Niblick Road: Complete Streets Study

City of Paso Robles in partnership with:

- Local Government Commission
- W-Trans with Central Coast Transportation Consulting and North Coast Engineering

Funded by a Caltrans Sustainable Transportation Planning Grant

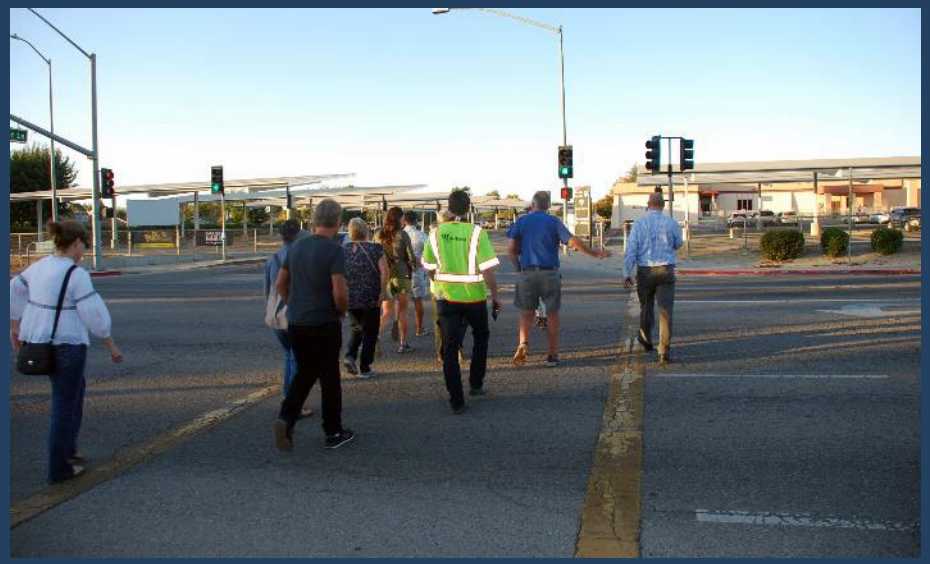
Project Details

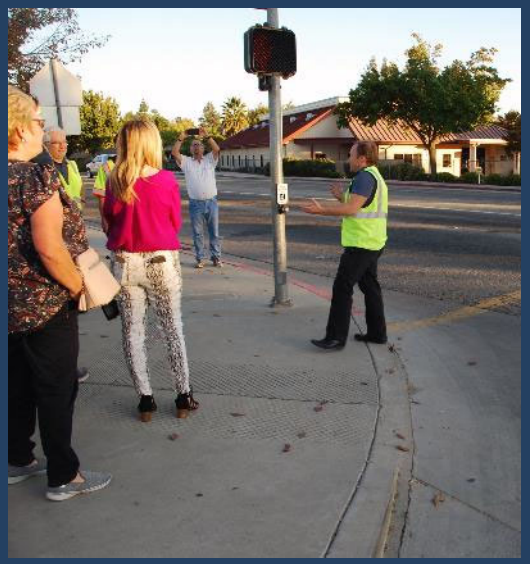
- Funded by Caltrans Sustainable Transportation Planning Grant
- Niblick Road between Spring Street and Fontana Road (2.4 miles)
- Will utilize a public process which engages residents, schools, property owners, businesses and other stakeholders.
- Plan will address safety, access, and mobility for all modes of transportation including walking, bicycling, transit and motor vehicles.

Schedule

- Thursday, November 7: Review of Preliminary Concepts
  - *City Council Chamber*
- Jan-Feb 2020: Draft Plan
- Spring 2020: Final Plan

Walk and Design Workshop





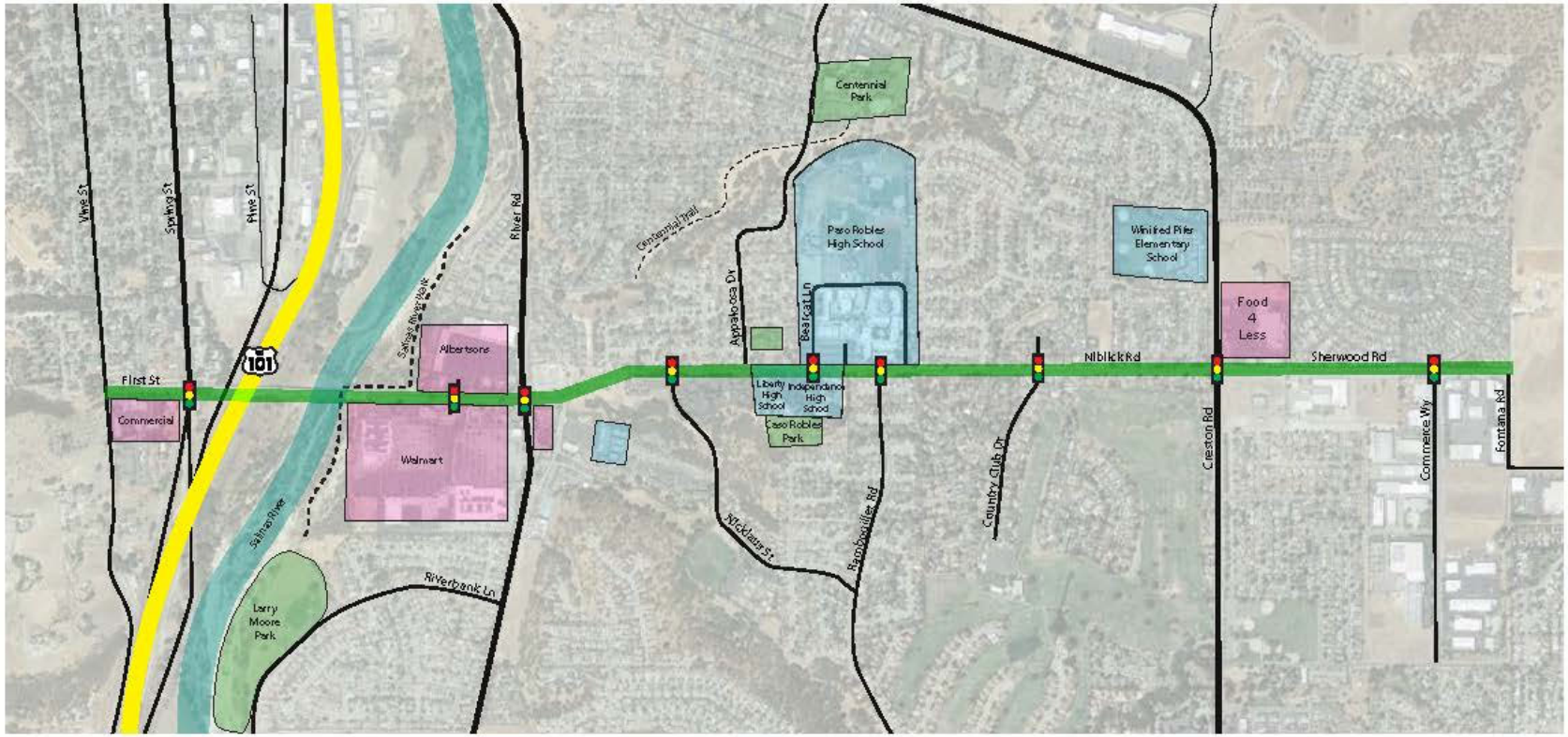
Walks, Workshop and Pop up

- Pedestrian and bike safety
- High speeds
- Broken pavement, hard to see road markings
- Sections without sidewalks
- Long waits during school drop off and pick up
- Aesthetics: blank walls, chain fences, bare dirt patches
- Pedestrian paths and crosswalks poorly lit
- Consider all users and abilities when designing improvements
- Need for signal timing changes
- Excitement to use improved bike lanes

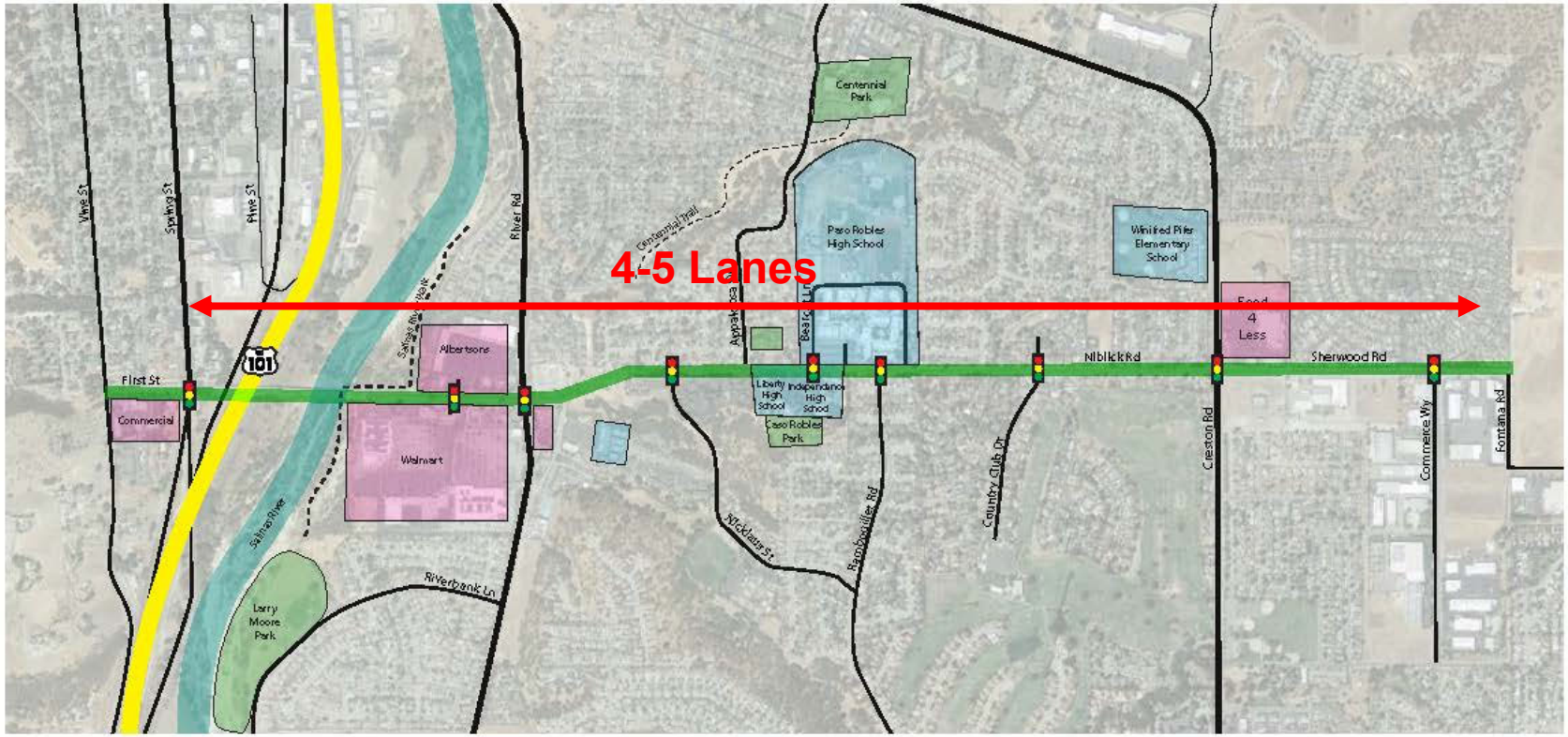
High School Outreach: Students

- Pedestrian safety
- Crossing signal timing at Bearcat Lane and Rambouillet too short
- Change high school pickup and drop off circulation
- Add turning lanes at Rambouillet and adjust crosswalk locations to improve pedestrian safety
- Remove stop sign within HS parking lot
- Easier access to Ag complex in the north part of campus
- Street lighting on Niblick up to Fontana Road
- Add sidewalks where there are none
- Physical impediments to using sidewalks and bike lanes like rain puddles

