

Destino Paso Resort Hotel

Transportation Impact Analysis

Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442
(805) 316-0101

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Executive Summary

This study evaluates the potential transportation impacts of the Destino Paso Resort Hotel proposed on Airport Road in Paso Robles. Four hotels are proposed as a part of the project, with a combined total of 291 rooms and supporting resort amenities.

The following study intersections are evaluated during the weekday morning (7-9 AM) and evening (4-6 PM) and Saturday mid-day (11 AM-1 PM) time periods under Existing and Near-Term conditions with and without the project:

1. Dry Creek Road/Airport Road
2. State Route 46 E/Golden Hill Road
3. State Route 46 E/Union Road
4. State Route 46 E/Airport Road

The project is expected to generate 1,657 daily trips, 90 AM peak hour trips, and 122 PM peak hour trips on a typical weekday and 146 peak hour trips on a Saturday. The City's Transportation Impact Analysis Guidelines and Caltrans criteria are applied to identify the transportation deficiencies below.

Traffic Operations: The following recommendations are noted:

- The northbound approach to State Route 46E/Union Road would operate at LOS F under Near Term conditions, both with and without the project. The overall intersection LOS would remain LOS A. Prohibiting northbound left turns would improve operations at this intersection by reducing turning conflicts. The westbound left turn lane should remain, as it provides substantial relief to the State Route 46E/Golden Hill Road intersection. This improvement is a condition of approval from an approved development project.
- The southbound approach to State Route 46E/Airport Road would operate at LOS E during the PM peak hour under Near Term conditions, worsening to LOS F with the project. The project's transportation impact fee contribution would support the development of a parallel route reducing the reliance on State Route 46E for local trips. Prohibiting southbound left turns is recommended prior to occupancy of Hotels 2, 3, and 4 to reduce conflict points, delay, and queuing at this location.
- An access easement is recommended along Destino Paso Way to serve the properties to the north and east, which would reduce the number of driveways on Airport Road and reduce reliance on State Route 46E for local trips.
- Detailed construction documents should be reviewed once they are ready to ensure that adequate sight distance is provided at the driveways serving Hotels 1 and 3, which are located on the inside of horizontal curves. Landscaping and other features should be restricted near these driveways to provide clear sight lines to approaching traffic.

Bicycle and Pedestrian Recommendations:

- Modify the proposed Airport Road/Destino Paso Way roadway striping to place the bike lane between the northbound right turn lane and through lane per Figure 9C-4 of the CA MUTCD.
- Eliminate the short merge/acceleration lane proposed on the north side of the Hotel 4 Driveway/Airport Road intersection. This merge would be difficult for cyclists to navigate and would provide little benefit to vehicles.

Analysis supporting these recommendations are provided in the body of this report.

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Introduction

This study evaluates the potential transportation impacts the Destino Paso Resort Hotel proposed in the City of Paso Robles. The project site is located at 3340 Airport Road, north of State Route 46E (SR 46E) and on the east side of Airport Road.

The project's location and study intersections are shown on **Figure 1** and **Figure 2** shows the project's site plan. The study locations and analysis scenarios were developed in consultation with City staff.

The following intersections are evaluated during the weekday morning (7-9 AM) and evening (4-6 PM) and Saturday mid-day time periods:

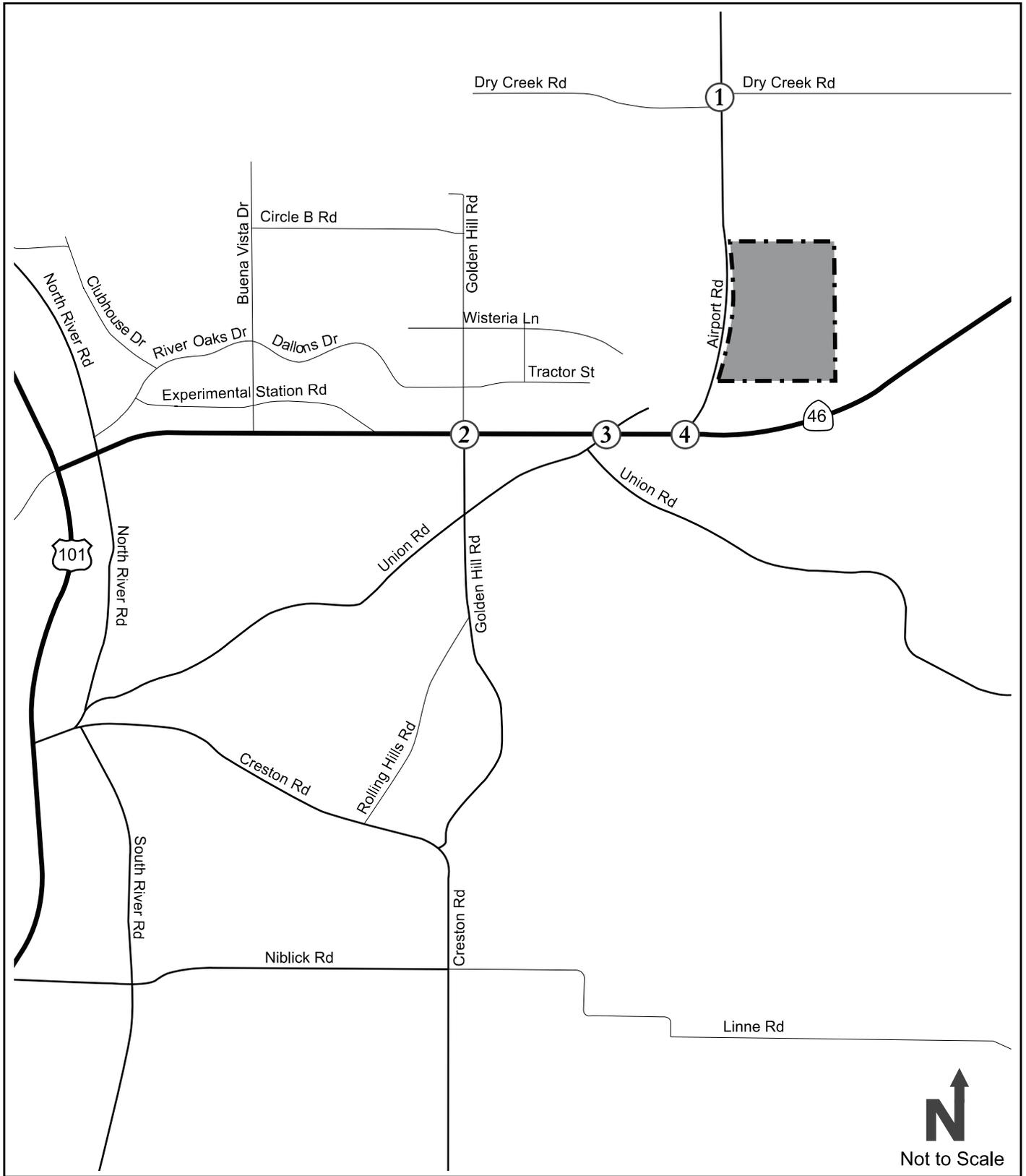
1. Dry Creek Road/Airport Road
2. State Route 46 E/Golden Hill Road
3. State Route 46 E/Union Road
4. State Route 46 E/Airport Road

The study intersections are evaluated under these scenarios:

1. **Existing Conditions** reflect traffic counts collected in May 2014, June 2015, and March 2016 and the existing transportation network.
2. **Existing Plus Project Conditions** add project generated traffic to Existing Conditions volumes.
3. **Near Term Conditions** add approved and pending projects in the study area to Existing Conditions volumes.
4. **Near Term Plus Project Conditions** add project traffic to Near Term Conditions volumes.

A description of the analysis approach follows Figures 1 and 2.

