 3. Enhance bicycle, pedestrian and transit access to allow employees and passengers to use non-automobile modes of travel to and from the Airport.

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

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

Action Item 2. Coordinate with the San Luis Obispo Regional Transit Authority to make information available on transit options and support advertising/outreach programs for transit.

Action Item 3. Require new development to include design elements that promote transit use, such as:

- Locating sheltered bus stops near neighborhood focal points, such as shopping and service destinations.
- Locating transit routes on streets serving medium-high density development whenever feasible.
- Linking neighborhoods to bus stops through continuous bikeways and sidewalks.
- Providing direct bicycle and pedestrian access to transit stops, park-and-ride lots, bicycle racks, and train access.

Action Item 4. Support the development of a local-serving transit/trolley loop serving the Downtown area to encourage a park-once strategy in the Downtown area.

Action Item 5. Support multi-modal stations at appropriate locations to integrate transit with other transportation modes.

Action Item 6. Support convenient transit service to employment centers and government centers as funding allows. Work with San Luis Obispo Regional Transit Authority (SLORTA) to provide fixed route and/or commuter bus service as appropriate.

Action Item 7. Develop a plan to monitor transit system performance and evaluate expansions to transit service.

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 the extent freight service does not conflict with the Town Centre Plan).

Action Item 2. Support expanding Amtrak rail service to the City when promoted by the San Luis Obispo Council of Governments.

Action Item 3. Promote the Amtrak bus feeder link, which provides connections to trains north and south of the City.

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

Action Item 1. Develop a pedestrian master plan (PMP) identifying and prioritizing improvements to the pedestrian network to support walking as a viable primary mode of travel within Paso Robles. At a minimum, the PMP should include the following components:

- A crosswalk policy to address installation, removal, and enhancements to crosswalks.
- A sidewalk and trail master plan with an inventory of existing and missing sidewalks and projects to ensure a sidewalk or path is provided on every street segment.
- An on-going program to identify and eliminate hazardous conditions to pedestrians and provide a sidewalk or formal path on every City-controlled street.

Action Item 2. Maintain a bicycle master plan (BMP) identifying and prioritizing improvements to the bicycle network to support biking as a viable primary mode of travel within Paso Robles. The BMP shall provide bike facilities on or parallel to all major arterials (including bridges) and a network of off-street

paths to facilitate commute and recreational bicycle travel. The BMP should identify bicycle priority streets, bicycle boulevards, and bicycle routes that create a fully connected network throughout the City.

Action Item 3. Provide safe and convenient pedestrian, bicycle and vehicle access to the Cuesta College North County Campus, through the following means:

- 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.
- Maintain access to Highway 46East at Buena Vista Drive.
- Work with Caltrans and SLOCOG to construct a bicycle-pedestrian undercrossing of State Route 46E per the adopted Caltrans Corridor Study.

Action Item 4. 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.

Action Item 5. Establish a formal Safe Routes to School Program and work to obtain grant funding to encourage children to safely walk and bike to school.

Action Item 6. Collect pedestrian and bicycle volumes with intersection counts to ensure adequate data is available for prioritizing improvements to the transportation network.

Action Item 7. Install curb extensions at intersections where appropriate to shorten pedestrian crossing distances, reduce driving speeds, and improve the streetscape.

Action Item 8. Support lighted LED cross-walks where pedestrian traffic volumes are high or safety considerations warrant implementation.

