CRP 463: Active Transportation Plan for the City of Paso Robles

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Active Transportation Plan
The City of Paso Robles
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1 Executive Summary

This Active Transportation Plan identifies the current network of walkways and bikeways that connect the City of Paso Robles and its residents to employment, education, commercial, recreational and tourist destinations. This plan prioritizes a set of connected projects that, when fully implemented, will increase active transportation opportunities and make it safer and more convenient for people to walk, bike and use active modes in the City of Paso Robles.

This Active Transportation Plan:

- **Assesses the needs** of non-motorist users in Paso Robles to identify improvement strategies that encourage residents to use bicycles and walking as a viable form of transportation
- **Highlights programs** that enhance the ability to bike and walk in Paso Robles
- **Identifies sources of funding** for the implementation of proposed active transportation projects
- **Positions Paso Robles to compete** for other funding opportunities

Plan Purpose

The purpose of this Active Transportation Plan is to act as reference and guideline for active travel within and around the City of Paso Robles. Active Transportation is a term used to refer to active, “human-powered” modes of transportation, namely bicycling and walking. The Active Transportation Plan (ATP) is a comprehensive document outlining the future of bike and pedestrian transportation in Paso Robles. The City of has a vested interest in increasing the number of residents who walk and bike for both utilitarian and recreational purposes for health, environmental, and economic benefits. In this document, the City’s plans for existing and future bicyclist and pedestrian networks and facilities are outlined, including conceptual development for select corridors around Paso Robles, including the Huer Huero Creek and Salinas River Corridors.

This Plan prioritizes a list of proposed connections with treatments to existing roadways, and when completed and fully implemented, it will increase active transportation opportunities. This will, also, make for safer and more convenient access for people to bike, walk, and use of other active modes of travel in the City of Paso Robles.
The average American motorist accumulates on average 15,000 vehicle miles travelled (VMT) annually which has increased three times faster than population growth, putting a strain on the country’s roadway infrastructure\(^1\). The average driver wastes the equivalent of a full work week in traffic each year. In Paso Robles alone, the average commuter travelled 2,800 VMT annually and in 2014, with an average daily commute time of 20.3 minutes.

Health

Incentivizing active transportation mode choices is an overlapping area of interest for both health field professionals and policymakers. Regular physical activity can help people lead healthier lives and reduce the risk of obesity and obesity-related illnesses. Increasingly, people are facing poor nutrition and a lack of exercise, which can result in serious health consequences. A lack of physical activity has been tied to an increase in risks of:

- Heart disease
- Stroke
- High blood pressure
- Joint and bone disease
- Depression
- Diabetes

Developing these complications at early ages can shorten life expectancy by over a decade and results in a significant loss of quality of life.\(^2\) There is evidence showing that communities that support walking, bicycling, and transit get more daily physical activity, weigh less, experience lower rates of traffic injuries, and are generally healthier than those who use commute by car.\(^3\)

Improving active transportation infrastructure, programs, and education are shown to be effective measures to increase active transportation mode choices. Active transportation leads to more time spent outdoors, which can help reduce stress, mental illnesses, attention hyper-active deficit disorders in adolescents, and minimize at-risk behaviors.\(^4,5\)

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Environmental
The shift from auto-dependence to active modes of transportation has beneficial effects on the environment as well. As far as the built environment goes, emphasizing walking and biking over vehicular travel result in a more livable community.\(^6\)

Communities that support transit use, walking, and bicycling are also associated with improved air quality and reduced greenhouse gas emissions.\(^7\) Many Americans’ fixation on the car as their primary mode choice has led to an unsustainable dependence on fossil-fuels, which is the leading contributor to particulate matter which degrades both the air quality and water sources via runoff from roads. Motor vehicles are also major contributors to climate change by producing greenhouse gases such as CO\(_2\) and methane, which results in increased severity in weather events and temperatures, as well as increased difficulty in managing an already dwindling water supply.\(^8\)

Economic
The economic benefits of this modal shift are further incentive to increase support of active transportation. The aforementioned health benefits of active transportation leads to lower healthcare costs due to the lower risk of chronic diseases.\(^9\) According to one study, walking related to transit use decreased obesity-related medical costs by over $6,000 per person. When accounting for the decrease in quality of life due to obesity-related disabilities, the savings are even higher.\(^10\)

Bicycling, walking, and using transit are roughly six times cheaper for users than owning vehicles and dealing with the related costs such as fuel, parking, maintenance. Two studies suggest that pedestrians and cyclists saved between $0.96 and $1.92 per trip when destinations had facilities such as bicycle parking, locker storage, and personal showering.\(^11\) Those who choose active transportation over motor vehicles save roughly $4.6 billion annually in the United States.\(^12\)

For businesses, studies conducted in California, Portland, Oregon, Toronto, New Zealand, Davis, and Wales all confirmed that customers who bike to retail stores spend more and return more frequently than their driving counterparts.\(^13\)


\(^10\) https://www.epa.gov/air-pollution-transportation/smog-soot-and-local-air-pollution


\(^14\) League of American Bicyclists, 2012 - Pedaling to Prosperity: Bicycling will save Americans $4.6 billion in 2012

\(^15\) Clifton, K., et al., 2012 - "Consumer Behavior and Travel Mode Choices"
Plan Contents

The Background Report provides an inventory of existing bicycle and pedestrian infrastructure and facilities in Paso Robles, as well as the behaviors and health of residents that have bearing on active transportation mode choices. Opportunities and Constraints contextualizes that data in terms of opportunities, needs, and gaps in service for cyclists and pedestrians. This information helps policymakers and stakeholders know areas that are deficient in serving the populations’ active transportation needs, as well as provide the foundation by which policies can be synthesized to address the City’s deficits. Design Proposals recommend improvements that provide residents with the means to actively travel throughout the City.

Interagency Compliance

The Paso Robles Active Transportation Plan maintains consistency with the following planning documents:

- 2003 Paso Robles General Plan
- 2009 Paso Robles Bicycle Master Plan
- 2006 Economic Strategy
- Salinas River Corridor Plan
- Uptown/Town Center Specific Plan
- SLOCOG 2005 Regional Transportation Plan
- California Streets and Highways Code §981.2
- CalTrans Active Transportation Program
- SLOCOG Active Transportation Partnership Program
- Safe Routes to School Plan
- San Luis Obispo County Bikeways Plan
- San Luis Obispo County Clean Air Plan
2 Overview

Paso Robles

Paso Robles is a city on the Central Coast of California in north San Luis Obispo County. It is located roughly halfway between San Francisco and Los Angeles and comprises a 20-square mile area (Figure 1.1). The City developed from a rest stop along the El Camino Real trail into a vibrant city that was incorporated in 1889, surrounded by vineyards and rolling hills. The City is bisected by both Highway 101 and the Salinas River, dividing the town into east and west quadrants. State Route 46 east intersects Highway 101 in the northern area of town and Route 46 West intersects towards the coast at the southern end of town. The west side of town developed in a traditional grid pattern, containing the downtown core and suburban residential developments to the far west of town (Figure 1.2). The east side of town has developed over the last 30 years in a conventional circulation pattern, featuring mostly sprawling residential uses which are bordered by business parks, agricultural and open space, and the Paso Robles Municipal Airport.

Planning Area

The Paso Robles planning area comprises 19.9 square miles (12,739 acres) within city limits as of 2005. The Local Agency Formation Commission (LAFCO) was formed in order to preserve open space and agricultural lands—areas under Paso Robles’ “sphere of influence” (SOI) which are illustrated in Figure 1.3. Currently, there are nine areas under this classification around the city limits totalling 465 acres. This commission was formed to provide government services and curb urban sprawl into these SOI-designated areas. State law requires LAFCO approval for annexation of the City’s boundaries into the sphere of influence. However, the 1991 Paso Robles Land Use Element sets urban growth boundaries. These geographical boundaries are called the City’s Planning Impact Area. The City has no jurisdictional authority over areas within the Planning impact Area that are outside of the City limits.
Figure 1.2: Zoning Map of Paso Robles

Source: Paso Robles IT Dept. Datasets via ArcGIS
Figure 1.3: Paso Robles Planning Impact Area and Sphere of Influence
Source: Paso Robles General Plan Land Use Element
Community Statistics
According to the 2010 U.S. Census, Paso Robles has a population of 29,793 residents\textsuperscript{16} with a projected build-out population of 44,000. The median household income is $60,449 (Figure 1.4).

The American Community Survey (ACS) is an annual, self-reported survey administered to select households by the U.S. Census Bureau in order to obtain information about demographics, households, and the workforce. Workforce inflow/outflow is the count of worker commute flows into and out of the selected study area. According to the 2014 ACS estimates, the workforce inflow/outflow in Paso Robles is as follows:

- 7,512 workers are employed in Paso Robles, but live outside
- 8,038 workers live in Paso Robles, but are employed outside
- \textbf{3,185 workers are both employed and live in Paso Robles}\textsuperscript{17}

According to the 2015 ACS estimate, there are 14,771 workers over the age of 16 in Paso Robles. The ACS 5-year estimates described mode choice commute behaviors as the following:

- 11,586 (78\%) - drive alone
- 1,767 (12\%) - carpool
- 249 (2\%) - take public transit
- 141 (1\%) - walk
- 241 (2\%) - other (eg. bicycling)\textsuperscript{18}

Of the approximately 11,000 households, the \textbf{majority of households (over 40\%) own two vehicles} (Figure 1.5). Roughly 20\% of households own either one or three vehicles, and 2-3\% of households own no vehicles.

According to the 2011 California Health Interview Survey administered by the UCLA Center for Health Policy Research, \textit{San Luis Obispo County has a 13\% obesity rate}. 9\% of SLO County

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{image}
\caption{Share of Households by Car Ownership}
\label{fig:households}
\end{figure}

\textit{Source}: ACS 5-Year Estimates, Census Bureau via data.usa.io

\begin{verbatim}
\textsuperscript{16} U.S. Census Bureau, 2010 Census.
\textsuperscript{17} U.S. Census Bureau, OntheMap. 2014 Estimate.
\textsuperscript{18} U.S. Census Bureau, 2011-2015 American Community Survey, 5-Year Estimates
\end{verbatim}
teenagers (age 12-17) were deemed at risk of being overweight and 10% were found to be obese. Currently, San Luis Obispo County is not meeting the Healthy People 2020 national objectives.¹⁹

3 Bicyclist Inventory

This section describes existing conditions for bicycle infrastructure and facilities within the City of Paso Robles. A summary of bicycle facility terms and definitions will be included along with existing bikeways and their conditions.

Bikeways Classifications

A bikeway is a road, path or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. Bikeways are characterized by their structure. The Highway Design Manual ²⁰ identifies four primary types of bikeways: Class I bike paths, Class II bike lanes, Class III bike routes, and Class IV separated bikeways. The County of San Luis Obispo, the San Luis Obispo Council Of Governments (SLOCOG), and Paso Robles have also broken down the criteria for Class IV bikeways into “bike boulevards” and “sharrows” which are called for by this plan. Definitions for these classifications are as follows:

**Class I (Multi-Use Paths)**
Bike path that provides a completely separated facility designated for the exclusive use of bicycles and pedestrians with motorist cross-flows minimized. These bike paths are mode separated to serve corridors not served by streets through existing city and county right-of-ways. This classification usually provides a recreational opportunities but are used sometimes to serve direct high-speed commute routes.

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¹⁹ UCLA Center for Health Policy Research, California Health Interview Survey 2003-2011
²⁰ Chapter 1000 of the Highway Design Manual Caltrans, 2015
Class I bike paths within Paso Robles:

- Charolais Rd
- Riverbank Ln/River Walk
- Centennial Trail
- Sneed St
- Rambouillet Rd
- Oxen St
- Alamo Creek Terrace
- Oak Creek Park
- Turtle Creek Park
- Royal Oaks Park
- Bella Vista Ct,
- Union Rd.

Class II (Bike Lanes)
Bike lane that provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with travel by motor vehicles or pedestrians prohibited. Cross-flows by pedestrians and motorists are permitted with the lane. This classification of bike paths are established along streets in corridors where there are significant demand for bicycling and in order to improve safety for these users. The intended purpose for Class II bike paths are to delineate the right-of-way assigned to bicyclists and motorists to provide for more predictable movements by each type of user.
Figure 3.2: Typical delineated Class II bike path with right-of-way measurements. Pedestrian right-of-way can vary depending on where in the city this is.
Source: provided by streetmix.net

Roads that fit Class II criteria within Paso Robles:

- Clubhouse Dr
- River Oaks Dr
- Dallons Dr
- Golden Hill Rd
- Union Rd
- Creston Rd
- 13th St
- Niblick Rd
- 1st St
- Sherwood Rd
- Fontana Rd
- S. River Rd
- Theatre Dr
- Route 46
- S. Vine St
- Vine St
- 32nd St
- Oak St.

**Class III**: Bike route that provides a right-of-way designated by bike route signs and is shared with motorists. These routes provide direct routes for commuting and/or continuous link between Class I and II bikeways. Class III bikeways may or may not provide striped shoulders or a wide curb lane. A good example of a Class III bike route in our region is Hwy 1.
Roads that fit the Class III criteria within Paso Robles:

- N. River Road
- S. River Road
- River Oaks Dr.
- Experimental Station Rd
- Union Rd
- Scott St
- Airport Rd
- Linne Rd
- Ramada Dr
- Theatre Dr
- Vine St
- Nacimiento Lake Dr
- 21st St
- 16th St
- 13th St
- 8th St
- 6th St
- Riverside Ave
- Pine St

**Sharrows**

A Class III design that aims to improve cyclists' and motorists' understanding of the rights of bicyclists in the bikeway and clearly identifies the safest place in the route to ride through shared lane markings. Sharrows are provided where roadway shoulder is not sufficient enough to be considered a Class II bike path and the safest route for bicyclists is to share the lane with vehicles.
Figure 3.4: Left: Typical two-way sharrow bike path on separate right-of-way with measurements.
Source: streetmix.net

There are no roads within the boundaries of Paso Robles that fit this bike path criteria.

**Bicycle Boulevard**
An existing road/street that is prioritized for bicyclists by limiting vehicular travel. They are most appropriate where vehicular traffic is low volume and speed. This classification often includes special facility treatment such as signage and pavement markings, intersection crossing treatments, traffic reduction, and traffic calming treatments.

Figure 3.5: Left: Typical two-way sharrow bike path on separate right-of-way with measurements
Source: streetmix.net

There are no roads within the boundaries of Paso Robles that fit this bike path criteria.
Within Paso there is a total of 41.8 miles of bike paths. The table below breaks down this mileage
into length of each specific facility type based on centerline mileage, as opposed to bi-directional
travel lanes.

<table>
<thead>
<tr>
<th>Class I + Multi-use trail</th>
<th>Class II</th>
<th>Class III</th>
<th>Recreational Route</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centerline feet</td>
<td>Mileage</td>
<td>Centerline feet</td>
<td>Mileage</td>
<td>Centerline feet</td>
</tr>
<tr>
<td>39,556</td>
<td>7.5</td>
<td>80,469</td>
<td>15.2</td>
<td>73,167</td>
</tr>
</tbody>
</table>

Data source: Bikeways GIS (SLOCOG); aggregated from member jurisdictions’ bike plans

To better understand the extent of these bike paths, Figure 3.6 lays out where these classification
fit within the city. In addition to this repair stations, bike shops, key destinations, transit stops, and
schools are also provided in the map to show where people might be trying to visit or commute to.
Figure 3.6: This map is a graphical representation of actual bikeways, roads and places.
Source: SLO Regional Rideshare
Facilities

Since bike parking is currently not required by City regulations, there are very few bike racks in the City as a result of regulations. However, Paso Robles Main Street, in cooperation with Lions Club have installed over 20 bike racks in the downtown area. Previously there were only five bike racks in downtown including:

- (3) at Library/City Hall
- (1) at the County Courthouse
- (1) at a downtown business.

Citywide, there are bike racks at City pool facilities, Walmart, Albertsons, and a fitness center.

Bicycle Accommodations on Transit

The Paso Express provides transit and Dial-A-Ride service throughout the City of Paso Robles. Residents can take the Paso Express fixed route services at all dedicated stops around the city on Routes A and B. All buses have bicycle racks and are equipped with passenger lifts for easier boarding when needed (Figure 3.7).

Safety

Figures 3.8 show the location of a total of 36 of 45 collisions from 2011-2016 based on data from the Traffic Injury Mapping System (TIMS)\(^{21}\). The SWITRS Query & Map application is a tool for assessing and mapping collision data from the California Statewide Integrated Traffic Records System (SWITRS) 2017. Significant bicycle collision corridors are along 13th Street, 24th Street, and Spring Street are represented in a Heat Map.

\(^{21}\) Traffic Injury Mapping System, Safe Transportation Research and Education Center, University of California, Berkeley.
The missing 9 collisions unrepresented in the heat map above are located in the following roads: Cedarwood and Creston, Creston and Laura, Niblick and S. River, Walnut and Shannon Hill, Country Club and Niblick, Creston and Union, Niblick and Melody, Stoney Creek and Beechwood, and Alexa and Theatre. 22

SWITRS is collected and maintained by the California Highway Patrol (CHP). SWITRS contains all collisions that were reported to CHP from local and governmental agencies. This data is represented in Figure 3.9 and Figure 3.10 and is further broken down by collision type and severity.

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22 Traffic Injury Mapping System, Safe Transportation Research and Education Center, University of California, Berkeley.
San Luis Obispo Council Of Governments (SLOCOG) in order to better understand bicycling behaviors in the county has conducted a survey with the intention of developing future infrastructure programs and investments. The Bike Barriers Survey\textsuperscript{23} has been helpful for understanding current bicycling systems as a transportation option within the region. The survey found that most residents view the region as a “good” or excellent place to bike. However, very few respondents identified bicycling as their daily or weekly mode of transportation, less than 12% of people who identified themselves as “interested” and “confident” riders. Because of this data, the report recommends a focus on the removal of barriers identified by these same types of riders. Confident and interested riders suggest that future develop improves the following:

- Construction, striping, and classification of additional Class I and II bicycle paths
- Increase bicycle safety related to traffic enforcement and motorist education
- Increase bicyclist confidence through education
- Increase street clean up and maintenance to improve performance at high speeds from obstacle on the road \textsuperscript{24}

\textsuperscript{23} SLOCOG-Bike-Barriers-Survey-Analysis-Report

\textsuperscript{24} SLOCOG-Bike-Barriers-Survey-Analysis-Report
According to the ACS less than 3% of working residents either commute by walking or biking and only 2% commute by transit. With this in mind, recommendations made by confident and interested riders should be strongly considered in order to improve ridership of these modes and reduce DVMT.
4 Pedestrian Inventory

Sidewalks and pedestrian walkways are a critical component of the intermodal transportation system. All trips begin and end in pedestrian trips. A lack of facilities results in safety and access problems between travel modes. Walking is also a viable transportation mode for primary trips of a mile or less for most people. A more complete system of pedestrian facilities can foster increased walking and reduced vehicle trips, while streetscapes also enhance the downtown cores and increase safety for pedestrians and bicyclists by reducing vehicle speeds that create visual friction.

Network

Proposed Pedestrian Network
The development of a pedestrian network will support walking as a primary mode of travel. The City of Paso Robles has proposed the development of a Pedestrian Master Plan (PMP), identifying and prioritizing improvements to the pedestrian network to encourage walking within Paso Robles. The PMP lists the minimum components of the proposed plan:

- A crosswalk policy to address warrants for installation and enhancements to crosswalks.
- A sidewalk and trail master plan with an inventory of existing and missing sidewalks and a list of projects to ensure pedestrian connections to downtown, employment centers, shopping and services.
- An on-going program to identify and eliminate hazardous conditions to pedestrians and to provide a sidewalk or formal path on every City-controlled street.

Implement appropriate signage and vehicle speed controls to ensure safety to pedestrians in the vicinity of the campus. The City has listed the primary and secondary roads that interface with the existing and planned trail network (by classifications and street name):

Principal Arterials:
- El Camino Real – Hwy 101
- Green Valley – Hwy 46

Arterials:
- Buena Vista
- Linne
- Nacimiento Lake
- River
- Tower

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25 (Policy Ce-1F, Action 3, in CE-5)
Collectors:
- Wellsona
- Volpi Ysabel
- Theater
- Peachy Canyon
- Marquita
- La Cruz  

The City’s Parks and Recreation Department has established an adopted Parks and Trails Map, however, the City currently lacks a sidewalk inventory map, which would identify where sidewalks exist and the conditions of the sidewalks.

**Facilities**

The two main pedestrian facilities that exist in the Paso Robles are sidewalks and crosswalks.

**Sidewalks**

Sidewalks are the primary pedestrian facility in Paso Robles. Sidewalks provide residents and visitors access to many destinations throughout the City. However, breaks or gaps in the sidewalk network makes it difficult and inconvenient for pedestrians to access parts of town. There are 164.943974 miles of sidewalks and 91.174736 miles of “no sidewalks”

**Crosswalks**

In Paso Robles, there are four types of crosswalks:

- CWWC - Continental white crosswalk
- CWWS - Standard White Crosswalk
- CWYL - Ladder Yellow Crosswalk
- CWYS - Standard Yellow Crosswalk

The following map (Figure 4.1) is an inventory of the existing sidewalk conditions in the City of Paso Robles. It shows where sidewalks exist and where there lacks sidewalks, as well as where there are crosswalks.

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26 (Salinas River Trail, pg. 2-3)
The City of Paso Robles currently has a Residential and Arterial/Collector Street Traffic Calming Program, which lists the Traffic Calming Measures and the Process to achieve them. The following support facilities include: Safety Education Programs, Police Enforcement, Photo Radar Enforcement, High-Visibility, Crosswalks, Radar Application, Pavement Striping, Curb Markings, Gateway Treatments, Truck Restrictions, High-Visibility Signs, Signed Turn Restrictions, Minor Bulb-outs, Speed Humps, Raised Crosswalks, Raised Intersection, Speed Cushion, Traffic Circles, Roundabouts, Mid-Block Chokers, Medians, Major Bulb-outs, Chicanes, Diverters, Extended Median, Partial Closure, Walk Pools, and Crossing Guards.

**Safety**

Existing Education Programs include:

The various safety education programs currently being implemented in the City of Paso Robles, by the Police Department in association with the School District Safety Manager are:

- School Safety Education Program
- Assemblies and Bike Rodeos
- Pedestrian and Bicycle Safety Workshops-In-Classroom Training
- Safety Training
- Classroom and field training

Curb Markings, Raised Crosswalk, Raised Intersection, Roundabouts, Safety Patrol, and Walk Pools are all measures to enhance safety of pedestrians.

**Trail Network**

The City of Paso has an established Trail Network connecting other neighboring towns, but lacks an established pedestrian network within city limits. An existing trail network between Templeton and Paso Robles is a connection between the two towns. Approximately six and half miles long, Reach 4 of the SRT is the connection point between Templeton and the southern limits of the City of Paso Robles. It is bounded on the west by Highway 101, Near Spring Road on the east and falls within the historical Juan de Bautista de Anza Trail corridor. The City of Paso Robles owns a majority of the properties along the Salinas River including the “Salinas River Parkway Preserve,” a 153 acre property intended to provide recreational uses for the community. This portion of the proposed trail alignment benefits from an existing informal trail network along the Salinas River and 2.5 miles of formal trails within the City of Paso Robles, including the Charolais Corridor, the Salinas Parkway, River Road and South River Road Trails.

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27 City of Paso Robles (September 2004), Traffic Calming Program, Pg.10
28 Upton Specific Plan (2011), Chapter 1, Introduction, pg.1-19
Crosswalks and sidewalks are facilities that provide pedestrians safe and convenient means of travel. Safe street crossings are a very important component of the pedestrian network for any urban neighborhood. As noted above, improving pedestrian comfort, safety and convenience is the central goal of the streetscape improvement program of this Specific Plan, and street crossings are perhaps the most challenging link in the network. The following general guidelines are provided for crosswalk design. The City’s Parks and Recreation Department is looking to expand Bikeway trails map to include pedestrian trails.
5 Opportunities and Constraints

Analysis Map
The following is an opportunities and constraints map addressing needs, gaps, and opportunities in Paso Robles.

Bicycle Network and Support Facilities
This section examines existing bikeways and facilities connectivity to and accessibility around Paso Robles destinations. Based off findings from the previous section, this chapter will provide necessary analysis which will help improve design for future infrastructure.

Findings
- Majority of the population chooses to drive over cycling for commute.
- Biking is inhibited due to the lack of bike infrastructure and physical typology of the City.
- Current on-street bikeways, like bike lanes, only serve more experienced bicyclists.
- Key neighborhoods along Highway 101, the Salinas River Corridors, and Amtrak railways are missing bicycle connections.

Opportunities
- Strong existing bike clubs and programs in the county
- Wide roads - room for adjustments and infrastructural additions
- City limits are relatively small, making commute by bike very reasonable
- Strong connectivity beyond city limits
- Cohesive Class I trail along Salinas River Corridor

Constraints
- Paso Robles lacks any significant “bike culture”
- Non-grid development east of 101
- Minimal funding for major infrastructural improvements
- Minimal support facilities making commute and recreational purposes difficult around Paso
Pedestrian Network and Support Facilities

This section consists of shared-use paths, unpaved trails, and sidewalks. These types of facilities are mode separated for the primary use by pedestrians, cyclists, and other forms of non-motorized users. They are mostly along waterways, railroads, parks, and right-of-ways where motorists are separated or buffered from non-motorized users.

Findings

- Pedestrians find existing infrastructure and routes unsafe; collisions and speeding traffic with a lack of safe street crossings.
- Due to their proximity to traffic, some of these facilities may require additional safety considerations, especially at intersections and driveways.
- The lack of access to healthy food options, and medical services, as well as low level of service of pedestrian walkways along routes to schools and the aforementioned services discourage and inhibit active transportation mode choices.
- Majority of city land is zoned for single-family residential uses with destinations such as commercial and industrial uses isolated in specific parts of the city.

Opportunities

- Updating City design guidelines to include regulations that serve commercial/retail amenities in residential neighborhoods, where appropriate to encourage walking or biking.
- Updating City zoning to include more uses near to concentrated residential areas.
- Improvements along River Corridor are planned within the Salinas River Corridor Plan.
- Promoting higher-density and pedestrian-friendly development along key commercial corridors and intersections will improve the use of walking and biking.

Constraints

- Non-grid development east of 101 and sprawl. This limits the accessibility and walkability and discourages alternate modes of transportation (other than car).
- Lacks connection between communities across Highway 101, making walking to commercial uses especially hard.
- Residents of Paso choose not to walk due to conceptions about safety.
Majority of land is zoned for single family residential, isolated neighborhoods from important uses like food markets,

**Multi-Modal Facilities**

*This section* recounts multimodal networks and connections available to residents of Paso Robles. These connections allow a greater need to access locations throughout the City as well as the County.

**Findings**

- Transit connections out of the City are available but lack park-and-ride lots, making transit less reasonable for potential users.
- All transit ridership has decreased over the past 10 years with no signs of improvements.
- Limited hours of operation available to bus system riders from 6:45 AM to 7:05 PM during weekdays. Adding to this, the bus only stops every hour.

**Opportunities**

- Strong existing bike clubs and programs in the county
- Wide roads - room for adjustments and infrastructural additions
- Extensive transit system around downtown arterials extending out east along Creston

**Constraints**

- Non-grid development east of 101
- Minimal funding for major infrastructural improvements
- Limited bus stop and hours of operation within the City
- The current bus system has suffered because of a lack of fund and sources dedicated to its improvements.
6 Goals and Policies

Goal 1: Safe, efficient, comprehensive, and connected bicycle and pedestrian networks.

The current population of Paso Robles does not have a strong culture of walking, biking, or transit use, in part due to the physical layout and inconsistent or missing network connections in the City. The City has already completed transportation improvement plans that focus on specific corridors. By completing and maintaining the City’s bicycle, pedestrian, and transit circulation systems, it could encourage residents to better utilize active transportation alternatives. Developing integrated active transportation networks in areas currently identified as underserved can provide equitable, safe, and cheaper transportation alternatives to personal vehicles.