Figure 1: Project and Study Locations



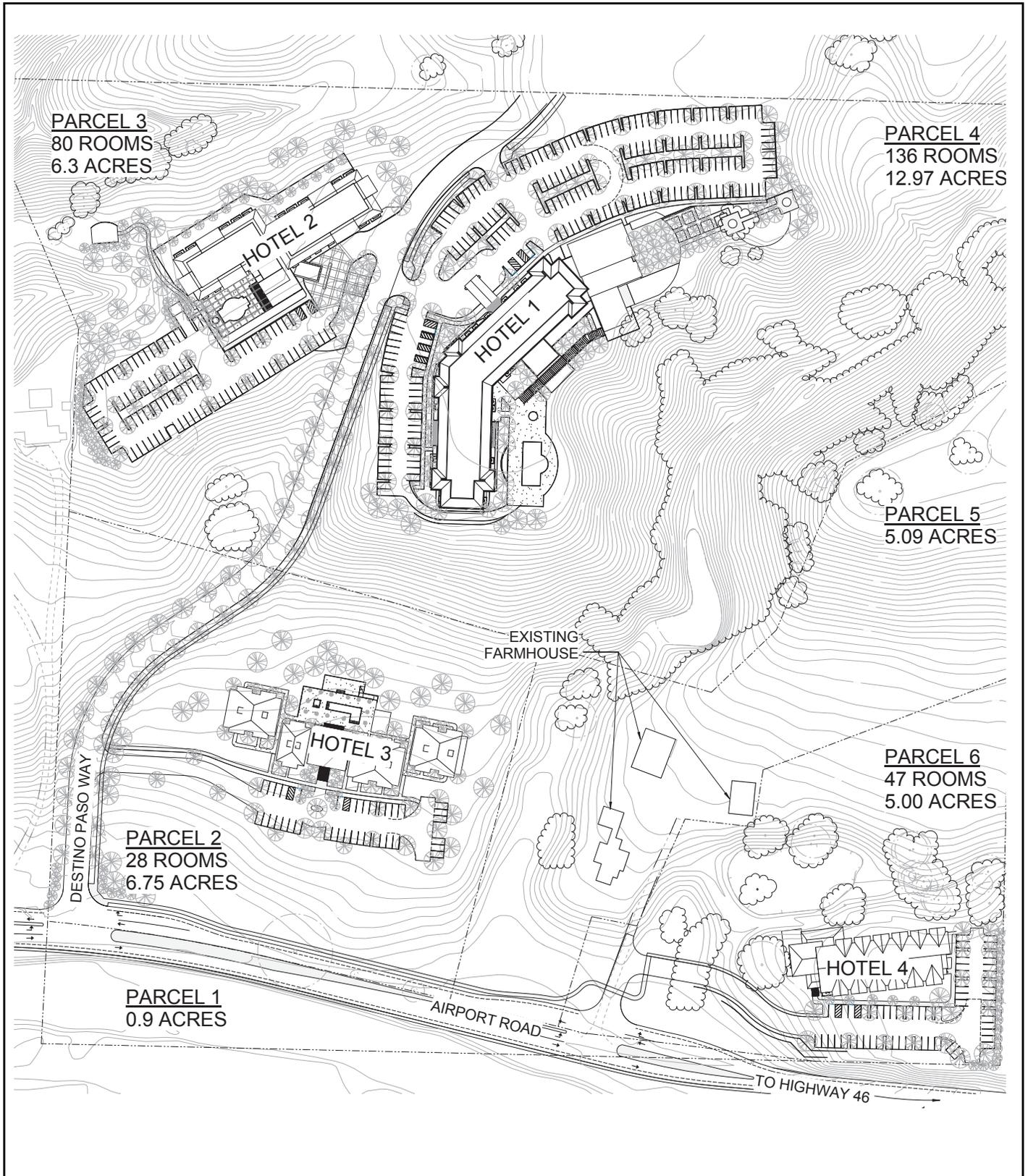
June 2016

Legend:

-  - Project Site
-  - Study Intersection

Destino Paso

Figure 2: Site Plan



Source: Stanton Architecture



ANALYSIS METHODS

The analysis approach was developed based on the City of Paso Robles' *Transportation Impact Analysis Guidelines* and Caltrans standards for intersections on State Route 46.

City Facilities

The City's TIA Guidelines provide criteria for identifying mobility deficiencies reflecting the City's Circulation Element Goals. While vehicular level of service (LOS) is not identified as a mobility deficiency criteria for City controlled intersections, vehicular queues that exceed existing or planned lengths of turn pockets are a deficiency criteria. LOS calculations are also a component of the evaluation criteria for stop-controlled intersections.

In order to evaluate queuing and stop-controlled intersection LOS the study intersections have been analyzed with the Synchro 9 software package applying the 2010 Highway Capacity Manual (HCM) methods. The 95th percentile queues are reported, which reflect the queue length that will not be exceeded 95% of the time.

The City's TIA Guidelines provide mobility deficiency criteria for a variety of study elements. Table 1 summarizes these criteria, which are used to identify deficiencies.

Table 1: City of Paso Robles Mobility Deficiency Criteria¹	
Study Element	Deficiency Determination
On-site Circulation and Parking	Project designs fail to meet City or industry standard guidelines, fail to provide adequate truck access, will result in unsafe condition, or will create parking demand or supply above code requirement.
Pedestrian, Bicycle, Transit Facilities	Project fails to provide safe and accessible connections, conflicts with adopted plans, or adds trips to facility that doesn't meet current design standards.
Traffic Operations	Project causes vehicle queues that exceed turn pocket lengths, increases safety hazards, or causes stop-controlled intersection to operate below LOS D and meet signal warrant.

1. Summary based on Table 5 of City's Transportation Impact Guidelines.

Caltrans Facilities

Caltrans controls the intersections along State Route 46 and relies on LOS to determine deficiencies. Accordingly, Caltrans intersections have been evaluated using LOS criteria as contained in the 2010 HCM. Vehicular level of service is based on control delay, which is the total of time spent decelerating when approaching an intersection, time spent stopped or moving in a queue at an intersection, and time spent accelerating after an intersection.

The level of service thresholds relevant to the Caltrans controlled intersection in this study are presented in Table 2. Unsignalized intersections have lower delay thresholds because users experience more uncertainty than at signals, where drivers typically expect higher levels of congestion and more predictable levels of delay.

Caltrans strives to maintain operations at the LOS C/D threshold on state-operated facilities. If an existing State Highway facility is operating at LOS D, E, or F the existing LOS should be maintained.

Table 2: Intersection Level of Service Thresholds			
Signalized Intersections¹		Stop Sign Controlled Intersections²	
Delay³	Level of Service	Delay³	Level of Service
≤ 10	A	≤ 10	A
> 10 - 20	B	> 10 - 15	B
> 20 - 35	C	> 15 - 25	C
> 35 - 55	D	> 25 - 35	D
> 55 - 80	E	> 35 - 50	E
> 80	F	> 50	F

1. Source: Exhibit 18-4 of the 2010 *Highway Capacity Manual*.
 2. Source: Exhibits 19-1 and 20-2 of the 2010 *Highway Capacity Manual*.
 3. HCM 2010 average control delay in seconds per vehicle.

Note that side-street-stop controlled intersection operations are described both in terms of the overall intersection average delay per vehicle in addition to the delay experienced by the worst approach. While not required by the 2010 HCM, reporting both the average and worst approach delays per vehicle gives a more complete picture of intersection operations. This is particularly relevant to intersections with very low side street volumes where worst approach delay can be very high but affects a very small portion of the total entering vehicles.

Existing Conditions

This section describes the existing transportation system and current operating conditions in the study area.

EXISTING ROADWAY NETWORK

State Route 46 is an east-west facility connecting the Central Valley with the Central Coast. In the vicinity of the project it consists of four lanes with at-grade intersections at side streets.