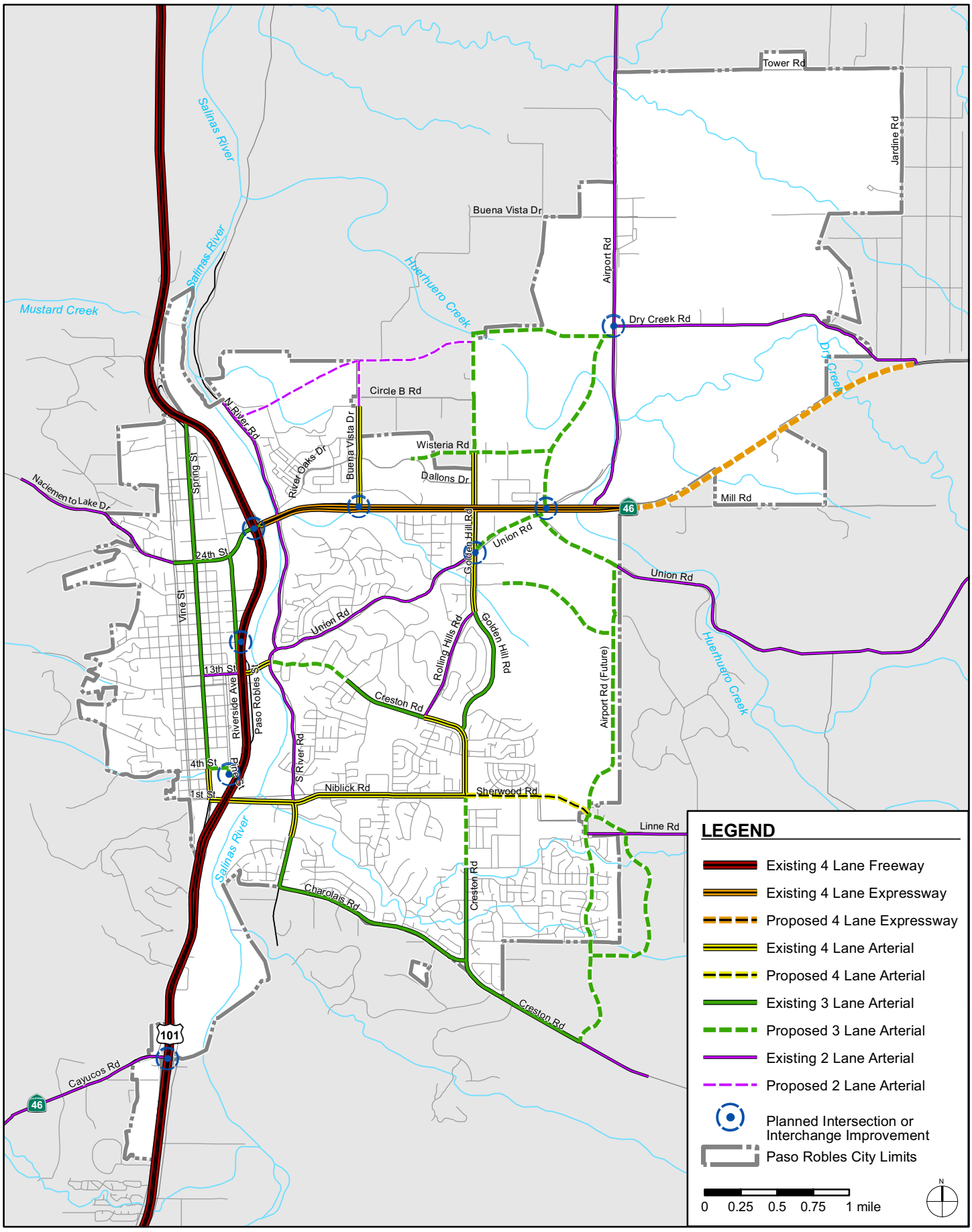
CIRCULATION ISSUES

Circulation Master Plan (CMP)

To provide safe and efficient mobility, both within the City and between the City and surrounding areas, a master system of transportation facilities is needed to serve residential, commercial, industrial, and tourist needs.

This system is mapped on the 2010 Circulation Master Plan Map (Figure CE-1). Assignment of status of collector, local, industrial, rural, and hillside streets, as well as bicycle and pedestrian paths, 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 develops, selected transportation facilities will need to be improved. Continued growth and development of the community will be supported by the improvement of the bicycle, pedestrian, and transit systems and by increasing the efficiency of the vehicle network, not necessarily by roadway widening.