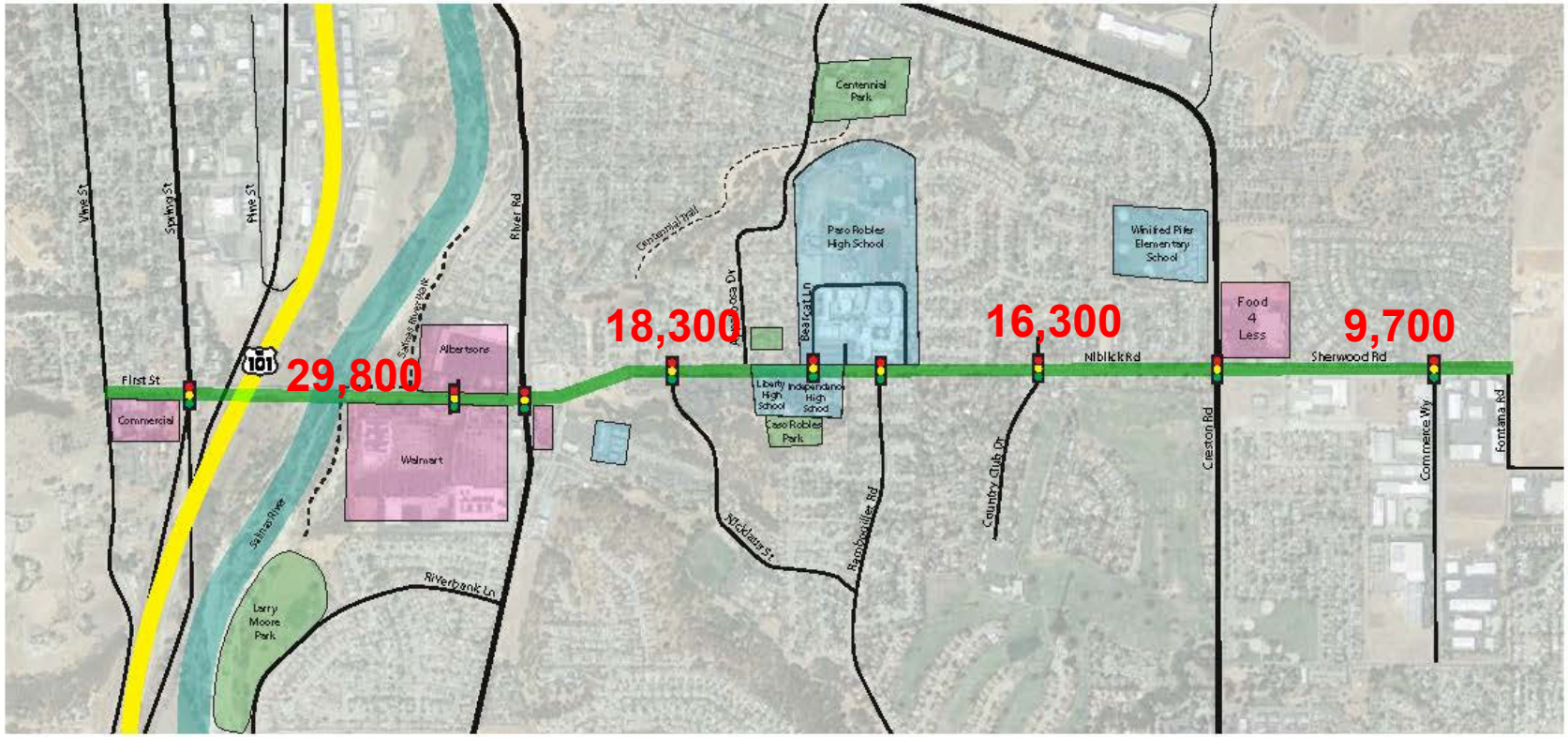
Study Area


Centennial Park
Paso Robles High School
Winifred Pifer Elementary School
Food 4 Less
Albertsons
Walmart
Commercial
Larry Moore Park
Liberty High School
Independence High School
Caso Robles Park
Vine St
Spring St
Pine St
River Rd
First St
101
Salinas River Walk
Salinas River
Riverbank Ln
Centennial Trail
Appaloosa Dr
Bearcat Ln
Nicklaus St
Rambouillet Rd
Country Club Dr
Niblick Rd
Creston Rd
Sherwood Rd
Commerce Wy
Fontana Rd