Golden Hill Road is a north-south arterial with two travel lanes north of Union Road that expand into four travel lanes between Mesa Road and Dallons Drive.

Union Road is a northeast-southwest arterial with two travel lanes between State Route 46 E and Creston Road. Union Road also splits into a second arterial in the northwest-southeast direction just before connecting to State Route 46 E.

Airport Road is a north-south arterial with two travel lanes north of State Route 46 E.

Dry Creek Road is an east-west arterial with two travel lanes. Dry Creek Road meets with Airport Road at the El Paso De Robles School driveway.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian facilities include sidewalks, crosswalks, multi-use paths, and pedestrian signals at signalized intersections. Sidewalks are provided along Golden Hill Road and along discontinuous portions of Union Road. Marked crosswalks are provided across three legs of the State Route 46/Golden Hill Road intersection. No crosswalks are provided at the intersection of State Route 46/Union Road. No pedestrian facilities are provided on Airport Road.

Bicycle facilities consist of permitted bicycle use on the shoulder of State Route 46. The City's Bike Master Plan proposes Class II bicycle facilities along Golden Hill Road, Union Road, Airport Road, and Dry Creek Road.

EXISTING TRANSIT SERVICE

The Paso Express provides fixed route and dial-a-ride transit service throughout the City of Paso Robles. The nearest stop is served by Route C at Cuesta College Campus on Buena Vista Drive, with hourly service from 7:15 AM to 7:15 PM on weekdays. Route C was created in 2011 and connects Cuesta College with Templeton via the North County Transit Center. The dial-a-ride service provides curb-to-curb service on weekdays from 7:00 AM to 1:00 PM.

The San Luis Obispo Regional Transit Authority (RTA) provides regional fixed-route and dial-a-ride services to San Luis Obispo County. Route 9 serves the North County, with a stop in Paso Robles at Pine Street/8th Street. RTA also operates a summer beach shuttle connecting the North County to Cayucos.

EXISTING TRAFFIC CONDITIONS

Traffic counts for weekday AM and PM peak hour and Saturday mid-day conditions were collected at the study intersections in May 2014, June 2015, and March 2016. The traffic count sheets are included in Appendix A.

Figure 3 shows the existing weekday peak hour traffic volumes and lane configurations. Table 3 presents the LOS for the study intersections, and the detailed calculation sheets are included in Appendix B.

Table 3: Existing Intersection Levels of Service				
Intersection	Peak Hour	Delay¹ (sec/veh)	LOS²	Queues Exceed Storage³
1. Airport Road/ Creek Road	AM	0.9 (11.6)	A (B)	No
	PM	3.7 (15.3)	A (C)	No
	Sat	5.4 (12.9)	A (C)	No
2. State Route 46/ Golden Hill Road	AM	22.7	C	No
	PM	23.0	C	No
	Sat	34.0	C	No
3. State Route 46/ Union Road	AM	4.2 (25.2)	A (D)	No
	PM	5.3 (38.8)	A (E)	No
	Sat	8.9 (>200)	A (F)	No
4. State Route 46/ Airport Road	AM	5.2 (19.5)	A (C)	Yes⁴
	PM	4.4 (26.7)	A (D)	Yes⁴
	Sat	8.8 (46.3)	A (E)	Yes⁴
1. HCM 2010 average control delay in seconds per vehicle.				
2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis.				
3. See Table 7 for detailed queues.				
4. 95th percentile queues exceed storage length or signal capacity.				

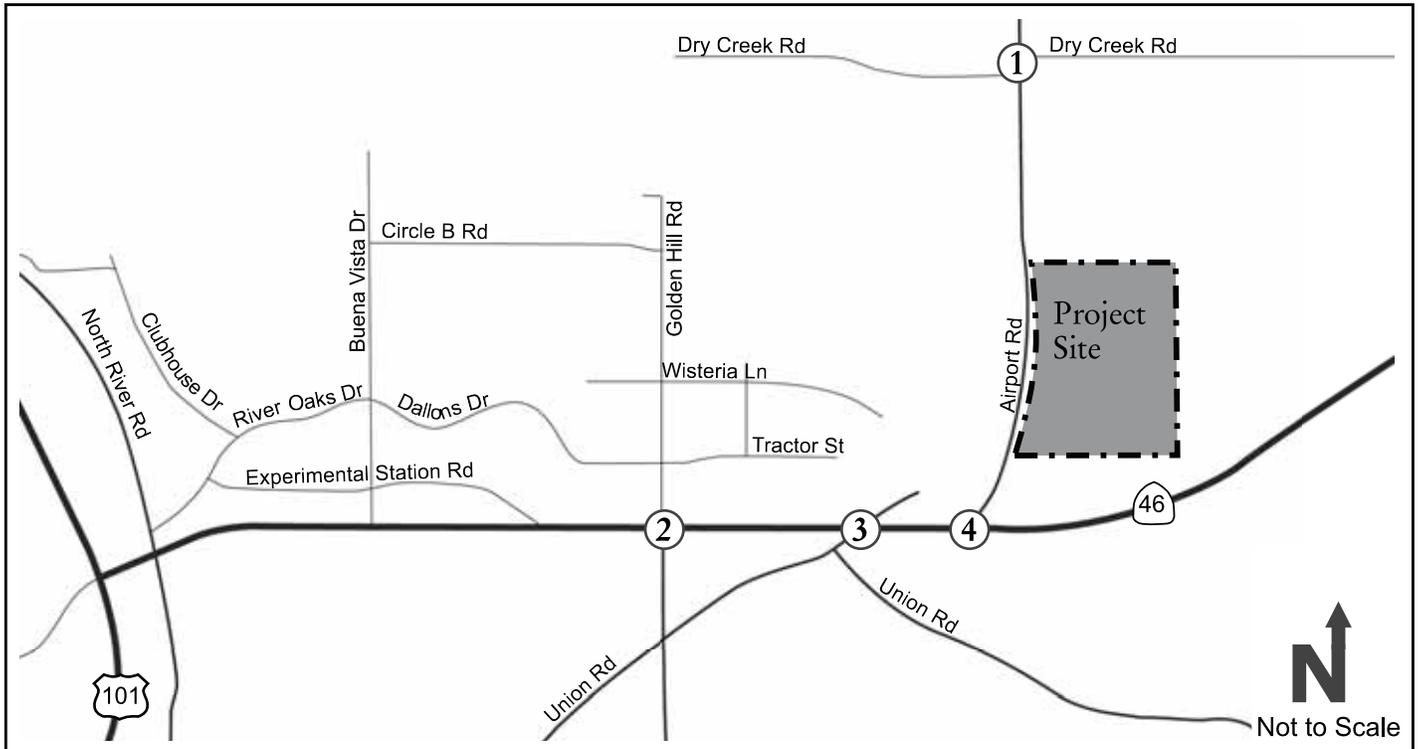
All of the study intersections operate at an overall LOS C or better during the weekday peak hours and on Saturday at mid-day, but some side street, stop controlled approaches experience higher levels of delay.

Field observations at the State Route 46E/Golden Hill Road intersection showed occasional queue spillback for the north- and southbound left turn lanes. These queues cleared within a single cycle.

At the State Route 46E/Union Road intersection left turns from the Union Road approaches experience high levels of delay due to the high volumes of State Route 46E. This results in occasional aggressive maneuvers as drivers are unable to find an acceptable gap in traffic. Many drivers familiar with the intersection would detour to avoid these turning movements. The northbound approach at this intersection currently operates at LOS D/E during the weekday AM/PM peak hours and at LOS F on Saturday at mid-day.

The 95th percentile queues on the southbound approach to the State Route 46E/Airport Road intersection reach five vehicles and this approach operates at LOS D during the PM peak hour and at LOS E on Saturday at mid-day.