FEHR & PEERS TRANSPORTATION CONSULTANTS

February 2010
SJ07-1015

City of Paso Robles

Figure CE-1

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The purpose of the circulation system is to maintain/enhance safe and efficient person mobility in the City (per Goal CE-1). To support this goal, the 2010 Circulation Element Update changes how the performance of the transportation network is measured away from an auto-centric measure (level of service or LOS) towards measures that represent a more efficient use of resources, support the mobility of people**,** quality of life and small town feel desired by residents. In addition, measures supporting person mobility will offer more travel choices, support public health goals by encouraging more walking and biking, and reduce greenhouse gas emissions.

The 2003 Circulation Element included a Citywide target of LOS D for all roadways during the peak hours of travel. Level of service measures driver comfort and convenience, and LOS D reflects a utilization substantially below the roadway's capacity during the majority of the day. This is an inefficient usage of infrastructure, one which results in costly roadway widenings to accommodate only brief periods of higher traffic levels (i.e., the worst minutes or hours of the day). These widenings have secondary impacts of encouraging higher rates of vehicular speed, degrading mobility for pedestrians and cyclists and affecting the overall quality of life in surrounding areas. With this in mind, future traffic projections are presented in terms of capacity utilization, or the extent to which the roadway's capacity is being used on a daily basis.

The 2010 Circulation Element Update Map is generally consistent with the 2003 Circulation Element Map, but it removes a number of infrastructure recommendations due to revised traffic projections and changes to the City's Circulation Element Goals, Policies, and Action Items. Figure CE -1 illustrates both the existing and future City street system. The pattern and location of future facilities are not precise and will warrant periodic study updates to confirm their appropriateness and feasibility. The map presents the network needed to serve key circulation demands to the Year 2025 planning horizon, while accommodating the City's multi-modal and community goals for the transportation network.

Fehr & Peers developed a Citywide Traffic Model to assist in the Circulation Element update process. The traffic model is an important transportation planning tool that is used to forecast travel in the City based on expected land use and/or roadway network changes. The traffic model can be used to test the effects of alternative land use scenarios and potential roadway network improvements, and to estimate the resultant traffic levels.

Circulation Element Update Analysis

This 2010 Circulation Element Update applied the land use projections in the currently adopted Land Use Element of the General Plan to determine future mobility needs. The model development process, as well as the initial data collection and assumptions that are a part of this Circulation Element update process, are fully documented in a separate Technical Appendix report. This appendix includes 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 travel forecasts

Future Corridor Operations

Using the 2025 travel forecasts, the capacity utilization for major arterials and collectors within Paso Robles is summarized in Table CE- 1. The capacity utilization represents the projected volume divided by the roadway's calculated capacity. These are "planning level" capacities and forecasts, intended to predict the need for additional lanes on a roadway.