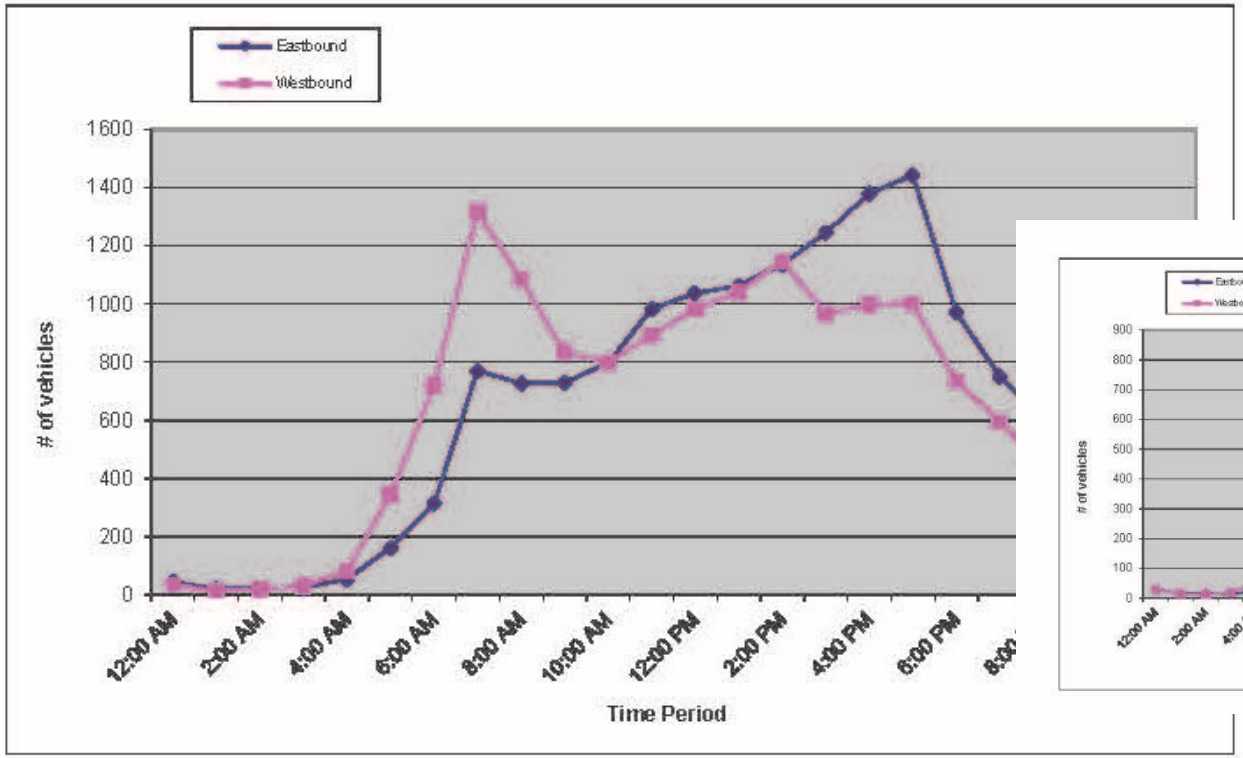
Travel Lanes

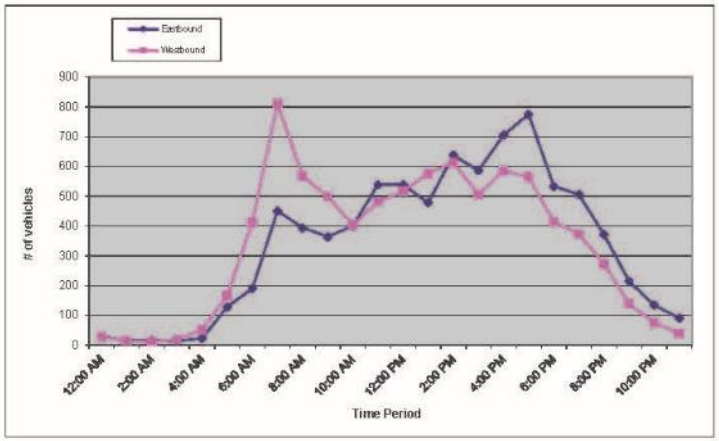


Existing Daily Traffic Volumes

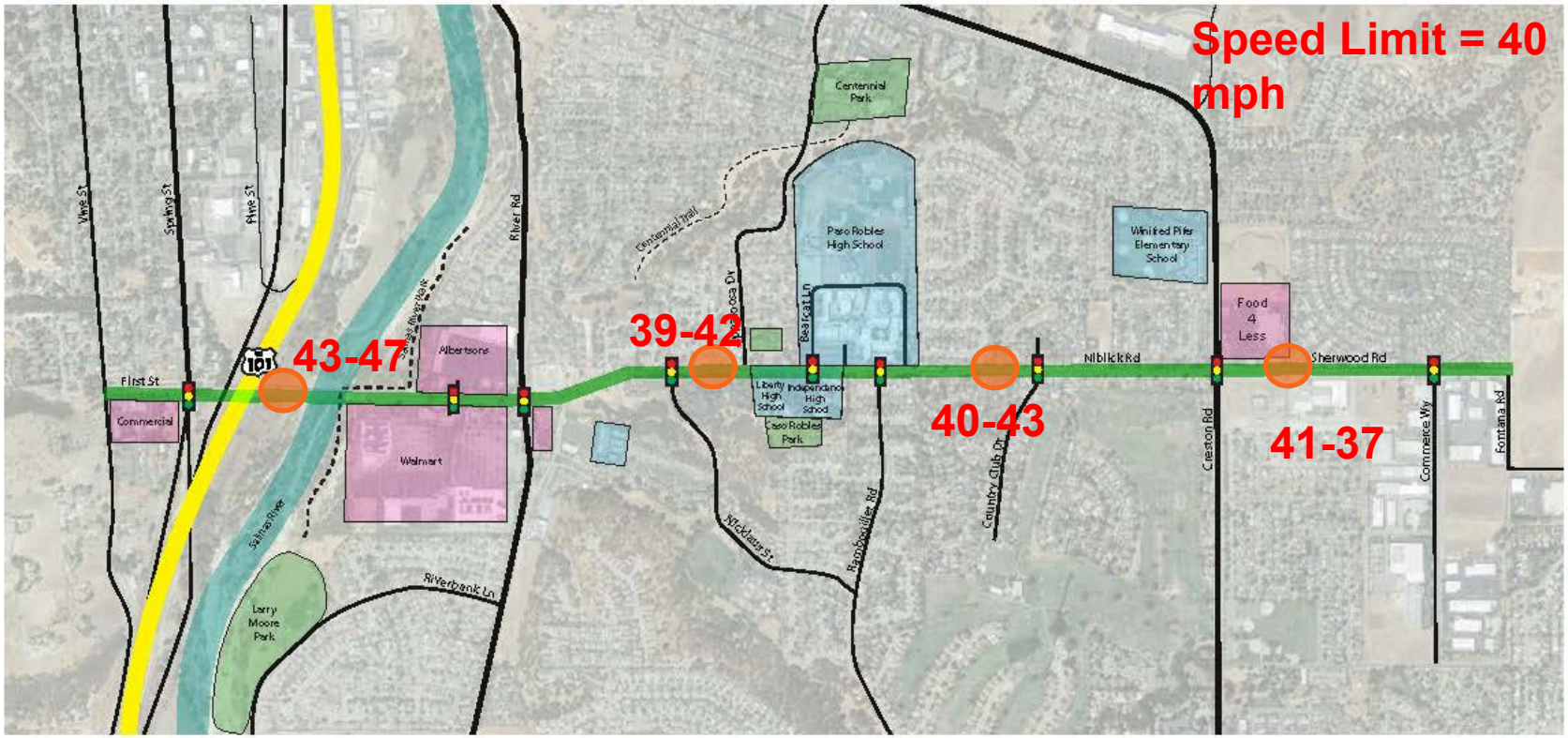


Hourly Traffic Volumes

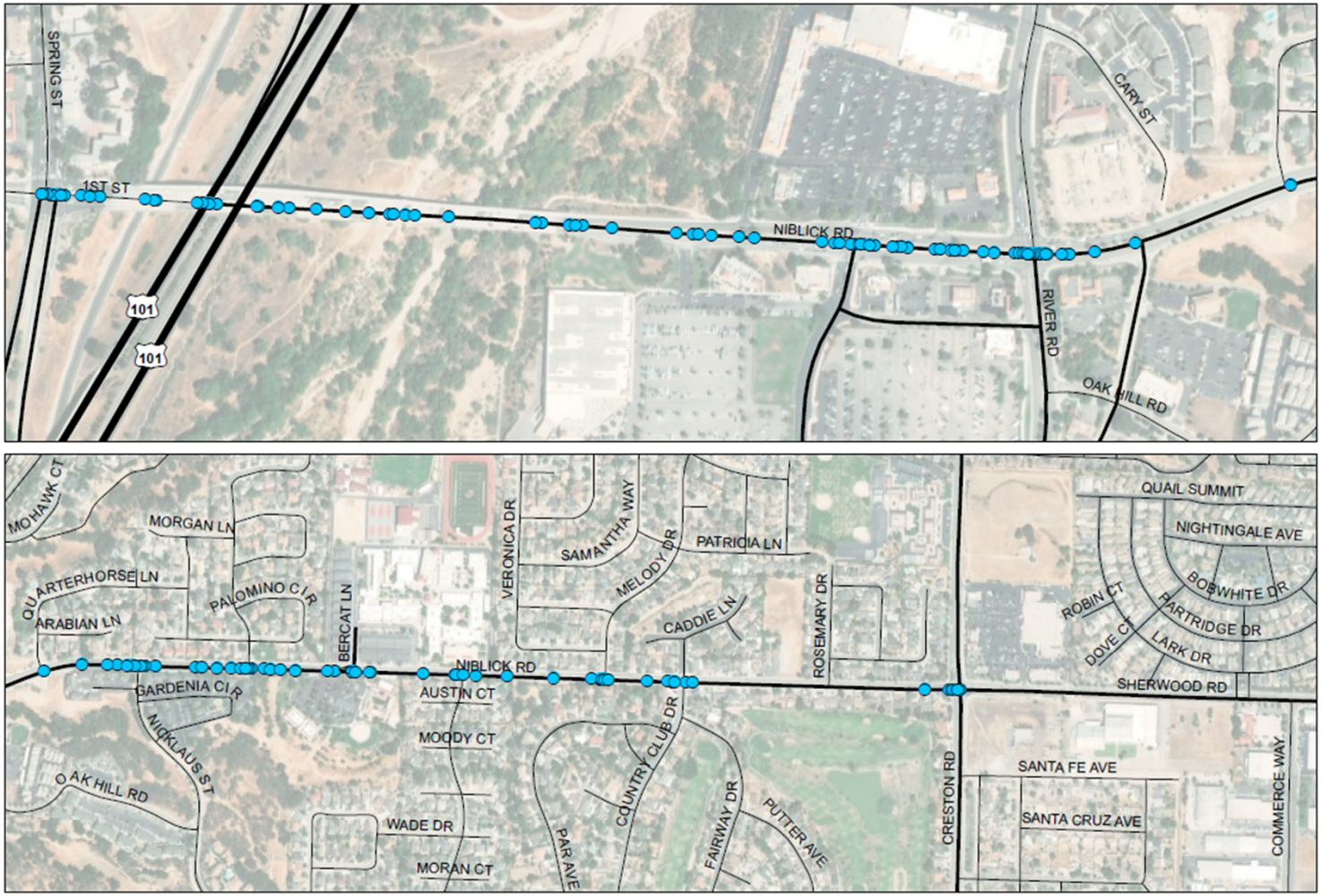




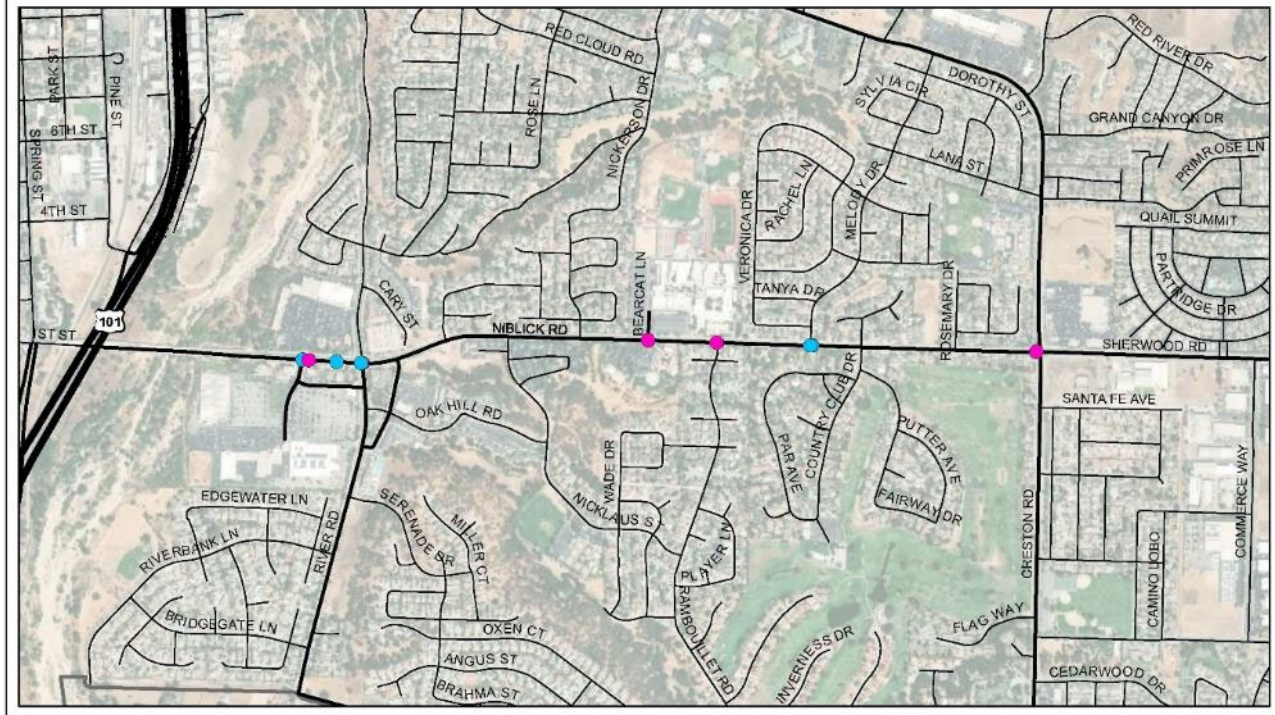
Existing Speeds (Averge-85th Percentile)



Collision History



Collision History



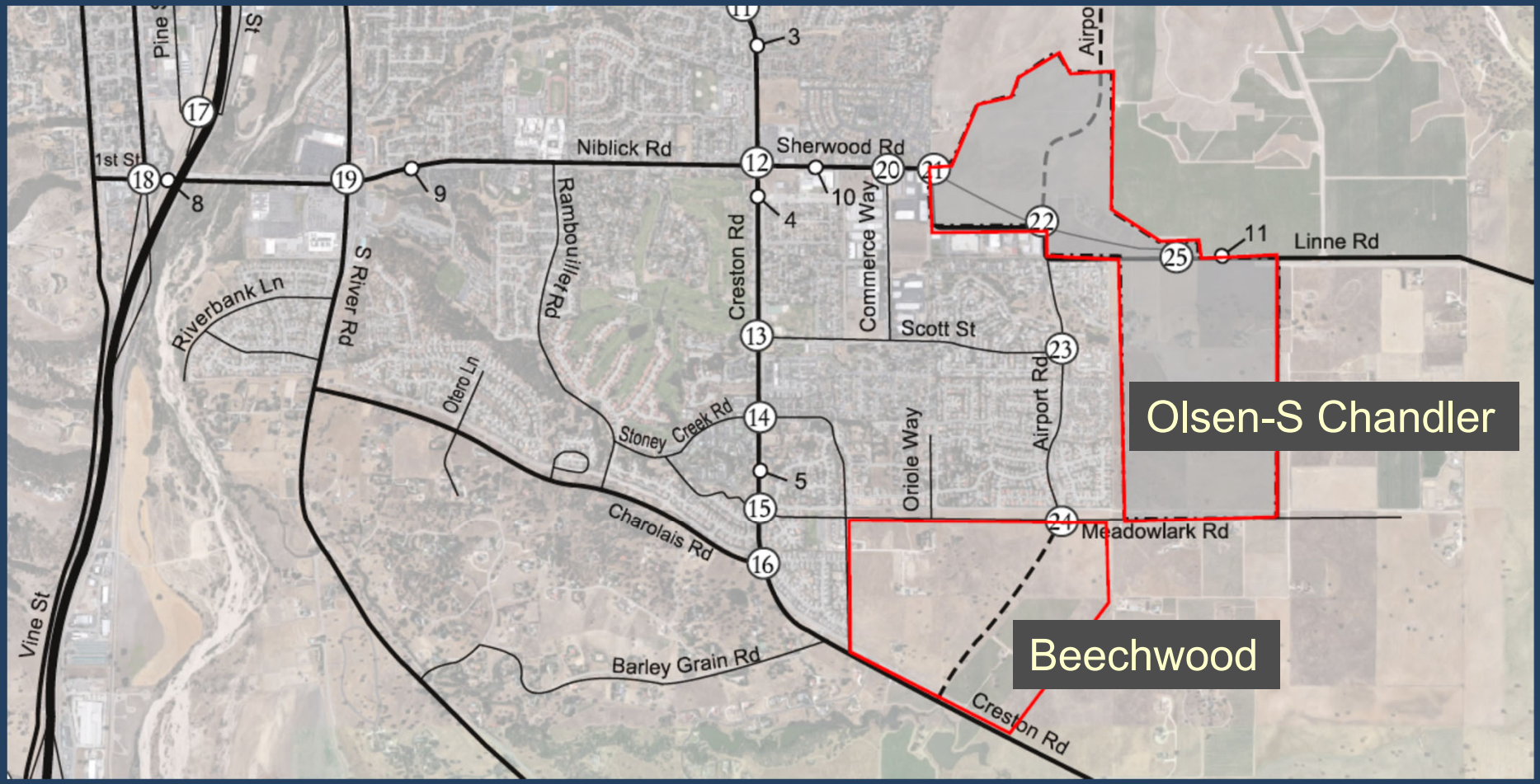
Collision History

Roadway Segment	MVE or ADT[1]	SWITRS Collisions[2]	Actual Rate[3]	State Ave. Rate[4]
Niblick Rd (Spring to Woodland Plaza)	29,776	40	2.09	1.42
Niblick Rd (Woodland Plaza to Bearcat West)	18,343	53	4.92	1.42
Niblick Rd (Bearcat to Creston)	16,283	32	2.53	1.42
Niblick Rd (Creston to Commerce)	9,685	7	1.99	1.67
	TOTAL	132		

50% of All Collisions Attributed to Unsafe Speeds

51% of All Collisions Were Rear-Ends

Future Growth



Future Growth

- Roadway Segment Capacity

Roadway Segment Summary					
		2019		Buildout (2045)	
Street	ID	ADT	Capacity Utilization	ADT	Capacity Utilization
Niblick Road	East of Spring Street	29,780	80%	37,311	100%
Niblick Road	West of Appaloosa Drive	18,340	49%	30,008	80%
Niblick Road	West of Melody Drive	16,280	44%	27,240	73%
Sherwood Road	East of Creston Road	9,690	26%	24,534	66%

Source: City of Paso Robles General Plan Circulation Element, 2011; CCTC, 2019.

Circulation Element Description of Capacity Utilization

Table CE-2: Capacity Utilization Summary

Capacity Utilization	Description
> 100%	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 - 100%	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 - 90%	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 covenience during peak travel hours. The transportation infrastructure is well-utilized. Additional investment in road widening is not warranted.
50 - 70%	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 - 50%	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.
< 30%	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.