Policies

- Require all new developments, serving as key employment, commercial, multi-family residential, or recreation centers, to provide bicycle facilities and pedestrian amenities that adequately meet the needs of its users.
- Identify and secure available funding to expand the city’s existing Safe Route to School Program, and provide assistance in its implementation.
- Develop a signage program integrating a comprehensive bikeway and pedestrian-oriented signage system maintained throughout Paso Robles.
- Identify and secure available funding to expand the city’s existing Safe Route to School Program, and provide assistance in its implementation.
- Change transportation investment criteria to ensure that existing transportation funds are available for Complete Streets infrastructure.
- Complete a network of bikeways and trails that serves users’ needs, especially for travel to employment centers, commercial districts, transit stops, institutions, and recreational destinations.
- Work with the SLO County Bicycle Coalition, Bike SLO County (Bike Valet), and other local organizations to support a more robust bicycle network that safely accommodates biking for commuting, school, shopping, and recreational trips by riders of all ages and levels of experience.

Goal 2: Attractive streetscapes that comfortably accommodate a variety of users and modes.
The City's streets vary in design and amenities. While the heavily-utilized roads and corridors frequently have amenities that serve a variety of users, there are large amounts of roads where basic features like complete sidewalks are missing, let alone support facilities that improve aesthetics of the area. Attractive streetscapes add value to its surrounding community, making it more inviting and accommodating to all users. Improving existing streetscapes via infrastructural changes, public facilities, street furniture, treatments such as paving, landscaping and consistent design will enhance and beautify the built environment for cyclists, pedestrians, transit users, and drivers. The City seeks to improve street designs to make them comfortable, safe, convenient, and viable for travel by all mode users without compromising everyday use.

Policies

- Consider developing streetscape design guidelines to facilitate the implementation of pedestrian and bicycle facilities that enhance the visual quality of Paso Robles.
- Provide pedestrian facilities and amenities such as signs for wayfinding, sidewalks, benches, street trees, and safe context-sensitive crossings.
- Create a map of proposed facility recommendations to help ensure all neighborhoods and sub-areas receive appropriate emphasis regardless of geographic location.
- Cooperate with local and regional agencies to ensure safe and convenient pedestrian access.
- Implement a program regarding the maintenance of all streets with public access to transit facilities, sidewalks, and bicycle paths.

Goal 3: Higher modal-split through promotion, education, and encouragement of active transportation

Two important aspects of mobilizing a community to incorporate more walking and biking into their trips are outreach and education. While there are several organizations that promote bicycling in Paso Robles, they may be intimidating to an inexperienced cyclist. Promoting, educating, and encouraging the viability of active transportation regular mode choice is a relatively inexpensive undertaking and helps create a social connection to these activities.

Policies

- Create a community Solicit community input through a special task group designed to give feedback on dangerous or poorly-designed intersections in an effort to change them to be more lively and walkable
- Work with Traffic Safety Department, Parks and Recreation, and the SLO Rapid Transit Authority to promote alternative modes of transportation to single-occupancy vehicles.
- Provide pedestrian amenities such as benches, street trees that provide shading, wayfinding signage, and street lighting
Complete a network of bikeways and trails that serves users’ needs, especially for travel to employment centers, commercial districts, transit stops, institutions, and recreational destinations.

**Goal 4: Land use patterns and decisions that encourage walking, bicycling, and public transportation use**

Transportation and land use are highly interdependent on one another to create accessible, desirable destinations. Since land use generates travel, creating a larger land use-mix can help minimize trip distances by creating more destinations within a community. Create more opportunities for residents by allowing diverse land-uses in close proximity to each other. De-emphasize the reliance of automobile use for daily commutes and travelling to and from destinations by promoting more destinations.

**Policies**

- Encourage mixed-use development to allow siting of residential, retail, office, recreational, and educational facilities within close proximity to each other to encourage walking and bicycling as a routine part of everyday life.
- Promote infill development and redevelopment; new construction should occur in a compact form in developed locations whenever feasible.
- Require safe and convenient walking, bicycling, and public transportation features in new or renovated development.
- Explore imposing development impact fee, use fee, and dedication requirements on new development to fund multimodal transportation.
- Require street design that creates public space that is safe and welcoming for pedestrians on-street.
- Reassess whether any municipal and zoning codes, land use plans, or any other related City documents conflict with or don’t encourage active transportation.

### 7 Design Proposals

**Corridor Selection**

Based on these opportunities and constraints, the following corridors have been chosen as subjects for design proposals: Creston Road, Spring Street, 21st Street, and 13th Street. These selected corridors have been chosen based on their broad characteristics to act as a precedent for the re-design of the majority of Paso Robles streets.

Several recommended changes to key corridors have been prepared based on the findings from the **Background Report** and **Opportunities and Constraints**. The previous section identified key aspects in Paso Robles transportation network that have been found to inadequately serve the multi-modal commuting community. The following designs show alterations to the streetscape that aim at improving pedestrian and cyclist flows while increasing the attractiveness of the built
environment. The proposals within this section suggest changes for selected corridors, and serve as a template for similar roadways that are in need of improved active transportation networks.

Figure 7.1: Proposed streets to receive improvements.
Complete Streets

Complete Streets accommodate all individuals in the community. They are designed, built, and maintained to adequately serve every mode of transportation--automobiles, pedestrians, bicyclists, and transit. Like most cities, Paso Robles’ streets are cater primarily to vehicular traffic while infrastructure and facilities that support safe travel for pedestrians, cyclists and transit are often overlooked. Complete Streets design and policies aim to correct this trend, providing safe, efficient and desirable streets for all people and mode choices.

All Paso Robles’ streets don’t require the same treatments in order to be considered “complete” or safe for active transportation. For example, roads surrounded by agricultural lands may be “complete” by providing wide shoulders for safe bicycling and walking. Alternatively, downtown and suburban areas of Paso Robles may require additional elements like signalized ladder crossings, more frequent transit stops, street lighting, median islands, sidewalks, traffic calming measures, and bicycle facilities. Adding these features during regular maintenance will decrease the cost by folding extra expenses into budgeted transportation project funding. Paso Robles may also find it beneficial to include complete streets concepts in other chapters of their plans to increase the integration of the plan as a whole, especially within land use.

Creston Road

Current Conditions

Creston Road is a major arterial road running west-east through Paso Robles and feeds into 13th Street. It has a high level of service and connects several residential collectors roads to popular destinations, such as:

- Sherwood Park
- Centennial Park
- Virginia Peterson Elementary School
- Winifred Pifer Elementary School
- Downtown via 13th Street

The land uses surrounding Creston Road are zoned for multi-family and single family residential with sparse commercial zoning. Housing on this street have frontages facing collector roads in clustered communities rather than Creston. Sprawl, cul de sacs. a lack of landscaping

Vehicular traffic travels with speed limits varying from 25 MPH in school zones to 35 MPH between intersections. Lanes vary from 3 - 4 with a center turn lane or occasionally a raised median island. The large lanes and infrequent stops allow for large volumes of vehicular traffic to move unimpeded at faster speeds which can be problematic for pedestrian crossings. Some transit stops along this road are covered shelters but more frequently no seating or proper signage exist.
Creston as a whole includes infrequent or fragmented **bicycle facilities**. There are Class II bike lanes running the length of the road but with varying quality of lane markings. Few bike racks or storage are seen anywhere on Creston. The lack of non-vehicular amenities such as traffic calming measures, pedestrian signalling, and bicycle facilities makes an unwelcoming and dangerous environment for users other than cars.

Limited attention paid to **pedestrian** signage. Frequently sidewalks are only on one side of the road. The physical characteristics of the street prioritize vehicular traffic and discourage pedestrian and cyclist flows and non-vehicular amenities such as traffic calming measures or signaled crossings. This creates an unwelcoming and dangerous environment for pedestrians and cyclists. An example of the existing road treatments can be seen in the figure 4.2 below.

**Figure 7.2: Creston Road as it intersects with Golden Hills Road and Rolling Hills Road and key destinations**

**Proposed Design**

Given the sprawling residential layout on either side of Creston Road, it is recommended that treatments that allow longer trips be made safely and efficiently by transit users, cyclists, and pedestrians be made. Therefore the corridor near a commercial destination (the shopping center between Golden Hill Road and Rolling Hills Road) was chosen to model treatments that would allow for feasible cyclist and pedestrian trips be made from nearby housing and schools.

The design features:
- Painted Class IV bike lane with bike lanes separated by a 3ft space.
- Landscaped medians that add aesthetics to the streetscape
- Transit stops with at least information stands, seating, and painted delineation
- Street trees to add shading and make travel by foot and bike more enjoyable.
- Increased crossings along the collector roads to facilitate pedestrian travel along creston
- Signalized pedestrian crossings across from commercial, park school, or key residential locations
- Bulbouts at street corners located at the entrances for communities and commercial areas
- Existing crosswalks should be replaced with ladder signalized crossings to offer as much comfort and protection from vehicles as possible
- Where sidewalks and bike lanes aren’t present, public right-of-way should be extended to accommodate these facilities and connect network
- Comprehensive bicyclist and pedestrian right-of-way, direction, potential conflict area, or route option signage. These markings will carefully consider colors, materials, and design, as well as legibility to motorists, pedestrians, and bicyclists.

Figure 7.3: Before and after proposed treatment aerials
Spring Street

Current Conditions
Spring Street is a major arterial street in west Paso Robles that is capped by the on- and off-ramps of Highway 101. Spring Street bisects the City north and south and is therefore used by out-of-city through-traffic as well as residential traffic flows moving towards the downtown core and laterally across town through intersecting streets, namely:

- 13th Street
- 24th Street
- Niblick Road

Along this street can be found bus routes and shelters, sidewalks, crosswalks, medians, and on-street parking. However, there are currently no bike lanes. Most of the street is zoned for commercial and residential multi-family use. Along Spring Street there is a middle school and supermarket. This road intersects Riverside Avenue, 13th Street, as well as 21st Street.

Because Spring Street connects vital corridors, it is important that there is adequate infrastructure and facilities in place. Some signalized pedestrian crossings. More north, crosswalks become less frequent. There is a lack of bike facilities as it leads up to the middle school which contradicts the city’s safe routes to school programs. In addition to this, land use is unfriendly to pedestrians and lacks healthy food destinations and retail uses.

Historically, the westside of Paso Robles, namely Spring, Vine, and the collector streets that intersect these roads experience large inundations of stormwater. This is caused by the runoff from the hillside that directly borders the west end of town. Green stormwater infrastructure has proven to be a crucial design element in Paso Robles necessary to prevent damages caused by
seasonal storms. Variety of design elements, which must be selected, sized, and configured to meet the goals and context of the project site will need to be evaluated.

Figure 7.5: Street view of Spring street as it intersects with 24th street

Proposed Design
Because of the importance of this road, all recommendations are for the entire 2.6 miles of Spring Street.

The following are the design features:

- Protected/buffered Class II (Bike Lane)
- Ladder style crosswalk striping
- Raised crossings at key access points
- Shortened sidewalk crossings with curb extensions and medians
- Mid-blocks and midblock crosswalks

Adding a protected/buffered Class II (Bike Lane) facility along Spring Street will help improve the current infrastructure for bicyclists. Because Spring Street characteristics, utilizing on-street parking and wide lanes can achieve improvements. In order to place these improvements, there will be a determination of the amount of traffic lanes, street-parking, bike paths, and medians needed. Again, ladder style crosswalk striping is necessary to highlight to drivers what they are approaching, especially at night. At key access points to parks and schools raised crossings increase visibility, yielding behavior, and create a safer pedestrian crossing environment. Where possible, shortening crossing distances by using tight corner radii, curb extensions, and medians will increase walkability.

Mid-blocks offer a large opportunity for improvements. Midblock crosswalks facilitate crossings to places where there are no traffic signals. These pedestrian crossings, which commonly occur along Spring Street create unsafe and unpredictable situations for both pedestrians and vehicles. At these areas, exist some signalized pedestrian crossing but still offer the opportunity for improvements. “Daylighting” or extending the curb at these points of interest makes pedestrians more visible to motorists and cars more visible to pedestrians. Stop lines at midblock crossings
should be set back at least 20 feet to ensure that a person crossing the street is visible to the second driver when the first driver is stopped at the stop line. Raising crossings at mid blocks too will slow traffic and give priority to pedestrians along this main promenade.

As mentioned earlier, multiple green elements may be sited and combined within the street to realize the full potential to manage stormwater runoff, improve multi-modal mobility, enhance street aesthetics, and achieve the full performative value of living infrastructure. 21st street is an ideal precedent that should be used when evaluating green stormwater infrastructure on Spring Street.

Figure 7.6: Before and after proposed improvements at the Spring Street and 24th Street intersection
21st Street

Current Conditions
21st street is a collector that intersects many residential streets north of downtown Paso Robles. The street has experienced historic runoff from the Mountain Springs Creek watershed as well as subsequent development of the urban areas. This has resulted in frequent flooding and inadequate infrastructure for pedestrian and bicyclists. To mitigate these issues, the City of Paso Robles redeveloped 21st street, between Vine St and Riverside Avenue, into the first Green and Complete Street in the County. This an award winning design and further recommendations would address the land use context. The street isn’t suited to its environment.

21st street utilizes many elements of a Green and Complete Street including: reduction of street flooding, increased stormwater infiltration, improved water basin recharge, improved pedestrian safety, reduction of traffic speeds (traffic calming), addition of Class II bike lanes, as well as an increase of shade and aesthetic appeal (street trees and drought tolerant plants). 21st street sets a precedent for the City of Paso Robles as a good example of promoting active transportation, while being environmentally friendly.
Proposed Design

Although 21st street acts a model for the City of Paso Robles, the street lacks certain characteristics of being a complete street. The location of 21st street is located far north of downtown and is not nearby any notable destinations for pedestrians and bicyclists. Because 21st street is located in a residential neighborhood and in area of non-commercial uses, the street is not heavily utilized by bicyclists and pedestrians. Automobile dependence will remain in this part of town until there are desired destinations implemented. The issue that occurs on 21st street is that more of existing surrounding land uses rather than the street design itself. The missing element of 21st street is the destination aspect, attracting users of active modes of travel.

The design features:

- Update to the City of Paso Robles’s Urban Design Guidelines
- Painted Class II bike lane
- Infill development

A proposed treatment or solution to this problem would be to update the City of Paso Robles’s Urban Design Guidelines to incorporate more commercially zoned, higher-density, and transit-oriented development. The City of Paso Robles 21st street complete and Green Street Project’s goal outlines the promotion of infill and redevelopment. For these reasons, any proposed infill redevelopment projects and incorporation of desired destinations in Paso Robles should follow 21st street as an example/model for designing a complete and green street.
13th Street

Current Conditions
This street is in the heart of downtown Paso Robles. The majority of the street is along commercially zoned property, including restaurants, wineries, and other places to shop. Because there are a lot of businesses on this street, there is a lot of pedestrian and vehicular activity, and it experiences high traffic volumes. Currently, the part of the street that runs through downtown does not provide adequate bicycle infrastructure (including bike lanes). There are on-street parking, crosswalks, and sidewalks, which allows for adequate pedestrian facilities.

As 13th street heads eastward, it connects with Creston Road. At the intersection of 13 street, Creston Road, Union Road, and N River Road there are plenty of lanes of traffic as well as crosswalks, separated right-turn lanes, as well as entrances to the River Walk path. With all this activity, there are improvements that can be made to make bicycle and pedestrian traffic safer. For bicyclists especially, there is lack of warning for automobiles that bicycles share the road. When automobiles are making right turns at the separated right-turn lanes, there is no indication of bicyclists crossing, which may occur in bicyclist collisions.
Proposed Design

Improvements to the intersection of 13th street and N River Road can be modeled after a similar intersection in San Luis Obispo. The intersection of Madonna Road and Higuera St in San Luis Obispo has a similar separated right-turn lane as that of 13th street. However, unlike the intersection of 13th street in Paso, the intersection in San Luis Obispo has a painted class II bike lane the signals to automobiles that a bicyclist may be crossing. This green painted lane prevents bicycle collisions and improves the safety of active riders.

The design features:

- Painted Class II bike lanes
- Bike box at the intersection of 13th Street
- Yield signs for automobiles making right-turns at separated right-turn lanes
- Signage along the street's sidewalks for bicyclists
- Landscaped medians that add aesthetics to the streetscape
- Signalized pedestrian crossings

For the part of 13th street that runs through downtown, there can be improvements in bicycle facilities, including signage and “shared use” arrows on the street as well as bike parking on the sidewalks.
Figure 7.12: Before and after aerials of 13th street as it intersects with Park street

Figure 7.13: Rendering of 13th street improvements as it intersects with Park street
Figure 7.14: Before and after proposed improvements at the intersection where 13th Street become Creston Road

Figure 7.15: Proposed treatments of 13th Street intersection heading towards Creston Road
8 Funding

The cost of widening a roadway to accommodate complete street improvements ranges from $750,000 to over $1,000,000 per mile. The cost estimate includes the known cost of planning documents, environmental documentation, surveying, design, right-of-way, construction, inspection, and administration. All costs for construction activity are determined from typical experiences in San Luis Obispo County. Construction costs include clearing and grubbing, grading, paving, signing, striping, and mitigation. The cost per mile will vary significantly based on the existing conditions of a roadway. The total cost of infrastructural improvements in Paso Robles would likely exceed $698,112.

There are several types of Federal, State, Regional, and City funding sources that Paso Robles can pursue to implement recommended improvements. Acquiring these funding sources can allow implementation of the itemized infrastructure improvement projects listed in the figure below.

Local jurisdictional planning might include programs such as safe routes to school program, local taxes, the general fund, and developer fees. The safe routes to school program is used to fund infrastructural projects within the city limits that correct an identified safety hazards on routes that students utilize to and from school. Some taxes like the Local Option Sales Tax and the new Special Gas tax are intended to fund city wide improvement projects like repair, construction, and maintenance. Finally the General Fund of the City of Paso Robles’ uses its Capital Improvement Program and Operating Budgets to fund recommended projects.

At the State level and Federal Level, programs such as the Bicycle Transportation Account (BTA), Highway Safety Improvement Program (HSIP), and the Recreational Trails Program (RTP), Environmental Enhancement and Mitigation Program (EEM) are used to help facilitate localities make improvements to its communities. The BTA will be awarded and funded to localities that prepare Bike Ped Plans for

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\(^{31}\) Costs are average costs for proposed treatments, including engineering, design, installation, and construction, determined by the Federal Highway Administration (October, 2013)
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ACTIVE TRANSPORTATION PLAN

Prepared for the City of Paso Robles

CITY WIDE ACTIVE TRANSPORTATION STUDY (CWTAS) MASTER PLAN

Final Report

Spring 2017
Executive Summary

Biking, walking, and alternative forms of transportation are important methods of travel that promote healthy lifestyles, improve air quality, improve safety, and create a more walkable community. Active transportation includes any type of transportation that does not entirely rely on a car to travel from one destination to another. Forms of active transportation include walking, biking, running, public transportation, skateboarding, or driving to a train station and riding from there. The City of Paso Robles seeks to increase the infrastructure that supports active transportation through an improved Active Transportation Plan and an improved, expanded, and community driven bike and pedestrian network.

The Active Transportation Plan presents a guide for future developments within the City limits of Paso Robles and plans, designs, constructs, and maintains many different aspects of the program. The document includes an existing conditions reports, opportunities and constraints analysis, policy development, and future roadway infrastructure proposals. The infrastructure includes bike lanes, bike routes, intersection designs, and alternative bus routes that promote a safe convenient environment for pedestrians. To help ensure feasible development, the Plan includes potential funding from City and County sources.
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1 Existing Conditions

1.1 Introduction

The San Luis Obispo Council of Governments, SLOCOG, defines active transportation as "non-motorized transportation...[which] includes facilities that make it easier to travel by walking and biking." This plan will synthesize the existing City studies, identify opportunities and constraints, and develop conceptual options for an active transportation plan.

1.2 Demographics

Paso Robles is a small city in northern San Luis Obispo County, located roughly halfway between Los Angeles and San Francisco. According to the 2015 US Census Data, the City has a population of 30,863 people and a population density of 1,588.4 people per square mile, with a buildout around 44,000. The City has one main high school and two alternative high schools. Cuesta College, the local community college, has a satellite campus in the northern part of the City. The nearest four-year university is Cal Poly in San Luis Obispo. A general aviation airport is located in the northeast part of the City and houses helicopters to battle forest fires. Paso Robles’ full name is El Paso de Robles, which is Spanish for Pass of the Oaks. The City is famous for their wineries, hot springs, hosting the California Mid State Fair, olive oil, almond orchards, and proximity to outdoor activities.

1.3 History

The area has been inhabited for thousands of years by Salinan Indians. Two men bought a land grant from Mexico in 1857, establishing European rule in the area. The first hotel was built in 1864 and the railroad followed in 1886. The City sits on part of an underground hot spring developed into a hotel in the early 1900's. In 2003, a 6.5 magnitude earthquake occurred 40 miles northwest of the City. It resulted in two deaths and damage to buildings. A sinkhole appeared in the parking lot of City Hall that was not fixed until 2010, due to concerns in the environmental report.

1.4 Destinations

The development of an active transportation plan will require knowledge of in-demand destinations in the City of Paso Robles for residents. This section provides a listing of such places of interest and importance within the City.

Destinations listed within this section are categorized into six sub-sections, based on type
of usage: Civic Services, Education, Grocery, Medical Care, Recreation, and Social Entertainment. Figure 1.4-1, on the next page, details all major destinations throughout the City of Paso Robles, to indicate areas of projected high usage by City residents.

1.4.1 Civic Services

Civic services refer to destinations related to overall city function, and associated with either local or federal agencies. This includes the locations of Paso Robles City Hall, the City library, the City’s main police station, and locations of the United States Postal Service. Also noted is the location of the North County Transit Center, which hosts connections to local and regional bus systems, as well as the
national rail system Amtrak.

1.4.2 Education

The City of Paso Robles contains educational facilities ranging from basic elementary classes to continued education at a college level. These destinations are detailed below, and are categorized by level of education.

There are currently six public elementary schools in Paso Robles. Northern areas of the City are served by Georgia Brown and Kermit King Elementary Schools, while the downtown area is served by Bauer Speck Elementary. Three other schools – Pat Butler, Virginia Peterson, and Winifred Pifer Elementary Schools – are located in the mainly suburban southeastern area of the City.

Additionally, the City has three private elementary schools: St. Rose’s Catholic Grammar School, the Trinity Lutheran School, and the Children’s Academy Montessori School, all located in central Paso Robles.

The City has four middle schools – two public and two private. For public education, George H. Flamson Middle School serves the western side of the City, while Daniel E. Lewis Middle School serves the eastern side. Additionally, both St. Rose’s Catholic Grammar School and Trinity Lutheran School offer middle school education in addition to elementary.

The City has three public high schools, all operated by the Paso Robles Joint Unified School District. Paso Robles High School is the main high school for City residents, while Independence and Liberty High Schools are aimed toward students with work obligations, family issues, or other non-traditional obligations. All three schools are located in the southeastern area of the City.

Paso Robles is the home of the northern campus of Cuesta College, a two-year community college based in San Luis Obispo. The campus is located in the northeastern area of the City.
1.4.3 Grocery

Seven food shopping outlets currently exist in the City. Two stores, a Grocery Outlet and a Smart and Final, are located directly north of downtown Paso Robles. Additionally, two other grocery outlets, Albertsons and Walmart, are directly south of the downtown area, although are separated from the area by US 101. Three other stores – another Smart and Final, Food 4 Less, and the La Mexicana Market – are focused around the southeastern areas of the City, to service local suburban neighborhoods.

1.4.4 Medical Care

Currently, the City of Paso Robles does not have a hospital located within City limits; the nearest medical center is Twin Cities Community Hospital, located 5 miles south of downtown in neighboring Templeton. However, the City does have a small urgent care facility, MedPost, located one mile south of the downtown area.

1.4.5 Recreation

Recreation services in the City of Paso Robles is provided through a system of twelve main parks, as well as two public pools. The downtown district is anchored by City Park, a block-sized public square that includes a playground, gazebo, and the City’s historical museum. Pioneer Park, Uptown Family Park, and the Municipal Pool provide recreation opportunities in the northern area of the City, while the southern part of the City is served by Robbins Field and Larry Moore Park. Suburban areas in the eastern portion of the City are serviced by seven different parks, spread out among different neighborhoods: Barney Schwartz, Sherwood, Oak Creek, Royal Oak Meadows, Turtle Creek, Caso Robles, and Centennial. Additionally, the more-central Centennial Park contains a second public pool.

1.4.6 Social Entertainment

Social entertainment in Paso Robles contains both year-round and seasonal attractions, and refers to destinations that provide pleasure to attendees. The City currently maintains one movie theater, Park Cinemas, located in the downtown area. The Ravine Water Park, open all year, is located in the far northeast of the City, and designed mainly for families. Additionally, the City is home to the
California Mid-State Fairgrounds, which hosts live musical performances, carnival-style rides, and other entertainment during the summer months.

### 1.5 Public Transit

The City of Paso Robles is connected by two primary public transportation options: the Regional Transit Authority’s (RTA) Paso Express and Route 9. Paso Express is a two bus, fixed route that runs Route A clockwise and Route B counterclockwise. Centered around the RTA and Amtrak transit stop at the North County Transportation Center at Pine and 8th Street, the route goes along Spring Street and then over Highway 101 through the eastern section of the City. The route passes nine timed stops while covering 43 stations total. The Paso Express runs hourly between the hours of 6:15 am and 7:05 pm Monday through Friday, 7:15 am through 6:05 pm on Saturday, and no service on Sunday. Each bus is equipped with bicycle racks and handicap services.

According to the RTA Short Range Transit Plan, during June 2014 the Paso Express had a ridership of 8,526 people with a weekday daily average of 364 and Saturday average of 215. With a population of 30,522, Paso Robles’ estimated daily ridership of 364 people would result in 1.2 percent of the population using the Paso Express (US Census Bureau).

The second primary public transit option is the RTA Route 9 that runs from the SLO Transit Center to San Miguel. It is a fixed route service that has stops in Cal Poly, Santa Margarita, Atascadero, Templeton, and Paso Robles. During the peak travel hours, it has express trips skipping secondary stops. Operating on an hourly basis during the workweek, it has six buses in service, stopping at nine stops in Paso Robles. On Saturday and Sunday it has one bus in service and does not stop at the North Cuesta College station. During the 2013-2014 fiscal year, the Route 9 had an annual ridership of 252,744 people with a week day average of 901 (RTA Short Range Transit Plan).

RTA also offers Dial-a-Ride and Runabout Paratransit. Dial-a-Ride is a curb-to-curb service that services anyone within the City limits. This taxi service has low floors and is ramp equipped for people with disabilities. Runabout Paratransit
satisfies the Americans with Disabilities Act of 1990 by providing a service for ADA certified passengers who are unable to access regular fixed bus routes. This service is available for all of San Luis Obispo County and has pick up and drop off locations within \(\frac{3}{4}\) of a mile of regular bus routes. On a larger scale, Paso Robles also has an Amtrak Station located at the North County Transportation Center which is part of the Amtrak Coast Starlight route. Amtrak bus service supplements rail over the 101 corridor, as well as travelling to the Central Valley.

1.6 Current Active Transportation Infrastructure

1.6.1 Downtown Paso Robles

Centered around Downtown City Park, downtown Paso Robles is automobile oriented. A majority of the streets are lined with on street parking. Bike facilities, such as bike racks, are scarce and major streets such as Spring and 13th do not have bike lanes. Spring Street is one of the major thoroughfares that connects the north end and south ends of town while 13th Street is one of the few roads that connects the east side of Highway 101 to the west side of town. Both of these streets bring in a significant amount of traffic into downtown and influence the safety of cyclists and pedestrians. Within the Bike Master Plan is the Downtown Bike Parking Plan that implements an “end-of-trip” strategy to build more bike facilities to increase ridership.

1.6.2 21st Street

In March of 2014 the Paso Robles 21st Street Complete and Green Street Project was completed, becoming the first complete and green street in the County. Designed to handle the historic runoff from the Mountain Springs Creek watershed, the street now increases stormwater infiltration, basin recharge, and aesthetic appeal. Along with the environmental benefits, the site now has approximately \(\frac{3}{4}\) of a mile of Class II bike lanes and ADA pathways on both sides of the street. Pedestrian safety has been increased by bulb-out, traffic calming intersections and a safer railroad crossing. Street lighting on 21st Street is sufficiently spaced. 21st Street east of Riverside Avenue remained untouched by the project and portions of the street are missing a sidewalk and bike path, leaving the paths disconnected from the surrounding area.