Table CE-1
Existing and 2025 Roadway Segment Utilization

Street	Segment	Existing Daily Traffic	Existing Capacity Utilization	2025 Daily Traffic	2025 Capacity Utilization
HWY 46	UNION RD TO US 101	26,600	71%	45,500	122%
HWY 46	UNION RD TO AIRPORT	24,800	66%	37,900	101%
HWY 46	AIRPORT TO DRY CREEK RD	19,700	54%	31,100	43%
24TH ST	SPRING ST TO US 101	15,700	89%	15,700	89%
AIRPORT RD	SR 46 TO DRY CREEK RD	5,400	30%	9,800	55%
CHAROLAIS RD	S RIVER RD TO RAMBOULLET	7,100	40%	12,600	71%
CHAROLAIS RD	RAMBOUILLET RD TO CRESTON	4,700	27%	10,200	58%
13TH ST	SPRING ST TO RIVERSIDE AVE	8,600	64%	11,700	87%
13TH ST	RIVERSIDE AVE TO S RIVER	25,400	70%	31,500	95%
CRESTON RD	S RIVER RD TO GOLDEN HILL	15,800	73%	19,400	89%
CRESTON RD	GOLDEN HILL RD TO NIBLICK	17,700	47%	24,600	66%
CRESTON RD	NIBLICK RD TO CHAROLAIS	5,500	31%	8,000	45%
CRESTON RD	CHAROLAIS RD TO E CITY LIMIT	4,200	23%	8,600	49%
DALLONS DR	BUENA VISTA RD TO GOLDEN HILL	1,300	10%	2,400	18%
GOLDEN HILL RD	DALLONS DR TO SR 46	2,200	13%	13,900	79%
GOLDEN HILL RD	CRESTON RD TO ROLLING HILL	9,300	43%	13,600	63%
GOLDEN HILL RD	ROLLING HILLS RD TO UNION	11,200	51%	16,800	77%
GOLDEN HILL RD	UNION RD TO SR46	7,100	40%	11,300	64%
LINNE RD	FONTANA RD TO EAST CITY	4,100	23%	9,000	51%
NACIMIENTO LAKE DR	WEST CITY LIMIT	7,300	41%	9,700	55%
NIBLICK RD	SPRING ST TO S RIVER	30,100	80%	38,800	104%
NIBLICK RD	S RIVER RD TO MELODY DR	19,400	52%	24,100	64%
NIBLICK RD	MELODY DR TO CRESTON RD	14,100	38%	18,400	49%
N RIVER RD	UNION RD TO SR 46E	2,700	20%	4,200	31%
N RIVER RD	SR46E TO NORTH CITY LIMIT	1,200	9%	1,300	10%
ROLLING HILLS RD	CRESTON RD TO GOLDEN HILL	2,800	29%	3,400	36%
PASO ROBLES ST	FWY OFFRAMP TO CRESTON	5,800	61%	6,100	64%
RIVER OAKS DR	N RIVER RD TO BUENA VISTA	1,900	14%	2,600	19%
RIVERSIDE AVE	13TH ST TO 24TH ST	11,800	87%	14,200	79%
SHERWOOD RD	CRESTON RD TO FONTANA	10,000	56%	13,800	78%
S RIVER RD	SOUTH CITY LIMITS TO C	2,300	17%	2,500	19%
S RIVER RD	SERENADE RD TO NIBLICk	12,800	73%	18,500	49%
S RIVER RD	NIBLICK RD TO NAVAJ	13,400	36%	15,200	41%
SPRING ST	10TH ST TO 11TH ST	13,900	77%	15,000	83%
SPRING ST	16TH ST TO 17TH ST	13,800	77%	16,800	93%
SPRING ST	28TH ST TO 30TH ST	4,900	27%	6,700	37%
UNION RD	N RIVER RD TO WALNUT DR	5,500	31%	9,200	52%
UNION RD	WALNUT DR TO GOLDEN HILL	5,300	30%	9,300	52%
UNION RD	GOLDEN HILL RD TO SR46E	7,800	44%	14,000	79%
UNION RD	SR46E TO EAST CITY LIMIT	3,300	18%	4,500	25%
BUENA VISTA DR	SR 46E TO EXPERIMENTAL STA	4,400	20%	6,900	32%
BUENA VISTA DR	NORTH OF CUESTA COLLEGE	2,600	15%	3,500	20%
DRY CREEK RD	AIRPORT RD TO SR 46E	1,300	7%	3,800	21%
NICKERSON DR	NIBLICK RD TO CRESTON	2,000	15%	2,500	18%
PINE ST	6TH ST TO CRESTON RD	3,400	35%	3,400	35%
RAMADA DR	SR 46W TO CALLE PROPANE	1,700	18%	5,000	52%
RAMADA DR	SR 46 W TO SOUTH CITY	3,100	33%	6,400	67%
RAMBOUILLET RD	CHAROLAIS RD TO NIBLICK	1,600	12%	1,500	11%
S RIVER RD	NAVAJO RD TO CRESTON	11,200	63%	13,600	77%
THEATRE DR	SR 46W TO SOUTH CITY LIMIT	9,600	53%	12,000	67%
S VINE ST	SR 46W TO 1ST ST	4,800	36%	15,500	88%
VINE ST	3RD TO 4TH ST	4,000	30%	6,000	44%
VINE ST	30TH ST TO 32ND ST	300	3%	1,200	9%
SPRING ST	3RD ST TO 4TH ST	19,300	107%	23,000	128%
SPRING ST	6TH ST TO 7TH ST	15,600	87%	16,300	91%