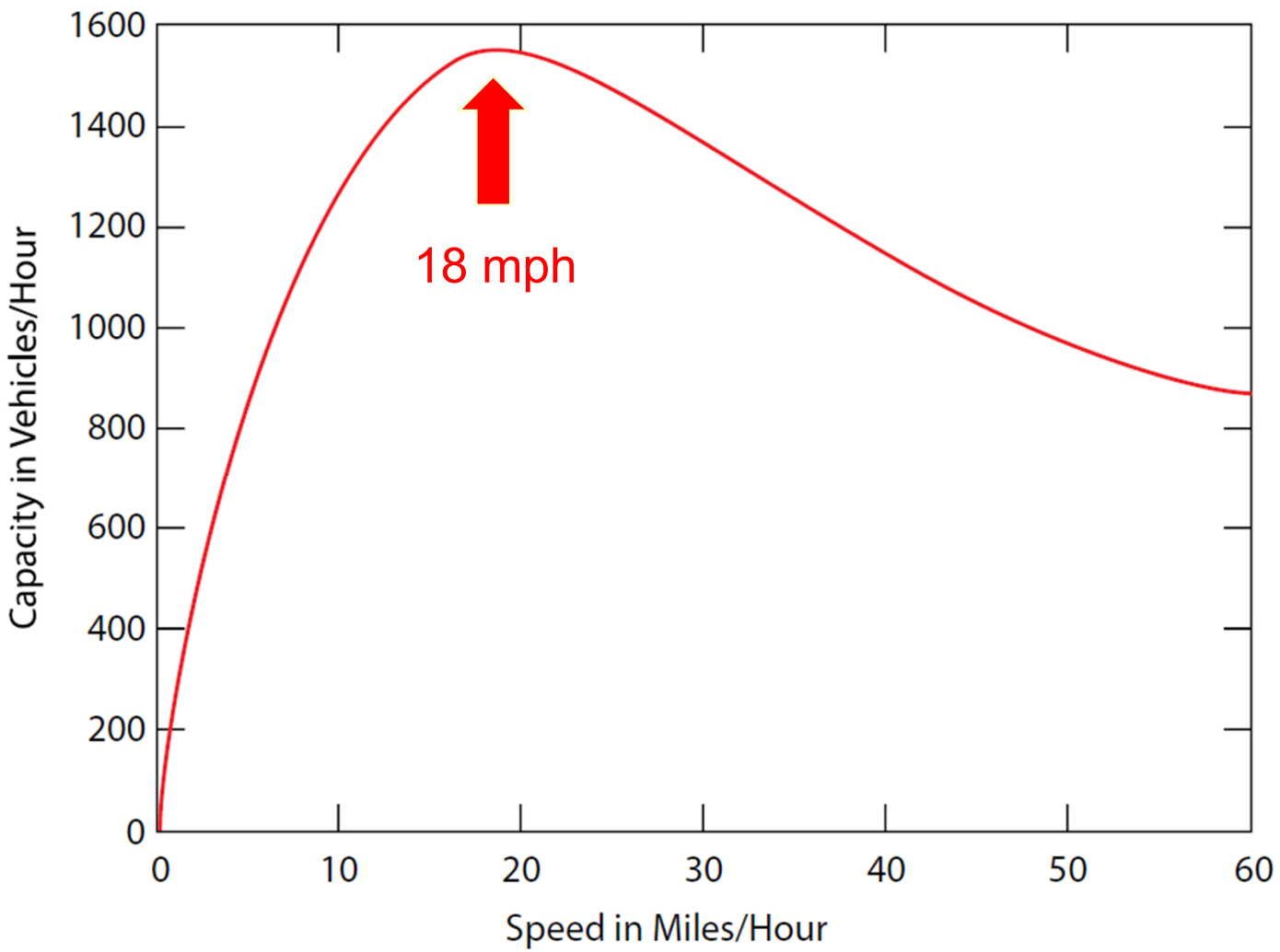
Plan Goals

- Increase Safety
- Decrease Speeds
- Maintain Corridor Travel Lanes
- Increase Corridor Efficiency
- Accommodate Bicycle and Pedestrian Modes

How to Decrease Speeds ?

- Signage
- Striping
- Enforcement
- Increase Side Friction
- Landscaping/Trees
- Avoid Excess Pavement
- Visual Variety

Capacity & Speed Relationship



Preliminary Recommendations

- 3 Corridor Alternatives
- Short, Medium and Long Term Spot Improvements
- City Policy and Programs

Corridor Alternatives

A Enhance Existing Striping

B Speed Reduction with Buffered Bike Lanes

C Speed Reduction with Raised Multi-Use Path

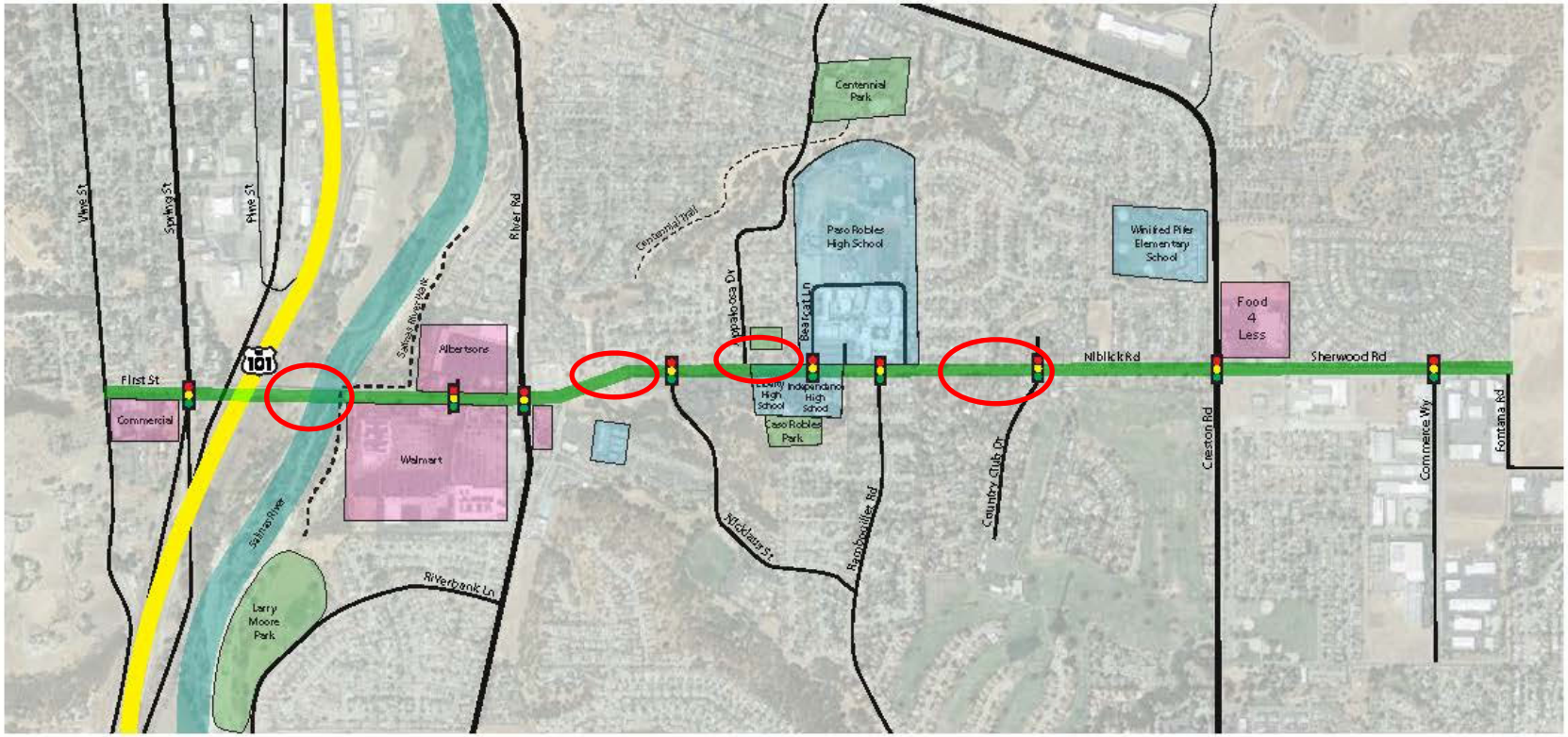
Corridor Alternatives

A Enhance Existing Striping

- Repave/Restripe
- Maintain Existing Road Geometrics
- High Visibility Markings
- Strategic use of Green Paint in Bike Lanes

Corridor Alternatives

A Enhance Existing Striping



LEGEND

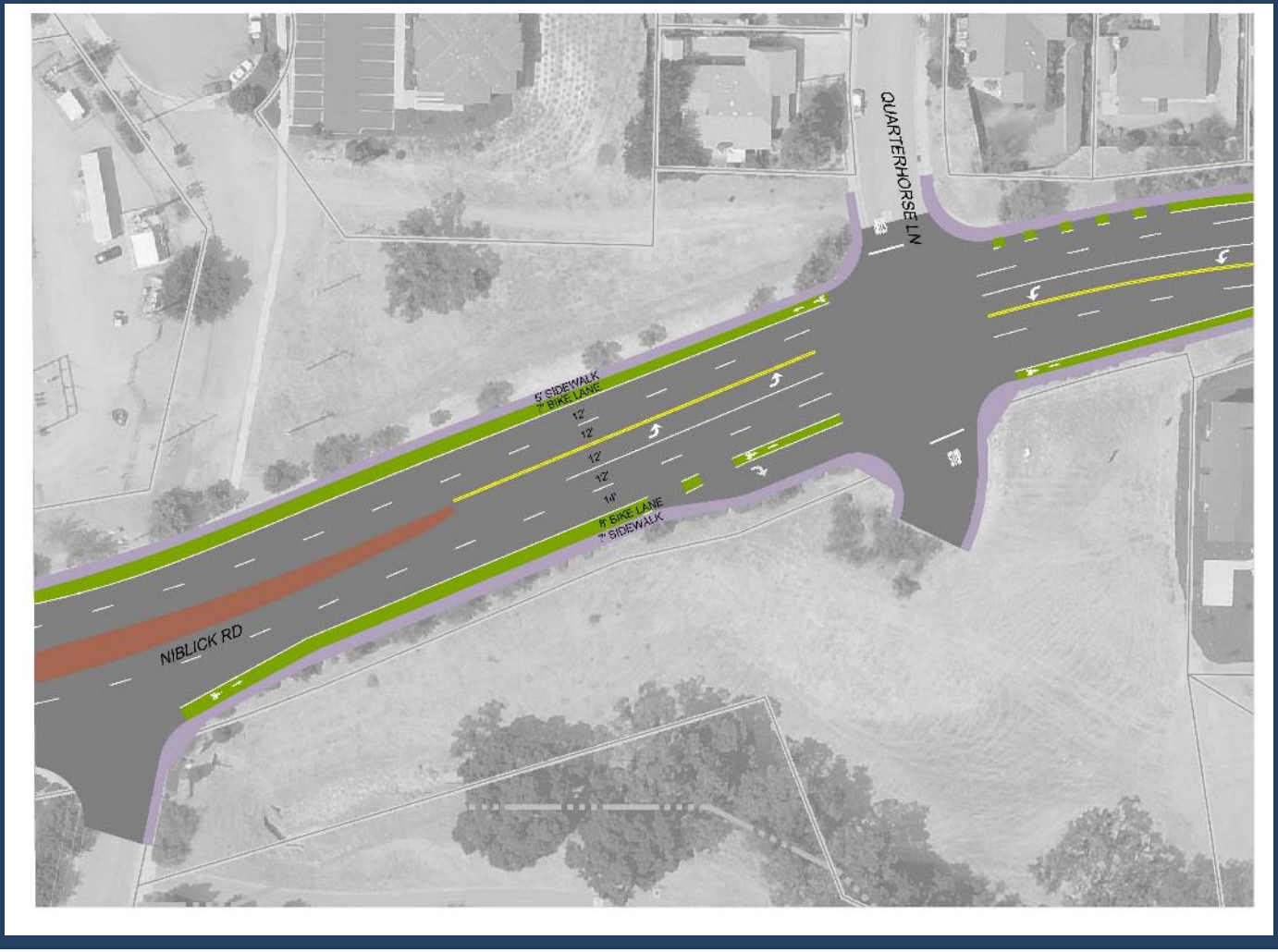
- Study Corridor
- School and/or Church
- Park
- Commercial Lot
- US 101
- Trail
- Traffic Signal

