



**CITY OF EL PASO DE ROBLES**  
*"The Pass of the Oaks"*

**CITY COUNCIL MINUTES**

**ADJOURNED REGULAR MEETING  
& PUBLIC WORKSHOP**

**DRAFT 2-YEAR BUDGET & 4-YEAR FINANCIAL PLAN**

Wednesday, May 23, 2007 7:00 PM  
and  
Tuesday, May 29, 2007 7:00 PM

MEETING LOCATION: PASO ROBLES LIBRARY/CITY HALL  
CONFERENCE CENTER, 1000 SPRING STREET

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PLEASE SUBMIT ALL CORRESPONDENCE FOR CITY COUNCIL PRIOR  
TO THE MEETING WITH A COPY TO THE CITY CLERK

**CONVENE REGULAR MEETING**

**CALL TO ORDER** – Downstairs Conference Center

**PLEDGE OF ALLEGIANCE**

**ROLL CALL MAY 23, 2007**

Councilmembers John R. Hamon, Gary Nemeth, Duane Picanco, Fred Strong,  
and Mayor Frank Mecham

**ROLL CALL MAY 29, 2007**

Councilmembers John R. Hamon, Duane Picanco, Fred Strong, and  
Mayor Frank Mecham – Absent: Gary Nemeth

**PUBLIC COMMENTS**

- At the May 29 workshop, Bob Spielman, David Hanush, and Lenore Spielman.

## **PUBLIC HEARINGS**

### **1. Draft Budget & 4-Year Financial Plan**

J. App, City Manager and  
M. Compton, Director of Administrative Services

The City Council considered a draft budget and 4-year financial plan. Mayor Mecham opened the public hearing. Denise Surber spoke on behalf of extended library hours.

The public workshop was continued on May 23 to May 29 at 7:00 PM. By unanimous voice vote, Council moved to adjourn on May 29 at 10:00 PM.

### **ADJOURNMENT:**

- THE SPECIAL MEETING AND PUBLIC WORKSHOP, "DOWNTOWN PARKING ACTION PLAN", AT 7:00 PM, WEDNESDAY, MAY 30, 2007, AT THE LIBRARY/CITY HALL CONFERENCE CENTER, 1000 SPRING STREET, PASO ROBLES
- SLOCOG 20/50 PUBLIC OFFICIALS, SATURDAY, JUNE 2, 2007, AT TEMPLETON MIDDLE SCHOOL, VINEYARD
- THE REGULAR MEETING AT 7:30 PM ON TUESDAY, JUNE 5, 2007, AT THE LIBRARY/CITY HALL CONFERENCE CENTER, 1000 SPRING STREET, PASO ROBLES

Submitted:

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Deborah D. Robinson, Deputy City Clerk  
Approved: June 19, 2007

**CITY HALL**  
**POSSIBLE PROJECT ALTERNATIVES**

Redevelopment Agency:

First Five Commission Project (Library Study Center)	\$1,000,000
First Five Commission/Cuesta College (Dental Hygiene)	\$3,000,000
Flamson Middle School – Gateway Improvements	\$2,500,000
PREC Sidewalks	\$1,500,000
Downtown – Property Acquisition Public Facilities	\$2,000,000
Roads – 13 <sup>th</sup> /17 <sup>th</sup> /24 <sup>th</sup> Improvements	<u>\$6,000,000</u>
<i>Approximately \$12-15M Could Be Financed in FY 2010</i>	<u>\$16,000,000</u>

General:

Library – Expand Hours ( <i>FY 2011 – see Note A</i> )	\$117-215,000/yr
City Park Restrooms (new)( <i>FY 2010 – see Note B</i> )	\$1,500,000
Cuesta College – Applied Technology Academy ( <i>FY 2010 – see Note C</i> )	\$2,000,000

Other:

City Hall Expansion Space Tenant Improvements (see Note D)	\$500,000
Airport – Highway Entry Sign	\$100,000
Airport – Business Plan (Phase I)	\$100,000
Airport – New Entry off Mondo Round-a-Bout	\$2,500,000
Airport – Southwest 12 acres Development Ready	\$2,250,000
Roads – North River Road	<u>\$5,000,000</u>
<i>Approximately \$3M Could Be Financed in FY 2010</i> <i>(from Cent. Park debt retirement)</i>	<u>\$10,350,000</u>

Note A – Initiate @ \$117,000 with unallocated General Fund \$ in FY 2011 (July 2010); include as part of base budget thereafter.

Note B – General Govt. Facility Development Impact Fees - FY 2010; will require some supplemental \$ for replacement portion.

Note C – Fund in FY 2010 with accumulated RDA repayments to General Fund.