Figure 3: Existing Weekday Peak Hour Volumes and Lane Configurations



Existing Peak Hour			
<p>1.</p> <p>Dry Creek Rd</p> <p>Airport Rd</p> <p>1(0) ↓, 97(228) ↓, 9(4) ↓, 7(6) ↑, 0(0) ←, 19(117) ↓, 0(0) ↑, 0(0) →, 1(1) ↓, 1(0) ↑, 215(139) ↑, 87(21) →</p>	<p>2.</p> <p>Golden Hill Rd</p> <p>Highway 46</p> <p>117(231) ↓, 99(211) ↓, 99(178) ↓, 131(129) ↑, 721(795) ←, 29(45) ↓, 144(146) ↑, 646(799) →, 291(281) ↓, 239(203) →, 220(184) ↑, 31(50) →</p>	<p>3.</p> <p>Union Rd</p> <p>Highway 46</p> <p>0(1) ↓, 0(0) ↓, 0(0) ↓, 0(1) ↑, 873(960) ←, 224(296) ↓, 716(969) →, 8(8) ↓, 2(0) ↑, 59(56) ↓, 237(213) →</p>	<p>4.</p> <p>Airport Rd</p> <p>Highway 46</p> <p>127(321) ↓, 5(6) ↓, 10(7) ↑, 970(936) ←, 332(163) ↑, 621(1019) →</p>

Existing Lane Configuration			
<p>1.</p> <p>Dry Creek Rd</p> <p>Airport Rd</p>	<p>2.</p> <p>Golden Hill Rd</p> <p>Highway 46</p>	<p>3.</p> <p>Union Rd</p> <p>Highway 46</p>	<p>4.</p> <p>Airport Rd</p> <p>Highway 46</p>



Legend:	
⑦	- Study Area Intersection
xx(yy)	- AM(PM) Peak Hour Traffic Volumes
	- Traffic Signal
	- Stop Sign

Existing Plus Project Conditions

This section evaluates the impacts of the proposed project on the surrounding transportation network, including traffic operations, bicycle, pedestrian, transit, and site access deficiencies. Existing Plus Project conditions reflect existing traffic levels plus the estimated traffic generated by the proposed project.

PROJECT TRAFFIC ESTIMATES

The amount of project traffic affecting the study intersections is estimated in three steps: trip generation, trip distribution, and trip assignment. Trip generation refers to the total number of new trips generated by the site. Trip distribution identifies the general origins and destinations of these trips, and trip assignment identifies the specific routes taken to reach these origins and destinations.

Trip Generation

The project’s trip generation estimate, shown in Table 4, was developed using data provided in the Institute of Transportation Engineers’ (ITE) Trip Generation Manual. The Resort Hotel land use most closely matches the proposed land uses, and includes trips generated by supporting amenities such as hotel meeting facilities and restaurants. Trips during the AM and PM peak hours are reported during the peak commute time periods and the Saturday peak hour of the Hotel is assumed to coincide with a summer Saturday peak hour on Airport Road, when the water park is operational.

Table 4: Project Trip Generation											
Land Use	Size	Daily Trips	Weekday						Saturday Peak Hour Trips		
			AM Peak Hour Trips			PM Peak Hour Trips			In	Out	Total
			In	Out	Total	In	Out	Total	In	Out	Total
Resort Hotel ¹	291 rooms	1,657	65	25	90	52	70	122	82	64	146
1. ITE Trip Generation Manual, Land Use Code 330, Resort Hotel. Average rate used for AM and PM trips. Daily and Saturday trips are not provided in ITE Trip Generation Manual for Resort Hotel, so they were estimated using the PM to Daily and Saturday trip ratios from Land Use Code 310, Hotel. Source: ITE <i>Trip Generation Manual</i> , 9th Edition, 2012; CCTC, 2016.											

The project is expected to generate 1,657 daily trips, 90 weekday AM peak hour trips, 122 weekday PM peak hour trips, and 146 Saturday peak hour trips.

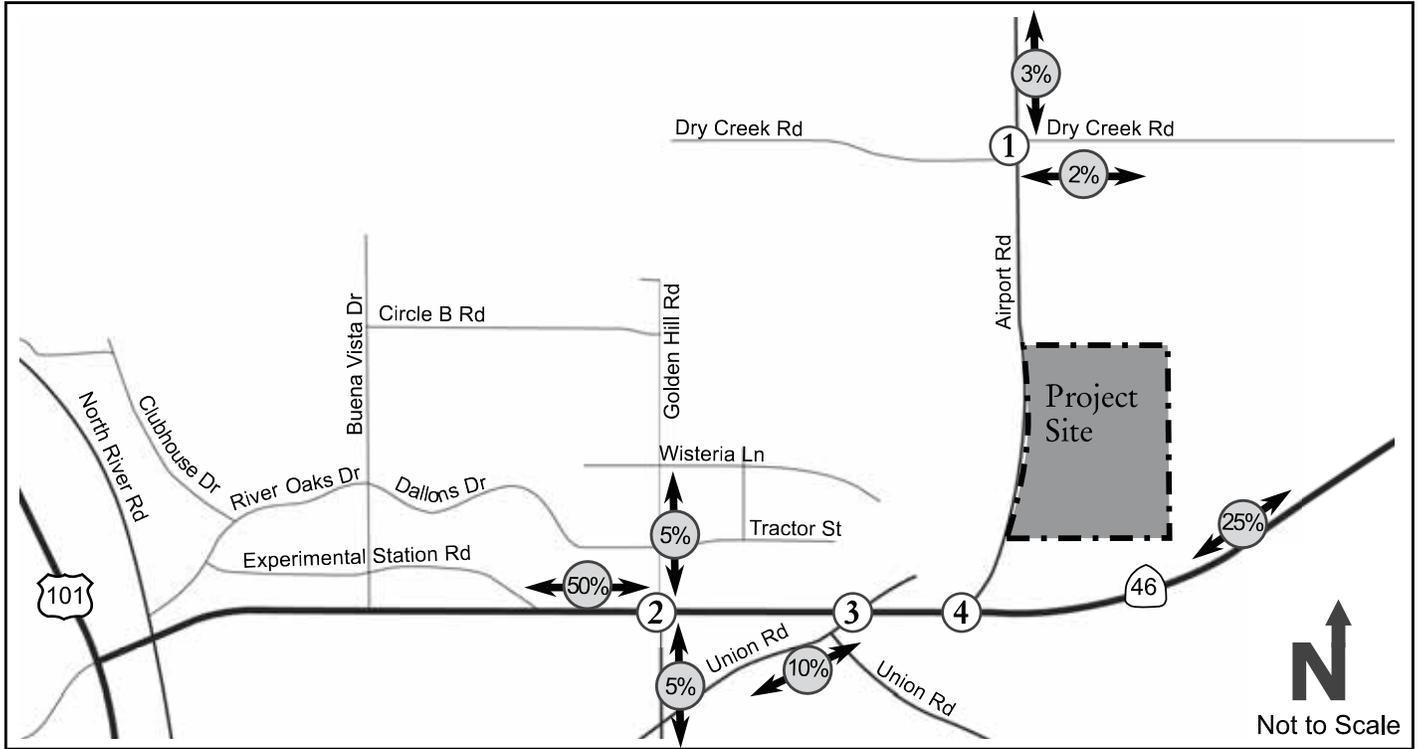
Trip Distribution and Assignment

The directions of approach and departure for project trips were estimated using existing trip patterns and the locations of complementary land uses. Project trips were assigned to individual intersections based on the trip distribution percentages, and were then added to the existing traffic volumes to establish Existing Plus Project Conditions. **Figure 4** shows the trip distribution percentages, project trip assignment, and Existing Plus Project volumes.