Corridor Alternatives

A Enhance Existing Striping

Corridor Alternatives

A Enhance Existing Striping



Corridor Alternatives

A Enhance Existing Striping

Corridor Alternatives

A Enhance Existing Striping

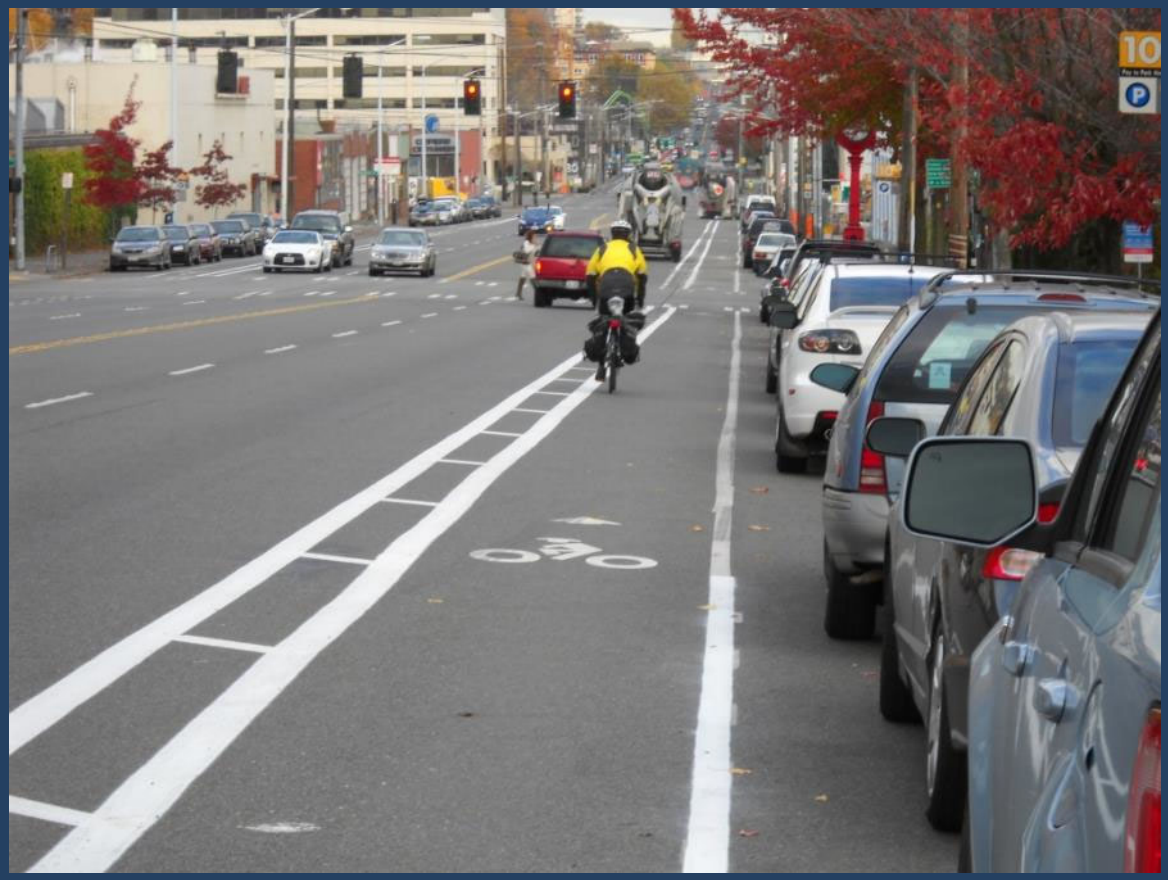
Corridor Alternatives

B Speed Reduction with Buffered Bike Lanes

- Repave/Restripe
- High Visibility Markings
- Adjust Cross Section Layout to Provide 3-foot buffers between travel lane and bike lane.
- Include Raised Bike Lane Separators
- Strategic use of Green Paint in Bike Lanes
- “Bike Crossings” at Intersections

Corridor Alternatives

B Speed Reduction with Buffered Bike Lanes



Corridor Alternatives

B Speed Reduction with Buffered Bike Lanes

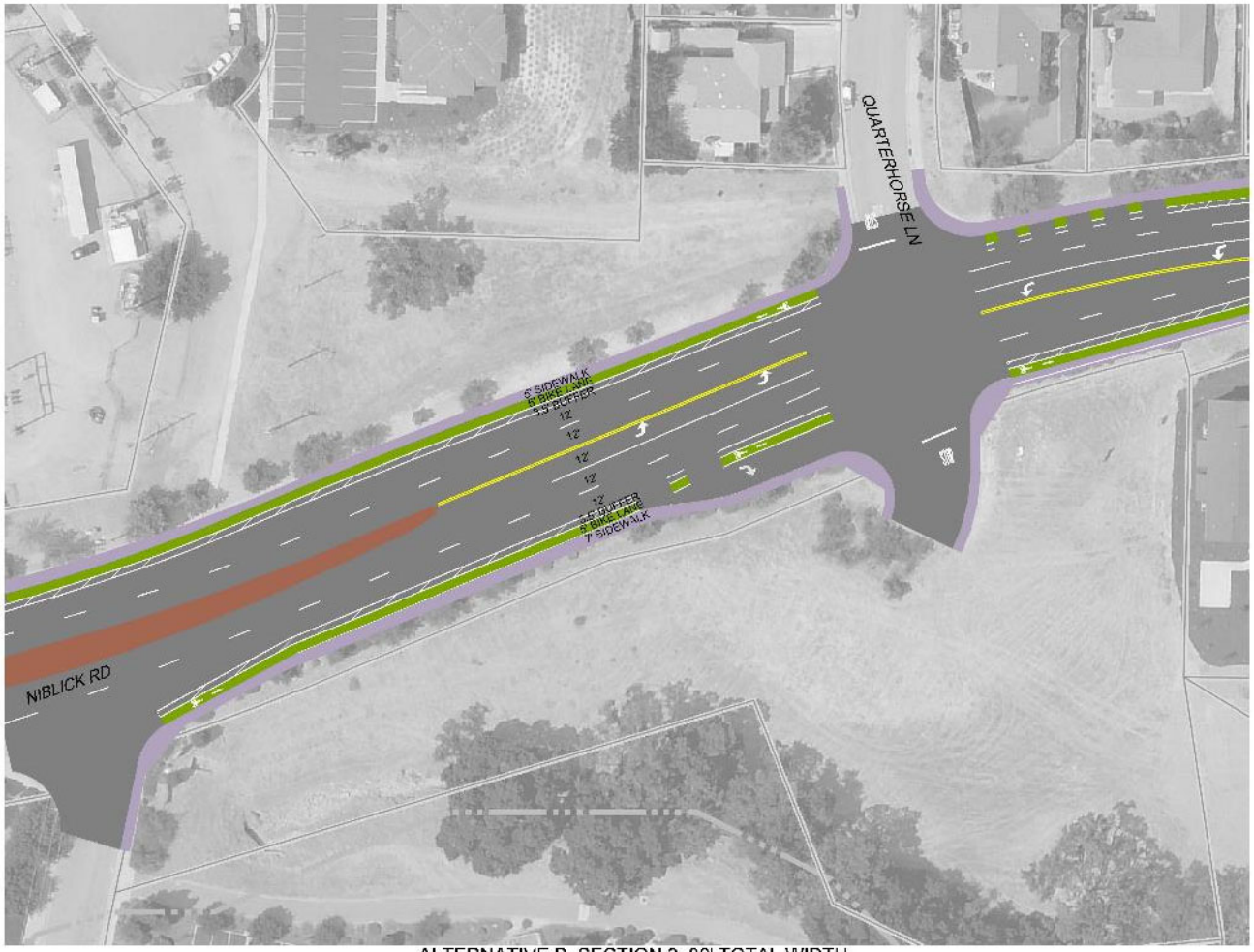
Types of Buffer Treatments

Corridor Alternatives

B Speed Reduction with Buffered Bike Lanes

Corridor Alternatives

B Speed Reduction with Buffered Bike Lanes



ALTERNATIVE B, SECTION 2, 89' TOTAL WIDTH

Corridor Alternatives

B Speed Reduction with Buffered Bike Lanes

Corridor Alternatives

B Speed Reduction with Buffered Bike Lanes

Corridor Alternatives

B Speed Reduction with Buffered Bike Lanes

Corridor Alternatives

C Speed Reduction with Raised Multi-Use Path

- Repave/Restripe
- High Visibility Markings
- Adjust Cross Section Layout to Provide 10-foot raised bicycle-pedestrian path on North Side of the corridor.
- Include Raised Separators in 3-4 ft Buffer Zone
- Strategic use of Green Paint in Bike Lanes
- “Bike Crossings” at Intersections

Corridor Alternatives

C Speed Reduction with Raised Multi-Use Path

Corridor Alternatives

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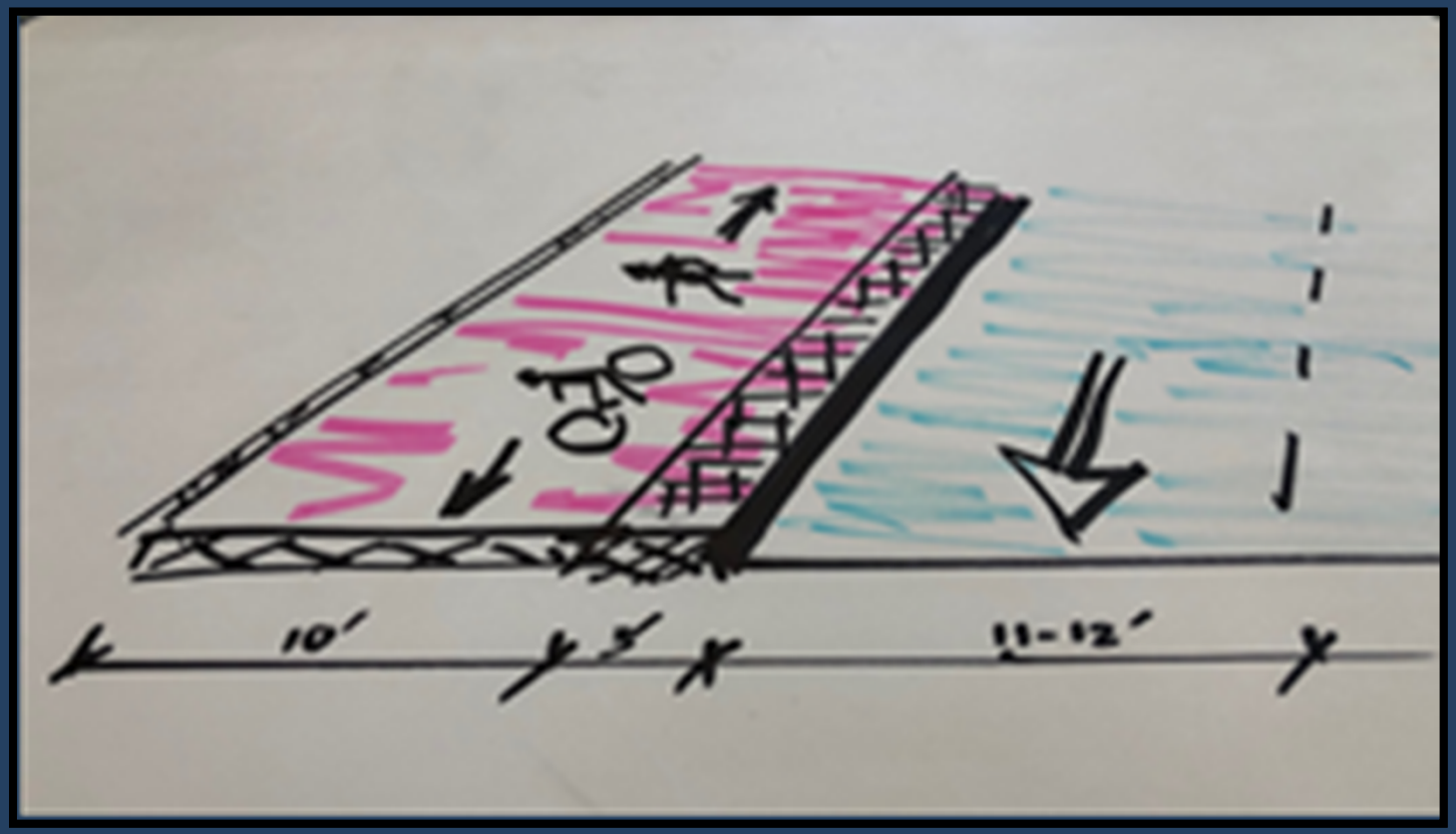
Corridor Alternatives