1.6.3 Bicycle and Pedestrian Paths and Facilities

Paso Robles has 12 trails within the City, totally approximately 11.58 miles of either paved or dirt trails (Department of Library and Recreation Services). Every trail except the .36 mile City Park Loop is located on the east side of Highway 101. Dogs and bicycles are permitted on the trails but horses are not.

To help encourage connectivity, the Circulation Element requires sidewalks or paths to be constructed on every public street. The Element also encourages the collaboration of the
San Luis Obispo Council of Governments (SLOCOG) and the railroad operators to secure funding to improve the railroad crossings for pedestrians and cyclists.

Figure 1.6-1: map of existing and proposed bike paths
Current and future routes for cyclists are laid out in the City’s 2009 Bike Master Plan. Although the Master Plan proposes Class II and III bike lanes in the north eastern portion of the City along Dry Creek Road and Airport Road, there are no current bike paths along those commercial and employment centers. The primary streets that have Class II bike lanes are Vine Street, Niblick Road, Creston Road, and Union Road. As one of the arterial streets, Spring Street does not have current or proposed bike paths. Current existing Class I bike paths are located around Sherwood Forest Park, Turtle Creek Park, Larry Moore Park, Snead/Rambouillet Trail, and Almendra Court Trail.

Current code does not require bike parking or changing facilities for public or private development. The only employment facilities with showers and changing rooms are the City Hall, Library, and Emergency Services Building.

**1.7 Traffic Injuries**

Between 2011 and 2016, Paso Robles has had 538 collisions. Fatal injuries compiled 1.7 percent of total collisions and injuries from severe to visible totalled 34.6 percent. Bicycle and pedestrian collisions totalled 8.9 and 5.4 percent or 48 and 29 collisions, respectively. Of the 538 total collisions, 12 were a result of pedestrian right of way being violated and 12 were of pedestrian violation. A total of 11 pedestrian collisions occurred with the pedestrian crossing in a crosswalk. Of the 29 pedestrian collisions, 18 were male and 11 were female.

A majority of the five year traffic collisions occurred on the west side of Highway 101. There were four intersections that had ten or more collisions between 2011 and 2016. Highway 46 at Vine Street had 10 collisions, 24th Street at Spring Street had 12, Highway 46 at Buena Vista Road had 10, and Golden Hill Road at Creston Road had 12 collisions.
1.8 Existing Plans/Documents and Planned Improvements

1.8.1 Overview

Paso Robles has developed a number of documents that have prompted the further development of active transportation options. Mainly, the existing plans/documents where information can be observed regarding active transportation is found in the General Plan’s Circulation, Parks and Recreation, and Conservation Elements, the 2009 Bicycle Master Plan, Salinas River Master Trail Plan, and the Uptown/Town Center Specific Plan. These documents include maps, tables, and figures that illustrate the transportation developments that are both planned and in progress. Understanding and identifying the existing documents is important in the future of the Bicycle and Pedestrian Master Plan.

1.8.2 Key Findings

- Transportation plans implemented in Circulation, Parks and Recreation, and Conservation Elements of General Plan
- Existing policies guiding development of active transportation options
- Outlined constraints with development opportunities
- Existing Community Service Programs

1.8.3 Status of Documents

Figure 1.7-1: heat map of traffic collisions between 2011-2016
**Circulation Element**

The circulation element had been developed in order to provide mobility to the people of Paso Robles. This emphasis supports the development of an efficient system roadways and transit opportunities that allow travel by multiple modes. The element covers various goals and policies that are predicted to be entirely implemented by 2025. These policies create a broad outline guiding future efforts, which also includes several different goals that can be used during the development of the Bicycle and Pedestrian Master Plan. Broadly, Figure 1.8-1 will illustrate the largest, most noticeable, future developments that the Circulation Element outlines.

![Circulation Master Plan Map](image)

**Figure 1.8-1: Circulation Master Plan Map**

After using the 2025 census VMT forecasts, the Circulation Master Plan Map illustrates the existing arterial roadway and the proposed future roadways necessary for growth. These plans can be used in the future developments of the Bike and Pedestrian Master Plan by presenting the viable options.
The specific plans for the Circulation Element can be found at:

**Parks and Recreation Element**

The development and management of parks and recreational facilities are addressed in this section. Trends that impact the Parks and Recreation planning and the Bike and Pedestrian Master Plan are land use development patterns, which result in higher density and smaller proportion of the population to walkable open space. Specifically, the Parks and Recreation section lists areas within the City in need of improvement and covers topics within the Bikeways and Trails category. Figure 1.2 illustrates the ideas outline in the Element.

<table>
<thead>
<tr>
<th>Bikeways and Trails</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bikeways as indicated in the City’s Bikeway Plan</td>
</tr>
<tr>
<td>Trail near railroad within 4th Street Specific Plan</td>
</tr>
<tr>
<td>Make trail connections between parks facilities citywide</td>
</tr>
<tr>
<td>Pursue De Anza Trail along Salinas River</td>
</tr>
<tr>
<td>Salinas River trail on either side of the river between Robert Rader (13th Street)</td>
</tr>
<tr>
<td>and Veteran’s Memorial (Niblick Road) bridges</td>
</tr>
<tr>
<td>Chandler Ranch Area Specific Plan trail system</td>
</tr>
<tr>
<td>Complete the Class I pathway from Creston Road along South River Road</td>
</tr>
</tbody>
</table>

The improvements specified in Figure 1.2 cover all topics related to active and bikeway/pedestrian transportation. These lists can be used to develop future plans, goals, objective, and policies regarding active transportation within the community of Paso Robles.

The specific plans for the Parks and Recreation Element can be found at:

**Conservation Element**

The Conservation Element envisions a City that will rehabilitate and enhance the environmental quality of the planned areas by minimizing degradation of nonrenewable and renewable resources. Special protections have been given to specific areas within the City that are either unique or endangered resources. Preservation of public services, air quality, vegetation and wildlife, mineral resources, and visual resources, as well as energy should be considered during the development of the Bike and Pedestrian Master Plan. Mainly, the most pertinent information within the element that pertains to the development of the Bike and Pedestrian Master Plan is the air quality baselines, which protect the community from excessive pollutant emissions.
The specific plans for the Conservation Element can be found at:
http://www.prcity.com/government/departments/commdev/planning/pdf/general-plan-
2003/ConservationElement.pdf

2009 Bike Master Plan

The 2009 Bike Master Plan provides the City with information regarding the upgrades and expansion projects associated with existing and future bicycle facilities to meet the needs of cyclists of all ages and skill levels. The Master Plan develops programs that emphasize mobility, outreach methods to encourage safe practices and everyday riding, tier different strategies of development, and identifies costs of improvements. This Master Plan is important to the development of future plans because of the extensive information associated with bicycles developments and processes. Many of the physical developments can be seen in Figure 1.3 and has been in development since 2009.

Paso Robles’ Bicycle Master Plan maps out the various proposed bicycle lane and trail developments. All of these bike lanes and various classifications will be referred to in future works of Bike and Pedestrian Plan developments.
Salinas River Master Plan

The Salinas River Master plan serves as a guide for municipalities during the construction of individual components of the Salinas River regional trail system. The plan addresses the development of the Trail along a 35 miles section between the communities of San Miguel and Santa Margarita. For Paso Robles, only approximately ten-percent of the trail will run through the City but the City’s active transportation options will be improved. The primary opportunity of the trail is to become a National Historic Trail due to its length and
landscape. Given the alignment within Paso Robles, the trail will provide opportunities for environmental restoration and enhancements for the communities residents. Figure 1.5 and 1.6 illustrates the trails alignment with Paso Robles.
Figure 1-8: Reach 4 (Templeton to Paso Robles)

Figure 1.8-4: Templeton to Paso Robles Salinas River Trail Map
The specific plans for the Salinas River Trail Plan can be found at:

**Uptown/Town Center Specific Plan**

The City of Paso Robles plans to re-master the west side of town, dividing it into Uptown and Town Centre. This is a key improvement plan developed within objective plans such as the General Plan, Economic Strategy, and Capital Improvement Budgeting. As for the active transportation sections of the plan, the Uptown/Town Centre wishes to emphasize pedestrian, bicycle, and public transit equally with automobile traffic. Furthermore, the plan identifies the Salinas River project and restoration of the area so that it may connect with the downtown core in the future. This document will help outline many of the existing and future projects in progress for Paso Robles and should be referred to during the development of the Bike and Pedestrian Master Plan.

The specific plans for the Uptown/Town Centre Plan can be found at:

**1.9 Funding Sources**

**1.9.1 Introduction**

Funding for new transportation projects in Paso Robles comes mainly from three sources. First, a certain amount of money from the City’s general fund is provided to the Community Development Department, which spends the money on improvements to City infrastructure as needed. Second, funds are currently being provided to the City from the San Luis Obispo Council of Governments (SLOCOG) via a countywide transportation investment plan, which will be paid out over the course of nine years. Finally, funding is being provided to the city by the State of California, mainly through two different transportation-specific funds: the Transportation Development Act Fund and the Prop 1B Public Transportation Special Revenue Fund.

**1.9.2 City Funding**

According to the City of Paso Robles Quarterly Financial Report, from the fourth quarter of the 2015-16 Fiscal Year, the City provided an expenditure budget of $43,206,990, while actually spending $34,749,032 of that budget – around 80%. Based on the provided year-end totals, the City states that $2,390,528 was budgeted for Community Development, the department in charge of improvements of all transportation infrastructure throughout Paso Robles. In total, however, expenditure for the department was found to equal $2,243,306 – 94% of the designated budget. Based on these numbers, in the original budget, around 5.5% was provided for infrastructure improvements; however, for the actual amount spent, around 6.4% of all spending by the City during the fiscal year was by
Community Development. The City report also states that $19,328,379 was budgeted to the Public Works department during that same time period, with the department only spending $12,584,444 of that budget – around 65%. Compared to the full budget, Public Works originally made up 44.7% of the designated spending, and totaled around 36.2%.

Figures 1.9-1 and 2, below, detail overall budgeted spending and actual spending, respectively, by both department and the City as a whole during the 2015-16 fiscal year. While it cannot be assumed that all funding provided to both departments was provided to transportation infrastructure, no further specific data on spending in Paso Robles could be found for the purposes of this report.
1.9.3 County Funding

In 2016, the San Luis Obispo Council of Governments (SLOCOG) adopted the San Luis Obispo County Transportation Investment Plan, in order to improve the quality of transportation infrastructure throughout the county. The plan involves investing over $225 million over the span of nine years, 50% of which ($112.5 million) would be designated to individual cities for their own personal usage. According to provided details, Paso Robles would be given 11.3% of the available funds, totaling $12,666,685 over the nine year period; on a year-to-year basis, this would provide $1,407,409 to the City for infrastructure improvements. Based on the previously provided budget numbers by the City, this would increase the infrastructure budget of the City by over 50%.

1.9.4 State Funding

The state of California provides funding for transit projects within Paso Robles through two different funds, the Transportation Development Act Fund and the Prop 1B Public Transportation Special Revenue Fund. Both funds are directly provided by the state government, and as such are distinctly separate from the general City fund. Similar to funds provided by the County, money provided into these funds may only be used for their designated purpose of transportation infrastructure improvement, with some exceptions. The City’s Transportation Development Act Fund was established by the California State Act of the same name in 1971, designed to improve transit infrastructure on a local basis through regional planning. Money for the fund comes from two other funds, the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STAF); these are provided for by statewide taxes on diesel fuel sales and a ¼ cent general sales tax, respectively. These taxes are distributed to communities based on need, as the community itself must apply for the funds. Limitations are placed on what the money can be used for; money taken from the STAF can be used only on transit projects, while LTF funds can be used for road and street projects if all transit needs have been met. During the 2015-16 financial year, Paso Robles had a TDA Fund totaling around $151,447; the City did not spend any money from the fund, due to there being no outstanding transit need.

The Prop 1B Public Transportation Special Revenue Fund started in 2006 after California sold $19.92 billion in general bonds to fund improvements of the state’s transportation system. As part of the proposition, the state promised $980 million for a local cooperation program that matched the cost spent by municipal governments on their infrastructure projects for five years after the passing of the bill. After being on this program, Paso Robles has a remaining fund balance of $125,137, which may be used on any transportation infrastructure project desired. During the 2015-16 fiscal year, the City spent $15,157 of the fund.

In addition to the two funds, a third legislative act is under implementation in the California State Legislature that will provide direct financial benefit to Paso Robles. The Road Repair and Accountability Act of 2017, or SB-1 for short, will institute an infrastructure investment of $5.24 billion/year statewide for ten years, with $15.4 million/year being
provided to San Luis Obispo County. According to figures released by SLOCOG, $718,000 of that would be given directly to the City of Paso Robles, with an additional $10,190 set aside specifically for improvements of the Paso Express bus system.

2. Opportunities and Constraints

2.1 Overview

The City of Paso Robles has the trajectory to become a progressive community involving the proper infrastructure to support walking and biking as normal modes of transportation, which will be accessible for all individuals with varying abilities. Paso Robles has several miles of existing and developing trails accompanied by a moderately temperate climate. In relation to the City’s landscape, downtown Paso Robles is characterized by a thriving atmosphere, abundance of wineries, and plays host to various vibrant restaurants experiences.

However, active transportation in Paso Robles comes with challenges. There are several design, safety, and connectivity issues that must be addressed before reaching the goals identified within this plan. The following sections address the opportunities and constraints that are present while also offering initial policy development and redesign proposals that Paso Robles must confront to become a more active transportation friendly community.

2.2 Opportunities

Paso Robles has a substantial bicycle and pedestrian network, and is on the forefront of the complete street revolution set by 21st Street. These create a variety of opportunities to expand off of. The City is split into two sections, the west and east sides, separated by Highway 101, the Union Pacific Railroad, and the Salinas River. The City originated on the west side and expanded into a grid pattern nestled between the hills and highway. This creates an easy environment for cyclists and pedestrians to navigate as it is flat, fairly condensed, and direct. With commercial areas stretching along the length of the west side, the neighborhood creates an ideal cycling commute route. The west side also hosts the North County Transportation Center, which is the center of the Regional Transit Authority Route 9, Paso Express buses, and Amtrak.

The east side of Paso Robles is primarily residential sprawl with some large lot residential. North of Highway 46 is the main commercial zone, including North Cuesta College, Paso Robles Airport, and several industrial units. Despite the sprawl layout of the east side of the City, arterial streets Union Road and Golden Hill Road help connect the residential area to the northern commercial section above Highway 46. The east side also contains 11 of the 12 City parks, creating over 11 miles of trails and paths throughout the City for residents to enjoy and travel on.
Since the 2009 Bike Master Plan took shape, the City has taken significant effort to complete the proposed bike paths. A large portion of the population in the east side of the City has been connected with the completion of the Creston Road Class II bike path and the South River Road and Charolais Road Class I path. This creates more opportunities to increase access to the parks, schools, and businesses in these areas. There are also a number of other paths that are planned to be completed throughout the community. Proposed routes through the new planning areas on the east side, such as Chandler Ranch and Olsen Ranch Beechwood Specific Plans, will lead to a more connected community.

2.2.1 Key Opportunities:

- Substantial network of trails and bike paths with opportunities to expand
- “End-of-trip” bike parking strategy will encourage more cyclists
- Downtown and surrounding streets provide good street connectivity
- The western hills provide a great opportunity for new trails
- Development of eastern specific plans create opportunity to improve connectivity on the east side of the City

2.2.2 Photo and Graph Inventory of Opportunities

This section provides a photo inventory of the City of Paso Robles’ existing opportunities for active transportation users.

**Opportunity** Many of the streets of Paso Robles have wide, visible bicycle lanes, creating a safe environment for all users. Some of the routes are incomplete or end abruptly, creating opportunities to expand and improve.

**Opportunity** The east side of the City is covered in parks creating equal and easy access for its residents’ use. Many of the parks include walking and bike paths that connect to surrounding uses and scenic areas. The west side of the City has the opportunity to expand its access to parks.
Opportunity Strava is a cycling and running social media application that users across the world use to record their rides and runs. Strava records this information and allows the GPS data points to be analyzed to determine popular routes and what times of day are most common. This creates the opportunity to improve commute routes and intersections that face the most usage, roads such as Vine Street, North River Road, and 13th Street.
Opportunity Paso Robles has a comprehensive Bike Master Plan with current and proposed routes covering the significant thoroughfares and parks. This will help connect future projects such as the specific plans east of the City.
Currently there are no bus routes that reach into the north eastern portion of the City and limited access to the north end. Golden Hill and Union Roads provide opportunity corridors to expand the current bus network to those residential and commercial areas.

**Opportunity**
2.3 Constraints

Paso Robles currently has barriers, both in physical terrain and infrastructure, that are discouraging to active transportation, and limiting the expansion of the bicycle and pedestrian network.

The City is transected by the Salinas River, creating a natural barrier through the City’s central area with few available crossing points. While the City has connected most of these river crossings via a trail along the river’s floodplain, these places still act as choke-points throughout the system. Additionally, eastern areas of Paso Robles are built on hilly terrain, and are located at a higher elevation than the rest of the City. Due to this, pedestrians and bicyclists of certain population groups, or with particular mobility issues, may be unable to choose these specific modes of active transportation, due to the higher activity level involved.

Outside of the downtown area, Paso Robles is mostly consisted of low-density residential developments, especially in the eastern areas of the City. These developments increase both the amount of time and distance required for desired trips. US Highway 101 runs through the City north-to-south; as the highway is built to federal Interstate standards, it is divided from the City’s main road network, and crossings are limited. California State Highway 46, a divided highway, separates northern neighborhoods from other areas of the City; while crosswalks exist at certain intersections, bicycle and pedestrian access is restricted due to a high speed limit, long waiting time for light changes, and lack of appropriate infrastructure in surrounding areas.

Certain sections of the City’s main thoroughfares are also missing bicycle and pedestrian infrastructure, making travel through these areas dangerous and restricting access. These include the southern end of Golden Hill Road, North River Road, and 13th Street between US Highway 101 and Vine Street. The main downtown area lacks bike-friendly road infrastructure, such as designated bike lanes on major streets. There is also very little connection to any transit systems in the City; local buses, running every hour, are too infrequent for feasible trip usage, while regional buses have limited stops and, depending on the schedule, may not service all stops.

2.3.1 Key Constraints:

- The Salinas River divides the City into eastern and western areas.
- Eastern areas of the City are built on uneven, hilly terrain.
- Density of developments in the City decreases as one moves further away from downtown.
- The presence of US Highway 101 acts as a barrier between eastern and western areas.
- California State Highway 46, a divided highway, separates northern neighborhoods from other areas of the City.
• The City’s downtown area currently lacks bike-friendly infrastructure, such as designated bike lanes on local streets.
• Some major thoroughfares in the City have sections lacking in bicycle and pedestrian infrastructure.
• Little feasible connection exists between active transportation infrastructure and transit routes, both local and regional.

2.3.2 Photo and Graph Inventory of Constraints

The section below provides a photo inventory of existing constraints for active transportation users in Paso Robles.

**Constraint** The Salinas River runs directly through the central area of Paso Robles, creating a natural barrier that divides the City into eastern and western areas. Crossings of the river are limited, creating choke points for all bicycle and pedestrian infrastructure.

**Constraint** US Highway 101 runs through the center of the City. Built to Interstate highway standards, the highway is fully separate from the City’s road network, creating an infrastructure barrier with limited points to cross.

**Constraint** Downtown Paso Robles is currently lacking in bike-friendly infrastructure, specifically in terms of bike lanes on major thoroughfares. Pictured left is a view of Spring Street, one of the major avenues through the downtown area, which currently has no designated bike lanes of any class.
The current transportation infrastructure in Paso Robles contains multiple choke points for pedestrian and bicycle traffic, due to the presence of the high-capacity US Highway 101 and California Highway 46, as well as the Salinas River. These barriers provide a limit to the amount of expansion of current infrastructure.
3 Policy Suggestions

Paso Robles has developed a series of documents and plans to create a comprehensive system of active transportation options throughout the street networks of the City. The main documents in which information regarding this topic can be found are within the General Plan’s Circulation, Parks and Recreation, and Conservation Elements, the 2009 Bicycle Master Plan, Salinas River Master Trail Plan, and the Uptown/Town Center Specific Plan. Throughout the plans, there are policies, goals, and objectives that guide the City’s efforts towards developing a more active community. While taking these existing documents into account, the Active Transportation Plan will implement the most advanced and effective policies so that the City can benefit the greatest from this development. After assessing the existing conditions, opportunities, and constraints, the following policies are suggested.

Active Transportation Policy Suggestions:

- **Goal 1**: Make walking and biking the most convenient, safe, and enjoyable transportation choices for residents within three miles from downtown Paso Robles.
  - **Policy 1.1**: Expand the currently-existing bicycle and pedestrian walkway system in the city along lacking thoroughfares.
  - **Policy 1.2**: Ensure adequate long-term and short-term storage for bicycles throughout the city.

- **Goal 2**: Ensure that the regional active transportation network serves all residents to a satisfactory level.
  - **Policy 2.1**: Achieve a balanced modal split throughout the city.
  - **Policy 2.2**: Ensure all city residents are provided a connection to bicycle and pedestrian infrastructure within a reasonable distance.

- **Goal 3**: Utilize best practices and standards, including emerging standards in active transportation planning.
  - **Policy 3.1**: Redevelop time schedules and routes for local public transportation.
  - **Policy 3.2**: Emulate 21st Street as a model for potential active transportation expansion throughout the city.

- **Goal 4**: Enhance safety and security for active transportation users.
  - **Policy 4.1**: Ensure adequate lighting along all bicycle and pedestrian routes.
  - **Policy 4.2**: Ensure protected crosswalks and other road crossings for all bicycle and pedestrian routes.
  - **Policy 4.3**: Declare a full separation of uses on major thoroughfares when feasible.
• **Goal 5**: Continue progress and investment into active transportation developments.
  ○ **Policy 5.1**: Develop and expand the current public transportation system.
  ○ **Policy 5.2**: Work with county, state, and federal agencies to explore options for further transportation development.

• **Goal 6**: Ensure ongoing maintenance, promotion, and education practices after implementation of the plan.
  ○ **Policy 6.1**: Provide storage and promotion of bicycles at community events.
  ○ **Policy 6.2**: Encourage further bicycle usage and walking through educational outreach events.
4 Redesign Proposals and Concepts

4.1 Overview

In accordance with the City’s aim to become a community with a progressive view of active transportation, Paso Robles contains areas of infrastructure that may require either a reorganization of uses or a redesign to allow for further usage by multiple transit options. This section includes design proposals and ideas for four currently existing areas in the City’s infrastructure, along with brief explanations concerning the purpose of the proposal and the potential solutions it provides. It is important to note that all proposals below are designed as suggestions to the City of Paso Robles based on background data, opportunities and constraints as determined by this report, and the urban planning knowledge of those involved in creating this study. Any and all work undertaken on City infrastructure, including such work matching these proposals, are of the City’s own accord.

4.2 21st Street

4.2.1 Design

21st Street in Paso Robles is currently one of the most up-to-date and modern street designs within the community. Starting from the east side of the street, Hortense Avenue, the street slowly develops into a sustainable urban downtown area. The project was first implemented in order to reduce flooding frequency and severity, improve pedestrian safety, and increase traffic calming devices. This redesign has greatly improved the area and was also considered the first Green and Complete Street in the County of San Luis Obispo.
As the street moves further West, into the residential area of the street, these improvements are not so apparent. Once 21st street migrates across the train tracks, there is almost none of the mitigation developments as seen on the East side. Although there may not be the same risk of flooding and traffic hazards, the area still requires some sustainable developments. Furthermore, 21st Street extends almost three times further than the existing developments and holds excellent roadway conditions for bikers and pedestrians. Therefore, we must implement a modern neighborhood design that incorporates all modes of transportation.
In order to account for all residents, visiting and permanent, the design must be consistent with the existing developments of 21st Street and create a sustainable area that will increase many aspects of Paso Robles street design. This 21st Street Residential Zone Proposal utilizes the mitigation developments of the existing streetscape on the East of the roadway while simplifying the design so that the lower section will compliment the upper section. Starting from the residential zone, we move inward to pedestrian walkway, vegetated landscaping for flood mitigation and safety, Class 1 bike lane, and two 12 foot motor vehicle lanes. This complete street accommodates for all users, just as the rest of 21st Street does, and may be used as a design for all residential locations within the community.

4.2.2 Implementation

Key requirements of the conceptual, design, and construction phases in this corridor include forums and educational workshops to not only get feedback from residents but also encourage more development of complete streets. To reach the development goals, drainage improvements should be combined with infrastructure improvements for the walkways, bike lanes, and roadway widening. Furthermore, community involvement and support is required so that this project may initiate. To provide City awareness and drive local support, the City will hold community workshops in order to understand concerns and listen to recommendations.
4.3 Downtown

Downtown Paso Robles is an 11 block area on the west side of Highway 101. The two major streets that intersect on the edge of downtown are Spring and 13th Street, with 13th Street drawing a significant amount of traffic as it is one of the few major connectors to the east side of town. Freeway off ramps are less than a quarter mile away, leading onto 13th Street. Outlined by Railroad Street on the east, downtown also goes along Pine and Park Street. Park Street is interrupted by the Downtown City Park.

Despite covering a small area, downtown does not have sufficient connectivity due lack of bike lanes and fading crosswalks. Plenty of street parking encourages people to drive to the park and then walk through downtown rather than use active transportation to visit such areas.

4.3.1 Design

The first redesign is of Park Street facing from 13th Street down towards City Park. While this is one of the newer and calmer roads in downtown, it is completely lined with street parking and does not encourage walking. Based off of Main Street in downtown Grand Junction, Colorado, the redesign proposal suggests reducing the amount of on street parking and expanding the sidewalk, both to open up sidewalk space and narrow the street. Expanding the sidewalk opens up space for people to hang out in, eat at, or relax. The sidewalk then becomes a destination, whether it be in front of a coffee shop or retail it will encourage pedestrian and retail usage. Narrowing the street and directing the lanes in a curve or wave, will help reduce traffic speeds through downtown as well. While this is a redesign of Park Street, it is a model that can be applied to any minor roadway.

Figure 4.3-1: Downtown Grand Junction, Colorado
The next redesign is 13th Street because it is one of the busier streets that goes through downtown. Due to the higher level of traffic, the goal is to increase the safety of cyclists and pedestrians to increase active users. Currently, no bike lanes exist on 13th Street and the Paso Robles Bike Master Plan proposes adding sharrows. The redesign proposal here suggests the addition of high visibility class II bike lanes to connect to the lanes that exist on the east side of Highway 101. To increase pedestrian safety and usage, bulb out street corners were added to improve drivers visibility of pedestrians and decrease street crossing time. To help slow down traffic, a median was added to narrow the driving lanes and raised crosswalks. The raised crosswalk will act as a speed bump and the contrast in road materials of the crosswalk will improve pedestrian visibility. Currently the streetscape is relatively bare; the addition of street trees will improve the aesthetic appeal of the road as well as help reduce any heat island effects. This design can be used as a model for any arterial road stretching through town, such as Spring Street.
Figure 4.3-3: 13th Street re-design facing east.

Figure 4.3-3: View of Park and 13th Street redesign proposal from above.
4.3.2 Implementation

While the construction of a new streetscape affects all residents and visitors, redesigning portions to the downtown would have larger effects on the businesses and frequent users. Construction could deter business and affect traffic patterns, so a thorough development plan to take into consideration the concerns of the local businesses and street users would be necessary. Since the redesign of Park Street has small spaces opening up, community outreach into what those areas may be used for, whether it is seating areas, public art, etc. For 13th Street, a safe and easy to access bike path is the primary goal, in order to fulfill that goal the road would need to be resurfaced, restriped, and installation of the raised crosswalks. While vegetation is not a primary goal, aesthetic appeal is important to street usage and as well as using native plants.