Project Proposed Improvements

The project proposes frontage improvements along Airport Road to provide a southbound left turn lane, northbound right turn lane, a raised median, and bike lanes. An aggregate base path is proposed on the west side of the road.

Figure 4: Project Trip Distribution, Assignment, and Existing Plus Project Weekday Volumes



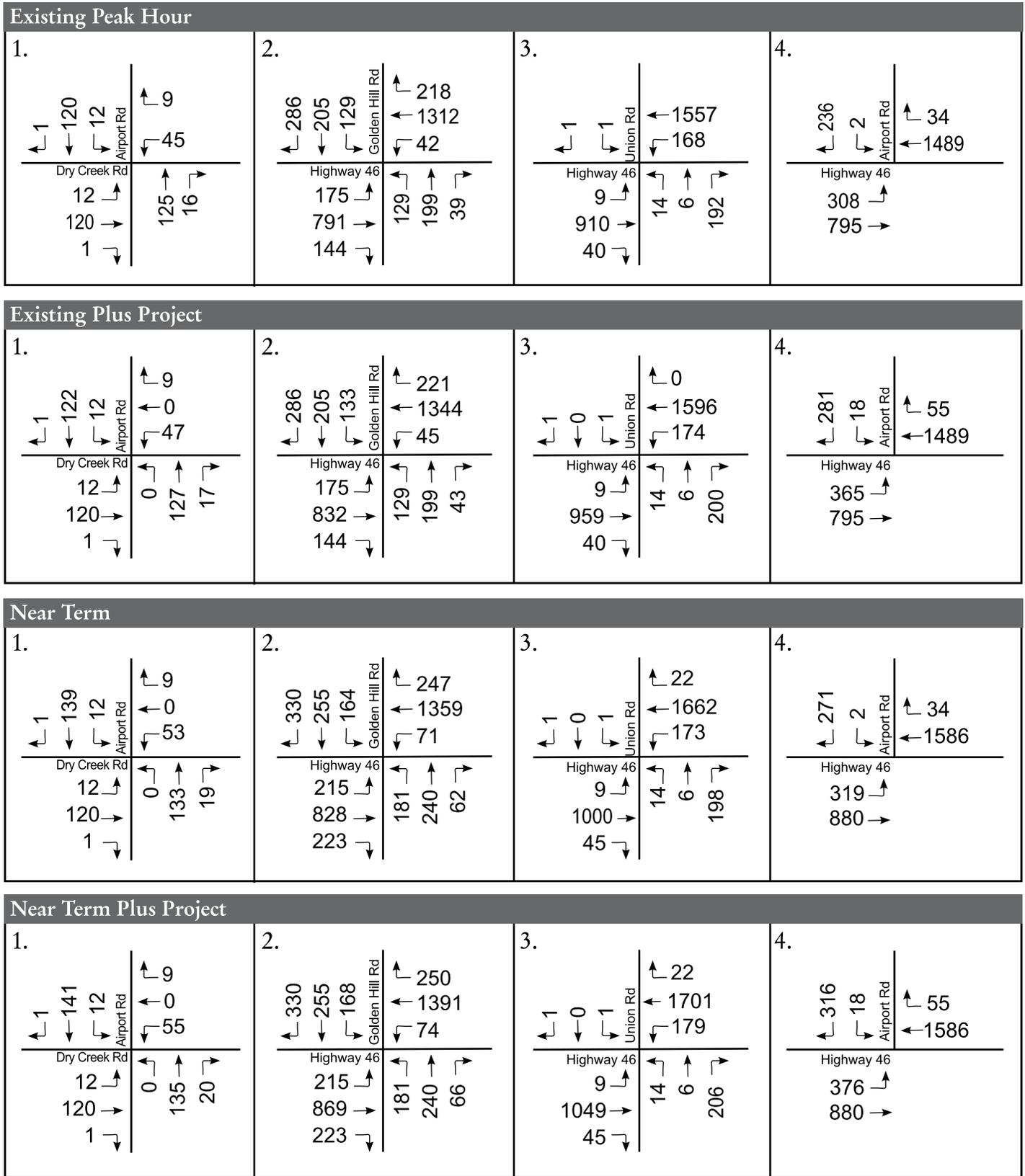
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Legend:		
⑦ - Study Area Intersection	xx(yy) - AM(PM) Peak Hour Traffic Volumes	◀xx%▶ - Trip Distribution

Figure 5: Saturday Peak Hour Volumes



Legend:

- ⑦ - Study Area Intersection
- xx - Saturday Peak Hour Traffic Volumes

DEFICIENCY ANALYSIS

The deficiency analysis for individual travel modes are discussed below.

Traffic Operations

Traffic operations deficiency criteria are described in the Analysis Methods section of this report. Table 5 summarizes the operating conditions under Existing and Existing Plus Project conditions.

Table 5: Existing & Existing Plus Project Intersection Levels of Service						
Intersection	Peak Hour	Existing		Existing Plus Project		
		Delay¹ (sec/veh)	LOS²	Delay¹ (sec/veh)	LOS²	Queues Exceed Storage³
1. Airport Road/ Dry Creek Road	AM	0.9 (11.6)	A (B)	0.9 (11.6)	A (B)	No
	PM	3.7 (15.3)	A (C)	3.7 (15.5)	A (C)	No
	Sat	5.4 (12.9)	A (C)	5.4 (13.0)	A (B)	No
2. State Route 46/ Golden Hill Road	AM	22.7	C	23.0	C	No
	PM	23.0	C	23.6	C	No
	Sat	34.0	C	34.7	C	No
3. State Route 46/ Union Road	AM	4.2 (25.2)	A (D)	4.4 (27.7)	A (D)	No
	PM	5.3 (38.8)	A (E)	6.1 (48.3)	A (E)	No
	Sat	8.9 (>200)	A (F)	10.2 (>200)	A (F)	No
4. State Route 46/ Airport Road	AM	5.2 (19.5)	A (C)	7.5 (27.2)	A (D)	Yes⁴
	PM	4.4 (26.7)	A (D)	6.3 (34.8)	A (D)	Yes⁴
	Sat	8.8 (46.3)	A (E)	43.4 (>200)	E (F)	Yes⁴

1. HCM 2010 average control delay in seconds per vehicle.
 2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis.
 3. See Table 7 for detailed queues.
 4. 95th percentile queues exceed storage length or signal capacity.

The Airport Road/Dry Creek Road and State Route 46E/Golden Hill Road intersections operate at LOS C or better during all time periods both with and without the project.

The northbound approach to the State Route 46E/Union Road intersection operates at LOS E both with and without the project during weekday PM peak hour and at LOS F on Saturday at mid-day due to high volumes on State Route 46E.

The southbound approach to the State Route 46E/Airport Road intersection operates at LOS D during weekday conditions with the project and at LOS F on Saturday with the project.

Queuing is reported in Table 7. Queuing on the southbound approach to State Route 46E/Airport Road increases from five vehicles in the Existing PM peak hour to seven vehicles with the addition of project traffic under Existing Plus Project PM conditions. Queuing at the same intersection increase from six vehicles in Existing Saturday at mid-day to nine with the addition of project traffic under Existing Plus Project Saturday mid-day conditions

Traffic Operations Recommendations

The side-street-stop controlled approaches to Union Road and Airport Road at State Route 46E experience moderate to long delay as drivers wait for an acceptable gap in traffic on State Route 46E. Caltrans' Comprehensive Corridor Study for State Route 46E acknowledges this existing deficiency and provides recommendations to address them. These recommendations include improving local

parallel routes, improving the Union Road/State Route 46E intersection, and implementation of travel demand management strategies.

The City recently approved a project on Union Road with the condition that it prohibit northbound left turns at the State Route 46E/Union Road intersection. This will address the deficiency at this intersection in the near term; no further improvements are recommended. Longer term deficiencies are under study as a part of the on-going State Route 46E/Union Road Project Report and Environmental Document.