C Speed Reduction with Raised Multi-Use Path

Corridor Alternatives

C Speed Reduction with Raised Multi-Use Path



Corridor Alternatives

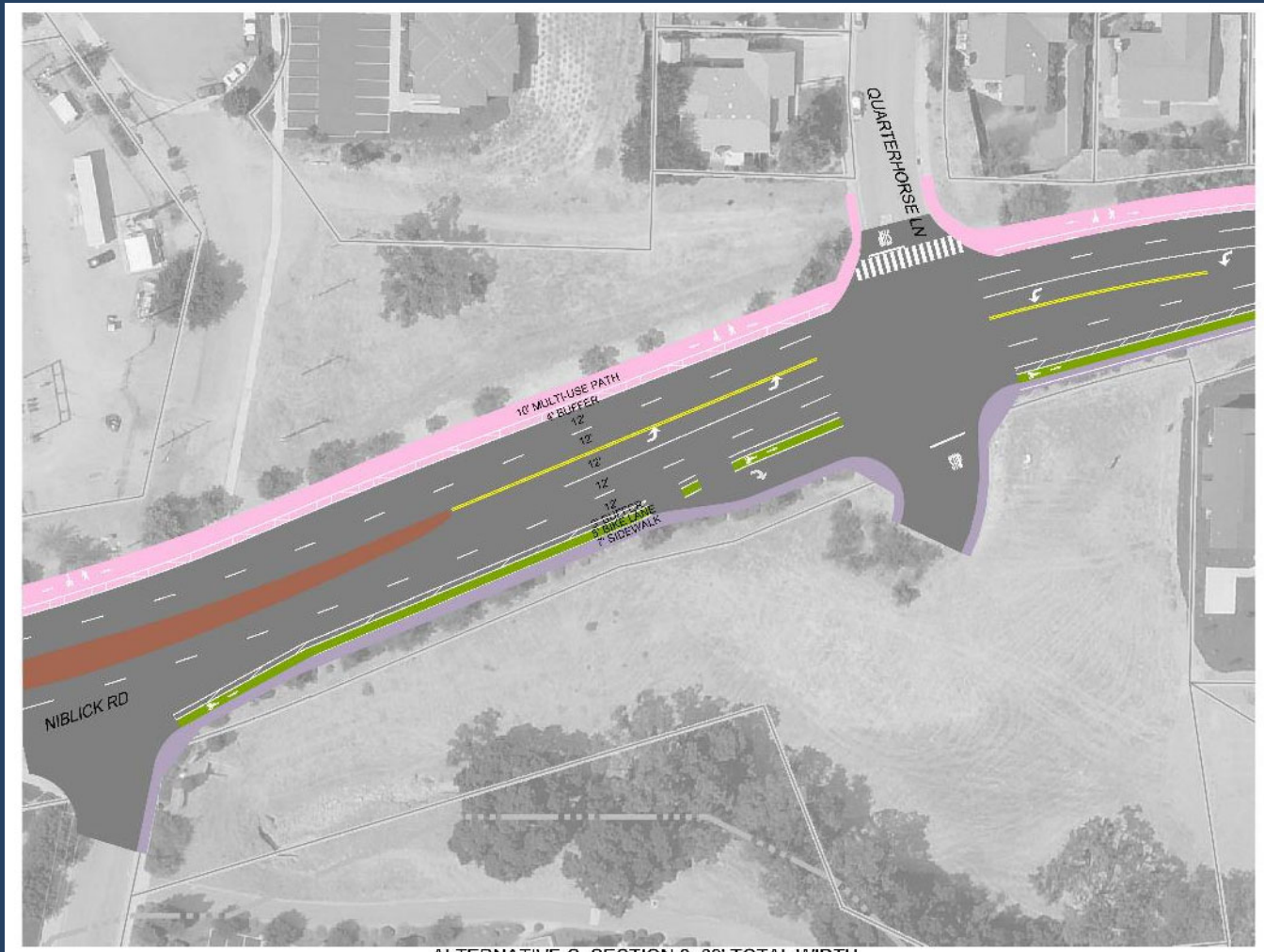
C Speed Reduction with Raised Multi-Use Path

Corridor Alternatives

C Speed Reduction with Raised Multi-Use Path

Corridor Alternatives

C Speed Reduction with Raised Multi-Use Path



ALTERNATIVE C, SECTION 2, 89' TOTAL WIDTH

Corridor Alternatives

C Speed Reduction with Raised Multi-Use Path

Corridor Alternatives

C Speed Reduction with Raised Multi-Use Path

Spot Improvements

Spot Improvements

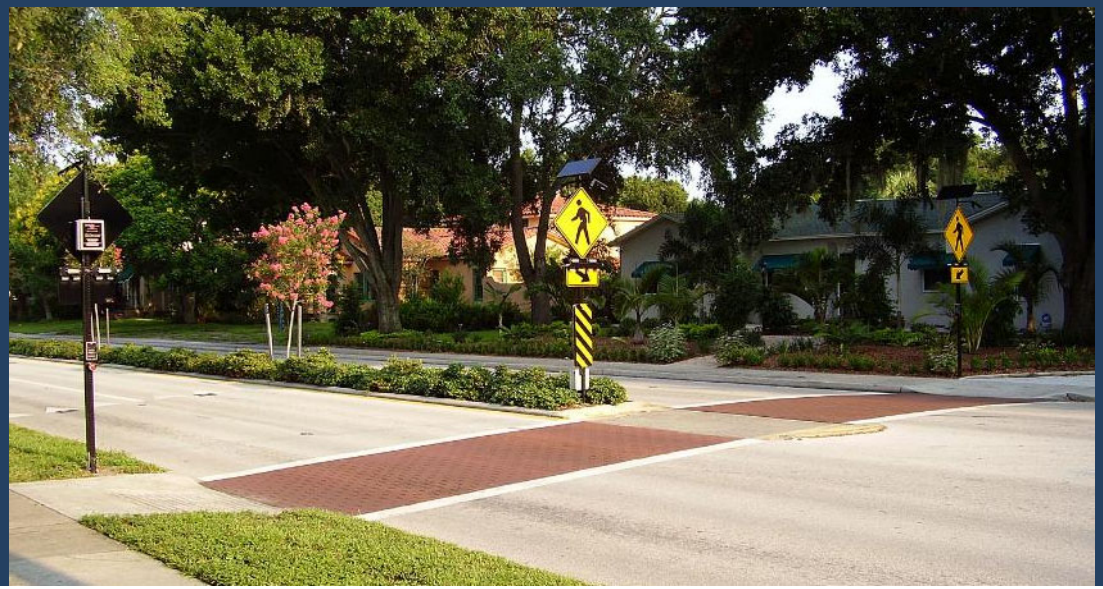
Speed Reduction Markings

Spot Improvements

Radar Feedback Signs

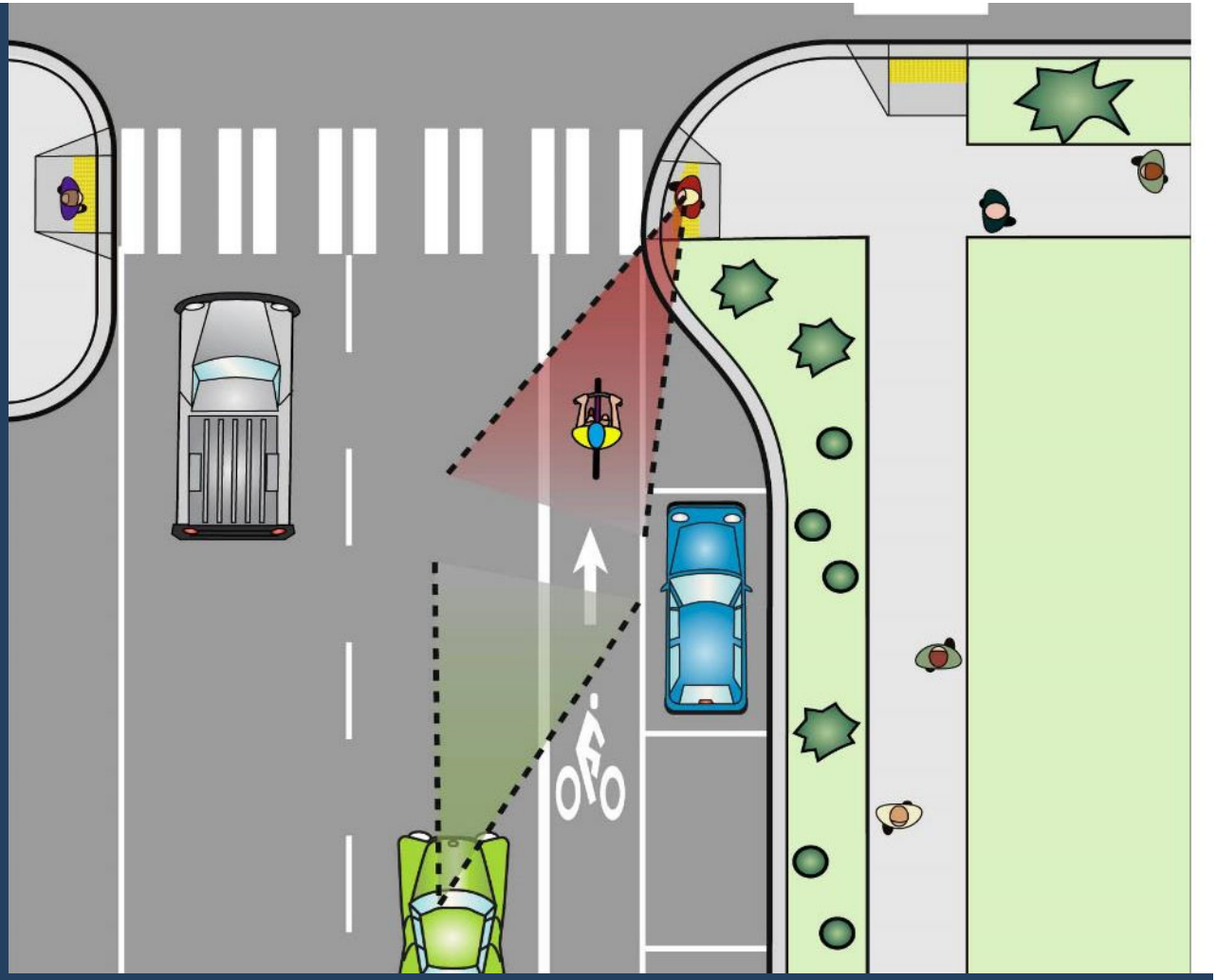
Rectangular Rapid Flashing Beacon (RRFB)

- Added to signs at un-signalized intersections or mid-block crosswalks
- Increase driver yielding