Daily Traffic = Average Daily Traffic on a Typical Tuesday, Wednesday or Thursday

- **Over 100 percent utilization** results in forced or breakdown conditions for motorists frequently throughout the day. This situation exists when the volume of traffic exceeds the capacity of the roadway and queues can form behind these bottleneck points with traffic traveling in a stop-and-go fashion. These conditions warrant more investment in roadway capacity improvements, or another strategy to reduce traffic and/or improve mobility through a particular road segment or intersection.
- **90 to 100 percent utilization** represents operating conditions at or near capacity for motorists. The transportation infrastructure is fully utilized. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver for motorists may be difficult. Unstable operation can occur at certain times of day and minor disturbances in traffic flow can cause breakdown conditions. However, justification for additional lanes and/or road widening is not met, particularly in light of other community goals and environmental impacts.
- **70 to 90 percent utilization** represents high-density, but stable flow for motorists. While some temporary congestion can occur at selected times of day, operations are reasonable for most drivers throughout the day. Motorists experience some restriction in speed and maneuverability, with reduced levels of convenience during peak travel hours. The transportation infrastructure is well-utilized. Additional investment in road widening is not warranted.
- **50 to 70 percent utilization** provides stable operating conditions for motorists and limited delays throughout most of the day. The roadway is only partially utilized. No consideration should be made for road widening. The maneuverability of individual motorists is affected by the interaction with other motorists in the traffic stream. These conditions are less attractive for bicycles, pedestrians, and transit users because of typically higher auto vehicle speeds.
- **30 to 50 percent utilization** provides stable operating conditions for motorists throughout the day. The investment in transportation infrastructure is realized on a very limited basis. Road widening improvements are not warranted. The presence of other motorists causes a noticeable, though slight, reduction in maneuverability. These conditions are always conducive to speeding and typically very discouraging to travel by bicyclists and pedestrians.
- **Less than 30 percent utilization** represents free-flow travel with a high level of maneuverability for motorists at all times of day. The investment in transportation infrastructure is not efficiently utilized. Here vehicle operations are almost always counterproductive for bicycles, pedestrians, and transit users.

The information in Table CE-1 conveys that: 1) most of the City's roadways operate well below their capacity on a daily basis, with a couple of exceptions, and 2) in year 2025 only a handful of streets are projected to have a demand that exceeds their capacity. Specifically, the volume on four study segments is projected to exceed the capacity and two of these are on SR 46 between US 101 and Airport Road. In addition, only three other segments are projected to have a utilization of between 90 and 100 percent. This indicates that major new capacity enhancements across the City are not justified given the City's goals.

The operations in key corridors in the City are discussed below. The three primary east/west corridors are discussed first, as these are key constraints in the transportation network. The City should monitor and manage traffic operations along these corridors as development occurs to ensure that the system is optimized for steady, safe, and orderly traffic flow.

SR 46 East from US Highway 101 to Airport Road – Future traffic volumes along the SR 46 East corridor are expected to exceed the capacity of this roadway during certain times of day, typically the morning and afternoon two-hour commute periods. Widening of the SR 46 corridor to accommodate this focused demand would be

ineffective until substantial capacity and operational improvements are made to the US 101 mainline and at the SR 46 interchange ramps. These capacity improvements would include the widening of US 101 to six lanes, and flyover ramps at the interchange, both of which are not considered a viable alternative by Caltrans in the foreseeable future. Furthermore, widening is infeasible and conflicts with the City's goals for a transportation network focused on person mobility, since a widened SR 46 to six lanes with at-grade intersections would constitute a significant barrier to north-south connectivity in the City for non-auto modes The development of a parallel route system of local roads north of SR 46 between Jardine Road and River Road will serve to reduce the demand for travel on SR 46, and has been studied in the City's *Parallel Routes Study*. The specific alignment of a parallel route(s) shall be studied by the City, and constructed with development of the land uses north of SR 46. Specifically, the recommended connections include:

- A connection between Airport and Golden Hill Road via the Wisteria Road corridor
- A connection between the northern terminus of Golden Hill Road and the western terminus of Dry Creek Road, including a bridge over the Huer Huero Creek.