The southbound approach to the State Route 46E/Airport Road intersection experiences moderate delay during the weekday peak hours, worsening during Saturday mid-day conditions when the water park is active and high regional traffic volumes are present on the highway. The 95th percentile queues on the southbound approach are forecast to reach 228 feet (under 10 vehicles) under Existing Plus Project conditions on Saturday. These queues would not block any adjacent driveways.

Improving parallel routes would reduce the local traffic using the State Route 46E/Airport Road intersection. The City's Circulation Element includes a new connection between Wisteria Lane and Airport Road. This connection would shift project traffic away from State Route 46E and improve operations at the State Route 46E/Airport Road intersection. The development of parallel routes is consistent with the Caltrans Corridor Study for this area.

Bicycles

Bicycle deficiencies would occur if the project disrupts existing or planned bicycle facilities or is otherwise incongruent with the City's Bike Master Plan. The Bike Master Plan proposes the following new bicycle facilities in the vicinity of the project:

- Class II bike lanes are proposed along Golden Hill Road from State Route 46E to south of Niblick Drive.
- Class II bike lanes are proposed along the extent of Union Road.
- Class II bike lanes are proposed along Dry Creek Road from Airport Road to Jardine Road.
- Class II bike lanes are proposed along the extent of Airport Road, including along the project frontage.
- A Class I bike path along the east bank of the Huer Huero Creek is proposed connecting Union Road near Barney Schwartz Park to the Ravine Water Park on Airport Road.

The project site plan shows frontage improvements on Airport Road that include a 12 foot median, 12 foot travel lanes, a two foot buffer, and five foot Class II bike lanes.

The following changes are recommended to better serve cyclists and conform to the Bike Master Plan:

- Modify the bike lane and right turn striping for the northbound right turn lane proposed at Airport Road/Destino Paso Way per Figure 9C-4 of the California MUTCD. The site plan shows the bike lane to the right of the right turn lane instead of between the right turn lane and through lane as recommended by the MUTCD.
- Install the bicycle rider stencil pavement marker only when the bike lanes are continuous to the north and south of the project frontage.

Pedestrians

Pedestrian deficiencies would occur if the project fails to provide safe and accessible pedestrian connections between project buildings and adjacent streets, trails, and transit facilities.

The project site plan shows a concrete sidewalk along the east side of the project driveway (Destino Paso Way) connecting to Hotels 1 and 2 to Hotel 3. A sidewalk is proposed along Airport Road between Hotels 3 and 4. A four foot or greater aggregate base walking path is shown on the west side of Airport Road from Destino Paso Way to the northernmost Ravine Water Park parking area.

Pedestrian Evaluation and Recommendations

The Ravine Water Park is located approximately ½ mile from the proposed project, and some Hotel guests may walk to the Water Park if pedestrian accommodations are provided. As proposed, guests walking to the Water Park would cross Airport Road at Destino Paso Way then walk along the aggregate walking path to the Water Park. An alternative would be to cross Airport Road near the RV Park. The table below summarizes these alternatives.

Airport Road Pedestrian Crossing Evaluation			
Location	Pros	Cons	Recommendation
Cross Airport at Destino Paso, path on West Side	<ul style="list-style-type: none"> Serves Destino Paso pedestrians 	<ul style="list-style-type: none"> Long uncontrolled crossing (60-80 feet) 	<ul style="list-style-type: none"> Construct as proposed on site plan.
Path on East Side, Cross on North side of RV Resort Driveway	<ul style="list-style-type: none"> Shorter Crossing Distance Serves RV Resort and Destino Paso pedestrians 	<ul style="list-style-type: none"> May require modification of Airport Road at RV Resort entrance merge May require additional grading Potential sight distance issue due to horizontal and vertical curves 	<ul style="list-style-type: none"> Not recommended.

The table above suggests that a shared crossing with the RV Resort would benefit the most pedestrians, but has constructability and sight distance concerns. This crossing would require modification to the short northbound acceleration/merge lane located north of the RV Resort driveway on Airport Road, potential grading and retaining walls, and would require site plan revisions to provide a walking path along the east side of Airport Road along the project frontage. The walking path as proposed by the project along the west side of Airport Road is recommended given these constraints.

On-Site Pedestrian Circulation

Recommendations on the preliminary site plans have been incorporated into the current plan. No further changes are recommended.

Transit

Transit deficiencies would occur if the project disrupts existing or planned transit facilities or services; conflicts with City plans, guidelines, policies, or standards; or if the project adds trips to a line already operating at peak hour crush load capacity.

The project is not expected to alter or disrupt any of the transit facilities or services, so no transit deficiencies are noted. Shuttle service, if feasible, serving local attractions such as wineries and the Water Park would reduce the demand for travel by personal automobile.

Site Access and On-Site Circulation

On-site circulation deficiencies would occur if project designs fail to meet appropriate standards, fail to provide adequate truck access, or would result in hazardous or unsafe conditions.

The proposed site plan is shown on **Figure 2**. Project access will be provided via Destino Paso Way, which would be improved from its current condition as a dirt road.

Detailed construction documents should be reviewed once they are ready to ensure that adequate sight distance is provided at the driveways serving Hotels 1 and 3, which are located on the inside of horizontal curves. Landscaping and other features should be restricted near these driveways to provide clear sight lines to approaching traffic.

Circulation Element Consistency

Airport Road is classified as an arterial in the City's Circulation Element. Page CE-15 of the Circulation Element lists development policies, and item 12 notes that developers should be responsible for "Limited access on all arterials." Three of the project's hotels would gain access directly from Destino Paso Way, not Airport Road, which is consistent with this Circulation Element policy. The fourth hotel would be accessed directly from Airport Road.

There is an existing driveway less than 100 feet north of Destino Paso Way. It currently serves low-intensity single family and ranching uses. If this property intensifies, the existing driveway could create driver confusion and conflicts due to the closely spaced intersections. We recommend providing an access easement to consolidate access for both parcels via Destino Paso Way if the property intensifies and generates more traffic. This would limit the conflicting closely spaced driveways on an arterial roadway consistent with the Circulation Element policy.

An access easement is also recommended on Destino Paso Way to serve the property to the east if it redevelops. The City's Circulation Element and Parallel Routes Study plan the development of a network of City streets parallel to State Route 46 from Jardine Road to River Road. The Circulation Element plans a new connection from Wisteria Lane to Airport Road which would allow project traffic to reach Golden Hill Road on local streets and reduce the reliance on State Route 46 for local trips. Providing the eastern property access to Airport Road via Destino Paso Way would support the development of parallel routes.

Near Term Traffic Conditions

Near Term conditions reflect the addition of approved and pending projects in the study area to Existing Conditions volumes. The following near-term projects are included in this scenario:

- Buena Vista Apartments- 142 apartment units located at 802 Experimental Station Road.
- River Oaks- The Next Generation- 144 active adult homes, 127 single family homes, community center, and fitness/wellness center located north of River Oaks Drive and east of River Road.
- RV Park- 332 spaces located at the north end of Golden Hill Road
- Wine Storage Building- 66,000 s.f. located at 2261 Wisteria Lane
- Hilton Garden Inn Hotel- 166 hotel rooms and related amenities on the southeast corner of State Route 46E/Golden Hill Road.
- Paso Robles Marriott- 119 hotel rooms on Union Road.
- San Antonio Winery Development- Tasting room, restaurant, four residences, and retail in addition to existing facilities at 2610 Buena Vista Drive
- San Antonio Winery Processing- 126,000 s.f. processing facility at 2261 Wisteria Lane.

Traffic volumes for the Buena Vista Apartments, Hilton Garden Inn, River Oaks, and Paso Robles Marriott projects were obtained from the traffic studies prepared for those projects. Traffic volumes for the RV park, wine storage building, winery development, and wine processing facility were estimated using standard ITE rates. The roadway network was assumed to remain the same as under Existing conditions.