Curb Extensions

- Reduced crossing distance and wait time for motorists

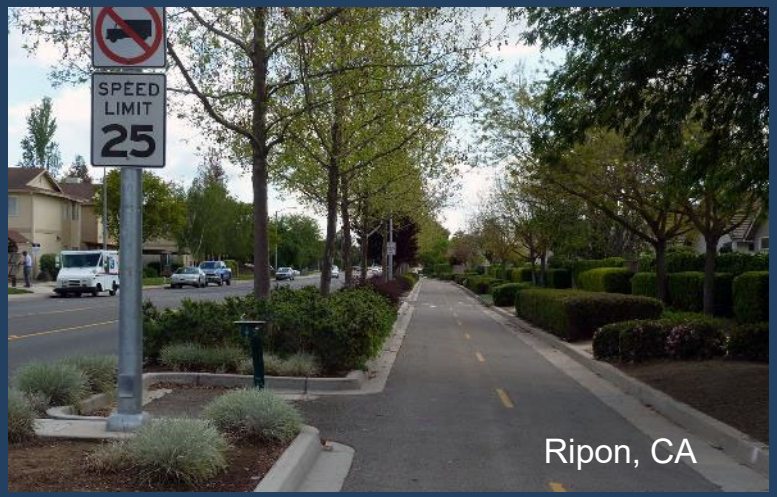


Other advantages

- Better visibility (both ways)
- Traffic calming
- Room for street furniture

Protected Bikeway

Temple City, CA

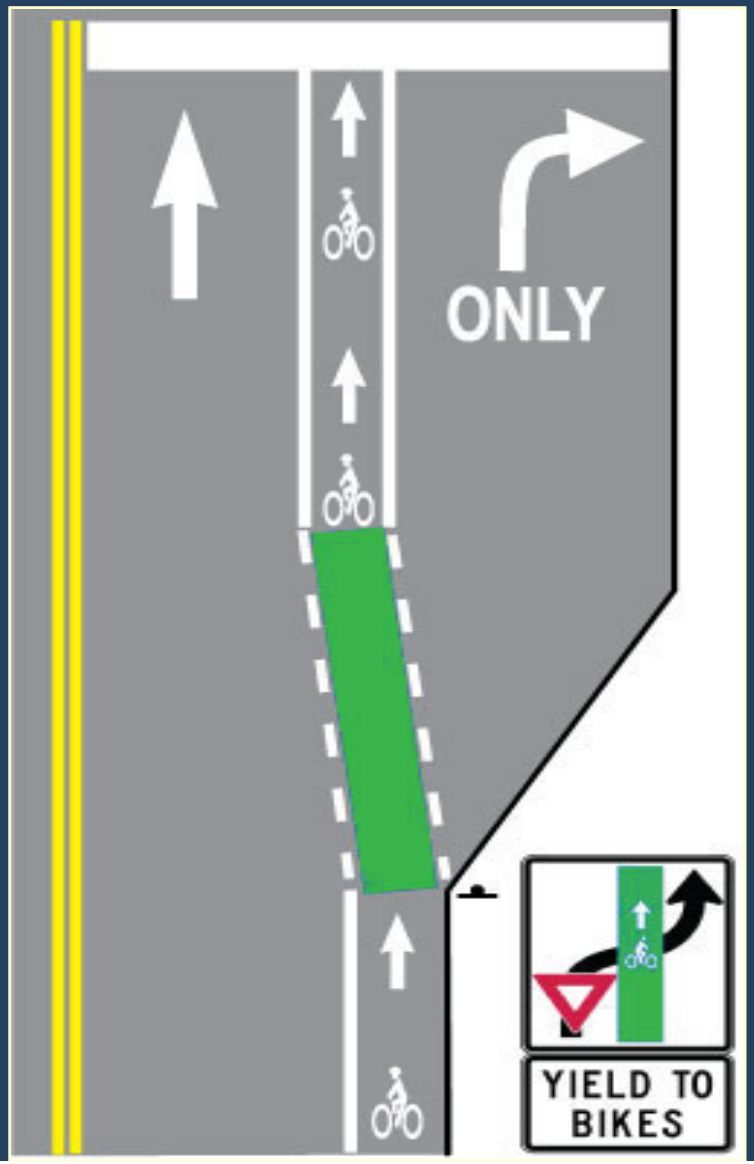


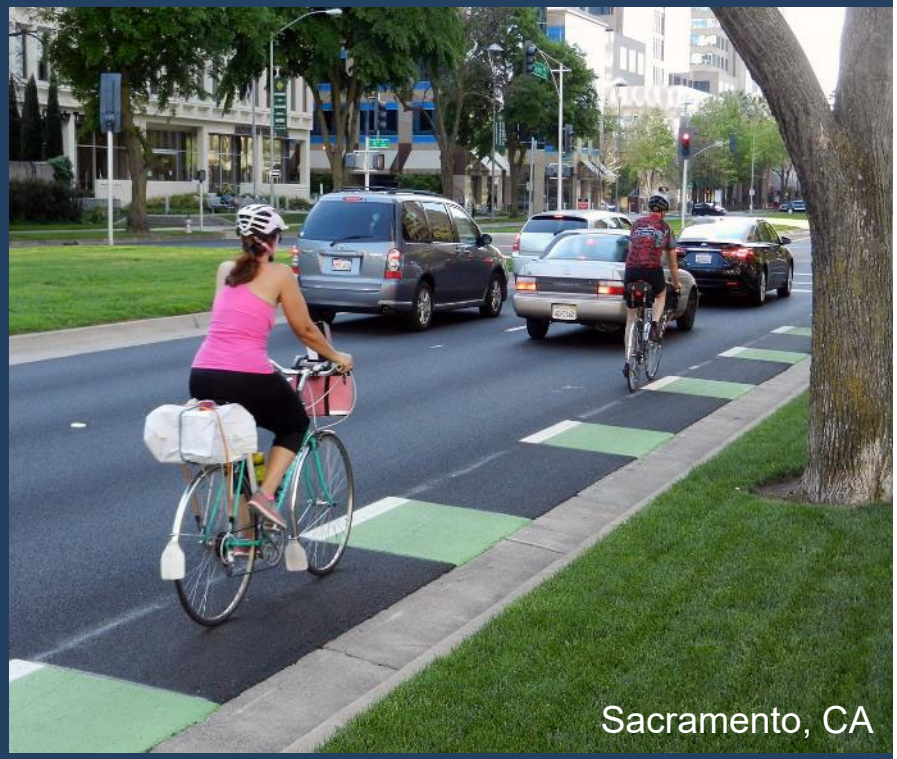
Ripon, CA

Temple City, CA

Two-way Protected Bikeway

Green bicycle lanes





Roundabout Design Characteristics

Colleen Mackell
Morgan Mackell

Spot Improvements

Bike Accommodation

- Bicycle loop detector improvements
- Install “bike boxes” at Spring/Niblick and Niblick/Woodland
- Seek opportunities for Class IV (Separated) bike lanes

Spot Improvements

Short-Term Measures

- Speed Feedback Signs Near Bridge and on Both Sides of High School
- Higher Fence along South Side of Bridge
- Thematic Treatments (Banners/ Artwork/ Signs) on Bridge Walls & Median
- Formalize Connection to Salinas River Trail
- Signal Ahead Warning Signs/Flashing Lights for River Road Intersection
- RRFB at Appaloosa Drive
- Remove Wall Fronting Lenco Park
- Improve Street Lighting within Routes to High School
- Pedestrian Phasing Improvements at Bearcat Lane and Rambouillet Intersections
- Circulation Plan for High School Pick-up and Drop-off

Spot Improvements

Medium-Term Measures

- Improvements to Accommodate Bikes at Spring Street Intersection
- Thematic Treatments (Banners/ Artwork/ Signs) on Bridge Walls & Median
- Utilize Bridge Columns for Gateway Treatment
- Capacity & Bike Improvements at River Road Intersection
- Program for Wall Artwork/ Murals Between River Road and High School
- Enhanced Crossing Geometrics at Appaloosa Drive Intersection
- Redesign Southern Leg of Bearcat Lane Intersection
- Pick-up Drop-off Location Behind School
- Pedestrian/ Bicycle Connection Behind School
- Remove West Crosswalk and Geometric Improvements at Rambouillet Road Intersection
- Install Sidewalk along South Side of Roadway East of Rambouillet Road
- Traffic Calming on Melody Drive
- Capacity & Bike Improvements at Creston Road Intersection
- Road Diet for Segment East of Creston Road with Gateway Treatment

Spot Improvements

Long-Term Measures

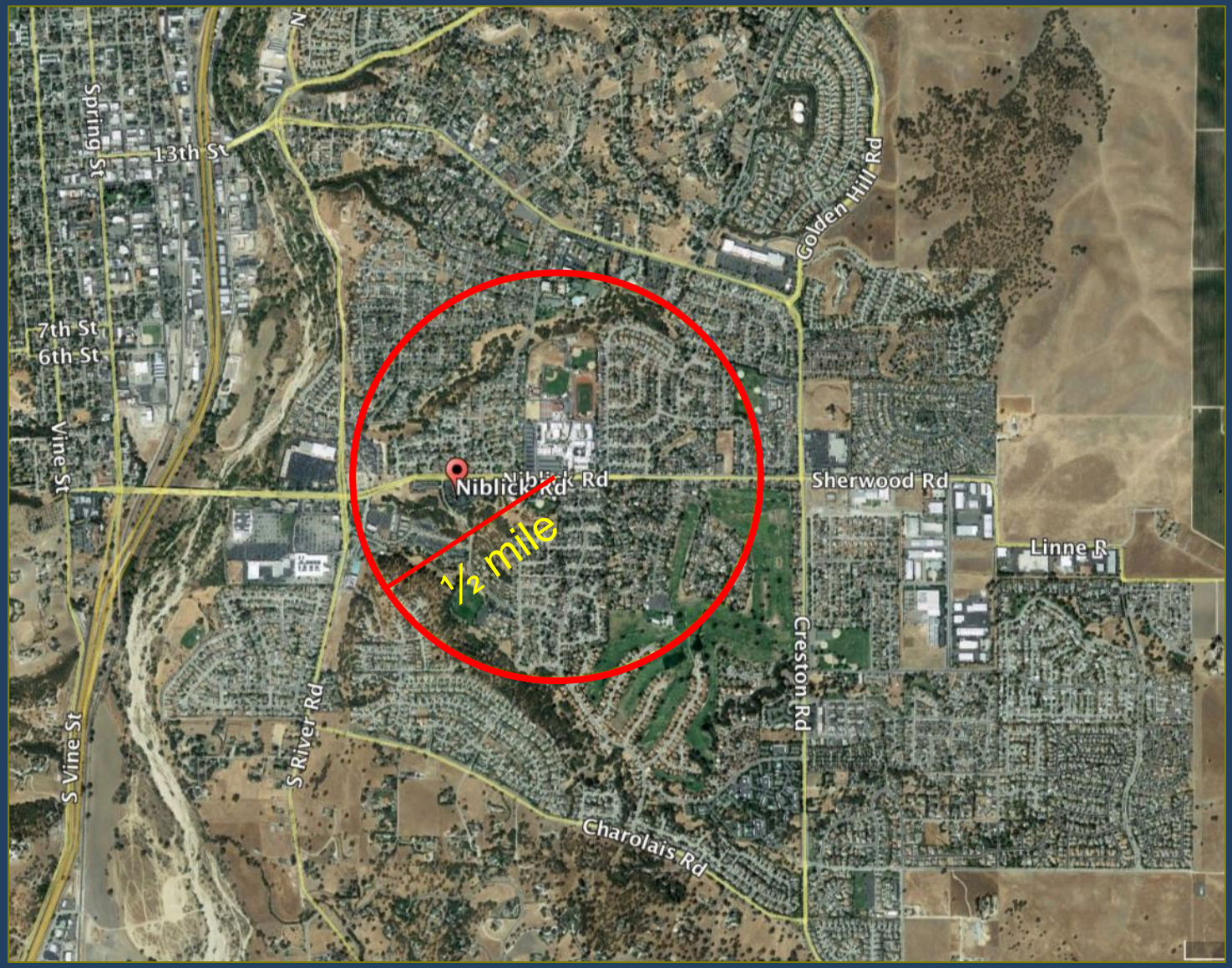
- Pedestrian Bridge Over Salinas River
- Roundabouts at Shopping Center and River Road Intersections

