

**Route 46 East Corridor Study
May 29, 2008
Community Workshop Summary**

Prepared by:



Moore Iacofano Goltsman, Inc
800 Hearst Avenue
Berkeley, CA 94710

June 2008

Introduction

On May 29, 2008, approximately 50 Paso Robles residents and local agency representatives attended the second of three Route 46 East Community Workshops designed to solicit input for the SR 46 East Comprehensive Corridor Study (CCS). The workshop was held at the Park Ballroom in Paso Robles, providing residents an opportunity to discuss transportation issues and potential improvements within the five mile study corridor and to hear directly from Caltrans and other Study Team agency staff about local transportation planning efforts.

The meeting was hosted by the partner agencies collaborating on the SR 46 East CCS including Caltrans, San Luis Obispo County and the San Luis Obispo Council of Governments (SLOCOG). The City of Paso Robles, a key stakeholder, has participated throughout the process and provided staff support for the workshop. Planning assistance was provided by MIG, Inc., a consulting firm that specializes in city planning, design, communications and technology services.

Summary of Workshop Process

The meeting began with brief welcoming remarks from Aileen Loe, Caltrans District 5 Deputy Director, Planning and Local Assistance that were followed by a presentation from Larry Newland Caltrans project manager.

Larry provided a brief history of the corridor study and an overview of the transportation planning concepts that guide the Comprehensive Corridor Study process.

Corridor Study Review

Larry explained that the CCS process is a multi-agency effort to develop a 20 year blueprint for short-term and long-term improvements to the corridor. The process is guided by corridor goals established by the multi-agency study team and others identified by the public. Corridor goals include:

- Increasing safety & efficiency
- Fostering connectivity in all directions
- Enhancing community cohesion, character & quality of life
- Separating local, regional & interregional traffic
- Promoting multi-modal movement
- Providing a decent level of service
- Ensuring goods movement

During the first community workshop, held on March 5th, participants were asked to review the goals identified by the study team and identify their highest priority goals. Larry explained that increasing safety & efficiency, fostering connectivity in all directions and enhancing community cohesion, character and quality of life were the highest priority goals for participants. In addition, participants expressed interest in protecting existing businesses along the corridor and ensuring that improvements are aesthetically pleasing and provide a gateway-like entry to Paso Robles.

Transportation Planning Concepts

Caltrans is seeking to develop improvement options that are reflective of the corridor context, paying attention to the built environment, natural environment, the purpose of the facility and the needs and interests of local stakeholders.

In addition, Larry explained that Caltrans is seeking to integrate Demand Management Strategies into the study that will relieve congestion in the corridor. Demand Management Strategies currently under consideration include improved public transportation systems, bicycle and pedestrian options.

Small Group Exercise

Carolyn Verheyen of MIG introduced the small group exercise by describing various mobility interests in the corridor including local, regional and interregional travelers. She then reviewed a variety of improvement options designed to meet these varying interests:

Options described included:

- Intersection improvements
- Roundabouts
- Interchanges
- Overcrossings
- Undercrossings
- Pedestrian and bicycle crossings
- Auxiliary lanes
- Local Roads and;
- A variety of Demand Management Strategies

The variety of improvement options were classified according to the type of movement they encourage.

- To, From, Along & Across 46 East
- Along & Across 46 East
- Along 46 East
- Around 46 East

Following Carolyn's discussion of mobility interests and improvement options, participants broke into small groups of 6-8 people to participate in an hour-long, facilitated discussion about specific improvements and their location in the corridor.

Workshop Results

Small group facilitators oriented participants to an aerial map of the study area, highlighting key intersections and pending development projects in the corridor. Following an overview of the study area, the facilitators asked participants to identify their highest priority movement type (as described above). Using the movement type identified by a majority of participants as a conversation starting point, the small groups were asked to identify preferred long-term improvements for the corridor. Improvements were depicted on a series of playing cards designed for the workshop. On one side of the card was a perspective illustration of the improvement option and on the reverse was a scaled 'bird's eye' schematic drawing that, when played, fit onto the aerial map. Local road improvements were identified with pipe cleaners that participants placed on the aerial to identify preferred locations for local road improvements.

Improvement options were assigned a non-monetary value reflecting the scale of magnitude of the project costs. The exercise was originally designed as a two-part exercise where participants would identify ideal long-term solutions without financial constraint and then be asked to refine their choices based on an identified budget. However, most groups were fiscally conservative from the outset of the exercise and did not greatly exceed the fictional corridor budget. Upon completion of the exercise, participants were asked to prioritize the improvements that they had identified.