Note D – Fund immediately from accumulated RDA repayments to General Fund plus proportional contributions from Utilities.

Public Comment Minutes  
May 29, 2007

### Council Meeting 5/29/07

My name is Bob Spielman, I live at [REDACTED] wife and I moved here 1 ½ years ago and we just love it here.

■ My

However, I'm here to represent the concerns of 45 fellow neighbors. We petitioned this Council over 5 months ago to address serious traffic problems on Rolling Hills Road and have made little progress to date.

#### **Problem Statement:**

The problem is drivers speeding on Rolling Hills Road, and its negative impact on the surrounding community in terms of safety, and our quality of life.

#### **Background**

Rolling Hills Road is by definition a residential collector street with a speed limit of 35 mph. This means that its purpose is to lead traffic from local roads or sections of neighbourhoods to activity areas within communities, and arterial roads. The road is nearly 1 mile long, with a hill in the middle. The addresses on it include over 18 residential driveways, a home based day care center, a home based assisted living facility, and 4 residential neighborhood intersecting streets. It has a walking path on one side that is used by many pedestrians, with no cross walks to either side. Appropriately, the speed limit is 35 mph.

For nearly a year now, through-traffic have been using Rolling Hills Road as a high-speed shortcut between Creston and Golden Hills Road. The fact that it is a straight connection (cut-off route) to two major arterial roads contributes to the speeding. It also includes a hill in the middle that exacerbates the problem.

Speeds average nearly 50 mph, often exceeding 65 mph at all hours of the day and night. Traffic peak volume often exceeds 275 vehicles per hour...this volume exceeds your own traffic study predictions for the year 2025! Drivers seem to drive as fast as they want unimpeded.

Our major issue is that **Speed** creates significant increasing safety and noise impacts for residents.

#### **Concerns;**

We are concerned for four primary reasons:

**First: Risk to public safety and the loss of quality of life.**

Noise at elevated speeds comes in all sizes throughout the day and night. The mix of traffic includes 18 wheelers, trucks, RV's, horse trailers, contractor vehicles, delivery vans, SUV's, buses, cars, motorcycles, and just about everything with a loud motor and muffler on it.

**Second:** These problems are with us today, not some theoretical future projection. What will happen with increases with Olsen/Beechwood and Chandler Ranch developments and 2000 more new homes?

**Third:** Attempts to engage the City in working with us to solve this problem have been frustrating and ineffectual thus far, with one exception.

We have raised this issue to just about everyone in the City, from the Police Department, City Manager and Engineer to the Council starting nearly a year ago. There have been email responses but very little results or plan for results.

The exception is Officer Hackett, who has managed to issue 39 traffic tickets in 5 months. According to our own studies he could issue 39 tickets in rush hour any day of the week if that's all he had to do!

Note:

Example 1: As early as October last year, we were promised time on the Streets and Utilities Committee agenda to gather Community sentiment. When a meeting was finally scheduled for May, 7 months later, it was subsequently cancelled with no rescheduled time to date.

Example 2: The Traffic Calming process posted that we were told to use on the City website is unfunded and seemingly inoperable. At best it appears that engagement in a Traffic Calming effort takes well over 5 months. On the reverse, the City seems to be avoiding it. For example when even interim traffic calming suggestions have been made by residents (i.e. such as increased monitoring, speed cameras, speed bumps, stop signs, warning signs, traffic restrictions, benchmarking, etc.) the responses have been "can't do" because of a number of reasons (i.e. budget restrictions, liabilities, precedence, studies required, no time etc)

Newspaper articles just this past week have been written about sister Cities Santa Maria, and San Luis Obispo, who have installed these same suggested measures to reduce speed in these Cities....Question: why can't we do the same rather than hear the litany of Can't Do excuses?

Example 3: The Streets and Utilities Committee agenda item for the cancelled May meeting positioned RHR with River Road as an either/ or budget decision. These are two totally different types of issues that are not even in the same family. This appears to be a positioning for failure.

#### **Fourth:**

This has been a long and winding journey for us. We've followed the process, as it's been explained, and yet there has been limited response, and no visible results. . Obviously, the process has never been tried or proven for effectiveness as demonstrated by my presence here today.

#### **Summary:**

We are a little frustrated. We have seen your Vision in brochures calling for a community that actively involves citizens in the decision-making process, and uses creativity to come up with the best solution. We have also seen your vision for pedestrian friendly neighborhoods.

Why not use our Rolling Hills Road traffic problem as an opportunity to show just how well the City can respond to present day traffic issues? We see all the energy and resources going into planning for future developments such as Olsen Beachwood and Chandler Ranch. This effort is for people who are not yet even tax-paying residents yet.