Improvement to facilities serving non-auto modes of travel will also reduce the auto demand along this corridor.

Increased development north of SR 46 will require improvements to the intersections along this corridor. In accordance with the *SR 46 East Comprehensive Corridor Study* prepared by Caltrans, improvements will focus at the SR 46/Union Road intersection. Signalization of this intersection will accommodate the level of growth expected in the area through Year 2025, but the City shall monitor traffic levels and plan for a grade separated interchange at this location when needed. The improvement of this intersection will require that the north leg of Union Road be extended to connect to Airport Road, so that access to uses on Airport Road would be provided via the new signal at Union Road.

13th Street from Riverside Avenue to Union Road – As one of the three major crossings of the Salinas River in the City, the demand for travel across this segment will increase in the future to a daily capacity utilization of 95%. This corresponds to increased congestion during the typical commute periods and likely other times of day, but does not justify the widening of this segment by 2025. Improvements within this corridor should focus on operational efficiencies (i.e., signal coordination, modified timings) and enhancements to improve bicycle and pedestrian travel as needed.

Niblick Road from Spring Street to South River Road – This segment serves as the third major crossing of the Salinas River in the City, and is projected to have a daily capacity utilization of 104% in Year 2025. This corresponds to increased congestion, particularly during commute periods, as well as potential route changes to parallel routes and/or changes to the times people travel to avoid congestion. The projected capacity utilization of slightly more than 100% does not justify the widening of this roadway by 2025 but should be re-evaluated during the next Circulation Element update. If the bridge were widened, congestion would continue to occur at the intersections on either side of the bridge during some portion of the commute periods. Furthermore, widening the bridge would result in a capacity utilization of 72%, which would reduce vehicle delays, but would also support higher vehicle speeds and would conflict with the City's multi-modal goals and desire to maintain its small town character.

Spring Street from Niblick Road to 24th Street – Spring Street is the most heavily utilized corridor in the City to the west of Highway 101. This area is characterized by a well-developed grid network offering numerous routes of travel to most destinations. Grid systems are effective at distributing traffic and provide a more pedestrian- and bicycle-friendly environment. Given the grid system's ability to distribute traffic, and the desire to maintain mobility for all modes, no widenings in the Downtown area are proposed. Potential operational improvements, such as signal timing and coordination and improved ramp access to Highway 101, should be studied by the City, as should the need to signalize intersections in the area.

Creston Road – The City conducted a Plan Line study in 2007 for Creston Road from Riverside Avenue to Niblick Road/Sherwood Road. The study identified a number of improvements to this corridor that would improve access to nearby residents and improve traffic flow. The City shall review these improvements as a part of a transportation impact fee update or the Capital Improvement Projects List update.

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. The City's set of adopted engineering standards contains various street types and helps to define the City roadway system .

Plan Lines:
Plan lines should be established wherever planned right of ways are irregular and do not conform to adopted Standard Details. Plan Lines provide a basis for building setbacks and a source of information for residents and business owners.

Private Streets:
Private streets are those which are not owned or maintained by the City. 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 where traffic is limited to internal circulation needs. Private streets should provide equivalent structural integrity of public streets constructed from Standard Specifications.

Traffic Signals:
The City uses a warrant system to set priorities for installing traffic signals at intersections. The purpose of the warrant analysis is to provide a rational basis for identifying and prioritizing intersections with the greatest need for signal installation. At all intersections where warrants are met, an analysis shall be conducted to determine if a roundabout is a feasible or preferred alternative.