4.4 Vine Street at Highway 46

4.4.1 Design

Highway 46 is a major highway that connects the Central Coast to the San Joaquin Valley and the Sierra Nevada. The intersection of Highway 46 and Vine is in a rural area, but there are possibilities for connections to other locations. There is a painted bike lane along Vine Street heading north for 1.8 miles to the City of Paso Robles. Near the intersection are two hotels and a large regional shopping center with restaurants, shops, and the only Target store in the county besides San Luis Obispo. Also nearby is Firestone Walker Brewing Company.
Figure 4.4-1: Improvements at Highway 46 and Vine Street

Figure 4.4-2: Proposed improvements at Alexa Court
The redesign will increase visibility of both pedestrians and cyclists. Crosswalks with marked on the ground with paint and in the air with signs and intersection crossings. Crosswalks should be installed at 101 southbound onramp, Theater Drive at Alexa Court, and Ramada Drive at Green Valley Road. A sidewalk connection should be constructed at Ramada and Green Valley Road.

4.4.2 Implementation

Feedback would first be solicited on what changes should be made to this area. Shoppers, hotel guests, bicyclists, and residents in the area would be contacted for feedback. Construction would not affect businesses too greatly. This area seems to have low potential and usership at first, but can provide an important link between attractions.

4.5 Creston Road at Golden Hill Road

The intersection of Creston and Golden Hill Roads is located in the residential eastern area of Paso Robles. Both roads are major thoroughfares through the City, having two vehicular lanes in each direction; due to this, the surrounding area contains multiple high-traffic destinations, including two middle schools, an elementary school, and two major shopping centers. Currently, Creston Road contains Class II (roadway) bike lanes and pedestrian walkways on each side, while Golden Hill Road has no bike infrastructure, and only one pedestrian sidewalk on its northern side.
Data from the City’s circulation element shows the intersection was the most dangerous in the City between 2011 and 2016, having a total of 12 collisions during that time period. As built, the intersection requires a quick vehicular right-hand turn in an unprotected lane when travelling north on Creston Road; according to the Oregon Department of Transportation, this set-up is dangerous for bicyclists, as approaching bicycles on the right-hand side are within the turning vehicle’s “blind spot”. Due to this, collisions resulting from this turn are common. Additionally, the lack of any bicycle infrastructure along Golden Hill Road limits possibilities for bicyclists to travel through the area without sharing the road - an option that causes around ⅕ of traffic accidents, according to the Royal Society for the Prevention of Accidents. Both of these conditions discourage local residents from travelling through the area by alternative measures.

4.5.1 Design

The proposed new design would eliminate both of these problems through the usage of dedicated right-turn through lanes. Inspired by the intersection of Foothill Drive and Wakara Way in Salt Lake City, Utah, and based on multiple similar intersections throughout the country, the proposal would replace one of the two northbound through lanes on Creston Road and replace it with a protected northbound bike lane. The existing bike lane and sidewalk would be replaced with a right-turn only lane separated from the rest of the intersection, and crossed by the bike lane before reaching the intersection. This design would also be implemented for the right-turn lane onto Creston Road from Golden Hill Road. It is intended that by having an earlier crossing of the bike lane and no stop required, the potential for “hook-turn” crashes would be nullified.
Additionally, the design includes the building of a two-way protected bikeway along Golden Hill Road. This would be implemented through a shrinkage of the current roadway by taking away a left-hand turn lane onto Creston Road, in addition to a re-arrangement of lane usages on the roadway. Provision of dedicated bike infrastructure along the roadway would increase the separation of uses, increasing bicyclist safety and providing further opportunity for bicycle usage.

Figure 4.5-1: Map of proposed future design for Creston/Golden Hill intersection

Figure 4.5-2: View of redesigned Golden Hill Road
4.5.2 Implementation

The design and construction phases of this project would include public workshops to understand the concerns and opinions of local residents, as well as to encourage further support for re-development. It is intended that the re-design would not go forward without the full support of the community it would serve; thus, local outreach programs would be heavily implemented. These programs would also serve to provide further information to the public about traffic safety through the intersection. The intersection itself would require resurfacing and restriping of both streets, improvements of existing bikeway and pedestrian infrastructure, and a rebuilding of sidewalks and crosswalks along Golden Hill Road.
5 References


Paso Robles US Census Bureau ACS Demographic and Housing Estimates 2014


Paso Robles

Dan Losey, Kyle Finger, Sam Ricklefs & Colin Patterson
Paso Robles

- Area: ~19.5 square miles
- Multiple existing documents
- Several public transit routes
- ~12 miles of bike paths/trails
- Average 108 collisions per year
Existing Conditions

- Small city with a range of services, schools, medical, entertainment, and recreation
- Intermodal transit station
- Active transportation
- Traffic injuries
- Existing plans
- Funding
Opportunities

- Extensive bike network proposed with areas to build off of
- “End-of-trip” bike parking strategy
- The western hills provide a great opportunity for new trails
Opportunities

- Public transit access minimal in Northeast area of City
- Street and trail connection to Eastern specific plans
Constraints

- Natural and infrastructural barriers with few crossings: Salinas River (right), US 101, CA 46
- Eastern areas of the city are built on uneven, hilly terrain.
- Density decreases further away from downtown.
Constraints

● Downtown area lacks bike-friendly infrastructure such as designated bike lanes on local streets *(right)*
● Major roads lack sections of bicycle and pedestrian infrastructure.
● Little feasible connection between current infrastructure and transit routes.
Design Proposals
Golden Hill/Creston

- **Current**: one bike lane each way on Creston; none on Golden Hill
- **Goals**: expand bike infrastructure on Golden Hill Road; protect bicyclists from blind right-hand turns.
- Mainly re-designation of lanes; slight expansion of Creston
Vine/Highway 46

- Suburban area
- Connects destinations
- Increasing visibility of bikes and pedestrians
Downtown

- Open up sidewalk
- Reduce traffic speed
- Increase user safety
Downtown

- Busier street, connects to east side of Highway
- Dedicated bike lane
- Improve aesthetics
- Increase user safety
Downtown
21st Street Proposal

- Flood Hazard Mitigation
- Safety for all modes
- All modes incorporated
21st Street Proposal

Before

After
Next Steps

● Presentation of ideas/provision of information to public
● Perform community outreach to determine local opinion
● Determination of costs of proposals
● Cost/benefit analyses of proposals and ideas
● Further brainstorming of ideas
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Chapter 1: Introduction

1.1 Purpose/Background
The Active Transportation (AP) addresses bicycle, pedestrian, and trail facilities within the City of Paso Robles’ public right-of-way.

1.1.1 Purpose
The purpose of the AP is to:

- Provide a cohesive master plan for active transportation throughout the City including upgrading and expanding existing bicycle, pedestrian, and trail facilities to meet the needs of residents and visitors of all ages and skill levels.
- Provide clear direction regarding location and design for future bicycle, pedestrian, and trail facilities in four identified key locations.
- Identify and prioritize bicycle, pedestrian, and trail improvement projects based on need and feasibility in four identified key locations.
- Identify the costs of bicycle, pedestrian, and trail improvement projects in the four identified key locations - as well as funding sources to implement them.

This update consolidates the City of Paso Robles Bike Master Plan (adopted in December 2009), the City’s Circulation Element (updated in December 2012), and more (refer to Chapter 2) for the following benefits:

- Consistency between the plans and to eliminate redundancy
- Consistency with current federal and State law
- Reflecting updated physical conditions and projects in the City
- Outlining opportunities and constraints in the City relating to automobiles, motorists, and parkers who interact with bicyclists and pedestrians
- Creation of a single map showing existing and planned bicycle, pedestrian, and trail facilities in the City - as well as renderings for key locations
- Identifying and prioritizing improvement projects based on need and financial feasibility

The Active Transportation Plan will be continually updated as goals are achieved and funding becomes available. This will ensure consistency with the City of Paso Robles’ General Plan - as well as other City documents.
1.1.2 Regional Context
Several regional plans have been created over the past several decades to establish a cohesive transportation blueprint for San Luis Obispo County and between the communities within it. Regional Transportation Plan, prepared by the San Luis Obispo Council of Governments (SLOCOG) and last updated in 2014, is the most recent comprehensive policy document prepared in order to “[enhance] our quality of life and [meet] our mobility needs now and in the future.” Other relevant documents which affect active transportation in the region are the San Luis Obispo County Bikeways Plan (2015-2016), the County of San Luis Obispo Climate Action Plan (2011), the California Complete Streets Act (2008), and the San Luis Obispo County Parks and Recreation Element (2006).

1.1.3 Local Context
The need for a Bicycle, Pedestrian, and Trails Master Plan specific to City was identified during the preparation of the City of Paso Robles General Plan. The City of Paso Robles began to rapidly develop as a result of an increase in jobs to the San Luis Obispo County region and the availability of land outside the City of Paso Robles area. In connection with the population growth experienced by the wider San Luis Obispo region as a whole, the City has grown from a population of 29,793 in 2010 to a population of 30,863 in 2015. Increased population led to additional vehicle traffic throughout the City.

Motor vehicle traffic plays a major role in the creation of air pollution, which affects the City and the region. Encouraging modes of transport and movement which reduce reliance on motor vehicles, especially for shorter trips to local facilities, are part of the City’s efforts to improve local and regional air quality. An improved transportation network for non-motorized modes of transportation, such as bicycling and walking, is ideal. Benefits will include fewer vehicle trips resulting in less traffic, additional recreational opportunities, increased access to local destinations, improved public health, reduced noise, improved air quality, and energy conservation.

1.2 Planning Area/Boundaries
Originally named “Rancho El Paso de Robles”, the city of Paso Robles is located in Central California along the Salinas River on the North-most region of San Luis Obispo County. Today the city is a total area of 19.9 square miles (12,739 acres) within city limits. The city follows North to South on the eastern foothills of the Santa Lucia Coastal Mountain Range.

Running North to South along the Santa Lucia Mountain Range, Paso Robles is bisected by three different hindrances to pedestrian, bike, and car mobility. They include the Salinas River, the Amtrak rail line, and US Highway 101. These barriers to mobility prove especially difficult to their position in the city.

The potential planning boundaries in Paso Robles is comprised of 3 parts; city limits, sphere of influence, and planning impact boundary. As part of a 1991 Land Use Element, updated 2011,
the City established the planning impact boundary, which are the maximum potential geographical boundaries to which the City could grow in the foreseeable future, as well as areas within which development could impact the City. The City has no jurisdictional authority over areas within the Planning Impact Area that are outside of the City limits. Both the potential planning boundaries and the city’s existing Sphere of Influence was established by the Local Agency Formation Commission (LAFCO) of the County of San Luis Obispo. **Figure X** maps the boundaries of the city limits, sphere of influence, and planning impact boundaries.

Figure 1.2: Existing boundaries of the City of Paso Robles
Paso Robles’ rich history is on the reasons for it’s diverse array of land use categories. There are 26 land use categories, the most numerous being 13 residential land use categories. The second most common land categories were commercial and industrial, with majority located along city mobility barriers such as along Highway 101, or in proximity to the train tracks. The city’s main commercial centers are located at the major connections between US Highway 101 and Niblick Road in the South, and CA Highway 46 and Union Road in the North with the center of town having access to the downtown core. The general plan, adopted in 2003, guides land use planning in the city limits.

1.3 Existing Data

1.3.1 Demographic Data
In 2010, 29,793 residents and 10,833 families lived in the City. The median age was 37.3 and the median income was $59,459. According to the 2015 census data, 30,863 residents and 10,833 families lived in the City. The median age was 36 years old and the median income was $60,499. Noting that the population did increase slightly since 2010, as well as the median household income also increased by roughly a thousand dollars.

1.3.2 City Mode Share Data
Paso Robles bus fare, the Paso Express follows rates as followed, San Luis Obispo-$3.00; Santa Margarita/Atascadero-$2.00; Templeton-$1.50; within Paso Robles-$1.50; San Miguel-$2.00 (Regional Transit Authority). The City of Paso Robles contains various assets accommodating multiple modes of transportation such as bus system, railway transit, shuttles, and walking/cycling. Just about 90.4% of residents in Paso Robles use a car, truck or van as a means to travel to work, 78.4% of residents drive alone to work, 12% car/vanpool, 5.3% work at home and don’t leave, 1.7% use a source of public transportation, 1% walked, 1.4% taxicab or motorcycle, and 0.2% bike to work. The approximate time which 14.6% of people leave to go to work is 7:00-7:29 am, 15.5% leave at 7:30-7:59 am, 11.3% leave from 8:00-8:29am, 22.3% leave from 9:00-11:59am with an average travel time of 21.5 minutes of travel time (US Census Bureau, 2015).

1.3.3 Collisions Data
This section discusses existing conditions for safe bicycling and walking in the City of Paso Robles including an evaluation of recent collision activity, current safety, and education programs available to City of Paso Robles residents. Additional education, enforcement programs are recommended to improve safety for bicyclists and pedestrians. It should be noted that while improving safety is extremely important and a high priority in City of Paso Robles, riding a bicycle and walking involves an inherently high risk that no improvements can completely eliminate. It is the responsibility of all road users, including cyclists and pedestrians to follow the rules of the road and treating each other with the right amount of respect, increasing road safety.
Pedestrian and bicycle-related collision data was obtained from the City of Paso Robles for the years 2010 through 2016. This data will be utilized in identifying patterns in these incidents which might point to specific improvements of intersections and safety needed in the City of Paso Robles. Figure XX shows this data spatially within the City of Paso Robles.

In addition, current collision data was compared against available data from the previous plans to determine if trends in the cause or location of pedestrian and bicycle collisions could help identify the need for physical improvements or the issues of most concern for applicable programs. The locations identified in the heatmap below warrant further study. It is recommended that continued analysis of collision diagrams, on-site observations, and further monitoring of collision activity and enforcement be conducted. It is vital to determine if collision causes can be traced to behavior or roadway design issues. Similar characteristics between incidents can assist in determining what improvements would be effective in reducing collisions.

![Pedestrian and Bicycle Collision Heat Map](image)

*Figure 1.3.1: Pedestrian and Bicycle Collision Heat Map*

*Source: made with Traffic Injury Mapping Systems or TIMS*
1.3.4 Collision Analysis

Collision data provide insight into unsafe bicycling patterns and pedestrian environment issues. Collision patterns relative to time of day, time of year and how they correspond to location can highlight specific behavior problems and roadway conditions. For example, a high number of morning or afternoon collisions involving youth may call for increased education for students riding or walking to and from school. Additionally, a pattern of locations like mid-block versus intersection crashes may be evidence of localized problems with visibility, engineering or driver education. A pattern of crashes resulting from wrong-way bicycle riding would suggest additional bicyclist education programs focused on correcting this dangerous behavior.

Based on the information on the Traffic Injury Mapping System provided by the University of California, Berkeley; there were a total of 59 pedestrian and bicycle collisions that occurred during the time span of January 1, 2010 through January 1, 2016. Twenty-nine motor vehicle collisions occurred with pedestrians (42.4%), and thirty collisions involved with cyclists (50.8%). The heat map identifies the frequency of collisions occurring within the City of Paso Robles, which most occur within major intersections along the downtown corridor, Spring Street/21st Street, Creston Rd./Golden Hill Rd., and the intersections surrounding 13th Street near the city park. The causes of the collisions occurred because of pedestrians/bicyclists being on the wrong side of the road accounting for 20.3% of the collisions, the next causes are from pedestrian violations, 18.6%, and pedestrian collisions occurring when the pedestrian right of way accounting for 16.9%. The collision heat map also designates the areas where schools are located, analyzing that a strong majority of these collisions occurred less than a ½ mile away from schools. The collision severity resulted in 23.5% severe injuries, 23.5% visible injuries, with 52.9% of the collisions resulting in complaints of pain, concluding that there were almost no fatalities within the area.

Table 1.3.1: OTS Collisions by age demographics, type and the immediate causes

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<th>Type of Collision</th>
<th>Victims Killed or Injured</th>
<th>OTS Ranking</th>
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<td>Total Fatal and Injury</td>
<td>137</td>
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<tr>
<td>Alcohol Involved</td>
<td>18</td>
<td>0.17</td>
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<tr>
<td>Had Been Drinking: &lt;21</td>
<td>7</td>
<td>0.02</td>
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<tr>
<td>Had Been Drinking: 21-34</td>
<td>4</td>
<td>0.39</td>
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<tr>
<td>Motorcycles</td>
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<td>0.08</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>7</td>
<td>0.51</td>
</tr>
<tr>
<td>Pedestrians &lt;15</td>
<td>1</td>
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<tr>
<td>Pedestrians 65+</td>
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</tr>
<tr>
<td>Cyclists</td>
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<tr>
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</tbody>
</table>
Chapter 2: Relationship to Other Plans

In order to be consistent with other adopted plans pertaining to the planning area, the AP includes relevant governmental policies at the City, State, and federal levels. This section outlines the current requirements and guiding documents that impact bicycle, pedestrian, and trails planning in the City of Paso Robles.

2.1 Citywide Plans and Policies

- City of Paso Robles General Plan (Circulation Element, Parks & Recreation Element)
  The City of Paso Robles Circulation Element aims to establish a safe, balanced, efficient, and multimodal circulation system, focusing on the mobility of people, while preserving the City’s small town character and quality of life.

  The City of Paso Robles Parks & Recreation Element seeks to optimize the use and development of parks and recreation facilities to serve the existing and projected population by completing a needs assessment to identify and prioritize Park and Recreation Facility improvements, including trails and bikeway connections.

- The City of Paso Robles Municipal Code
  The City of Paso Robles Municipal Code addresses bicycle, pedestrian, and trail regulations and definitions for use. Relevant Titles and subsection chapters include the following:
  - Title 11 — Streets and Sidewalks
  - Title 12 — Vehicles and Traffic
  - Chapter 12.58 — Bicycles

- 2009 Bicycle and Pedestrian Master Plan
  The City of Paso Robles affirms and supports bicycle travel as a means of reducing Vehicle Miles Traveled (VMT) and has established a system of bike lanes via adoption of the Bike Master Plan in 2009. The City recommends updating the Bikeways Plan periodically to: 1) review system performance, 2) ensure that the City qualifies for all potential grant opportunities, and 3) update implementation priorities.

- 2012 Circulation Element
  The purpose of the 2012 circulation element is “to maintain and enhance safe and efficient person mobility in the City”. This element was made to assist in land use projections for the currently adopted Land Use Element of the General Plan to determine future mobility needs. Further circulation and mobility policies are proposed to the city and later adopted to lead to an improvement of city streets.

- Uptown/Town Centre Specific Plan
  The City of Paso Robles Uptown/Town Centre Specific Plan stresses the value of street design
that is built for everyone, allow for comfortable transit speeds, and create a highly connected transit network. Ultimately, the best design guidelines for streets fare ones that establish enjoyable, interactive, and safe modes of walking and biking.

- **Creston Road Complete and Sustainable Streets Corridor Plan**
  The City of Paso Robles is currently developing a comprehensive corridor plan to improve safety, access, and mobility for all types of travel (walking, bicycling, driving, and riding the bus) along Creston Road between South River and Niblick Road. The Creston Road Complete and Sustainable Streets Corridor Plan received funding from a Caltrans Sustainable Transportation Planning Grant to redesign this area. Although this plan is still underdevelopment, it will serve as a model for the design of other key locations.

2.2 Regional Plans and Policies

- **SLO County Bikeways Plan**
  San Luis Obispo County prepared the Bikeways Plan to identify and prioritize bikeway facilities throughout the unincorporated area of the County including, bikeways, parking, connections with public transportation, educational programs, and funding. The plan works around the requirements of the California Bicycle Transportation Act and were used to to develop six County Bikeway Plan Goals.

- **Salinas River Master Trail Plan**
  Written under the regional transportation planning agency, SLOCOG, and funded by the California Department of Transportation, Caltrans, the Regional Salinas River Corridor Trail System concept grew out of the City of Paso Robles’ Salinas River Vision, which included creating a trail system along the Salinas River corridor, connecting San Miguel and Santa Margarita. It was intended to serve as a source of economic opportunities while promoting public health. The master plan contains policies that will serve as a guide for municipalities that engage in constructing individual components of the project and help to direct efforts toward a coherent regional trail system.

2.3 State and Federal Initiatives and Legislation

- **California Streets and Highways Code Section 891.2**
  The Bicycle and Transportation Account (BTA), a California Department of Transportation funding program for bicycle improvements projects aims to improve safety and convenience for bicycle commuters across the State of California. BTA funds are available to jurisdictions that have adopted a bicycle plan containing all of the required elements. This AP meets the following requirements of Section 891.2:

  (c) A map and description of existing and proposed bikeways.

  (d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These
shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

- **Caltrans Active Transportation Program**
  The Caltrans Active Transportation Program (ATP) structures existing federal and state transportation programs into a single active transportation program, encompassing the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S). The purpose of ATP is to encourage increased use of active modes of transportation by increasing biking and walking trips, increasing non-motorized user safety and mobility, reducing harmful greenhouse gas (GHG) emissions, enhancing public health, including disadvantaged communities, and providing for a range of projects conducive to active transportation.

- **Complete Streets Act**
  The California Complete Streets Act of 2008 (Assembly Bill 1358) requires revisions of any city or county general plan or circulation element to accommodate all roadway users beginning January 1, 2011. The provisions of the Act include accommodating pedestrians, bicyclists, motorists, persons with disabilities, seniors, children, movers of commercial goods, and users of public transportation. The goal is to establish a balanced, multimodal transportation network that is appropriate to the rural, suburban, or urban context of the general plan.
Chapter 3: Existing Conditions

3.1 Existing Bikeway Network

3.1.1 Existing Bike Network and Facilities

A robust bike network is composed of a range of bikeway types and facilities which enhance our quality of life by improving air quality, reducing vehicle demand, traffic congestion, vehicle miles traveled and noise levels, as well as increase physical activity and promote a healthy lifestyle for all ages (County Bikeways Plan, 2015/2016). In addition to bikeways, other supporting facilities that allow for the cohesive use of bike networks include bike racks, showers, and equipment lockers or equipment check-out facilities at work sites (SLOCOG RTP, 2014).

In California, the planning and design of bikeways is guided by the design standards of Chapter 1000 within the California Department of Transportation (Caltrans) Highway Design Manual. Caltrans standards outline three distinct types of bikeway facilities in addition to more specific facilities found therein. Caltrans-guided bikeway facilities are described as follows:

- **Class I Bike Path** - a completely use-separated facility for only bicyclists and pedestrians with minimal automobile cross-traffic. For two-way paths, paved width standards are 8-10 feet and for one-way paths 5 feet in width, including a 2 foot wide graded area adjacent to either edge of the paved path. In Paso Robles, there are 7.5 miles of this type of bikeway.

- **Class II Bike Lane** - a restricted right-of-way designated for the exclusive or semi-exclusive use of bikes with travel by motor vehicles or pedestrians prohibited, although cross-traffic is permitted. Class II bikeways are marked by signs, 6 inch edge strips, and pavement stencils. Lanes are recommended to have a minimum width of 4 feet when located along roads prohibiting parking, and 5 feet wide when adjacent to parallel parking. In Paso Robles, there are 15.2 miles of this type of bikeway.
Class III Bike Route - a right-of-way designated by bike route signs and shared with motorists. These routes provide direct routes for commuting and/or a continuous link between Class I and II bikeways. Class III bikeways may or may not provide striped shoulders or a wide curb lane. In Paso Robles, there are 13.9 miles of this type of bikeway.

Sharrows - a type of Class III design which is the signed/shared bikeway. This design aims to improve cyclists’ and motorists’ understanding of the rights of bicycles in Class III bikeways and to clearly identify the safest place in a Class III bike route to ride, primarily used on roads with relatively high volumes of bicyclists and parallel parking. This type of bike facility is not currently found in Paso Robles.

Bicycle boulevard - an existing road/street that is prioritized for bicyclists by limiting vehicular travel. Limiting vehicular travel is done by closing through streets with chicanes, landscaping, or other type of barrier. A bicycle boulevard uses an existing facility to improve bike connectivity. This type of bike facility is not currently found in Paso Robles.

Figure 3.1.2 represents the bikeway network of Paso Robles in its full extent as of 2016 with all existing and proposed bikeways. Table 3.1 documents the length of bikeway facilities in all San Luis Obispo County jurisdictions, including Paso Robles. As of 2016, there are a combined 41.8 miles of bikeways within Paso Robles city limits. Of these, 7.5 miles are Class I bikeways, 15.2 miles are Class II, 13.9 miles are Class III, and 5.2 miles are recreational routes.
Figure 3.1.2: Existing and Proposed Bikeways in Paso Robles as of 2016
### Table 3.1: Bikeway Facility by Type in Paso Robles (SLOCOG, 2014)

**Bikeway Facilities (Existing)**

Distance is miles of bikeways in jurisdictions and communities, based on centerline mileage, as opposed to bi-directional travel lanes.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Class I = Multi-use Trail</th>
<th>Class II</th>
<th>Class III</th>
<th>Sharrows</th>
<th>Bike Blvd</th>
<th>Recreational Route</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Centerline feet</td>
<td>Mileage</td>
<td>Centerline feet</td>
<td>Mileage</td>
<td>Centerline feet</td>
<td>Mileage</td>
<td>Centerline feet</td>
</tr>
<tr>
<td>Arroyo Grande</td>
<td>1.996</td>
<td>2.4</td>
<td>47.435</td>
<td>9.5</td>
<td>85.508</td>
<td>10.4</td>
<td>0</td>
</tr>
<tr>
<td>Atascadero</td>
<td>12.731</td>
<td>2.4</td>
<td>51.848</td>
<td>9.5</td>
<td>63.447</td>
<td>12.0</td>
<td>0</td>
</tr>
<tr>
<td>Grover Beach</td>
<td>6.0</td>
<td>0.0</td>
<td>35.162</td>
<td>6.7</td>
<td>18.176</td>
<td>3.4</td>
<td>0</td>
</tr>
<tr>
<td>Monte Vista</td>
<td>18.388</td>
<td>3.7</td>
<td>32.735</td>
<td>11.6</td>
<td>51.528</td>
<td>8.0</td>
<td>0</td>
</tr>
<tr>
<td>Paso Robles</td>
<td>20.536</td>
<td>7.5</td>
<td>89.459</td>
<td>15.3</td>
<td>73.167</td>
<td>13.9</td>
<td>0</td>
</tr>
<tr>
<td>Paso Robles</td>
<td>19.294</td>
<td>2.6</td>
<td>94.103</td>
<td>10.2</td>
<td>31.452</td>
<td>6.0</td>
<td>0</td>
</tr>
<tr>
<td>San Luis Obispo</td>
<td>54.698</td>
<td>10.4</td>
<td>144.822</td>
<td>27.4</td>
<td>120.302</td>
<td>20.4</td>
<td>17.456</td>
</tr>
</tbody>
</table>

**Incorporated Cities**

| Incor Por City          | 143.498 | 27.2 | 806.455 | 85.6 | 360.571 | 74.2 | 17.456 | 3.2 | 2.264 | 0.4 | 145.958 | 27.2 | 1.207.024 | 228.6 |

| Cal Poly               | 5.036 | 1.0 | 15.622 | 3.5 | 3.841 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.453 | 4.6 |
| Anza Beach             | 9.623 | 1.9 | 19.201 | 2.9 | 96.122 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41.929 | 5.2 |
| Cambria               | 2.928 | 0.6 | 23.915 | 4.5 | 33.016 | 4.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53.845 | 11.3 |
| Coyote                | 470 | 0.1 | 37.857 | 7.2 | 25.112 | 4.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63.989 | 12.1 |
| Los Osos               | 4.644 | 0.9 | 36.499 | 6.0 | 46.990 | 8.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54.339 | 10.0 |
| Los Osos               | 4.935 | 0.9 | 59.895 | 9.6 | 27.338 | 3.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65.633 | 12.2 |
| Oceano                | 6.0 | 0.0 | 8.923 | 1.7 | 25.857 | 4.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.705 | 4.6 |
| Oceano                | 6.0 | 0.0 | 19.924 | 2.1 | 4.776 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.973 | 3.0 |
| Santa Margarita        | 6.0 | 0.0 | 4.538 | 0.9 | 9.235 | 1.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.255 | 2.8 |
| San Pedro             | 6.0 | 0.0 | 0 | 0 | 9.617 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.605 | 2.0 |
| San Luis Obispo        | 7.0 | 0.0 | 20.436 | 3.9 | 20.106 | 4.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41.312 | 7.9 |
| County Communities   | 30.186 | 3.7 | 219.674 | 41.6 | 225.995 | 42.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38.396 | 7.0 |
| County Rural Areas    | 828 | 6.1 | 870.488 | 100.6 | 304.949 | 67.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.215.959 | 228.6 |

**Regional Total**

|                | 174.209 | 33.0 | 1,320.084 | 250.2 | 941.884 | 178.4 | 17.456 | 3.2 | 2.264 | 0.4 | 2,322.930 | 439.9 | 4,175.729 | 905.9 |

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Data sources: Bikeways GIS (SLOCOG), aggregated from member jurisdictions’ bike plans.
3.2 Existing Trails Network

Parks and trails can promote physical activity and community engagement as well as provide both environmental and mental health benefits. Paso Robles has 12 different trails totaling 11.58 miles of paths for walkers, runners, and bicyclists. Of the existing 12 trails, 75% are cement paved with only 3 trails being primarily dirt. Figure 3.2.1 shows the locations of the various walking and biking trails in the city. The City’s unique and extensive bikeway and trail system travels throughout open space, greenbelts, creeks, and wildlife habitats, while connecting to parks, schools, neighborhoods, and retail shopping centers.