Spot Improvements

Policy and Program Suggestions

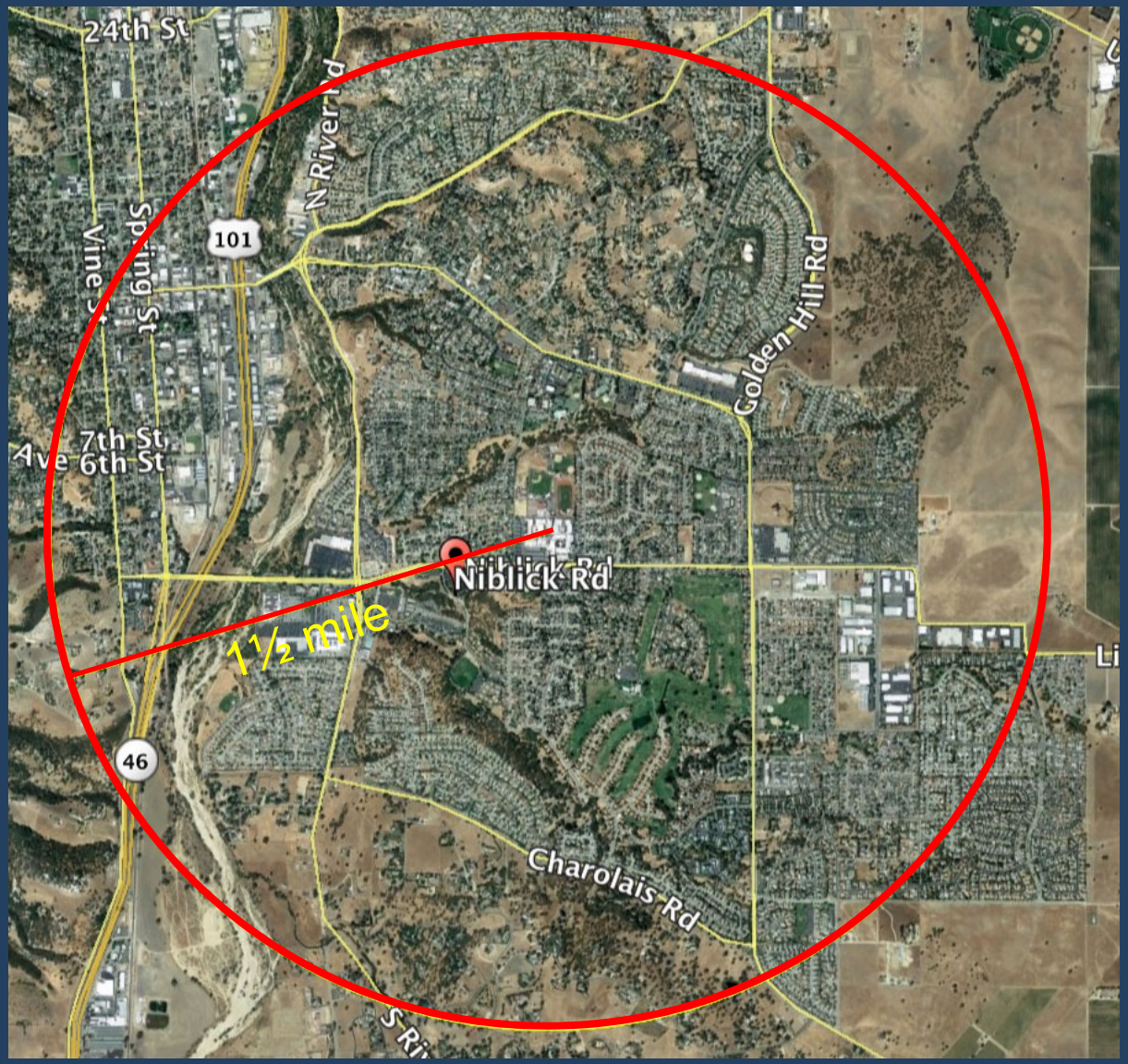
- Adopt and align city ordinances with recommended improvements and public space designations. I.e. allow bikes on paved surfaces that pedestrians use, and designate those surfaces/paths as mixed-use.
- Create implementation plans for approved speed reductions
- Community Development Division coordinate with Parks and Recreation, and Community Service to identify and develop
- Safety Campaign

The Tremendous Potential



Walkability in Paso Robles: ½ mile, 10 minute walk

The Tremendous Potential



Bicycling in Paso Robles: 1.5 miles, 10 minute ride

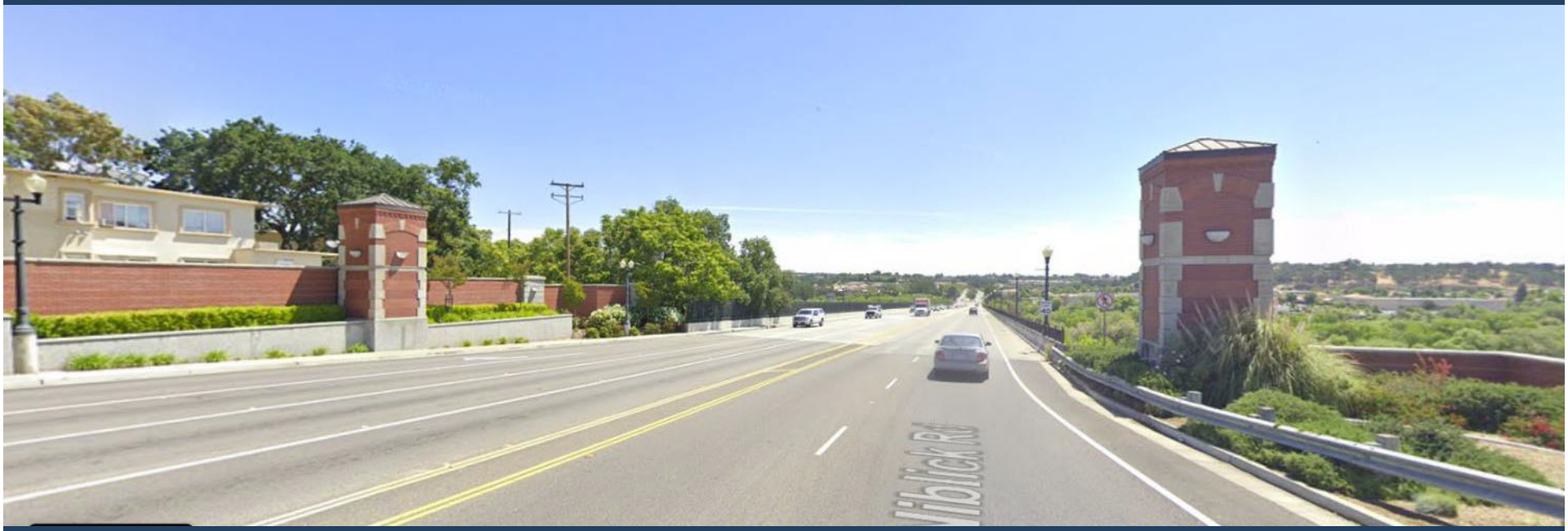
What's Next?

- Jan-Feb 2020: Presentation & Draft Plan
- Spring 2020: Final Plan
- https://www.prcity.com/niblickroad

For More Information

- David Athey
- City of Paso Robles
- dathey@prcity.com

Study Area



Study Area

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543 Niblick Rd
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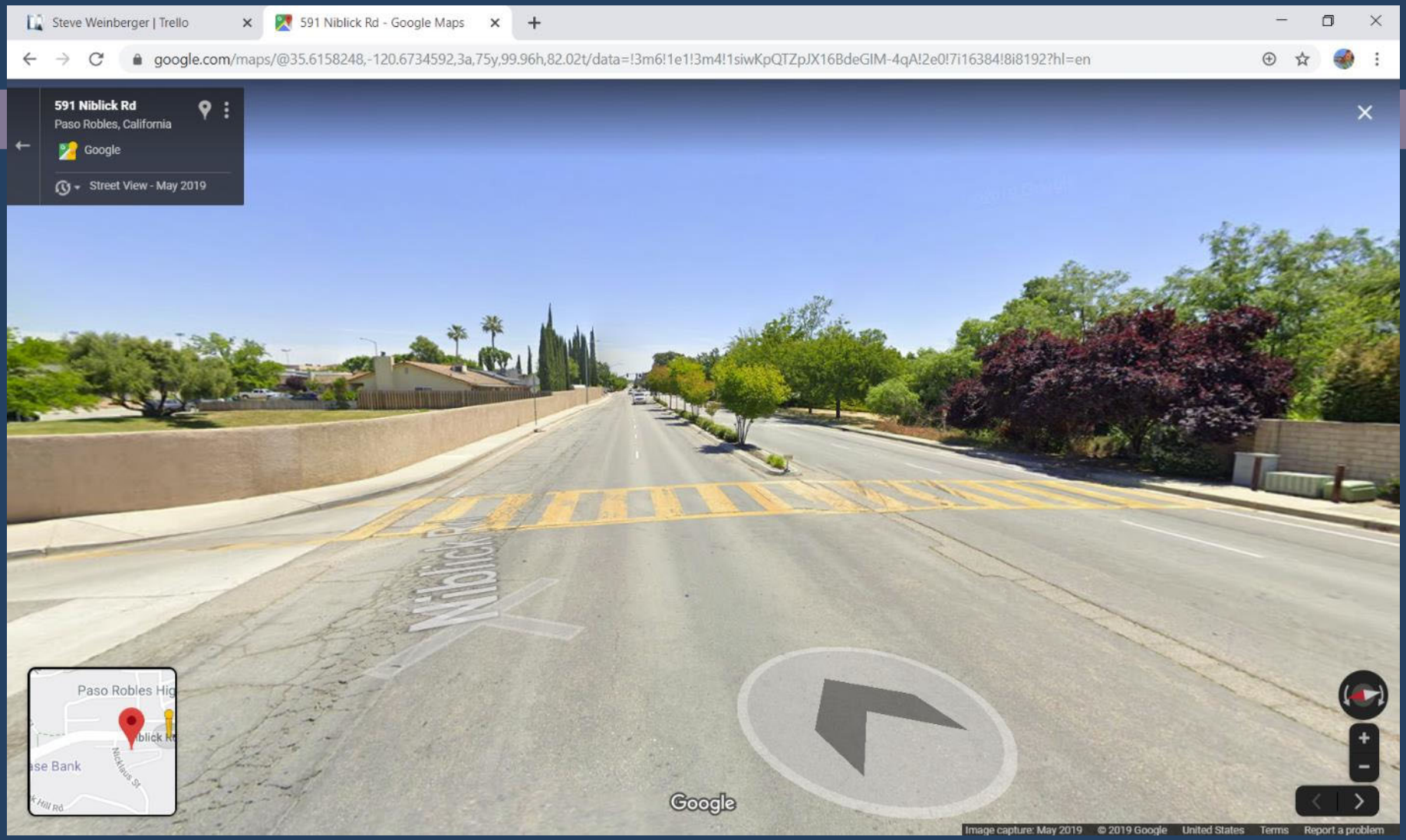
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1129 Niblick Rd - Google Maps
google.com/maps/@35.6158091,-120.6636248,3a,75y,96.75h,80.12t/data=!3m6!1e1!3m4!1sv0Cj0IAkpU8-Cf2cN-BVAQ!2e0!7i13312!8i6656?hl=en
1129 Niblick Rd
Paso Robles, California
Google
Street View - Nov 2018
Niblick Rd
Melody Dr
Bearcat Ln
Rambouillet Rd
Par Ave
Country Club Dr
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Image capture: Nov 2018
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google.com/maps/@35.6157943,-120.6606443,3a,75y,108.24h,78.45t/data=!3m6!1e1!3m4!1s4v_BqJcZGyDLEG0rzKtVEQ!2e0!7i13312!8i6656?hl=en
1250 Niblick Rd
Paso Robles, California
Google
Street View - Nov 2018
Niblick Rd
Melody Dr
Caddie Ln
Country Club Dr
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google.com/maps/@35.6158374,-120.6586664,3a,75y,239.73h,81.56t/data=!3m6!1e1!3m4!1sYdgXybxm1ty3RQ4wk9lrPA!2e0!7i13312!8i6656?hl=en
113 Sherwood Rd
Paso Robles, California
Google
Street View - Nov 2018
Sherwood Rd
Niblick Rd
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181 Sherwood Rd
Paso Robles, California
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Street View - Nov 2018
Sherwood Rd
Less
Sherwood Rd
Santa Fe Ave
Start
Google
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448 Sherwood Rd
Paso Robles, California
Google
Street View - Apr 2015
Sherwood Rd
Partridge Ave
Lark Dr
Google
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