DEFICIENCY ANALYSIS

Project volumes were added to Near Term conditions to yield Near Term Plus Project conditions as shown on **Figure 6**. Table 6 summarizes the traffic conditions under Near Term and Near Term Plus Project conditions, with queues detailed in Table 7.

Table 6: Near Term & Near Term Plus Project Intersection Levels of Service							
Intersection	Peak Hour	Near Term			Near Term Plus Project		
		Delay ¹ (sec/veh)	LOS ²	Queues Exceed Storage ³	Delay ¹ (sec/veh)	LOS ²	Queues Exceed Storage ³
1. Airport Road/ Dry Creek Road	AM	0.9 (11.8)	A (B)	No	0.9 (11.9)	A (B)	No
	PM	3.9 (16.1)	A (C)	No	3.9 (16.3)	A (C)	No
	Sat	5.4 (13.6)	A (B)	No	5.5 (13.8)	A (B)	No
2. State Route 46/ Golden Hill Road	AM	27.9	C	No	28.3	C	No
	PM	29.8	C	Yes⁴	30.8	C	Yes⁴
	Sat	44.5	D	Yes⁴	45.5	D	Yes⁴
3. State Route 46/ Union Road	AM	4.6 (31.7)	A (D)	No	5.0 (34.9)	A (D)	No
	PM	7.7 (68.3)	A (F)	No	8.5 (78.0)	A (F)	No
	Sat	12.3 (165.7)	B (F)	No	13.8 (186.4)	B (F)	Yes ⁴
4. State Route 46/ Airport Road	AM	7.8 (24.7)	A (C)	Yes⁴	16.0 (86.1)	C (F)	Yes⁴
	PM	6.2 (39.3)	A (E)	Yes⁴	9.7 (56.5)	A (F)	Yes⁴
	Sat	14.7 (84.0)	B (F)	Yes⁴	13.8 (>200)	B (F)	Yes⁴

1. HCM 2010 average control delay in seconds per vehicle.
 2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis.
 3. See Table 7 for detailed queues.
 4. 95th percentile queues exceed storage length or signal capacity.

Table 6 shows the following:

- The Airport Road/Dry Creek Road intersection operates at LOS C or better during all Near Term scenarios.
- The State Route 46E/Golden Hill Road intersection is forecast to operate at LOS C during the weekday peak hour with the project in place. During the Saturday peak hour, the intersection operates at LOS D both with and without the project.
- The northbound approach to the State Route 46E/Union Road intersection operates at LOS F both with and without the project during weekday PM and Saturday mid-day peak hours.
- The southbound approach to the State Route 46E/Airport Road intersection operates at LOS D during weekday conditions with the project and at LOS F on Saturday with the project.

Queuing is summarized in Table 7. Queuing on the southbound approach to State Route 46E/Airport Road increases from eight vehicles in the Existing PM peak hour to eleven vehicles with the addition of project traffic under Near Term Plus Project PM conditions. Queuing at the same intersection increase from ten vehicles under Near Term Saturday conditions to fourteen with the addition of project traffic. These queues would not block nearby driveways.

Traffic Operations Recommendations

The recommendations summarized in the Existing Plus Project conditions section also apply to the Near Term Plus Project scenario. One additional recommendation is provided below to improve operations at the State Route 46E/Airport Road intersection.

Prohibiting southbound left turns at State Route 46E/Airport Road would reduce conflict points at this intersection, reduce queuing, and reduce delay on the southbound approach. Delay for the southbound approach increases substantially once traffic from Hotels 2, 3, and 4 are included. We recommend prohibiting southbound left turns at this intersection prior to occupancy of Hotels 2, 3, and 4.

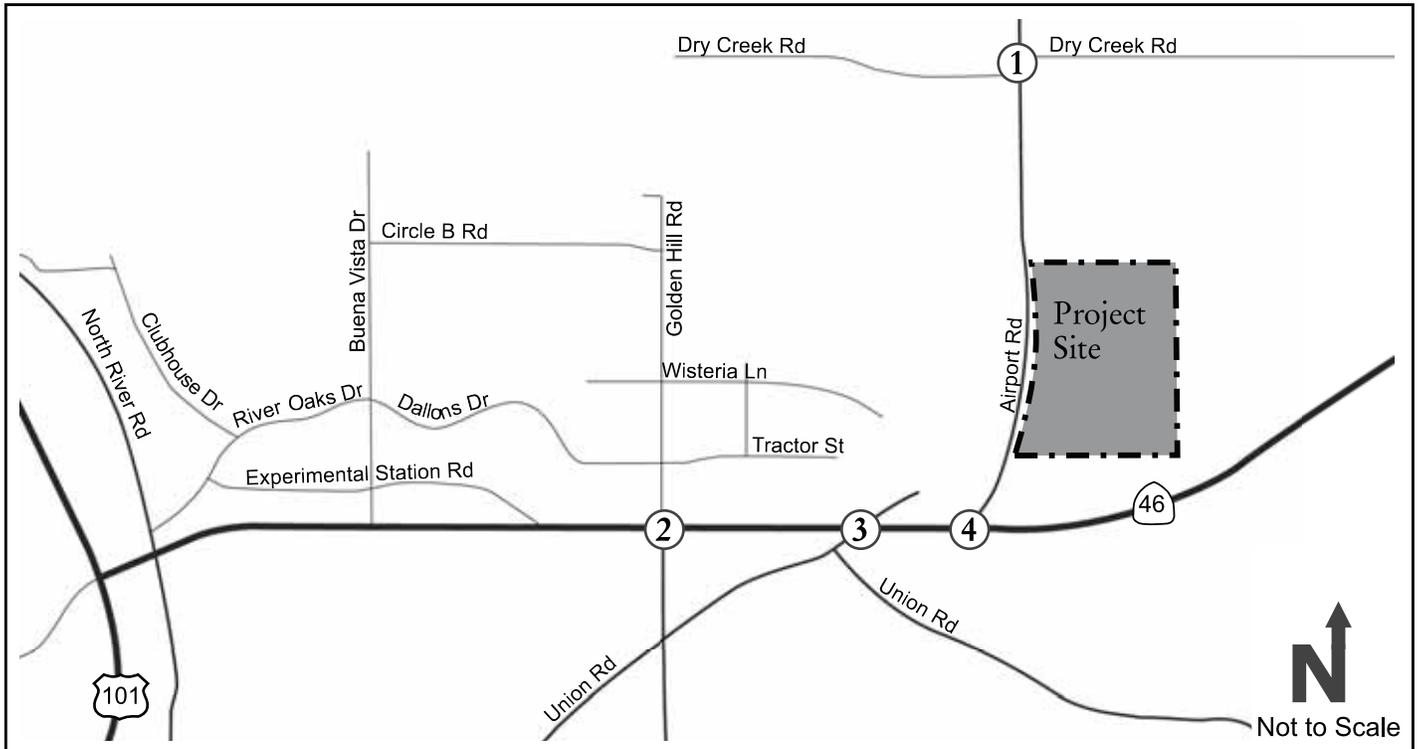
This would require vehicles destined to the east on State Route 46 to turn right then perform a U-turn at Union Road or Golden Hill Road. The existing counts show that fewer than ten vehicles make the southbound left turn during the peak hours studied, and shifting these trips would have a negligible effect on operations at the nearby intersections of Union Road and Golden Hill Road.