Figure 3.2.1: City of Paso Robles’ parks, trails, recreation centers
The northern region of Paso Robles possesses the weakest access to trails for residents. The presence of both CA Highway 46 and US Highway 101 prevent complete active transportation connections. According to the Land Use Map, the majority of the land in the part of town is commercial, with little residential development. Figure 3.2.2 details this issue.

Figure 3.2.2: City of Paso Robles’ land use map

**Existing Trail Facilities**

Facilities at destinations are a critical component in promoting alternative modes of transportation, such as walking and bicycling. They provide amenities that help promote and strengthen local connections. Some ways this is done is through signage, drinking fountains and public restrooms, public information boards at trailheads, and transit stations. Figure 3.2.3 Shows a common example of trail amenities. These amenities also provide support by giving more transportation options to residents which in turn gets them active, and out at local businesses or parks.

Figure 3.2.3: Example of trail facility
3.3 Existing Multi-Modal Connections

Existing Bus Service
Multimodal transportation includes walking, biking, transit, rail, cars and trucks. It involves the movement of people and goods on roadways, including but not limited to, motorists, transit-riders, freight-carriers, bicyclists and pedestrians, including those with disabilities. Providing for transit-riders, pedestrians and bicyclists in transportation projects can improve the mobility, accessibility and safety of all users at the local, regional and statewide levels, and develop a comprehensive, integrated and well-connected multimodal transportation network. Multimodal access supports the needs of all users whether they choose to walk, bike, use transit or drive, adding more connections and more choices which are designed to be affordable and efficient. Multimodal transportation includes public transportation, rail and waterways, bicycle and pedestrian access supporting the needs of all users whether they choose to walk, bike, use transit or drive (Regional Transit Authority).

Paso Robles at 8th and Pine Streets provides services such as fully wheelchair accessible (ADA), enclosed waiting area, public restrooms, public payphones, vending machines, free short-term parking, free long-term parking, on call taxi service, intercity bus service, and public transit connections. The City of Paso Robles operates its own transit service named the Paso Express, which runs both local and commuter bus services through the City of Paso Robles and other portions of the county. The existing bus service, the Paso Express, provides the residents who are not able to own a motor vehicle, the opportunity to travel far distances from around the community, or to other San Luis Obispo County cities such as Templeton, Atascadero, Santa Margarita and San Luis Obispo. The bus service offers an optional Dial-A-Ride shuttle service which is willing to pick a rider up at a designated location within the city limits of the City of Paso Robles. The bus system within the city offers bicycle accommodations including proper bike racks as well as mechanical lifts for an ease of mounting and demounting a cyclists’ equipment. However the current transit system doesn’t work very well with the Cities of Paso Robles and Atascadero according to the North County Transit Map. Fixed routes usually obtain more moderate productivity and good coverage on Paso Express fixed routes A, B and to a lesser extent, on Route C. Route C connects important nodes within Paso Robles, but has fewer transit trip generators along its route.

Route 9:
Route 9 runs via Highway 101, between San Luis Obispo, Cal Poly (limited), Santa Margarita, Atascadero, Templeton, Paso Robles and San Miguel (limited) as well as travels between the San Luis Obispo downtown Government Center, through Cal Poly, and then up through the North County cities talked about prior. Operational hours occur at North County Transportation Center hourly, with local and express service, plus limited Saturday and Sunday local service. Operation occurs seven days a week with less frequency on Saturdays and Sundays.
Stops:

Southbound
- Cuesta College North (Limited Service)
- North County Transit Center (Pine at 8th, Amtrak)
- Spring at 4th-untimed stops
- 1st at Oak-untimed stops
- Theatre at Theatre (Chili’s)-untimed stops
- Target Shopping Center
- Theatre at Rancho Paso-untimed stops

Northbound
- Theatre at Theatre (River Lodge)
- South Vine at 1st (Gateway Center)-untimed stops
- Spring at 2nd-untimed stops
- Spring at 5th-untimed stops
- North County Transit Center (Pine at 8th, Amtrak)
- Cuesta College North (Limited Service)

Paso Express:
The Paso Express provides transit and Dial-A-Ride service throughout the City of Paso Robles with three routes A, B, and C. The System operates on hourly headways that circulate throughout the City Monday through Saturday. Route C also extends south to the City limits to the Templeton hospital area on the west side of Highway 101. The system provides good productivity (3 passengers per hour), but low farebox recovery (5%) and strong support among existing users. You can catch the Paso Express fixed route services at all dedicated stops around the city on Routes A and B. All buses have bicycle racks and are equipped with passenger lifts for easier boarding when needed. Serves a loop that travels two directions through Paso Robles and connects with Route 9. There is strong support among existing transit users for Paso Express with scheduled connections to RTA Route 9 at North County Transportation Center and other stops within the City (RTA). Operation times follow below:
- Monday-Friday: First trip starts at 6:45 am. Last full trip starts at 6:15 pm and service ends at 7:05 pm.
- Saturday: First trip starts at 7:45 am. Last full trip starts at 5:15 pm and service ends at 6:05 pm.
- Sunday: no service.

Dial-A-Ride (DAR):
DAR is a demand-response public transit service providing curb-to-curb service anywhere within city limits. Dial-A-Ride Services offer riders curb-to-curb transportation within local communities. With this customized service, you decide where and when to be picked-up. With no set timetables, and destinations of your choice, Dial-A-Ride offers affordable travel designed around your needs. All low-floor and ramp-equipped to serve the mobility impaired. Service is available Monday-Friday from 7am to 1pm and requests for rides may be made up to a week in advance. Same-day service must be arranged at least 2 hours before your desired pickup time with prices ranging from $2.50 for disabled persons and $5.00 per one-way trip (RTA).
Park-and-Ride (PAR) Lots:
Paso Robles Multi-Modal Station located at 7th Street and Pine Street with medium degree accessibility and completely unseen from main travel roads. Provides multi-modal access to RTA Route 9 and Paso Express Routes A, B, & C transit stops. There are only 13 existing spaces, including handicap parking and low quality directional signage and maintained streetscapes. Accommodating cycling, walking, and 20 additional spots are located on Pine Street between 7th and 8th Streets and are designated as “commuter parking” spots by the City. The City is also undertaking a major redesign and expansion to the south which will increase size and improve visibility, security, landscaping, and multi-modal access.

The Walmart PAR located at 180 Niblick Road provides medium accessibility and low visibility from main streets, providing multi-modal access to Paso Express Routes A and B. This lot has a high level of service and provides adequate lighting, phone access, bike racks and lockers, ADA, and bike/pedestrian accessibility. There are 28 spaces available (SLOCOG, Park-and-Ride Lot Study, 2013).

Figure 3.3.1: Photographs of the Park-and-Ride Lots Along Niblick Road and Pine Street
Bus Stop At North County Transit Center

Bus Stops Along Spring Street Corridor

More Bus Stops Along Spring Street Corridor

Figure 3.3.2: Photographs of the Paso Express and Transit Stops
Table 3.3.1: Bus ridership in the City of Paso Robles

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Paso Robles</td>
<td>179,297</td>
<td>186,397</td>
<td>177,135</td>
<td>175,499</td>
<td>156,418</td>
<td>164,100</td>
<td>150,913</td>
<td>104,049</td>
<td>107,300</td>
</tr>
</tbody>
</table>

Table 3.3.2: Local Dial-A-Ride transit ridership

*Source: Regional Transit Authority San Luis Obispo County (Paso Robles Specific Data)*

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Paso Robles</td>
<td>10,967</td>
<td>3,480</td>
<td>7,941</td>
<td>7,704</td>
<td>4,135</td>
<td>4,135</td>
<td>4,782</td>
<td>3,400</td>
<td>2,370</td>
</tr>
</tbody>
</table>
Figure 3.3.4: Fixed Transit Routes in Paso Robles

Source: City of Paso Robles Chamber of Commerce
Ridership Analysis
The existing transit ridership has not stayed consistent since the 2008/2009 year and has steadily declined in ridership. The recent 2015/2016 ridership year has increased, the recent years have not been successful in regards to increasing the public transit ridership. These decreases in ridership could be the cause of the negative perception the bus system may have, viewing the system as inefficient or even unsafe. Therefore, the transit routes should be more well-equipped with higher quality amenities such as real-time transit maps, better lighting at bus stops, increased seating for riders waiting, and cleaner-safer busses and transit stops.

The local Dial-A-Ride ridership has also not stayed consistent in Paso robles since it was first implemented in 2000/2001. Which seems to follow a pattern of inconsistency within the City of Paso Robles as a whole. Therefore the increase and availability for these existing public transit options should be offered for those who are in dire need. Bus ridership and the other transit opportunities county wide see to stay consistent except when looking at the total counts of all the cities combined.
3.4 Existing Pedestrian Network

Existing Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, walkways, trails, ramps, benches, and traffic calming and control devices. Currently, sidewalks, trails, and walkways between homes comprise most of the pedestrian facilities in the City. Figure 3.4.2, as shown in in this section, illustrates the existing bicycle and pedestrian facilities in Paso Robles. The network of both sidewalks and crosswalks is extensive in the City and therefore included on the map. Figure 3.4.2 also displays the current connectivity network which is critical in promoting alternative modes of transportation, such as walking.

The strongest constructive critique of the existing pedestrian network in the City is in regard to its connectivity. Connectivity affects the degree to which transportation networks, such as sidewalks, crosswalks, walkways, and more, connect people to their destinations (including intermediate destinations such as public transport services).

In areas covered by the Airport Overlay Zone, pedestrian facilities are currently lacking. The northeastern portion of the City is covered by the Airport (AP Overlay Zone). This overlay prohibits incompatible uses, such as residential development, to be constructed in this area. The northeastern portion of Paso Robles therefore may lack convenient pedestrian facilities. However, other opportunities may exist to expand pedestrian network to connect with future commercial and industrial development allowed in this location.

The greater part of the land in the City (mostly east of El Camino Real) is zoned for single-family low density residential uses, with commercial and industrial uses allowed mostly in the North end of the City (near the Airport). Limiting the number of destinations (i.e. grocery stores, medical services, schools) within walking or biking distance of residential uses can discourage walking and biking. Along with the lack of sidewalks this discourages and creates longer routes to destinations that may minimize modeling, social support, and perceived safety. This community design influences the degree to which its residents are dependent on automobiles, which use contributes to air pollution, motor vehicle crashes, and pedestrian injuries. However, there are opportunities in the City to update its Urban Design Guidelines to promote higher-density, transit-oriented and pedestrian-friendly development.
Figure 3.4.2: Existing Pedestrian Network in Paso Robles
Chapter 4: Challenges and Opportunities

4.1 Bikeway Network
A robust bike network is one composed of a wide range of bikeway types and facilities which all serve to enhance quality of life by improving air quality and reducing vehicle demand, traffic congestion, vehicle miles traveled and noise levels, increase physical activity, and contribute towards a healthy lifestyle for all ages (County Bikeways Plan, 2015/2016). In addition to physical bikeways, other supporting facilities that allow for the cohesive use of bike networks include bike racks, showers, and equipment lockers or equipment check-out facilities at work sites, commercial locations, and other points of interest (SLOCOG RTP, 2014). With the provision of adequate infrastructure and safe means of access, bicycle travel is a viable active transit alternative.

Current Conditions in the City
Currently, much of the City of Paso Robles is characterized by low density development, highly separated land uses, and destinations which are of considerable distance from one another. As such, bicycle transit is limited in viability. The following findings summarize the current bicycle network in Paso Robles:

Finding 1: There is a lack of consistent Class II bikeways and sharrows that create a gaps in the bike network.
Finding 2: Main boulevards in the City have adequate space for buffered bike lanes, but are currently underutilized.
Finding 3: Separated land uses and wide distances between key destinations poses issues to the viability of bicycling.

Challenges
- Low building densities, separated uses, and the elongated street grid are not conducive to transit-oriented options, including bicycling
- Climate concerns and excessive heat days limit the amount of non-automotive trips residents are willing to take
- Establishing Class I or Class II bikeways to alleviate users’ perceptions about the safety of bicycle transit comes at greater financial cost
- Commercial tenants may resist moving or relocating on-street parking to allow for greater transit infrastructure

Opportunities
- Establishing buffered bike lanes on higher volume areas where measures are necessary
- Promoting the viability of bicycle transit through higher density, mixed-use development
- Providing for adequate bicycle infrastructure at key destinations
- Planning cohesively with regional agencies on bikeway safety and quality in the northern portion of San Luis Obispo County
4.2 Trails Network
An extensive and well planned trail network promotes public health and wellness by giving residents and visitors free opportunities to be active outdoors and creates a safe space for community activities. Some elements that contribute to a quality trail network include; trail design and compatibility with natural resources, safety and security, trail crossings, and compatibility and connectivity with varying land uses.

Current Conditions in the City
The city of Paso Robles has 12 existing trails with the majority of them located in the southern region of town. Of these trails, there is a variety in the quality and type of trails that alter its characteristics. The following findings detail the existing trail network in Paso Robles.

Finding 1: The northeastern region of town has little to no designated trails. This is due to its proximity to CA HWY 46 and the Airport (AP Overlay Zone) which prevents residential development from being built, lowering the need for trails and parks.
Finding 2: Although all paths are made available to the public, only a couple allow for type I bike use. Horses and off road motorized vehicles are also not allowed on city trails.
Finding 3: While many of existing trails are paved and possess modern amenities, many trails are still dirt paved, with inadequate lighting and safety precautions, preventing use at night and evenings.

Challenges
- Maintenance of existing trails could become expensive due to changing weather cycles, erosion, it’s location within the city and foot traffic
- Connectivity between trail and surrounding land uses can be difficult as trails are designed in cooperation with adjacent property owners in order to minimize adverse impacts.
- Residents need a variety of ways to get to trails and parks in the city and with a lack of public transportation stops near trail access points as well as a lack of available parking, accessibility can be hindered.
- While communities always want to support local amenities, funding for trail creation and maintenance can be costly, especially when a city is dealing with other issues.

Opportunities
- Coordination with local agencies and organizations to improve trail quality under the Caltrans Highway Design Manual to access federal funding
- Collaboration between the city and the Salinas River Master Plan to continue the Salinas River trail all the way up the river within city limits.
- Improving amenities such as bathrooms, benches, bike racks, and for bikers, pedestrians and all other trail users
4.3 Multi-Modal Connections
Multimodal transportation networks emphasize mobility and access for all users, options for
modes of travel, connections between state and local roads and connections between modes
(such as providing pedestrian access to a transit stop). Multimodal main streets respond to the
needs of local communities, the statewide traveling public and the movement of goods and
services (Caltrans, 2013). Multi-modal connections are important for transportation safety and
mobility around and through the community are vital to the city, and the city’s staff is
encouraged to consider innovative ideas and solutions to improve traffic flow and bike,
pedestrian and public transit safety.

Current Conditions in the City
The Paso Express provides transit and Dial-A-Ride service throughout the City of Paso Robles,
and you can catch the Paso Express fixed route services at all dedicated stops around the city
on Routes A and B. All buses have bicycle racks and are equipped with passenger lifts for easier
boarding when needed. There are limited park-and-ride lots (Walmart and the North County
Transportation Center) in the area supporting multi-modal connections with the City. The
following findings summarize the current multi-modal connections in Paso Robles:

**Finding 1:** Multi-modal connections are available to the public, but they do not offer a sufficient
park-and-ride lots, leaving the option to the efficient and more practical choice of utilizing
single-rider occupancy vehicles.

**Finding 2:** Bus ridership (Routes A and B) including the Dial-A-Ride service, has steadily
decreased within the past 10 years, and is continually decreasing which costs the city more
money.

**Finding 3:** Bike and pedestrian infrastructure is not well-maintained when traveling to transit
stops, meaning there is limited lighting, seating, short/long-term storage, trash cans, signage,
and a preconceived notion public transit is unsafe.

**Finding 4:** The eastern portion of Paso Robles is disconnected from the rest of the city.

Challenges

- The City of Paso Robles have adequate city funding for public transportation
  improvements, like an extension to North County Transit Center.
- Residents living in Paso Robles who are not working in the city (mainly in the suburban
  zones), need a flexible form of transit which is not representative of the multi-modal
  system currently in place.
- In order to implement the projects in this Plan, the City will need to be creative and
  persistent about cobbling together monies from many sources or developing a
dedicated funding stream altogether.
- Public transit seems to acquire a preconceived stigma when it referring to public transit
  as being unsafe and inefficient to its riders.
- Applying public transit to the existing Highway-101 infrastructure could increase
  congestion along the highway without a predesignated bus lane.
Opportunities

- The North County Transportation Center is located at 8th and Pine in Paso Robles serving as the most viable transit asset in North County.
- The Amtrak Depot is a potential source for quick, accessible and reliable transit to the employment centers within the county.
- Many lots are suitable for more accessible park-and-ride lots, indoor bicycle storage lockers, showers, and a daily shuttle for those residents which do not have access to a proper form of alternative transportation.
4.4 Pedestrian Network
A well-connected high-quality pedestrian environment facilitates walking trips by providing safe and convenient access to pedestrian destinations within a short distance. Key elements of the urban pedestrian system include on-street sidewalks, off-street trails, safe street crossings at regular intervals, illumination and streetscape amenities that foster pedestrian travel. By providing dedicated space for those on foot or using mobility devices, pedestrian facilities facilitate and support walking as a mode of travel.

Current Conditions in the City
There are many portions in the City of Paso Robles that exhibit low levels of walkability, separated land uses, and a lack of easily accessible opportunities to destinations (i.e. grocery stores, medical services, schools). The following findings summarize the current pedestrian network in Paso Robles:

Finding 1: Although sidewalks, trails, and walkways comprise most of the pedestrian facilities in the City, the existing pedestrian network lacks connectivity in some areas, as shown in Figure 3.4.
Finding 2: The northeastern portion of the City is covered by the Airport (AP Overlay Zone). This overlay prohibits incompatible uses, such as residential development, from being constructed in this area which may contribute to the lack of convenient pedestrian facilities.
Finding 3: The greater part of the land in the City (mostly east of El Camino Real) is zoned for single-family low density residential uses, with commercial and industrial uses allowed mostly in the North end of the City (near the Airport). Limiting the number of destinations within walking or biking distance of residential uses, along with the lack of sidewalks this discourages and creates longer routes to destinations that may minimize modeling, social support, and perceived safety.

Challenges
- Encouraging residents of Paso Robles to walk may be challenging primarily due to common misconceptions about safety.
- Although many residents are car-owners and may be able to access destinations (i.e. grocery stores, medical services, schools) by car, inadequate pedestrian infrastructure in certain areas of the city may make accessing these facilities and services difficult for those who cannot or may not want to use a car.
- The greater part of the land in the City is developed and zoned for single-family low density residential uses; this limits the number of destinations within walking distance.
- Maintaining pedestrian-related facilities is costly, as well as gaining resident support to allocate budgetary funds for these types of improvements.
Opportunities

- Updating the Municipal Code to include regulations that support-local serving commercial/retail services and amenities in residential neighborhoods, where appropriate to encourage walking or biking.
- Promoting higher-density, transit-oriented and pedestrian-friendly development along key commercial corridors and intersections.
- Coordinating with regional agencies and other professionals for improvement on existing programs and services to encourage walking or biking.
Chapter 5: Goals and Milestones

The Goals and Milestones chapter provides the context for provisions discussed in this Active Transportation Plan. The City’s General Plan and other relevant documents, as discussed in Chapter 2, set the foundation for the AP goals. The goals listed in this chapter provide broad vision statements that aim to show the City’s direction in relation to bicycle, trails, and pedestrian infrastructure in and out of the city. This will also give an overall guidance for existing and future infrastructure development. Milestones listed in this chapter provide actions that are necessary to achieve the overall goal. As shown in Chapter 8, implementation guidelines are discussed - as well as funding costs, strategies, and sources.

Goal: Improve Connectivity

- **Milestone:** Complete a network of bikeways and trails that serves users’ needs, especially for travel to employment centers, commercial districts, transit stops, institutions, and recreational destinations.
  - Support the creation of bikeways and trails: throughout neighborhoods, transit systems, park-and-ride lots, regional and local activity centers, provide safe bicycle and pedestrian access across barriers such as arterial roads, highways, freeways, creeks, and railroads.

Goal: Robust Alternative Transportation Infrastructure

- **Milestone:** Provide or promote capital facilities that support alternative modes of transportation, such as shower and changing areas, bike parking and lockers.
- **Milestone:** Provide additional connection support facilities, such as park-and-ride lots, and trail staging areas to allow users to have an easy transfer between transportation modes.

Goal: Safe Routes for All Users

- **Milestone:** Provide additional amenities to existing trails and paths such as bathrooms, signage, benches, lighting, and bike racks to increase safety and community trust.
- **Milestone:** Ensure safe travel for all users at intersections of heightened collision incidents.
- **Milestone:** Ensure all curbs, sidewalks, and transit connections are fully ADA accessible.

Goal: Educate the Public on Active Transportation

- **Milestone:** Promote awareness of the opportunities and benefits of the bikeway and trail system through City education and outreach efforts.
- **Milestone:** Establish programs that eliminate negative preconceptions and incentivize active transportation.
Chapter 6: Proposed Network, Treatments, and Funding & Implementation

6.1 Proposed City Network

6.1.1 Proposed Bikeway Network
The City of Paso Robles has a large physical footprint which necessitates an extensive roadway and bikeway network. Bikeability is the degree to which a community is able to be traversed comfortably, safely, and effectively by bicycle. There are a number of existing and proposed bike lanes, but, as discussed in Section 3.4, there are considerable parts of the City that lack bicycle lanes and facilities. As a result, bicycle usage for commutes or daily trips is limited. The goals and milestones identified in this plan work towards establishing bicycling as a fully viable form of transportation in and around the City of Paso Robles. To develop a bicycle-friendly built environment, it is important to consider the challenges faced by bicyclists (as discussed in Chapter 4 of this document). Some of these challenges include pedestrian, bicycle, vehicular traffic; inadequate or absent bikeway linkages; and under-developed infrastructure. The following is a list of proposed bicycle facility projects to improve both the network and overall sense of bikeability in the City, based on existing conditions, challenges, and opportunities (as discussed in Chapters 3 and 4):

- Establishing bike parking at existing public facilities, new and improved bike racks, and safe and secure long-term bike parking at points of interest
- Promoting and incentivizing the development of bicycle parking and shower/changing facilities within private developments
- Installing additional signage and striping along multi-use routes
- Constructing additional bikeway crossings
- Implementing bicycle signal detection technology at new and existing intersections

6.1.2 Proposed Trails Network
The trails network in Paso Robles was designed to improve both circulation between the city and its natural environment and to enhance the physical and emotional health of its citizens. The existing trails include a variety of variations including paved and unpaved, and varying distances and elevations. The majority of these trails; however, are relatively short in length, with only four of the twelve trails extending for more than a mile. In addition the majority of trail’s are presently located in the southern half of town, with the northern areas lacking in access. There needs to be an improvement in the trails network to provide access to all areas of town and improve on existing infrastructure.

The purpose of this sections is to highlight the benefits of possessing a trail network and give improvement options to existing facilities. The following is a list of proposed trails projects to
improve existing trails and enhance the trail network based on existing conditions and challenges and opportunities (as discussed in Chapters 3 and 4).

Providing improvements to existing trails would increase their usage and positively impact the community by improving residential health through fitness and using landscaping methods to reduce erosion of the trail and surrounding environment. Adding more amenities such as benches at designed lengths on all trails and increasing the lighting to posses brighter yields for longer times will also improve residential use of the trails. Ensuring the proper maintenance for the trail and its amenities will foster stronger community involvement in these facilities which can increase funding through grants. An important aspect is to ensure proper access and connections to and between trail’s. Adding more bus routes near existing trails, and improving bike facilities and adding dedicated bike lanes will increase trail usage and promote multi-modal transportation.

6.1.3 Proposed Multi-Modal Connections
The multi-modal network in the City of Paso Robles includes a variety of connections contributing to the overall connectivity but is primarily dominated by single-rider occupancy vehicles. With the location of the North County Transportation Center being in downtown, multiple connections are available to the public via bike, walking, shuttle stops and bus stops. Since there has been a decrease in overall bus ridership and an increase in population, there needs to be improvements to the facilities that available to the City providing a higher quality of connectivity to all modes especially to the eastern portion of the City where a large portion of is disconnected from the rest of Paso Robles.

Install more bicycle parking facilities, as well as pedestrian facilities like showers, restrooms and short-term storage lockers at all multi-modal connections, including major bus stops and City park-and-ride lots where they are not currently provided.¹ Not only are these facilities vital to increasing public transit ridership, it’ll also offer the City of Paso Robles the opportunity to expand their transportation services without the time restrictions the bus currently has. With more people riding the bus, more money will be generated which the City will now have the opportunity to hire a driver for late night hours of commuting. Multi-modal systems are particularly effective in area with high levels of tourism and recreation, however, in Paso Robles the need for these connections are primarily for those commuting long distances for employment.

By improving the current shuttle systems and adding more park-and-ride lots, cyclists, pedestrians and transit riders will experience a higher quality of transit. By increasing transit access, it will relieve roadway capacity constraints along the US-101 due to its limited two lane highway.² The challenges faced by the residents of Paso Robles include a lack of funding to improve current multi-modal connections. The following is a list of proposed pedestrian facility projects to improve multi-modal connections in the City, based on existing conditions and challenges and opportunities (as discussed in Chapters 3 and 4):
Utilize existing facilities by connecting existing trails, sidewalks, bike facilities, and low-volume, low-speed local roads where possible.

Develop sufficient, city-wide park-and-ride lots on existing parking lots (i.e. Cuesta College - North County Campus, Airport Road Business Park, Chandler Ranch Area Specific Plan, Jardine Road, Shandon, Mid-State Fair Parking Lot 3) near 21st Street and to the eastern portion of the City adding connectivity to the North County Transportation Center.

Construct ADA ramps to all existing shuttle, bus, and alternative transit services allowing for connectivity for those whom are restricted by a disability.

Construct aspects of complete street networks to improve multi-modal connectivity including: bike lanes, sidewalk infill, sharrows and information stations (regarding bus service hours). 4

Update public transit routes from the North County Transportation Center to serve the eastern portion of Paso Robles, potentially adding an extension to the transportation center along Union Road

6.1.4 Proposed Pedestrian Network

The City of Paso Robles has an extensive pedestrian network requiring constant maintenance in order to meet the needs of the City’s population. There are some locations throughout the City that provide sidewalks with added features, such as street furniture, bike racks, landscaping, and more, that help create a pedestrian-friendly environment and promote walking throughout the City. However, as discussed in Section 3.4, there are many portions of the City that lack these facilities and contribute to multi-modal conflict. Even in areas where pedestrian facilities may not currently be in demand, walking can almost always be expected to increase when adequate facilities are provided. 20

As discussed in Chapter 3, walkability is influenced by four components that capture differences in the physical environment. 19 These components are residential density, commercial density, land use mix, and street connectivity, but may also include accessibility, and safety (both real and perceived). Limiting the number of destinations (i.e. grocery stores, medical services, schools) within walking or biking distance of residential uses can discourage walking and biking - as well as create longer routes to destinations that may minimize modeling, social support, and perceived safety. 5 In areas of Paso Robles, such as 21st Street, pedestrian activity will not increase as long as the existing land uses, such as a lack of mixed uses, and low density remain. However, 21st Street will serve as an example of how the City should model their infrastructure.