Why not focus some "Can Do" energy on solving this traffic problem today! Show the Community just how well your process works rather than just the opposite? Work with us! Budget appropriate funds for here and now "traffic calming" city issues.

We want to believe in our Community leaders and elected officials. What more can we do as neighbors to solve this problem working together!

## **Definitions: Collector road**

From Wikipedia, the free encyclopedia

Jump to: [navigation](#), [search](#)

A **collector road** is a low or moderate-capacity [road](#) which is below a [highway](#) or [arterial road](#) level of service. Collector roads tend to lead traffic from [local roads](#) or sections of neighbourhoods to activity areas within communities, arterial roads or (occasionally) directly to [expressways](#) or [freeways](#).

Collector roads can have many different characteristics. Some urban collectors are wide boulevards entering communities or connecting sections. Others are residential streets, which are typically wider than local roads, although few are wider than 4 lanes wide except in extremely dense areas. Some small-scale [commercial](#) areas can be found on collector roads in residential areas. Key community functions such as [schools](#), [churches](#) and [recreational](#) facilities can often be found on residential collector roads. The same

description, substituted for industrial or rural purposes, can be found on collector roads in those areas.

The category is sometimes subdivided into major and minor collector roads, with the former category being for the more important and busier of the two types of roads, although such subdivisions are far less common than with arterials.

Collector roads can originate in different ways: most often they have been planned along with the suburban layout and built especially for that purpose. Occasionally they can fill gaps in a grid system between arterial roads.

The flow of a collector road usually consists of a mixture of signalled intersections (or traffic circles) with arterial roads, either signals, circles or stop signs (usually in the form of a four-way stop) with other collector roads, and smaller intersections which have stop signs only for the local roads. Often, full private access will be permitted onto collector roads.

Urban planners will often consider such roads when laying out new areas of development, as branch sections of utilities such as trunk sewers and water mains can be built through the same corridor.

Speed limits are typically between 20 and 35 mph (30 to 60 km/h) on collector roads in built-up areas, depending on the degree of development and frequency of local access, intersections and pedestrians, as well as the surrounding area (the speed tends to be lowest in a school zone). Traffic calming is occasionally used in older areas on collector roads as well.

My name is Lenore Mavleos Spielman. I am excited about what the future holds for this city and community.

I love living in Paso, and

I chose to come to this budget meeting to make a statement about how we are managing growth here. Since funding is the major way to make things happen, the budget meeting seemed like a good place to start.

I have a personal concern about our process for Traffic Calming. Rolling Hills Road is the main road through my piece of Paso. I enjoy walking, along with a large community of pedestrians, across it, along it, and throughout the surrounding streets. When I hear cars leaving tire tread on the pavement, or a trailer banging its way up the hill, or see a full load of garbage spread all over RHR after a speeding car hit it, or have to run back to the curb because I couldn't make it without getting hit, or have to markedly raise my voice to talk to my walking partner, I feel that my quality of life is impacted. I don't mind this occasionally, but not every day. I'm also worried about what will happen when the density increases around my community. I can only think that it will get much much worse.

So I'm concerned about how growth is being managed here. My question to you as our leaders, as the people who are carving our future—Are you budgeting to sustain our quality of life here? Are you measuring the impacts of changes? Are you managing the change? My own personal experience with the Traffic Calming process so far tells me “NO”.

To begin my conclusion, first of all, thank you for choosing public service. It's not an easy job, and I know that you are between a rock and a hard place a lot of the time. But you chose it, and citizens have the right to hold you accountable. The Economic Strategy and Council goals through 2009 posted on the City website are very inspiring. They do fill me with excitement at living in Paso at this time in history. But I don't know if you have a workable plan or way of working to actually execute that vision and strategy. This is worrisome.

So, speaking of budget, here are my recommendations:

1. Fund your vision and strategy. If they are not funded, it's window dressing. People are moving here and staying here because of what we have. It's a treasure, and won't stay that way unless it's actively protected... with funding if necessary.
2. Expect yourselves and the people who report to you to meet annual goals for sustaining quality of life as part of their usual work. This is the way we should all operate. It's a part of living here, not an add-on. Expect them to complete these and role model the same for their reports. Attach completion to their pay.
3. Move into the knowledge era with your communications. The City website is a great start, but what about taking the next step forward with e-mail, televised council meetings, and calls for community feedback electronically.
4. Utilize volunteer expertise to supplement existing resources beyond clerical work. There are a lot of accomplished people in this town who would likely be willing to use their talent as volunteers with projects. Develop some delegation plans. Tap some creativity. Try us.