Table 7: 95th Percentile Queues							
Intersection	Direction	Storage Length	Peak Hour	95th Percentile Queues (feet) ¹			
				Existing	Existing+ Project	Near Term	Near Term+ Project
1. Airport Road/ Dry Creek Road	EBL	N/A	AM	0	0	0	0
			PM	0	0	0	0
			Sat	25	25	25	25
	WBL	N/A	AM	5	5	5	5
			PM	33	33	38	38
			Sat	10	10	13	13
	NBL	N/A	AM	0	0	0	0
			PM	0	0	0	0
			Sat	0	0	0	0
	SBL	N/A	AM	0	0	0	0
			PM	0	0	0	0
			Sat	0	0	0	0
2. State Route 46/ Golden Hill Road	EBL	550 ft.	AM	79	80	118	118
			PM	86	88	120	120
			Sat	115	116	148	148
	WBL	460 ft.	AM	23	23	39	40
			PM	35	38	55	57
			Sat	31	34	54	57
	NBL	160 ft.	AM	119	120	134	134
			PM	115	119	147	147
			Sat	90	90	129	129
	SBL	130 ft.	AM	59	61	73	75
			PM	104	109	143	144
			Sat	91	94	120	123
3. State Route 46/ Union Road	EBL	500 ft.	AM	0	0	0	0
			PM	0	0	0	0
			Sat	3	3	3	3
	WBL	670 ft.	AM	35	38	40	43
			PM	68	75	83	93
			Sat	25	28	28	33
	NBL	N/A	AM	63	70	73	83
			PM	65	70	78	85
			Sat	45	90	93	95
4. State Route 46/ Airport Road	EBL	950	AM	135	188	213	295
			PM	28	35	35	45
			Sat	193	295	255	375
	SBL	N/A	AM	8	30	15	63
			PM	3	18	5	23
			Sat	5	98	13	345 ²
	SBR	25 ft.	AM	38	45	50	60
			PM	130	185	195	275
			Sat	155	228	245	345

1. Queue length that would not be exceeded 95 percent of the time.

2. No value reported for south bound left turn lane, queue reported or southbound right turn lane

Figure 6: Near Term Volumes and Near Term Plus Project Weekday Volumes



Near Term

<p>1.</p> <table border="1"> <tr> <td>↖ 1(0)</td> <td>↘ 103(240)</td> <td>↖ 7(6)</td> </tr> <tr> <td>↙ 9(4)</td> <td>↘ 9(4)</td> <td>↖ 0(0)</td> </tr> <tr> <td></td> <td>↘ 20(122)</td> <td>↖ 20(122)</td> </tr> <tr> <td colspan="2">Dry Creek Rd</td> <td></td> </tr> <tr> <td>↙ 0(0)</td> <td>↘ 0(0)</td> <td>↖ 1(0)</td> </tr> <tr> <td>↙ 0(0)</td> <td>↘ 1(0)</td> <td>↖ 229(146)</td> </tr> <tr> <td>↙ 1(1)</td> <td>↘ 1(0)</td> <td>↖ 93(25)</td> </tr> <tr> <td></td> <td>↘ 229(146)</td> <td>↖ 93(25)</td> </tr> <tr> <td colspan="2">Airport Rd</td> <td></td> </tr> </table>	↖ 1(0)	↘ 103(240)	↖ 7(6)	↙ 9(4)	↘ 9(4)	↖ 0(0)		↘ 20(122)	↖ 20(122)	Dry Creek Rd			↙ 0(0)	↘ 0(0)	↖ 1(0)	↙ 0(0)	↘ 1(0)	↖ 229(146)	↙ 1(1)	↘ 1(0)	↖ 93(25)		↘ 229(146)	↖ 93(25)	Airport Rd			<p>2.</p> <table border="1"> <tr> <td>↖ 143(310)</td> <td>↘ 130(295)</td> <td>↖ 184(162)</td> </tr> <tr> <td>↙ 120(237)</td> <td>↘ 120(237)</td> <td>↖ 749(843)</td> </tr> <tr> <td></td> <td>↘ 53(69)</td> <td>↖ 53(69)</td> </tr> <tr> <td colspan="2">Golden Hill Rd</td> <td></td> </tr> <tr> <td>↙ 217(191)</td> <td>↘ 274(253)</td> <td>↖ 274(253)</td> </tr> <tr> <td>↙ 685(835)</td> <td>↘ 293(230)</td> <td>↖ 293(230)</td> </tr> <tr> <td>↙ 363(350)</td> <td>↘ 48(69)</td> <td>↖ 48(69)</td> </tr> <tr> <td></td> <td>↘ 274(253)</td> <td>↖ 274(253)</td> </tr> <tr> <td colspan="2">Highway 46</td> <td></td> </tr> </table>	↖ 143(310)	↘ 130(295)	↖ 184(162)	↙ 120(237)	↘ 120(237)	↖ 749(843)		↘ 53(69)	↖ 53(69)	Golden Hill Rd			↙ 217(191)	↘ 274(253)	↖ 274(253)	↙ 685(835)	↘ 293(230)	↖ 293(230)	↙ 363(350)	↘ 48(69)	↖ 48(69)		↘ 274(253)	↖ 274(253)	Highway 46			<p>3.</p> <table border="1"> <tr> <td>↖ 0(1)</td> <td>↘ 0(0)</td> <td>↖ 13(19)</td> </tr> <tr> <td>↙ 0(0)</td> <td>↘ 0(0)</td> <td>↖ 978(1064)</td> </tr> <tr> <td></td> <td>↘ 227(300)</td> <td>↖ 227(300)</td> </tr> <tr> <td colspan="2">Union Rd</td> <td></td> </tr> <tr> <td>↙ 789(1077)</td> <td>↘ 8(9)</td> <td>↖ 8(9)</td> </tr> <tr> <td>↙ 63(62)</td> <td>↘ 2(0)</td> <td>↖ 2(0)</td> </tr> <tr> <td></td> <td>↘ 241(219)</td> <td>↖ 241(219)</td> </tr> <tr> <td></td> <td>↘ 241(219)</td> <td>↖ 241(219)</td> </tr> <tr> <td colspan="2">Highway 46</td> <td></td> </tr> </table>	↖ 0(1)	↘ 0(0)	↖ 13(19)	↙ 0(0)	↘ 0(0)	↖ 978(1064)		↘ 227(300)	↖ 227(300)	Union Rd			↙ 789(1077)	↘ 8(9)	↖ 8(9)	↙ 63(62)	↘ 2(0)	↖ 2(0)		↘ 241(219)	↖ 241(219)		↘ 241(219)	↖ 241(219)	Highway 46			<p>4.</p> <table border="1"> <tr> <td>↖ 141(354)</td> <td>↘ 5(6)</td> <td>↖ 10(7)</td> </tr> <tr> <td>↙ 10(7)</td> <td>↘ 10(7)</td> <td>↖ 10(7)</td> </tr> <tr> <td></td> <td>↘ 1077(1029)</td> <td>↖ 1077(1029)</td> </tr> <tr> <td colspan="2">Airport Rd</td> <td></td> </tr> <tr> <td>↙ 359(179)</td> <td>↘ 359(179)</td> <td>↖ 359(179)</td> </tr> <tr> <td>↙ 671(1117)</td> <td>↘ 671(1117)</td> <td>↖ 671(1117)</td> </tr> <tr> <td></td> <td>↘ 671(1117)</td> <td>↖ 671(1117)</td> </tr> <tr> <td colspan="2">Highway 46</td> <td></td> </tr> </table>	↖ 141(354)	↘ 5(6)	↖ 10(7)	↙ 10(7)	↘ 10(7)	↖ 10(7)		↘ 1077(1029)	↖ 1077(1029)	Airport Rd			↙ 359(179)	↘ 359(179)	↖ 359(179)	↙ 671(1117)	↘ 671(1117)	↖ 671(1117)		↘ 671(1117)	↖ 671(1117)	Highway 46		
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Near Term Plus Project

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Legend:

⑦	- Study Area Intersection	xx(yy)	- AM(PM) Peak Hour Traffic Volumes
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