Pedestrian walkability refers to the ease, comfort, and safety of walking in and around the City. The goals and milestones identified in this BPTMP work toward achieving walkability in and around the City of Paso Robles. To develop a pedestrian-friendly environment, it is important to consider the challenges faced by pedestrians (as discussed in Chapter 4 of this document). Some of these challenges include pedestrian, bicycle, vehicular traffic; infrequent crossing opportunities; inadequate and/or the lack of sidewalks and pedestrian crossings. The following
is a list of proposed pedestrian facility projects to improve pedestrian network and walkability in the City, based on existing conditions and challenges and opportunities (as discussed in Chapters 3 and 4):

- Construct sidewalks and curb ramps in:
  - existing developed areas where no sidewalks currently exist (also known as “sidewalk infill”; see Figure 6.1.4).
  - developing areas as development occurs.
  - locations where users would benefit from improvements (as shown in the following section at 4 different locations).
- Install traffic calming features at intersections where users would benefit from improvements; including ashing beacon crosswalks at the high-traffic volume intersections.
- Install additional pedestrian amenities, such as wayfinding signage, drinking fountains, street furniture, landscaping (for more examples of pedestrian amenities see Multi-Modal Connections section of this document).
Figure 6.1.4: Sidewalk infrastructure in the City of Paso Robles
6.2 Proposed Treatments

The following sections proposes a series of treatments at four key locations based on observations of the environment, existing conditions, and challenges and opportunities (as discussed in Chapters 3 and 4):

- Union Rd/Golden Hill Rd
- Spring St/6th St
- 21st Street
- Spring St/24th St

These treatments identified at the following four key locations are merely suggestions to the City of Paso Robles.
6.2.1 Union Road/Golden Hill Road

Intersection Description
Golden Hill Road is a commercial, industrial, and residential street in the eastern portion of the City near the Paso Robles Waste and Recycle Center, the Paso Robles Municipal Airport and the wineries. Union Road is an arterial street stretching from 13th Street to Highway-46, passing through primarily residential areas. To assist in providing better vehicular circulation, a right turn lane was added to this intersection in July of 2015 as well as sidewalks along the Union Rd corridor to improve pedestrian circulation. Speed limits are 45 mph when approaching the intersection which are relatively high especially or being in close proximity to two churches and the Paso Robles Culinary Arts Academy.

The intersection doesn’t maintain a high quality streetscape which includes, dissipating asphalt, unmarked bike lanes, a lack of sidewalk infrastructure, two unutilized pedestrian islands, no bus/shuttle stops and limited pedestrian signage which may contribute to pedestrian-vehicle collisions. The north end of Union Rd does not have sidewalks and north of the intersection there is very limited sidewalk infrastructure along Golden Hill Rd. Although both streets there is a low amount of pedestrian activity therefore other improvements can be made to further enhance the quality of the streetscape. For further information search the 21st Street Complete and Green Street Project in Paso Robles.

Figure 6.2.1.1 - Aerial View of Existing Golden Hill Rd and Union Rd Intersection and Proposed With Current Land Uses
In much of the areas around the City of Paso Robles, especially the eastern end of the city such as Union Rd, pedestrian activity will not increase as long as the existing land uses, such as a lack of integrated mixed uses, low density residential units, and limited bus stops continue to exist. Not integrating proper community design helps decrease pedestrian activity and increases the degree to which its residents are dependent on automobiles; contributing to air pollution, motor vehicle crashes, and pedestrian injuries.\textsuperscript{2}
Figure 6.2.1.2 - Photographs of existing land uses within a ¼ mile away from intersection

Portions of the Golden Hill Rd and Union Rd are zoned under the Union 46 Specific Plan which originally was zoned for a park and a school site, now it is residential single family homes, public facilities, (i.e. Paso Robles Waste and Recycle, Pacific Coast Teak, Independent Electric CO.) and some commercial. Currently the commercial uses along these corridors include: Paso Robles Self-Storage/El paso Storage, Paso Robles Culinary Arts Academy, the Food Bank Coalition, Bronco Burger Restaurant, Golden Hill Car Wash, Edward Jones/ MD Spa and Laser/Lisa Lu Davis D.M.D., the Andean Company, Cloud Nine Coffee, and more with some residential development along Golden Hill Rd. and off Union Rd. Almost all of these specific uses require a vehicle to commute to with exceptions to the ones living along Golden Hill Rd.

Figure 6.2.1.3 - Aerial view of proposed intersection treatment and proposed land uses
A solution to this issue is to update its Urban Design Guidelines to promote mixed-use, higher-density, transit-oriented and pedestrian-friendly development in this area. Also by adding the pedestrian islands with more visible pedestrian signage, then pedestrians will be safer and will encourage a walkable eastern portion of the City. There is a possibility to change the zoning in this area, which would lead to developing the large vacant lots around this intersection primarily on Union Rd into an extension of the North County Transit Center to encourage park-and-ride lots, carpool/vanpool, and or walking or biking. With the addition of mixed use residential and services below this portion of Paso Robles will serve the surrounding uses more efficiently. Adding density and

**Proposed Treatment**

With the high traffic volume, as well as a high speed limit the intersection of Golden Hill Rd and Union Rd, the limited amount of pedestrian amenities, traffic calming measures, and uncommon pedestrian crossing opportunities at the intersection could result in possible pedestrian-vehicle collisions. There are two pedestrian islands with unfinished crosswalks at this intersection, lack of pedestrian signage, lighting, and a lack of sidewalk/bike infrastructure as well as infrequent illegal pedestrian crossings may contribute to collisions within this intersection.

A solution to this issue is to utilize the pedestrian islands as a traffic calming measure, placing a yield sign and possibly adding overhead warning signs to increase awareness along a high speed intersection. Improvements include two new traffic lights, bus stop, three dedicated (class II) bike lanes, pedestrian/bike safety signs, sidewalk infrastructure and continued maintenance to provide safety and encourage walking/biking in this area. These two additional traffic lights will be installed at the intersection to slow traffic, and improve pedestrian/bike safety as shown in Chapter 6. A new bus stop will connect the service workers and residents to those seeking transportation in the eastern portion of Paso Robles. Connecting people to other amenities and encouraging alternative modes of transportation increasing mobility discussed in Chapter 5. Dedicated bike lanes and sidewalk infrastructure will be included in this project; Bike lanes will be added to both Union Road and Golden Hill which will be highlighted green to enhance safety and visibility for passenger vehicles. These will also be an added crosswalk to east side of Union Road to connect the two streets for future pedestrian traffic. Maintaining infrastructure as well as facilities throughout the City of Paso Robles can be costly, but there are opportunities for the City to encourage the community to participate in events to clean up the area as previously mentioned in the earlier plan.
Proposed Pedestrian Facility Improvements

In addition to the updated streetscape, more pedestrian and bike friendly signage will be placed at the intersection to encourage non-motorized travel. Not only will the signage encourage walking and biking, it will also become an example for the rest of the City for intersections similar to the Union Road/Golden Hill Road. Along with signage is a new proposed transit stop along Union Road, which would help accommodate those on the eastern portion of the City get to and from the downtown area. By adding the transit stop the City will become fully connected increasing accessibility and adding more complete-street characteristics such as multi-modal connectivity.
Figure 6.2.1.5 - Proposed treatments of intersections
6.2.2 Spring St/6th St

Intersection Description
Spring and 6th Street is a four way signalized intersection located south of downtown Paso Robles. Both roads are comprised of three lanes with a dedicated left, straight, and right turn lane. Street parking exists on both streets heading to the intersection and there are no designated bike lanes from any direction. Nearby the intersection is developed commercial use, with residential development to its west. Some runoff mitigation methods exist such as landscaping, however only Spring Street possess drainage in proximity to the intersection. The south west corner of the intersection is undeveloped. Speed limits are 35 mph when driving on Spring Street an on 6th Street within the proximity of the intersection.

Figure 6.2.2.1 - Aerial View of Existing Spring/6th Street

Figure 6.2.2.2 - Looking Southbound on Spring St

Figure 6.2.2.3 - Looking Eastbound on 6th St
This intersection falls under the zoning regulations of the Uptown Specific Plan. Current commercial uses of this intersection include three separated shopping centers, with stores ranging from large scale chains such as Wells Fargo Bank and Boost Mobile, and locally owned businesses such as Cregons Deli & Liquor.

Proposed Treatment
Current sidewalk quality for this intersection could improve especially along Spring street along the southwestern empty lot. Providing stronger connection between the residential to commercial area sidewalks would improve walkability. Bike and multi-modal forms of transportation in this area are hindered by a lack of dedicated bike lanes and bus stops. This lack of bike infrastructure could be due to the commercial zoning of the area. Providing a
dedicated bike lane along 6th street would increase bike use and promote more residential access to Robin Fields Park. By using a bike box waiting area, bike access from Robins Field Park can better be protected from traffic along Spring Street. Current traffic congestion during peak hours shows stress along Spring Street. Forms of traffic calming measures such as lighted pedestrian signs or ground markers for 6th Street foster a safer community between the nearby residential and park areas. Further improvements could be the use of a brighter color to denote bike lanes, such as the bright green being used in many new projects.

Figure 6.2.2.7 - Aerial View of Proposed Changes to Existing Spring/6th Street

Figure 6.2.2.8 - Current Northbound on Spring St
Figure 6.2.2.9 - Proposed improvements Northbound on Spring St

Figure 6.2.2.10 - Current Westbound on 6th St

Figure 6.2.2.11 - Proposed improvements Westbound on 6th St
Figure 6.2.2.12 - Proposed bike lanes to Existing Spring/6th Street

Figure 6.2.2.13 - Proposed bike box and green bike lane to Spring/6th Street

Figure 6.2.2.14 - Proposed lighted crosswalks to Spring/6th Street
6.2.3 21st Street Corridor

Intersection Description
21st Street is a commercial and residential street near the Paso Robles Event Center. To improve flooding issues in the area, the City of Paso Robles decided to turn 21st Street, between Vine Street and Riverside Avenue, into the first complete green street in the County of San Luis Obispo, meeting several objectives including flood protection, water basin recharge, stormwater runoff reduction, improving pedestrian and bicycle mobility. The addition of traffic calming features, and shade and aesthetic appeal such as informational signage, seating areas, public art, and more have helped make 21st Street more pedestrian-friendly. Although 21st Street serves as a model for the City for future streetscape improvements, other improvements can be made to further enhance the quality of the streetscape. For further information search the 21st Complete and Green Street Project in Paso Robles.

Figure 6.2.3.1: Aerial view of Existing 21st Street/Spring Street

Figure 6.2.3.2: Aerial view of Existing Land Uses along the 21st Street Corridor
Proposed Treatment

As previously mentioned, in areas of Paso Robles, such as 21st Street, pedestrian and bicycle activity will not increase as long as the existing land uses, such as a lack of mixed uses, and low density remain. This community design influences the degree to which its residents are dependent on automobiles, which use contributes to air pollution, motor vehicle crashes, and pedestrian injuries. Portions of the 21st Street corridor are zoned under the Uptown/Town Centre Specific Plan which restricts the allowed uses in this zone. The current commercial uses along this corridor include: Smart & Final, AutoZone, RadioShack, El Camino Car Wash, Culligan Water Store, Frontier Floors & Window Coverings, Meyer Chiropractic, and more with some residential development toward Vine Street. Most uses that require a vehicle to transport to.

Figure 6.2.3.3: Photographs of existing land uses within a ¼ mile away from intersection
A solution to this issue is to update its Urban Design Guidelines and the Uptown Specific Plan to promote higher-density, transit-oriented and pedestrian-friendly development in this corridor. There is also an opportunity to change the zoning in this area - as well as develop the empty lot at intersection of Spring Street/21st Street into mixed-use to encourage walking and biking in this area. Another solution to this issue is to incentivize development along this corridor that will promote walkability and bikeability in the area. The following are proposed treatments to this issue.

At the high traffic volume intersection of Spring Street and 21st Street, the lack of traffic calming measures and infrequent pedestrian crossing opportunities at the intersection may cause pedestrian-vehicular conflict. Although there are two flashing beacon crosswalks at this intersection, poor visibility and lighting as well as illegal pedestrian crossings may contribute to collisions at this intersection. A solution to this issue is to incorporate an overhead warning sign to increase the awareness of pedestrian crossings to both bicyclists and vehicular traffic.
Facing Southwest at the intersection of 21st Street/Spring Street

For this intersection, the following improvements have been implemented:

- 2 flashing overhead beacons
- 4 sharrows

Facing North on Spring Street
Facing West at the intersection of 21st Street/Spring Street

For this intersection, the following improvements have been implemented:

- Restriping 2 pedestrian crossings

Facing East on 21st Street

Facing East on 21st Street

City of Paso Robles | 57
For this intersection, the following improvements have been implemented:

- Proposed land use change

Most pedestrian facilities along the 21st Street Corridor are underutilized. The right facility in the right location does however encourage walkability and bikeability in an area - as well as maintenance of the facilities. The following images showcase the existing pedestrian facilities along the corridor.

![Bench](image1)
![Retaining wall/bench](image2)
![Art/Bike rack](image3)

6.2.3.6: Photographs along the 21st Street Corridor

Although the tree beside the bench may provide shade for future residents and visitors, the current state of this facility does not meet the needs of its current residents and visitors. Along with the extreme heat in Paso Robles, this does not encourage walking or sitting throughout the City. In addition, the retaining wall and bench is not properly maintained along this corridor. Although it is costly to maintain all facilities in the City, there are opportunities for Paso to hold clean up events to build a stronger community.

Major investments in transportation infrastructure are already happening in the City of Paso Robles. However, the need to replace or upgrade aging infrastructure in the City provides a perfect platform to investigate in infrastructure that is capable of adapting to changing environments and incorporating technology to achieve this goal.

Autonomous vehicles are paving way in cities around the world. It is recommended that the City of Paso Robles invest in infrastructure that will be able to adapt to these technological advancements. This may include but is not limited to adopting wireless beacons - as well as incorporating signs that will allow AVs to navigate throughout the city and at the same time being cautious of pedestrian, bicyclists, and other vehicles.
6.2.4 Spring St/24th St

Intersection Description
This four-way signalized intersection is located near the end of the commercial downtown area, twelve blocks north of the centrally-located Downtown City Park. Retail, grocery, and educational uses surround the intersection. Gas stations exist in two of the four intersection corners, with George H. Flamson Middle School and a large Rite Aid shopping center occupying the other two. Public transit stops are located on Spring St. north and south of the intersection in their respective directions and eastbound on 24th St. past the intersection. None of the transit stops have pullouts for transit vehicles. The transit stops, gas stations, and commercial areas all have the potential to impair traffic flow with vehicles leaving and entering lanes. The intersection of Spring St. & 24th. is emblematic of wider issues in the City. These include low density development, minimal non-auto trip generation, and poor road access infrastructure for alternative transit options. The zoning designation is TC2 Town Center which does not encourage dense, mixed-use development.

Figure 6.2.4.1: Aerial view of Existing Intersection of Spring Street & 24th Street with Zoning Designations (red-Town Center, pink-commercial/light industry)
Currently, the intersection at all approaches is dominated by wide boulevards and auto-oriented traffic flow. A left turn, through, and right turn lane exist at each approach to the intersection. At present, no bicycle lanes or signage exist. The intersection is marked for pedestrians and is ADA accessible.

**Proposed Treatment**

Due to the nature of traffic intersections posing the greatest danger to bicyclists in terms of safety, considerations must be made to allow for safe transit by all users of the road. A solution to this issue is the creation of marked Class II bike lanes on the length of both Spring St. and 24th St. Established bike lanes promote safety for all roadway users by increasing bicyclist visibility and decreasing traffic conflicts. The creation of these bike lanes is made possible through the establishment of dedicated left turn lanes on both approaches on Spring St., and the shifting of all lanes into the large existing opposing through-lanes. A solution to transit stops being located in higher volume areas is the creation of bus pullouts to maximize traffic flow and allow for safe stopping of transit vehicles. Additionally, the construction of concrete bus pads can limit wear-and-tear of the road surface by heavy transit vehicles.

It is essential that land use and zoning practice change in order to realize systematic changes in user behavior. The viability of walking, bicycling, or using public transit is largely dependent on whether existing last uses are sufficiently proximate, dense, and mixed in use. Community design largely influences the built environment and will continue to influence transportation uses into the future, including the environmental, safety, and health issues that result from these choices.
In this visual scenario (Figure 6.2.4.2), a Class II bike lane has been established going both directions on Spring St. and 24th St. Given infrastructure and financial constraints, this solution is most viable and cost effective for this intersection.
Facing north on Spring St.

For this intersection, the following improvements have been implemented:

- Shift of center median line into opposing lane, addition of left turn lanes on both approaches to intersection on Spring St.
- Addition of Class II bike lane on length of Spring St. and 24th St.
Autonomous vehicles

Our transportation infrastructure is aging more quickly than expected due to the increase in single-occupancy vehicles and constant weathering from harsh weather conditions caused by . Seniors who unable to drive safely in existing vehicles, for example, will have the opportunity to be more mobile thanks to autonomous vehicles. In regards to infrastructure, everything from streets, curbs and sidewalks will need to change when the self-driving car is fully implemented. The day is definitely coming therefore the need for change is imminent.³ Autonomous vehicles are meant to reduce the need to drive, limiting the amount of time one spends on the road while continually increasing safety among pedestrians and for other single-occupancy vehicles. By utilizing existing streetscapes for autonomous vehicles and shuttles, people will avoid using single occupancy vehicles and focus primarily on the efficient shuttle system which we propose in some of the renderings earlier in this document.

There are downsides to self-driving vehicles, according to Business Insider there are multiple issues involved with autonomous driving. Including; autonomous vehicles struggle going over bridges because of the GPS system is flawed, the vehicles are limited in harsh weather conditions like heavy snow or rain, autonomous vehicles do not do well with unmaintained lane markings, cities are much more difficult to drive in than on the highway for these cars, robot cars can’t interact the same way humans can, and lastly autonomous vehicles have a trouble in high-speed driving situations.⁴

- What would it mean if that happened? Lanes width could be shorter; possibility of widening sidewalks; smaller parking spaces?

- How would that look like?
Chapter 7: Proposed Funding Sources

7.1 Future Financial Needs

The City of Paso Robles has prepared a Capital Improvement Plan projecting expenditures for the upcoming years in the City. The following identifies future financial needs for bicycle and pedestrian infrastructure improvements along the four key locations:

- Union Rd/Golden Hill Rd
- Spring St/6th St
- 21st Street
- Spring St/24th St

Note that projects listed contain an “Estimated Cost” for the project which may differ based on completion of some projects making others unnecessary. Project expenditures may also change over time affecting the overall total cost.
7.1.1 Union Road/Golden Hill Road

This segment includes significant improvements along the Union Road and Golden Hill Road Intersection based on the number of collisions occurring at said intersection, according to TIMS. Improvements include two new traffic lights, bus stop, three dedicated (class II) bike lanes, pedestrian/bike safety signs, sidewalk infrastructure and continued maintenance to provide safety and encourage walking/biking in this area. These two additional traffic lights will be installed at the intersection to slow traffic, and improve pedestrian/bike safety as shown in Chapter 6. A new bus stop will connect the service workers and residents to those seeking transportation in the eastern portion of Paso Robles. Connecting people to other amenities and encouraging alternative modes of transportation increasing mobility discussed in Chapter 5. Dedicated bike lanes and sidewalk infrastructure will be included in this project; Bike lanes will be added to both Union Road and Golden Hill which will be highlighted green to enhance safety and visibility for passenger vehicles. These will also be an added crosswalk to east side of Union Road to connect the two streets for future pedestrian traffic. Maintaining infrastructure as well as facilities throughout the City of Paso Robles can be costly, but there are opportunities for the City to encourage the community to participate in events to clean up the area as previously mentioned in the earlier plan.

Table 7.1.1: Proposed Expenditures for Major Improvements along Union Rd/Golden Hill Rd

<table>
<thead>
<tr>
<th>Location</th>
<th>Type of Facility</th>
<th>Miles</th>
<th>Δ Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Union Rd/Golden Hill Rd</td>
<td>2 Landscaped Pedestrian Islands</td>
<td>N/A</td>
<td>2*$10,460</td>
</tr>
<tr>
<td>Union Rd/Golden Hill Rd</td>
<td>Street Lights</td>
<td>N/A</td>
<td>4*$4,880</td>
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<tr>
<td>Union Rd/Golden Hill Rd</td>
<td>Maintenance</td>
<td>N/A</td>
<td>?</td>
</tr>
<tr>
<td>Union Rd/Golden Hill Rd</td>
<td>Pedestrian Signal</td>
<td>N/A</td>
<td>4*$1,540</td>
</tr>
<tr>
<td>Union Rd/Golden Hill Rd</td>
<td>Pedestrian Signs</td>
<td>N/A</td>
<td>4*300</td>
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<td>Union Rd/Golden Hill Rd</td>
<td>2 Traffic Lights</td>
<td>N/A</td>
<td>2*$20,000</td>
</tr>
<tr>
<td>Union Rd/Golden Hill Rd</td>
<td>Dedicated (class II) Bike Lanes + Bike Markings</td>
<td>N/A</td>
<td>$5,000 per mile + 4*$180</td>
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<tr>
<td>Union Rd</td>
<td>Sidewalks</td>
<td>N/A</td>
<td>$32 per foot</td>
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<td>Union Rd</td>
<td>Crosswalk</td>
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<td>$770</td>
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<tr>
<td>Union Rd</td>
<td>Bus Stop</td>
<td>N/A</td>
<td>$11,560</td>
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7.1.2 Spring Street/6th Street

This segment includes improvements to both 6th street and Spring street with the adding of lighted crossing crosswalks, sharrows, and added improvements to bike lanes and sidewalks. On 6th street, a bike lane will be created along with improvements to the sidewalk crossing Spring Street to increase mobility between nearby residences and Robin Fields park. One bike box will be added to Spring Street to promote bikeability and help with safety especially during peak hours. Sharrows will be placed at all intersections with the newly added bike lanes. All of these improvements are designed to promote walking and bike usage along the intersection of 6th and Spring street.

Table 7.1.2: Proposed Expenditures for Major Improvements along Spring St/6th St

<table>
<thead>
<tr>
<th>Location</th>
<th>Type of Facility</th>
<th>Miles</th>
<th>△ Estimated Cost</th>
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<tbody>
<tr>
<td>6th Street</td>
<td>Dedicated Bike lanes</td>
<td>N/A</td>
<td>$5,000 per mile</td>
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<tr>
<td>Spring St</td>
<td>4 Sharrows</td>
<td>N/A</td>
<td>4*$180</td>
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<tr>
<td>Spring St/6th Street</td>
<td>Restripped/Lighted crosswalks</td>
<td>N/A</td>
<td>4*$360</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total: 23,000*</td>
</tr>
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</table>

*Final cost estimated*
7.1.3 21st Street Corridor

This segment includes improvements along the 21st Street Corridor such as two overhead flashing beacons, four sharrows, and continued maintenance to encourage walking and biking in this area. The two overhead flashing beacons, as well as restriping two pedestrian crossings, will be placed at the intersection of 21st Street and Spring Street to improve pedestrian visibility as shown in Chapter 6. Four sharrows will be included in this project; one sharrow will be placed before the first pedestrian crossing near the Spring St/21st intersection and one after the second pedestrian crossing on the same intersection. These will also be placed on the opposite side of the roadway. While maintaining infrastructure and facilities throughout the city can be costly, there are opportunities for the City to hold community events to clean up the area as previously mentioned in the earlier chapter. Refer to Chapter 6 for further information regarding the proposed treatments.

Table 7.1.3: Proposed Expenditures for Major Improvements along the 21st St Corridor

<table>
<thead>
<tr>
<th>Location</th>
<th>Type of Facility</th>
<th>Miles</th>
<th>△ Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>21st St/Spring St</td>
<td>2 overhead flashing beacons</td>
<td>N/A</td>
<td>2*$10,000</td>
</tr>
<tr>
<td>21st St/Spring St</td>
<td>4 Sharrows</td>
<td>N/A</td>
<td>4*$180</td>
</tr>
<tr>
<td>21st St/Spring St</td>
<td>Restriping 2 pedestrian crossings</td>
<td>N/A</td>
<td>2*$360</td>
</tr>
<tr>
<td>21st Street Corridor</td>
<td>Maintenance</td>
<td>N/A</td>
<td>★</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Total</strong>: $21,440</td>
</tr>
</tbody>
</table>

★ Maintenance cost may vary
7.1.4 Spring Street/24th Street

The intersection of Spring St. and 24th St. will include a number of improvements that seek to enhance access for bicyclists. Dedicated Class II bike lanes will be added to all approaches to the intersection on Spring St. and 24th St. Dedicated left turn lanes will be established on both approaches from Spring St., as well as the shifting of the double yellow lines into the adjacent opposing through-lanes. Our proposal seeks to increase density, better accommodate alternative transportation options, and make these other options more feasible. We are proposing to change the zoning designation to mixed-use to allow for denser, transit-oriented development to occur into the future.

Table 7.1.4: Proposed Expenditures for Major Improvements along Spring St/24th St

<table>
<thead>
<tr>
<th>Location</th>
<th>Type of Facility</th>
<th>Miles</th>
<th>△ Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring St.</td>
<td>Dedicated bike lane</td>
<td>N/A</td>
<td>$5,000 per mile</td>
</tr>
<tr>
<td>24th St.</td>
<td>Dedicated bike lane</td>
<td>N/A</td>
<td>$5,000 per mile</td>
</tr>
<tr>
<td>Lane striping for new median/</td>
<td>Lane striping</td>
<td>N/A</td>
<td>$800</td>
</tr>
<tr>
<td>left turn lanes on Spring St.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total:</td>
<td></td>
<td>$22,000</td>
</tr>
</tbody>
</table>
### 7.2 Funding Opportunities

There are several types of funding sources that the City of Paso Robles can pursue for bike, pedestrian, and trail related improvement projects including Federal, State, Regional, and Local sources. Awareness of these funding sources can allow implementation of the proposed infrastructure improvement projects listed in Section 7.1. The following is a list of funding opportunities for the City of Paso Robles.