Bridges:
The Circulation Master Plan Map identifies all proposed bridge crossings of the Salinas River and Huer Huero Creek. The Parallel Routes Study focuses on Huer Huero crossings, and the City will determine the priority of bridges as development occurs. The City is not planning to widen any existing bridges prior to 2025. The City will update development fees so that new development will pay for its share of the need for new bridges.

Sidewalks:
Sidewalks or paths are required to be constructed on all public streets. LED lighted crosswalks are encouraged, particularly on routes to schools and/or public destinations where enhanced visibility is needed.

Railroad Crossings:
The City should coordinate with the San Luis Obispo Council of Governments and railroad operators to secure funding to improve all existing railroad crossings in the City for bicycle, pedestrian, and vehicular safety.

Bike Lanes and Related Facilities:
To further 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 in 2009. The Bikeways Plan should be updated periodically to: 1) review system performance, 2) ensure that that the City qualifies for all potential grant opportunities, and 3) update implementation priorities.

Transportation Demand Management (TDM):
The City should encourage firms located within the City limits to use flexible work hours (flex-time) and other traffic demand management strategies to reduce traffic congestion during typical commute periods. To the extent possible, companies should also be encouraged to share parking facilities with other adjacent uses through easement agreements. The City should also encourage residential developers to design and build project elements that support TDM such as car-share and bike-share facilities, neighborhood electric vehicle (NEV) operation, transit stop amenities, and neighborhood transportation centers.

Paso Robles Event Center:
The City should continue to coordinate with the Paso Robles Event Center, Highway Patrol, and private property owners to provide safe, efficient, and effective traffic flow and parking during the Midstate Fair in July and August and during other major special events. The City should encourage regional bus service from southern communities in the County to the Paso Robles Event Center.

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 the 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 offset 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. Design of streets to minimize grading.
9. Provision of off-site improvements where necessary to mitigate traffic impacts that may be created by a development project.
10. Construction of required street improvements shall occur prior to occupancy of new construction.
11. 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.
12. Limit or restrict access on all arterials.
13. Payment of *any* traffic mitigation fees that have been developed consistent with the requirements of AB 1600 and adopted by the City Council, or are required for mitigation identified through an environmental review process.

APPENDIX A

Attachment 2
Newspaper Notice

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL
PROJECT NOTICING

Newspaper: Tribune

Date of Publication: July 30, 2010

Hearing Date: August 10, 2010
(Planning Commission)

Project: Notice of Circulation Element Update
EIR Scoping Meeting

I, Theresa Variano, employee of the Community Development Department, Planning Division, of the City of El Paso de Robles, do hereby certify that this notice is a true copy of a published legal newspaper notice for the above named project.

Signed: Theresa Variano
Theresa Variano

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CITY OF EL PASO DE ROBLES

NOTICE OF CIRCULATION ELEMENT UPDATE ENVIRONMENTAL IMPACT REPORT SCOPING MEETING

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold a Public "Scoping" Meeting for the city-wide General Plan Circulation Element Update - Environmental Impact Report (EIR). The meeting will be held on Tuesday, August 10, 2010, at 7:30 p.m. at the City of El Paso de Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers.

As the Lead Agency of the environmental review process for this project, the City of Paso Robles is soliciting input from individuals and agencies regarding the potential scope and content of the EIR to be prepared for the Circulation Element Update.

The proposed project is subject to the provisions of the California Environmental Quality Act (CEQA). Written comments on the proposed project may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446, provided that the comments are received prior to the time of the public hearing. Oral comments may be made at the hearing. Should you have any questions regarding this application, please call Susan DeCarli at (805) 237-3970.

If you challenge the project in court, you may be limited to raising only those issues you or someone else raised at the public meeting described in this notice, or in written correspondence delivered to the Planning Commission at or prior to the public hearing.

Susan DeCarli, AICP
City Planner
July 30, 2010

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