<table>
<thead>
<tr>
<th>Program</th>
<th>Eligibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreational Trails Program (RTP)</td>
<td>The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). Non-motorized projects are administered by the Department’s Office of Grants and Local Services and motorized projects are administered by the Department’s Off- Highway Motor Vehicle Recreation Division. Additional information can be found at: <a href="http://www.parks.ca.gov/default.asp?page_id=24324">http://www.parks.ca.gov/default.asp?page_id=24324</a></td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>Project must be located on a public road, or publicly owned bicycle/pedestrian pathway or trail. The project must also identify a safety problem that will be corrected or improved upon due to the implementation of the project. Administered through Caltrans Local Assistance. Additional information can be found at: <a href="http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm">www.dot.ca.gov/hq/LocalPrograms/hsip.htm</a></td>
</tr>
<tr>
<td>Bicycle Transportation Account (BTA)</td>
<td>The City or County must prepare and adopt a Bicycle Transportation Plan that complies with Streets and Highways Code Section 891.2 and has been approved by the appropriate Regional Transportation Planning Agency and Caltrans. Additional information can be found at: <a href="http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm">www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm</a></td>
</tr>
<tr>
<td>Environmental Enhancement and Mitigation Program (EEM)</td>
<td>Projects must be related to the environmental impact of modifying an existing transportation facility or construction of a new transportation facility. Additional information can be found at: <a href="http://resources.ca.gov/eem/">http://resources.ca.gov/eem/</a></td>
</tr>
<tr>
<td>Safe Routes to School Programs (SR2S)</td>
<td>Project must be located on any local road or state highway and must correct an identified safety hazard or problem occurring on a route that students utilize to and from school. Administered by Caltrans in conjunction with California Highway Patrol (CHP). Additional information can be found at: <a href="http://dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm">http://dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm</a></td>
</tr>
<tr>
<td>Developer Funded</td>
<td>Project special features, conditions, or mitigation measures.</td>
</tr>
<tr>
<td>----------------------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>Transportation Impact Fees</td>
<td>Development fee to help fund future transportation improvements required to accommodate new development.</td>
</tr>
<tr>
<td>General Fund</td>
<td>The City of Paso Robles’ City Council approved Capital Improvement Program and Operating Budgets.</td>
</tr>
<tr>
<td>Local Option Sales Tax</td>
<td>A Local Option Sales tax can be used to improve bikeways, this is up to the jurisdiction to decide to do, promote, and prioritize funds from. Neighboring cities such as San Luis Obispo, Pismo Beach, Grover Beach, Arroyo Grande and Morro Bay passed Local Option Sales tax measures in 2006.</td>
</tr>
<tr>
<td>Local Special Gas Tax</td>
<td>A special gas tax that can be used for street repair, construction, and maintenance. This has been utilized previously by the City of Paso Robles, first in 1985.</td>
</tr>
</tbody>
</table>
Chapter 8: Citations

8. http://www.dot.ca.gov/hq/LocalPrograms/bta/PDFs/Sec891_2.pdf
11. http://www.arcgis.com/home/webmap/viewer.html?webmap=34de738296494145831a34d8254e44a9
20. https://books.google.com/books?id=bHQboDJsLRC&pg=PA54&lpg=PA54&dq=pedestrian+facilities+are+there,+why+are+people+not+walking&source=bl&ots=usIsqOPwJr&sig=H8uA6n62uKiKGW-bMaK2FESLO48&hl=en&sa=X&ved=0ahUKEwjJr4rOh4TUAhUjiFQK
Active Transportation Plan
Paso Robles

Report By:
Covarrubias, Maribel
Background

General Overview
The city of Paso Robles is found on the Central Coast of California as part of the San Luis Obispo County region. It is located approximately mid-way between the Greater Los Angeles Area and the San Francisco Bay Area. The average weather in Paso Robles, over the course of the year, varies between 37°F to 89°F; rarely dropping below 28°F or exceeding 99°F. Such weather conditions are advantageous for the City as it hosts several wineries and golf courses. The main route to the City is Highway 101, which divides Paso Robles into two distinct areas. The downtown core and commercial district are found West of the 101 Highway, and to the East of the 101 Highway, primarily residential.

Located on the Salinas River, surrounded by vineyards and hills, the city covers an area of approximately 19.5 square miles and according to the 2010 U.S. Census, the total population in Paso Robles is 29,793. The 2009 UCSB Economic Forecast estimates the City’s largest age group is 20-29 years (16.9%), followed by 50-59 years of age and 60 years of age or over (both 14.5%), and 40-49 years old (13.9%), respectively.
Relation to Other City Documents

Several other city, county, state, and federal documents contain goals and objectives relevant to the Paso Robles Pedestrian and Bicycle Transportation Plan. These plans and documents are listed below:

**City**
- Community Facilities District (CFD) Annual Report
- Hwy 46 East for the Future Comprehensive Corridor Study
- Paso Robles Bike Master Plan
- Paso Robles General Plan
- Paso Robles Transportation Element
- Salinas River Corridor Vision
- Uptown/Town Centre Specific Plan

**County**
- 2014 Regional Transportation Plan/Sustainable Communities Strategy
- Active Transportation Partnership Program Safe Routes to School Plan
- Central Coast ITS Plan
- Community 2050 (Regional Visioning)
- Northern SLO County Coastal Trail Master Plan
- SLOCOG Bike Barriers Survey Analysis Report
- SLOCOG Regional Transportation Plan
- SLOCOG Sustainable Communities Strategies

**State and Federal**
- California Assembly Bill 32
- California Assembly Bill 743
- California Assembly Bill 1358
- California Green Building Code
Demographics

According to the 2010 U.S. Census, the total population in the City of Paso Robles is 29,793 individuals. Of this population, the youth (under 20 years of age) represent 28.9%, which is slightly higher than the County of San Luis Obispo at 26.9%. Paso Robles elderly population (55 years of age and older) is consistent with the County, making up 24.5% of the total population, whereas the County’s elderly population is 24.9%. The median age in Paso Robles is 35, while the median age for the County is 37. The City’s gender ratio is similar to that of the County, with males making up 48.7% (51.3% female) of the total population compared to the County’s 49.2%:50.8% male to female ratio.

Racial Composition

The population on Paso Robles shows a racial composition of racial groupings: White, Asian, Black, and Other. Individuals that identify as White only make up approximately 77.7% of the total population, followed by those of Asian descent at approximately 2.0%, and Black at 2.1% of the population. The remainder of the population is composed of individuals who identify with two or more races (3.9%) or categorized in some other race (14.5%) not tracked by the Census Bureau. Of the total population of 29,793 individuals, 34.5% of the population identify with Hispanic or Latino ethnicity and approximately 65.5% identify as non-Hispanic (Census Bureau, 2015).
Financial Characteristics

There is a total of 11,974 housing units. Of the total units, 11,410 units are occupied housing units with a total of 6,291 owner-occupied and 5,119 renter-occupied units. The median household income for owner-occupied units is approximately $75,938 and $44,021 for renter-occupied units. The median monthly housing costs is $1,593 for owner-occupied and $1,154 for renter-occupied units, with approximately 24.4% in the range of paying $1,000 to $1,499 and 21% in the range of paying $1,500 to $1,999.

Mode Share

In the most recent 2011-2015 American Community Survey, approximately 90.4% of the total population 16 years of age and older whom are employed utilize a car, truck, or van as means of transportation to place of employment. Of that total, approximately 78.4% of individuals drive alone, while approximately 12% of individuals’ carpool. Public transportation is underutilized, as the survey reported a percentage total of approximately 1.7% of individuals whom utilize public transportation as a mode of transportation. Other modes of transportation include walking (1%), bicycling (0.2%), taxicab, motorcycle or other, accumulating to (1.4%).
Existing Conditions
This section is an analysis of the current conditions pertaining to bicycle and pedestrian networks in Paso Robles. The data presented is a summary of the facilities, terms, and definitions of the existing networks. The analysis will aide in proposing future recommendations and improvements as we assess what level of infrastructure the City may need.

Bicycle Network and Facilities
Class I Bikeways (Multi-Use Path)

Class I bikeways are surfaced routes serving as a separate pathway from vehicular traffic for the exclusive use of bicycles and pedestrians. Class I bikeway offer opportunities not served by regular street corridors. If significant pedestrian use is anticipated, separate facilities for pedestrians are provided in order to minimize conflicts between vehicular traffic and pedestrian traffic. The appropriate signage and additional width of this type of pathway allows for dual use by pedestrians and bicyclists. Common locations for Class I Bikeways include rivers, utility right of ways, college campuses, or within and between parks. Class I Bikeways can be used to close gaps to bicycle travel caused by construction of freeways or natural barriers (streams, rivers, etc.)

Figure 1: Class I Bikeway
Source: http://longrange.sbcountyplanning.org
Class II Bikeways (Bike Lanes)

Class II bike lanes are for the preferential use of bicycles within the paved areas of roadways. They are established along streets in corridors with significant bicycle demand. Class II Bikeways are used to promote the orderly flow of traffic by establishing specific lines of traffic between lanes reserved for bicycles and lanes occupied by motor vehicles. The purpose should be to improve safety for bicyclists in the corridors and are established along streets in corridors where there is significant bicycle demand. Examples of design features that can be implemented on streets with bike lanes to improve conditions include: improvements to bike lane surface, augmented sweeping programs, and special signal facilities.

![Class II Bikeway](http://longrange.sbcountyplanning.org)

Figure 2: Class II Bikeway

Source: [http://longrange.sbcountyplanning.org](http://longrange.sbcountyplanning.org)

Class III Bikeways (Bike Routes)

Class III Bike Routes are intended to provide continuity to the bikeway system and are established along routes not served by Class I or Class II bikeways. Class III bike routes are shared facilities that designate preferred routes through high demand corridors. Bike Route signs and permanent markings usually designate Class III Bikeways, such as “sharrow symbols,” that notify drivers, bicyclists are legitimate users of the lane space. Class III routes are often
designated on roadways with low levels of motor vehicle traffic or are used as alternative routes through high-demand corridors.

Figure 3: Class III Bikeway

Source: [http://longrange.sbcountyplanning.org](http://longrange.sbcountyplanning.org)

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**Recreation Route**

Recreation Routes are scenic routes on rural roads. They are not typically used for commuting and may have high speed vehicle traffic on the road, varying shoulder widths, and challenging climbs. Recreation routes are similar to Class III Bike Routes but are not distinguished with the same signage as Class III Bike Routes. Recreation Routes link cities with surrounding areas and communities and are featured as major recreation activities.
The following table lists the existing bicycle facilities in Paso Robles by the four types of bikeways described above. The table also includes the mileage of each bikeway currently available for use in the City.

<table>
<thead>
<tr>
<th>Class I + Multi-use trail</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Centerline feet</strong></td>
<td><strong>Mileage</strong></td>
</tr>
<tr>
<td>39,556</td>
<td>7.5 (17.9%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class II</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Centerline feet</strong></td>
<td><strong>Mileage</strong></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Centerline feet

<table>
<thead>
<tr>
<th>Class</th>
<th>Centerline feet</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class III</td>
<td>80,469</td>
<td>15.2 (36.3%)</td>
</tr>
<tr>
<td>Recreational Route</td>
<td>73,167</td>
<td>13.9 (33.2%)</td>
</tr>
<tr>
<td>Totals</td>
<td>220,691</td>
<td>41.8</td>
</tr>
</tbody>
</table>

As of 2016, there is a total of 41.6 miles of bike lanes in Paso Robles (Bicycles and Pedestrians, n.d.). Of these bike lanes, 17.9% are Class I (separated lanes), 36.3% are Class II (on-street striped lanes,) 33.2% are Class III (shared lanes,) and 12.4% are Recreation Routes (scenic routes). The bicycle facilities are equally distributed throughout the city, but bike lanes on the west side of town (west of the U.S. 101) are more concentrated in and around Downtown. In 2009, Paso Robles adopted a bicycle transportation plan. The plan aims to further bicycle
infrastructure throughout the city. Paso Robles has three levels of priority in the full buildout of the plan. Many areas in the City are disconnected from one other in a series of private commercial/residential developments that do not allow for sufficient access. This configuration presents challenges in encouraging to utilize bicycles as a form of transportation within the city. West of Highway 101, in the downtown core, exists 60 blocks between Vine and Park Street, in the north and south direction, and from 6th Street to 21st Street, in the east to west direction, that demonstrate great bike connectivity. Within these areas, different uses including residential, commercial, and office space are integrated into a street layout that allows for biking and walking to be a primary form of transportation among residents in the area.

Figure 5: Map view of streets located between Vine and Park Street.

Source: googlemaps.com
A Class I Bikeway along Charolais Road and the Salinas River provides a major recreation opportunity for residents to enjoy one of the city’s most distinguishable features. Riverside Avenue, another Class I Bikeway, experiences heavy bicycle traffic and connects the Paso Robles Event Center to Downtown. In the same area, west of the U.S. 101, Spring Street is a major artery located between Vine and Park Street in the north and south direction, where bike infrastructure is nonexistent. Class II and Class III Bike Lanes along Sherwood Road, Niblick Road, San Carlos Drive, Creston Drive, and Union Drive connect different areas to each other east of the U.S. 101, although there is a disconnect in how to get to these Class II and Class III Bike Lanes. Class II Bike Lanes could be more visible in the city and easier to distinguish from the road. By observing many streets in Paso Robles, the city is in need of maintenance with most attention given to faded bike lanes, cracks in infrastructure, potholes, and a lack of signage that discourages bicycle activity due to safety concerns.
There are currently three crossings at the U.S. 101 and Salinas River corridor that all have high vehicular traffic volume: S.R. 46/24th Street, 13th Street, and Niblick Road. The high vehicular traffic decreases perception of safety among current and potential cyclists. The crossings were constructed at a time when traffic volumes were less in number and street standards were different. Older residential development east of U.S. 101 such as Lana Street do not have bike lanes, but do host wide streets with street parking, similar to how several rural roads on the edge of town such as the south end of Creston Street and Golden Hill Road.
Current City codes do not require bike parking facilities for public or private development. Little bike parking was noted throughout the city except for Downtown. The City offers a guide online that provides information on bicycling guided rides and tours, trails, routes, rentals, cycling events, and weekly rides in effort to promote bicycling.
Figure 9: Image of available bikeways in Paso Robles.

Source: Bike Plan of Paso Robles
Pedestrian and Trail Network/Facilities

The city of Paso Robles contains 13 parks, 1 of which is a secure dog-friendly park. Each park consists of at least one of the following: basketball court, BBQ pit, baseball diamond, gymnasium for racquetball and futsol, kitchen, meeting rooms, pickleball courts, picnic area, playground, restrooms, skate park, soccer fields, tennis court, swimming pool, trails, and volleyball courts.

There are 12 trails within the city, encompassing approximately 11.5 miles, and ranging from easy to moderate difficulty. Trails 4, 5, and 8 of Figure 10, have connectivity with each other, as do trails 7 and 11. The majority of current trails in the city isolated loops or simply lead to nowhere. Improvements can be made to increase the connectivity of the trail system. Nearly every major park includes access to at least one trail. The access helps bring pedestrians and cyclists in to the parks so they can utilize the amenities.

Figure 10: Image of available bikeways in Paso Robles.

Source: Bike Plan of Paso Robles
Injuries

The most recent data provided by the California Office of Transportation Safety (OTS) shows that in 2014, Paso Robles had 137 deaths that were motor vehicle related. Of these, seven were pedestrians over the age of 15, and one was under the age of 15. There were also 12 bicyclists over the age of 15, and seven under the age of 15. The OTS ranks these results by size of city. Overall, Paso Robles ranked very high in fatalities on bicyclists, performing much worse than cities of similar size. The city was about average for pedestrian deaths. The data indicates that much improvement needs to be done on existing bicycle infrastructure to protect bicyclists.

Existing Pedestrian Infrastructure

The city of Paso Robles’ Circulation element is heavily focused on policies and action items, but includes only one policy related to bicycle and pedestrian access. There also are no hard suggestions on improvements to bicycle and pedestrian infrastructure to any areas of the city, only suggestions to improve such facilities through master plans of each.

After a site visit, our team has determined five major areas with pedestrian activity. There are two distinct areas of the city that offer very different accessibility and mobility for pedestrians. The U.S. 101 Freeway divides the City. The downtown area west of the freeway has older developments created with pedestrian-friendly arrangements vs. the east area of the freeway with newer developments that are largely dominated by auto-centric design.

Downtown Paso Robles

The downtown area of Paso Robles places a higher emphasis on walkability. Setbacks are often zero, especially in the Downtown City Park. The area has large, shaded walkways and crosswalks that are distinctly different from the street. This area is very conducive to
pedestrian activity, which can be seen during almost any time of day throughout the week. Moving away from this core, sidewalks decrease in width and setbacks start to become more prevalent. Crosswalks are often faded or nonexistent. There also are nearly no bike lanes downtown.

Fairgrounds

The mid-state fair occurs annually in Paso Robles. The fairgrounds often host events on the weekends as well. The fairgrounds offers a safe place to walk within the grounds, but the ingress and egress access to the area can be greatly improved by expanding sidewalks, improving crosswalks, and inserting traffic calming measures. One great example of street improvements to increase walkability in that area is improvements to 21st street.

Parks and Open Space

The parks and open space offer great recreational opportunities for pedestrians. Many of the parks are located within neighborhoods and have walkways that allow people to walk to the amenities.

Sidewalk Inventory

The map in Figure 11 illustrates the areas where there is a scarcity of sidewalk.
Figure 11: Map of non-existent sidewalks in Paso Robles.

Source: Author
Opportunities and Constraints

Connectivity is important for motor vehicle traffic as well as all travel modes. Bicycle and pedestrian infrastructure can be enhanced through public investment and development regulations such as street design, land uses, and safe routes. Streets should be designed to serve all categories of users throughout an entire lifecycle. Promote active transportation such as biking and walking for recreation or commuting, it is vital that resident’s transportation receive numerous options. It is important to support the mobility of people, increase in quality in life, and a small town feel desired by residents.

The City has made steps to improve bicycle and pedestrian infrastructure by establishing a strong Downtown core and drafting the Paso Robles Master Bike Plan. Considering opportunities and constraints as well as establishing goals & objectives will help in making walking and biking more appealing forms of transportation among residents.

Benefits
Bicycling and walking have many important health, economic, environmental, and social benefits, including:

• Reducing the likelihood of developing conditions such as heart disease, high blood pressure, Type 2 diabetes, mental illness, and obesity while improving overall health.
• Helping people get to their destinations.
• Providing financial savings vehicle upkeep by reducing trips or eliminating the need to own multiple vehicles.
• Reducing road congestion and air pollution by replacing vehicle trips with walking or biking.
Commuting Characteristics

Active transportation increases the possibilities for people to engage in physical activity while they travel from place to place. Communities can encourage activities such as walking, biking, skateboarding, and others by providing safe and convenient pathways that connect to destinations. Active transportation also supports public transportation. The role of public transportation in land use planning can help a community expand business opportunities, reduce sprawl, and create a sense of community (The Importance of Public Transportation). Currently, the city of Paso Robles has an established public transit system with many transit stops and routes, although it is underutilized. The lack of connectivity, in particular, access to transit stops by means of walking or bicycling that is hindered by vehicular traffic, scarcity of sidewalks, unsafe intersections, and lack of pedestrian and bicycle infrastructure, may contribute to the small percentage total (2.9%) of individuals who participate in active transportation.

Key Findings

- A combined percentage total of 2.9% out of the total population utilize alternative means of transportation including, public transportation, walking, and bicycling.

- There is nearly an even distribution between individuals who work and live in Paso Robles (47.8%), as opposed to individuals (52.2%) who travel outside of the City for work.

Opportunities

- By the combined efforts of proposed projects and suggested improvements to the pedestrian and bicycle network, more individuals will be encouraged to
participate in active transportation including walking, bicycling, and public transit.

- Given that 47.8% of the City’s population who are employed and reside in Paso Robles, individuals can be encouraged to either bike, walk, or exercise the use of public transit to work through incentives provided by the employer and/or City, decreasing the need for parking and reducing vehicular traffic within the City.

Constraints

- The possible addition of lanes on Spring Street and 13th Street would further encourage vehicle use, therefore retracting from the needed bicycle and pedestrian infrastructure.

Bicycle Network

The City already has made efforts to improve their bicycle network through their Paso Robles Master Bike Plan, which indicates upcoming bicycle projects and Bicycle Friendly Paso Robles, which provides information on bicycling guided rides and tours, trails, routes, rentals, cycling events, and weekly rides to promote bicycling. More can be accomplished to make bicycling a prevalent form of commuting and recreation.

Key Findings

- 0.2% of residents in the City commute to work by bicycle.
- High vehicular traffic decreases perception of safety among current and potential cyclists, particularly at three crossings of the US Highway 101 / Salinas River in the City: S.R. 46/24th Street, 13th Street, and Niblick Road.
The crossings were constructed when traffic volumes were lower and street standards were different.

- As of 2016, there is a total of 41.6 miles dedicated to bicycle use
  - Class I Bike Lane: 7.5 miles
  - Class II Bike Lane: 15.2 miles
  - Class III Bike Lane: 13.9 miles
  - Recreational Route: 5.2 miles

- Class II Bike Lanes could be easier to distinguish from vehicular roads based on many streets in the city in need of maintenance for faded bike lanes, cracks in infrastructure, potholes, and a lack of signage that discourages bicycle activity.

- A series of 60 blocks in and around Downtown between Vine and Park Street going north to south and 6th Street and 21st Street going east to west feature great bike connectivity that connects different uses such as residential, commercial, and office to make biking a primary form of transportation among residents in the area.

- Current City code does not require bike parking facilities for public or private development.

**Opportunities and Constraints**

Per the 2015 American Community Survey, 0.2% of commuters in the City use bicycle. The 2015 American Community Survey also indicated that 41.2% of all commutes among residents take 15 minutes or less. This number indicates that residents live close to work and have the potential to reasonably bike to work. Improvements for bicycle infrastructure in comparison to vehicular infrastructure is quicker and less expensive, making it highly achievable. The City features moderate California Central Coast temperature, making bicycling a more intriguing form of transportation and recreation. Improvements can be made more easily with proper public support and community volunteers. Efforts
can be made with local organizations such as SLO County Bicycle Coalition and Bike SLO County to support more robust bicycle infrastructure.

The City features a lot of wide streets in areas such as residential neighborhoods and down Spring Street. Spring Street could connect many primary bike paths west of the U.S. Highway 101 that would furnish safer and more direct routes in the area. The Downtown core of the City already features robust bicycle infrastructure with a mix of uses, making biking popular in the area. This area of town can be capitalized on through further by speeding up the proposed infrastructure improvements listed in the Paso Robles Master Bike Plan to extend the periphery of robust bicycle infrastructure in the Downtown core. Areas around public schools in the City do not accommodate enough for bicycle infrastructure. Adding additional bike lanes and crossings in areas around schools can encourage students to use active transportation to get to school. Using various traffic calming measures that encourage lower speeds, improve safety, and discourage cut-through traffic such as speed bumps can make bicycling safer for residents. Establishing a more consistent bicycle wayfinding program and route plan can make bicycling more appealing and more feasible for residents.

Changes can be made to continue to improve bicycle infrastructure in the City, but if adequate staffing and funding does not exist, the process to quickly achieve bicycle connectivity and improvements in infrastructure will be difficult. Topography in sections of town such as River Street hinder the ability to develop bike lanes. Narrow lane widths in other sections of the City prohibit the ability to add additional bikeways without eliminating travel lanes or on-street parking. The edge of the City features low-density single-family homes with wide streets. Even in perceived constraints, improvements can be made to accommodate bicycle infrastructure more in these areas. Wide streets give opportunity to retrofit traffic infrastructure to something that
benefits bicyclists by adding bike lanes. Construction of bike lanes that connect homes in the edge of town to nearby parks could minimize the amount of driving needed to access recreational space.

The future bicycle commuter population will depend on many factors such as the availability of well-connected facilities (bikeway and bicycle parking), population density, and type of future development.
Design Proposal

Pedestrian Safety in School Zones

Pedestrian walkways and facilities including sidewalks and crosswalks serve as critical components of an accessible pedestrian network. An attractive yet safe streetscape complete with pedestrian facilities can foster increased walking and reduced vehicle trips. Such streetscapes may be incorporated in downtown cores of a city or school zones. The presence of pedestrian walkways in and around school zones increase the sense of safety for both parents and students (SLOCOG, 2017). Increased pedestrian access allows for a decrease in vehicle use, and in turn less collisions between pedestrians and vehicles.

Benefits:

- Reduced traffic congestion – The perceived traffic danger during school peak commuting hours often results in more parents driving their children to school (Safe Routes to School Guide). By improving the drop-off and pick-up process in addition to pedestrian facilities, traffic conditions would improve. With safer traffic conditions, more parents are willing to allow their children to walk or bike to school and lessening the traffic congestion (Safe Routes to School Guide).
- Increased physical activity for school-age children

Area of Interest

In selecting an area for improvement, the safety of children was most important. The area of interest is a selected corridor running along 17th Street intersecting Chestnut Street and Oak Street. Within this corridor, the Arts Academy at Bauer Speck Elementary School and Bauer Speck Elementary School are located.
Current Conditions:

The current conditions of the corridor were observed and determined by a physical site visit. Beginning in the North-West direction, on the corner of Chestnut and 17th, there is a pattern of discontinuous sidewalk, which is indicated by the solid red line in Figure 1 below. A lack of signage suitable for a school zone and crosswalks faint in color are contributing factors to the discouragement of more children walking or biking to school. Exploring 17th Street, there are several traffic calming measures that may be implemented to create a more pedestrian friendly environment for school children and parents including signage, updated crosswalks, curb extensions, continuous pedestrian paths, and an adequate parking area.

Figure 1: Aerial view of 17th Street corridor

Source: googlemaps.com
The absence of sidewalk on Chestnut and 17th Street (Figure 2) and Oak and 17th Street (Figure 3) do not provide a safe environment for adults and children to walk or bike.

The absence of sidewalk continues 17th Street surrounding the school. In figure 4, vehicles park in a dirt lot that is not a designated parking lot.
The width of many streets in Paso Robles including 17th Street shown in Figure 5, are advantageous in making streetscape improvements.
Collision Data

According to Transportation Injury Mapping System (TIMS), one reported incident occurred in 2014 involving a pedestrian, in proximity of Bauer Speck Elementary School. Figure 6 illustrates the location of the incident occurring on 18th Street and Chestnut. Observing the map in Figure 6, there have not been many reported incidents to pedestrian or bicyclists caused by a vehicle in the area of interest, but the occurrence may be prevented if pedestrian safety in school zones are addressed early on by visible crosswalks, pedestrian pathways, traffic calming measures, and proper signage.

Figure 6. The incident involving a pedestrian occurred on 18th Street and Chestnut, reporting complaint of pain and no other severe injuries.

Source: https://tims.berkeley.edu/tools/srts/
Recommendations for 17th Street Corridor

Figure 7. Map view of 17th Street, from Chestnut to Oak

Source: Author

The map view illustration in Figure 7 above demonstrates the recommended improvements for 17th Street. Beginning on Chestnut (West of 17th Street) and ending on Oak (East of 17th Street), continuous sidewalk will allow for children and adults to walk safely to and from the school. The crosswalks will be repainted at the intersections within the school zone to aide in the visibility of pedestrian crossing.

The largest opportunity in this given corridor was to construct a drop off/pick up area (see Figure 8) that would be located right outside the school 17th Street (see Figure 4). The area would include shade structures, bike racks, water fountain, and benches. The purpose of the designated area is to provide a safe starting point for children to enter and exit the school. As a traffic calming measure and added safety, bollards separate the drop off/pick up area from the vehicular traffic on the street. In addition, an overhead signage with flashing lights (see Figure 9) will be placed to increase driver awareness of the presence of pedestrians.
Many streets in Paso Robles are wide, giving opportunity for street improvements without the constraint of needed space. In the area of interest, the
width of 17th Street allows for parallel parking on both sides of the street with two driver lanes (see Figure 10). Also, paved sidewalks with trees will trace 17th Street allowing for better pedestrian access. The recommendations in Figure 10 address the current conditions in Figure 5, previously presented.

Figure 10. Continuous sidewalk with trees and parallel parking as improvements for 17th Street

Source: Author
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Paso Robles Active Transportation Plan

Christopher Luu
CRP 463
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Background Report

Introduction

The Bicycle and Pedestrian Master Plan embraces a new vision of transportation planning, recognizing that walking and bicycling is vital to enhancing the quality of life for not only residents and visitors, but also the broader global community. This is the official policy document guiding the development of facilities to enhance bicycling and walking as an additional and appropriate transportation choice. The aim of this plan is to purposefully improve the experience of bicycling and walking around the City through a combination of strategic approaches.

The most obvious improvement to citizens’ health is the increased amount of opportunities for walking and biking. Simple solutions, including improving sidewalks, adding amenities, and making crosswalks and bike lanes safer can begin to work toward this goal. Walking and bicycling daily are increasingly being advocated as a moderate form of exercise to improve health (Lawrence, 2004, p.87-88). Giving citizens the opportunity to both exercise and still accomplish their daily tasks can encourage healthier lifestyles.

Bicycling and walking are low-cost, quiet, non-polluting, and healthy forms of transportation ideal for many trips. Accordingly, this document describes the City’s existing conditions, planning context, and proposes policies, goals, objectives, projects and programs intended to achieve a 50% increase in the circulation of walking and bicycling in Paso Robles by 2030.
There are many public benefits to having a Bicycle and Pedestrian Master Plan, including alleviating traffic congestion, reducing vehicle emissions, recreation and economic benefits to the user as well as the City. Many of these benefits are directed at the user, but such a system will also serve non-riders by helping to sustain an active, livable community.

Investments in bicycling and walking facilities are being considered ‘Economic Infrastructure’ among California Coastal communities, increasing visitor’s ‘heads on beds’ and making neighborhoods safer and friendlier. There are more opportunities to speak to neighbors and more “eyes-on-the-street” to discourage crime and violence. Communities with low crime rates and high-levels of bicycling and walking are generally considered to be attractive and friendly places to live and work.

*Figure 1: An example of a street with high levels of pedestrian and bicycle infrastructure*
Bicycling and walking is one of the most inexpensive ways to travel, costing as little as $0.07 per mile. This includes the costs of acquiring a bicycle and basic safety equipment, as well as the maintenance and repair costs. Per the IRS, the cost for owning and operating an automobile averages .51 cents per mile including fixed and variable costs: fuel, repairs, routine maintenance, parking fees, toll, insurance and registration fees. This Bicycle and Pedestrian Master Plan sets out a new, bold vision and series of attainable goals and objectives, including:

- Increase the share of residents who use walking and bicycling to get to work, school, shopping, and other activities.
- Reduce the number of collisions within the city involving pedestrians and bicyclists.
- Close gaps within the bicycle and pedestrian networks.
Local Context

Paso Robles is located on the California Central Coast in San Luis Obispo County approximately mid-way between the Greater Los Angeles Area and the San Francisco Bay Area. The core downtown and commercial areas are west of the 101 Highway, and the east of the 101 Highway is primarily residential. The city hosts a number of wineries, golf courses, the River Oaks Hot Springs Spa, and the Paso Robles Event Center, home of the California Mid-State Fair.

Located on the Salinas River and surrounded by vineyards and hills, the city covers approximately 19 square miles and the 2010 U.S. Census reported that Paso Robles has a population of 29,793. (Source 1.) Most recent population growth occurred on the east side of the city. The 2009 UCSB Economic Forecast estimates the City’s largest age group is the 20-29 years old (16.9%), followed by 50-59 years old and 60 years old or over (both 14.5%), and 40-49 years old (13.9%), respectively.
Figure 2: A map of California with Paso Robles zoomed in.

Figure 3: A zoomed in image of Downtown Paso Robles and its surrounding area.
Existing Conditions:

This section describes existing conditions for bicycling and pedestrian activity in Paso Robles. It includes a summary of bicycle facility terms and definitions, existing bikeways and pedestrian facilities in both narrative and tabular form, and includes comments on their condition and deficiencies.

Demographics

General Population

Per the 2010 U.S. Census, the total population in the City is 29,793 people. Of this population, the youth (under 20 years of age) represent 28.9%, which is higher than the County of San Luis Obispo at 26.9%. The City’s elderly population (55 years of age and older) is in line with the County, making up 24.5% of the total population, whereas the County’s elderly population is 24.9%. The median age in the city is 35 while the median age for the County is 37. The City’s gender ratio is similar of the County, with males making up 48.7% to 51.3% females in the city in comparison to the County’s 49.2% to 50.8% male to female ratio.

Racial Composition

Individuals that identify as White only make up approximately 77.7% of the total population, followed by those of Asian descent at approximately 2.0%, and Black at 2.1% of the population. The remainder of the population is composed of individuals who identify with two or more races (3.9%) or categorized in some other race (14.5%) not tracked by the Census Bureau. Of the total population of 29,793 individuals, 34.5% of the population identify
with Hispanic or Latino ethnicity and approximately 65.5% identify as non-Hispanic (Census Bureau, 2015).

**Financial Characteristics**

There is a total of 11,974 housing units. Of the total units, 11,410 units are occupied housing units with a total of 6,291 owner-occupied and 5,119 renter-occupied units. The median household income for owner-occupied units is approximately $75,938 and $44,021 for renter-occupied units. The median monthly housing costs is $1,593 for owner-occupied and $1,154 for renter-occupied units, with approximately 24.4% in the range of paying $1,000 to $1,499 and 21% in the range of paying $1,500 to $1,999.

**Injuries**

The most recent data provided by the California Office of Transportation Safety (OTS) shows that in 2014, Paso Robles had 137 deaths that were motor vehicle related. Of these, seven were pedestrians over the age of 15, and one was under the age of 15. There were also 12 bicyclists over the age of 15, and seven under the age of 15. The OTS ranks these results by size of city. Overall, Paso Robles ranked very high in fatalities on bicyclists, performing much worse than cities of similar size. The city was about average for pedestrian deaths. The data indicates that much improvement needs to be done on existing bicycle infrastructure to protect bicyclists.
Existing Bike + Pedestrian Network / Facilities

This section describes existing conditions for bicycling and walking in Paso Robles. It includes a summary of bicycle facility terms and definitions, existing bikeways and pedestrian facilities in both narrative and tabular form, and includes comments on their condition and deficiencies.

Bikeways

Bikeways accommodate a wide variety of user types, needs and abilities. Three categories of bikeways are designed for use by cyclists.

Class I Bikeways (Multi-Use Path)

Class I bikeways surfaced routes that are physically separated from other vehicular traffic for the exclusive use of bicycles and pedestrians. Class I bikeway should offer opportunities not served by regular street corridors. If significant pedestrian use is anticipated, separate facilities for pedestrians are sometimes provided to minimize conflicts. Dual use by pedestrians and bicycles is common and appropriate signage and extra width is often sufficient to accommodate both. Some common locations for Class I Bikeways include rivers, utility right of ways, college campuses, or within and between parks. Class I Bikeways can be used to close gaps to bicycle travel caused by construction of freeways or natural barriers (streams, rivers, etc.)
Class II Bikeways (Bike Lanes)

Class II bike lanes are for the preferential use of bicycles within the paved areas of roadways. They are established along streets in corridors with significant bicycle demand. Class II Bikeways are used to promote the orderly flow of traffic by establishing specific lines of traffic between lanes reserved for bicycles and lanes occupied by motor vehicles. The purpose should be to improve safety for bicyclists in the corridors and are established along streets in corridors where there is significant bicycle demand. Examples of design features that can be implemented on streets with bike lanes to improve conditions include: improvements to bike lane surface, augmented sweeping programs, and special signal facilities.
Class III Bikeways (Bike Routes)

Class III Bike Routes are intended to provide continuity to the bikeway system and are established along through routes not served by Class I or Class II bikeways. Class III bike routes are shared facilities that designate preferred routes through high demand corridors. Class III Bikeways are usually designated by Bike Route signs and permanent markings, such as “sharrow symbols,” that illustrate to drivers that bicyclists are legitimate users of the lane space. Class III routes are often designated on roadways with low levels of motor vehicle traffic or are used as alternative routes through high-demand corridors.

Recreation Route

Recreation Routes are scenic routes on rural roads. They are not typically used for commuting and may have high speed vehicle traffic on the roads, varying shoulder widths, and challenging climbs. Recreation routes are similar to Class III Bike Routes but are not distinguished with the same signage as Class III Bike Routes. Recreation Routes link cities with surrounding areas and communities and are featured as major recreation activities.
Figure 7: Bikeway Map in the City
Existing Conditions: Bicycle and Pedestrian Network/Facilities

Opportunity to bike in a safe manner can be increased. As of 2016, there is 41.6 miles of bike lanes in. Of these bike lanes, 17.9% are Class I (separated lanes), 36.3% are Class II (on-street striped lanes,) 33.2% are Class III (shared lanes,) and 12.4% are Recreation Routes (scenic routes). The bicycle facilities are equally distributed throughout the city, but bike lanes on the west side of town (west of the U.S. 101) are more concentrated in and around Downtown. In 2009, Paso Robles adopted a bicycle transportation plan. The plan aims to further bicycle infrastructure throughout the city. Paso Robles has three levels of priority in the full buildout of the plan. The Circulation Element of the City’s General Plan provides a framework for policies and action items regarding vehicular circulation, but focuses less on bicycle and pedestrian network/facilities.

A lot of areas are disconnected from each other in a series of private commercial/residential developments that don’t have easy access from each other, bringing challenges for bicyclists and pedestrians. West of the 101 Highway, a series of 60 blocks in and around Downtown between Vine and...
Park Street going north and south and 6th Street to 21st Street going east to west feature great bike and pedestrian connectivity that connects different uses such as residential, commercial, and office together to make walking and biking primary forms of transportation among residents in the area.

Within the city, a Class I Bikeway along Charolais Road and the Salinas River provides a major recreation opportunity for residents to enjoy one of the city’s most distinguishable features. Riverside Avenue, another Class I Bikeway has a lot of bicycle traffic and connects the Paso Robles Event Center to Downtown, an important corridor in the city. West of the U.S. 101, Spring Street is another major artery in between Vine and Park Street going north and south, but bike infrastructure is nonexistent. Class II and Class III Bike Lanes along Sherwood Road, Niblick Road, San Carlos Drive, Creston Drive, and Union Drive connect different areas to each other east of the U.S. 101, but there is a disconnect in how to get to these Class II and Class III Bike Lanes. Class II Bike Lanes could be more visible in the city and easier to distinguish from the road based on many street in the city in need of maintenance resulting
in faded bike lanes, cracks in infrastructure, potholes, and a lack of signage that discourages bicycle activity because of safety concerns.

US Highway 101 / Salinas River lacks bicycle and pedestrian support due to high traffic volumes and speed limits. There are currently three crossings of the U.S. 101 and Salinas River that all have high vehicular traffic volume: S.R. 46/24th Street, 13th Street, and Niblick Road. The high vehicular traffic decreases perception of safety among current and potential cyclists and pedestrians. Many of these crossings were constructed when traffic volumes were less and street standards were different. Older residential development east of U.S. 101 such as Lana Street do not have bike lanes, but do host wide streets with street parking, like how a lot of rural roads on the edge of town such as the south end of Creston Street and Golden Hill Road have wide shoulders to accommodate cyclists even if they don’t host bike lanes.

Current City codes do not require bike parking facilities for public or private development, little bike parking was noted throughout the city except for in or around Downtown. The city offers a guide online that provides information on bicycling guided rides and tours, trails, routes, rentals, cycling events, and weekly rides to promote bicycling through their Bicycle Friendly Paso Robles initiative.

Currently, there are 12 different trails in the City totaling 11.58 miles of path for walkers, runners, and bicyclists. Of the existing trails, 75% are cement paved with only 3 trails being primarily dirt. The trails travel through open space, greenbelts, creeks, and wildlife habitat with nearly every park including access to at least one trail.
Overall, there are two very distinctive areas, east and west of the U.S. 101 Highway that offer different levels of accessibility and mobility for bicyclists and pedestrians. West of the U.S. 101 consists of mostly older development, including Downtown that puts more of a priority towards bicycle and pedestrian activity. Zero setbacks are established with sidewalks that are more distinct from roads and is conductive to pedestrian activity. Outside the Downtown core, sidewalks decrease in width and setbacks start to become more prevalent. East of the 101 consists of more new developments that were built to be auto-oriented design. Parking lots are underutilized and encourage disconnection for pedestrian and bicycle activity in the area through an increased separation of uses, low levels of walkability, and a lack of easily accessible opportunities to destinations. Throughout the entire City, the existing bicycle and pedestrian network needs maintenance.

Figure 10: Underutilized 17th Street not conductive to walking/biking

Figure 11: Underutilized parking lot at the Woodland Hills Plaza
Figure 12: Paso Robles Trail Map

Opportunities and Constraints
**Introduction:**

Connectivity is important not only for motor vehicle traffic but for all travel modes. Bicycle and pedestrian infrastructure can be enhanced through public investment and development regulations such as street design, land uses, and safe routes. Streets should be designed to serve all categories of users throughout the entire lifecycle. Whether we promote active transportation such as biking and walking for recreation or commuting, it is vital that we give residents transportation options. It is important to support the mobility of people, increase in quality in life, and a small town feel desired by residents.

*Figure 12: Bikers utilizing existing bikeways*
Bicycling and walking have many important health, economic, environmental, and social benefits, including:

- Reducing the likelihood of developing conditions such as heart disease, high blood pressure, Type 2 diabetes, mental illness, and obesity while improving overall health.
- Increasing option to help people get to their destinations.
- Providing financial savings for vehicle upkeep by reducing trips or eliminating to own one or multiple vehicles.
- Reducing road congestion and air pollution by replacing vehicle trips with walking or biking.

The City has already made steps to improve bicycle + pedestrian infrastructure by establishing a core Downtown area and drafting the Paso Robles Master Bike Plan. Considering opportunities & constraints and well as establishing goals & objectives will help in making walking and biking more appealing forms of transportation among residents.
Relation to Other Documents:

Several other city, county, state, and federal documents contain goals and objectives relevant to the Paso Robles Pedestrian and Bicycle Transportation Plan. These plans and documents are listed below:

City

- Community Facilities District (CFD) Annual Report
- Hwy 46 East for the Future Comprehensive Corridor Study
- Paso Robles Bike Master Plan
- Paso Robles General Plan
- Paso Robles Transportation Element
- Salinas River Corridor Vision
- Uptown/Town Centre Specific Plan

County

- 2014 Regional Transportation Plan/Sustainable Communities Strategy
- Active Transportation Partnership Program Safe Routes to School Plan
- Central Coast ITS Plan
- Community 2050 (Regional Visioning)
- Northern SLO County Coastal Trail Master Plan
- SLOCOG Bike Barriers Survey Analysis Report
- SLOCOG Regional Transportation Plan
- SLOCOG Sustainable Communities Strategies

State and Federal

- California Assembly Bill 32
- California Assembly Bill 743
- California Assembly Bill 1358
- California Green Building Code
- California Senate Bill 375
- US Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
- US Americans with Disabilities Act

**Key Findings:**

- 0.2% of residents in the City commute to work by bicycle.
- High vehicular traffic decreases perception of safety among current/potential cyclists and pedestrians, particularly at three crossings of the US Highway 101 / Salinas River in the City: S.R. 46/24th Street, 13th Street, and Niblick Road. The crossings were constructed when traffic volumes were lower and street standards were different.
- As of 2016, there is a total of 41.6 miles dedicated to bicycle use
  - Class I Bike Lane: 7.5 miles
  - Class II Bike Lane: 15.2 miles
  - Class III Bike Lane: 13.9 miles
  - Recreational Route: 5.2 miles
- Class II Bike Lanes could be easier to distinguish from vehicular roads based on many streets in the city in need of maintenance for faded bike lanes, cracks in infrastructure, potholes, and a lack of signage that discourages bicycle activity.
- A series of 60 blocks in and around Downtown between Vine and Park Street going north to south and 6th Street and 21st Street going
east to west feature great pedestrian bike connectivity that connects different uses such as residential, commercial, and office to make biking a primary form of transportation among residents in the area.

- Current City code does not require bike parking facilities for public or private development.
- The lack of connectivity access to transit stops by means of walking or bicycling that is hindered by vehicular traffic, scarcity of sidewalks, unsafe intersections, and lack of pedestrian and bicycle infrastructure contributes to the small percentage total (2.9%) of individuals who participate in active transportation.
- The City has currently made efforts to improve their bicycle network through their Paso Robles Master Bike Plan, which indicates upcoming bicycle projects and Bicycle Friendly Paso Robles, which provides information on bicycling guided rides and tours, trails, routes, rentals, cycling events, and weekly rides to promote bicycling.
- There is nearly an even distribution between individuals who work and live in Paso Robles (47.8%), as opposed to individuals (52.2%) who travel outside of the City for work.
Opportunities and Constraints:

Per the 2015 American Community Survey, 0.2% of commuters in the City use bicycle. The 2015 American Community Survey also indicated that 41.2% of all commutes among residents take 15 minutes or less. This number indicates that residents live close to work and have the potential to reasonably bike or walk to work. Improvements for bicycle and pedestrian infrastructure in comparison to vehicular infrastructure is quicker and less expensive, making it highly achievable. The City features moderate California Central Coast temperature, making biking and walking a more intriguing form of transportation and recreation. Improvements can be made more easily with proper public support and community volunteers. Efforts can be made with local organizations such as SLO County Bicycle Coalition and Bike SLO County to support more robust bicycle infrastructure. Also with 47.8% of the City’s population who are employed and reside in Paso Robles, individuals can be encouraged to either bike, walk, or exercise the use of public transit to work through incentives provided by the employer and/or City, decreasing the need for parking and reducing vehicular traffic within the City.

The City features a lot of wide streets in areas such as residential neighborhoods and down Spring Street. Spring Street could connect many primary bike paths and wider sidewalks west of the U.S. Highway 101 that would furnish safer and more direct routes in the area. The Downtown core of the City already features robust bicycle and pedestrian infrastructure with a mix of uses, making biking popular in the area. This area of town can be capitalized on further by speeding up the proposed infrastructure
improvements listed in the Paso Robles Master Bike Plan to extend the periphery of robust bicycle infrastructure in the Downtown core. Areas around public schools in the City do not accommodate enough for bicycle and pedestrian infrastructure. Adding additional bike lanes and pedestrian’s crossings in areas around schools can encourage students to walk or bike to school. Using various traffic calming measures that encourage lower speeds, improve safety, and discourage cut-through traffic such as speed bumps can make bicycling and walking safer for residents. Establishing a more consistent pedestrian wayfinding/signage program and route map can make walking more appealing and more feasible for residents.
Changes can be made to continue to improve bicycle and pedestrian infrastructure in the City, but if adequate staffing and funding does not exist, the process to quickly achieve bicycle/pedestrian connectivity and improvements in infrastructure will be difficult. Topography in sections of town such as River Street hinder the ability to develop bike lanes and sidewalks. Narrow lane widths in other sections of the City prohibit the ability to add additional bikeways and wider sidewalks without eliminating travel lanes or on-street parking. The edge of the City features low-density single-family homes with wide streets. Even in perceived constraints, improvements can be made to accommodate pedestrian bicycle infrastructure more in these areas. Wide streets give opportunity to retrofit traffic infrastructure to something that benefits bicyclists by adding bike lanes or pedestrian by adding sidewalks/wider sidewalks. Construction of bike lanes and walking trails that connect homes in the edge of town to nearby parks could minimize the amount of driving needed to access recreational space. Additional amenities should be provided to existing trails such as bathrooms, signage, benches, lighting, and bike racks to increase safety and community trust. If new pedestrian and bicycle infrastructure was constructed that links
existing routes together, usage of biking and walking as forms of transportation can go up.

The future bicycle and pedestrian commuter population will depend on many factors such as the availability of well-connected facilities (walkways, bikeways, and bicycle parking), population density, and type of future land development.
Goals and Objectives:

• GOAL: Develop a multimodal transportation system that can serve as a functional alternative to commuting by car.
  • OBJECTIVE: Continue investing into connecting with local organizations, performing community outreach, and obtaining necessary funds.
  • OBJECTIVE: In areas with the highest pedestrian movement, use traffic calming measures to reduce the conflict between pedestrian, bicyclists, and vehicles.
• GOAL: Prioritize downtown as a destination in the city with the potential for more pedestrian and bicycle activity.
  • OBJECTIVE: Connect downtown together more through investment in pedestrian and bicycle infrastructure/network.
  • OBJECTIVE: Build upon existing Bike Friendly Paso Robles initiative.
• GOAL: Develop a campaign to raise awareness for existing bicycle infrastructure and planned improvements to reassure residents that biking is a safe, reliable, and convenient transportation and recreation option.
  • OBJECTIVE: Ensure that there are bicycle education opportunities specifically for women, seniors, children, and other specific demographic groups who are less likely to ride bicycles. By targeting education opportunities to certain groups, you can ensure that those groups are better reached and their specific concerns are addressed.
• GOAL: Continue to add bicycle infrastructure, facilities, and amenities to promote bicycle use for both commuting and recreation purposes.
  • OBJECTIVE: Require short and long term bike parking requirements within private and public projects
  • OBJECTIVE: Complete the long-term infrastructure improvements outlined in the Paso Robles Master Bike Plan.
  • OBJECTIVE: Implement traffic calming measures such as speed bumps and raised bike lanes to reduce the conflict between bicyclists and vehicles.
  • OBJECTIVE: Push local governments to promote regional bicycle networks, by creating local links to regional trail facilities.
  • OBJECTIVE: Implement buffered and/or protected bike lanes where feasible.
  • OBJECTIVE: Create staff position for bicycle coordinator.
  • OBJECTIVE: Improve access, lighting, educational and artistic amenities along existing bike paths.
Design Proposal

The efforts of the design proposals aim to improve on the planning and design of existing facility options, considers how to better support a broader range of modes of transportation and maximize transit integration all within a ‘complete streets’ context in the Uptown/Town Centre area of the City designated by the Uptown/Town Centre Specific Plan.

Potential Funding Sources

Four primary programs and several other programs listed in a table below were identified to fund and support the design proposals. One program is funded by the federal government and three programs are funded by the state.

Transportation Alternatives Program (TAP).

The TAP is a federally funded program administered by Caltrans that funds various projects such as bicycle lanes, pedestrian improvements, and recreational trails.

State Safe Routes to School.

The State Safe Routes to School program is administered by Caltrans intends to improve the safety of students who walk or bike to school. Nearby Bauer Speck Elementary School could collaborate with the City to
obtain the funds. The program funds various projects such as: bicycle lanes, crosswalks, and crossing-guard programs.

Environmental Enhancement Mitigation Program.

The Environmental Enhancement Mitigation Program is administered by the state’s Natural Resources Agency, primarily funds roadway landscaping, roadside recreation, and environmental enhancements. The program also funds bicycle infrastructure projects.

Bicycle Transportation Account.

The Bicycle Transportation Account is administered by Caltrans to fund bicycle infrastructure projects such as road dieting to add bicycle lanes and installing bicycle parking facilities.
Wayfinding/Signage System Design Proposal

Wayfinding is defined as the ways people orient themselves in a physical space, navigate from place to place, and interpret their surroundings. One way to improve wayfinding in a community is through a comprehensive signage system to guide people through different spaces. Currently, no signage system exists to enhance the pedestrian experience in the Uptown/Town Centre established by the Uptown/Town Centre Specific Plan.

A signage system is important because it connects different major destinations within a city to highlight unique features. Creating a consistent and recognizable signage system results in standardizing the wayfinding in a city including names, directions, design, and a consistent image. A consistent and recognizable signage system also gives users confidence
that information presented is accurate, up to date, and part of an overall system. When the information needed is provided in a thoughtful and cohesive fashion, the unfamiliar quickly becomes comfortable, friendly and welcoming. In efforts to make a comprehensive system, this wayfinding/signage system design proposal will focus on the Uptown/Town Centre area, where active forms of transportation are most vital because of the already high traffic numbers and being the area with the highest number of destinations and landmarks in the City.

To gather what destinations and landmarks within the would be featured in this wayfinding/signage system, I considered what sites were most promoted and discussed by the City of Paso Robles, and most popular destinations based on status and popular destinations on various websites such as Google and Trip Adviser within the Uptown/Town Centre area. I did this to make this wayfinding/signage system as practical and with as many eyes on it as possible. I focused on Spring Street since it is the busiest corridor in Paso Robles per the Uptown/Town Centre Specific Plan. South of the Town Centre features destinations such as the post office, Robins Field Park, and a handful of wineries and restaurants that could benefit from being more connected to the Uptown/Town Centre area. All the signs would be featured on both sides of any street they are located to provide maximum coverage.

The project is based on the observation that wayfinding in the Uptown/Town Centre area needs improvement and that well-designed signs add value, legibility and have a positive impact on the City. There is also need to simplify directions to destinations on future wayfinding and signage to help promote walking and bicycling in city as it would remind
users of directions to key areas. Creating this wayfinding/signage system design proposal would simplify directions to destination in the City to make them more attractive to visitors. This design proposal would increase legibility of the urban landscape, increase visibility of proximity to local destinations, and will lay the groundwork to create a more comprehensive wayfinding/signage system in the future.
Figure 17: Paso Robles Signage/Wayfinding Design Proposal
17th Street/Spring Street Intersection Design Proposal

Current Area/Intersection

Spring Street is a major artery in between Vine and Park Street going north to south, but bike infrastructure is nonexistent. This is a contrast to most of Paso Robles west of the U.S. 101 Highway that features great bike and pedestrian connectivity that connects different uses such as residential, commercial, and office. Spring Street is the busiest street in the City and is an important corridor that connects the City west of the U.S. 101 Highway together. The land uses off Spring Street are conductive to active forms of transportation with a mix of residential, commercial, and office uses. People are already seen walking up and down Spring Street downtown, but this could be expanded north of downtown Paso Robles by adding Downtown pedestrian/bicycle amenities and infrastructure through the entire Uptown/Town Centre area.

The 17th Street/Spring Street intersection features offices, multi-family housing, and is nearby Bauer Speck Elementary School. 17th Street/Spring Street already feature bulb outs for pedestrian activity, good for increasing pedestrian circulation, reducing speeds for right turning vehicles. But, because of a wide median/left turn lane, a lack of bicycle infrastructure, and a missing crosswalk, this is an intersection that can benefit from a multi-modal street design that supports pedestrian and bicycling activity on top of vehicular activity.
Proposed Intersection

This concept design will focus on making 17th Street/Spring Street more accommodating for active forms of transportation. Since both 17th Street and Spring Street has a road width average of between 52 to 55 feet, this design concept can be transferred through the entirety of both streets. Additional amenities will be added such as an additional crosswalk, more vegetation/trees, Class II bike lanes, a buffer for the southbound bike lane, narrower roads, and a wayfinding sign that is a part of the first concept design discussed. Utilizing the wayfinding/signage design concept with this design concept for 17th Street/Spring Street.

These amenities and changes will make the intersection more accommodating for all demographics and be more accommodating towards different forms of transportation by balancing the allocation of right-of-way in favor of the pedestrian/bicyclist while conducting traffic calming without unreasonably impeding vehicular progress. A separation of uses between the different modes of transportation (walking, biking, driving) was key.

To open up pedestrian and bicycle activity up going southbound down Spring Street, street parking was removed to encourage pedestrian and bicycle activity as users approach Downtown. The bike lane buffer is particularly important as part of efforts to make mode separation more defined within this intersection.
The California Department of Transportation has the following guidelines for pedestrian and bicycle facilities that this design concept will adhere to:

- Sidewalks: 5 feet (more in downtowns)
- Bike lanes: 5 feet (more if high parking volume)
- Bike-compatible road shoulders: 5 feet
- Shared motor vehicle/bicycle lanes: 10-15 feet

Per the Uptown/Town Centre Specific Plan, Spring Street at this intersection is 52’ wide. To give Spring Street a proper road diet while still accommodating for multiple forms of transportation, Spring Street at the 17th Street/Spring Street intersection will feature the following (left to right):

- 9’ parking lane
- 5’ bike lane
- 2’ bike lane buffer
- 10’ northbound straight lane
- 11’ southbound left turn lane
- 10’ southbound straight/right turn lane
- 5’ bike lane

Spring Street will also feature 7’ feet sidewalks.

Per the Uptown/Town Centre Specific Plan, 17th Street at this intersection is 52 feet wide. To give 17th Street a proper road diet while still accommodating for multiple forms of transportation, Spring Street at the 17th Street/Spring Street intersection will feature the following (left to right):

- 9’ parking lane
- 6’ bike lane
• 10’ northbound straight lane
• 10’ southbound straight/right turn lane
• 5’ bike lane
• 9’ parking lane

17th Street will also feature 7’ feet sidewalks.

Based on current numbers regarding 17th Street/Spring Street from the Paso Robles Circulation Element having 13,800 vehicles average daily traffic with 64% capacity utilization, no conditions meet for road widening, but median turn lane was narrowed to discourage speeding and encourage pedestrian/bicycle activity
Spring Street – Southbound - Before
Spring Street – Southbound - After
17th Street – Westbound - Before
17th Street/Spring Street – Aerials – Before and After
Interest Groups

The following are interest groups that could either be collaborated with to help obtain necessary fund to fulfill the design proposals or benefit from the design proposals:

Paso Robles School District, North County Cyclepeds, Bike SLO County, SLO County Bicycle Advisory Committee, Paso Robles Parks and Rec Advisory Committee, Bikes Belong Coalition The Summit Foundation and more

Costs

The following tables from Fehr and Peers Associates gives numbers regarding how much this proposed design concept would cost:

Since Spring Street runs about two miles through Paso Robles and bike lanes are needed on both sides of Spring Street, so four miles of Class II bike lanes would be needed. With four miles of Class II bike lane, it would cost $67,600 to implement. With maintenance, it would cost an additional $1820 per year to restripe and $4000 per block of bike lane for each side of Spring Street with 15 blocks worth of Class II bike lane, which adds to an $60,000 every 10 years for bike lane signage alone.