The key overall findings of the exercise are described below, listed in tables 1-4 and depicted in a series of appendices. Appendix A is a series of maps showing the results of each small group discussion. Appendix B is a map of the study area with all suggested local road improvements. Appendix C is a summary of the individual comment cards that were submitted at the workshop.

Need to improve Golden Hill and Jardine Intersections

Five out of six small groups identified a need to improve the Golden Hill Road/ 46 East intersection with either signalized improvements (4 groups) or an overcrossing (1 group). Similarly, four out of the six groups identified the need for improvements to or around the Jardine Road/ 46 East intersection. Identified improvements to the Jardine Road intersection included an interchange, auxiliary lane and intersection improvements.

Increasing North/ South Connectivity

Given that participants were primarily local residents, there was a strong interest expressed in improved north/south connections across 46 East. Participants made a number of detailed suggestions regarding the Airport and Union intersections in particular.

- Five out of the six small groups desired intersection improvements where Union Road and Paso Robles Boulevard intersect with 46 East.

Improving Local Road Connections

Participants identified local road connections as integral to improving traffic throughout the corridor. On average, each table identified two miles of local road improvements, primarily to the north of 46 East. The location of these potential improvements is depicted in

appendix B. Improvements to and along Airport Road were the most often suggested improvement types.

- Five out of the six small groups desired a connection/extension of the western portion of Dry Creek Road, including connections to Buena Vista Drive, Golden Hill Road, and Wisteria Lane.
- Four out of six groups identified a need for a Paso Robles Blvd. connection to Airport Road, via a Huerhuero Creek bridge crossing.

Maintaining Access to Businesses

Participants were concerned about the potential impact of any corridor improvements to existing local businesses and expressed a desire for selecting corridor improvements that will have a minimal impact on these businesses.

Locating Bicycle and Pedestrian Connections

As noted in the maps (appendix A), participants expressed interest in potential bicycle and pedestrian connections between Airport Road and Paso Robles Blvd./ Union Road. Four out of six groups identified this as a desirable location for a bike crossing and another expressed interest in a connection across 46 East between Hunter and Vaquero Ranches.

Individual Suggestions

A number of suggestions were made on individual comment cards. The comments included detailed improvement suggestions to both Golden Hill Road and Airport Road as well as a suggestion for an interchange at Union Road. Individual comments are summarized in appendix c.

Fiscally conservative and short-term focused participants

The improvement option exercise was designed to solicit participant input regarding potential short and long-term improvements. Despite being asked to focus on improvements needed for the long term, participants focused on identifying potential short-term improvements and tended to focus on prioritizing short-term, low cost improvements rather than more expensive options.

Priority Improvements

Tables 1-4 represent that improvement options that were given highest priority during the small group exercise.

Table 1: Priority Improvements by Key Intersection	
Buena Vista Drive	
1	No Improvements Requested
Golden Hill Road	
1	Signalized Intersection Improvement
2	Overcrossing
Union Road	
1	Intersection improvements between Union Road and Paso Robles Blvd.
2	Undercrossing
3	Interchange (local at ground, 46 East lowered)
Airport Road	
1	Right in/ Right out
2	Interchange (local under, 46 East at ground level)

Table 2: Priority Local Road Improvements (see appendix B for summary of locations)	
1	Connection/extension of the western portion of Dry Creek Road, including connections to Buena Vista Drive, Golden Hill Road, and Wisteria Lane.
2	Connect Airport Road to Paso Robles Blvd via a creek crossing
3	Golden Hill Road widening between Wisteria Lane and Union Road

Table 3: Priority Transportation Demand Management Strategies	
1	Bus Service (esp. to and from the airport)
2	Park and Ride Lots (East of Buena Vista Drive)
3	Bicycle and Pedestrian Crossings Union Road to Paso Robles Blvd Union Road to Airport Road
4	Changeable Message Sign at Jardine Road

Table 4: Other Ideas	
1	Improvements to Jardine Road/ 46East Intersection Interchange (local under, 46 East at ground level) Aux lane 3 legged intersection improvements
2	Landscaping and Aesthetic Treatment along 46, between US 101 and Airport Road
3	North/ South connections from Hunter Ranch to Vaquero Ranch (local under with bicycle/pedestrian path)

Summary and Next Steps

Project staff will review all improvement option preferences expressed at the workshop and integrate these findings into the improvement selection process. The next public workshop will occur in October, 2008 when the Comprehensive Corridor Study will be unveiled.

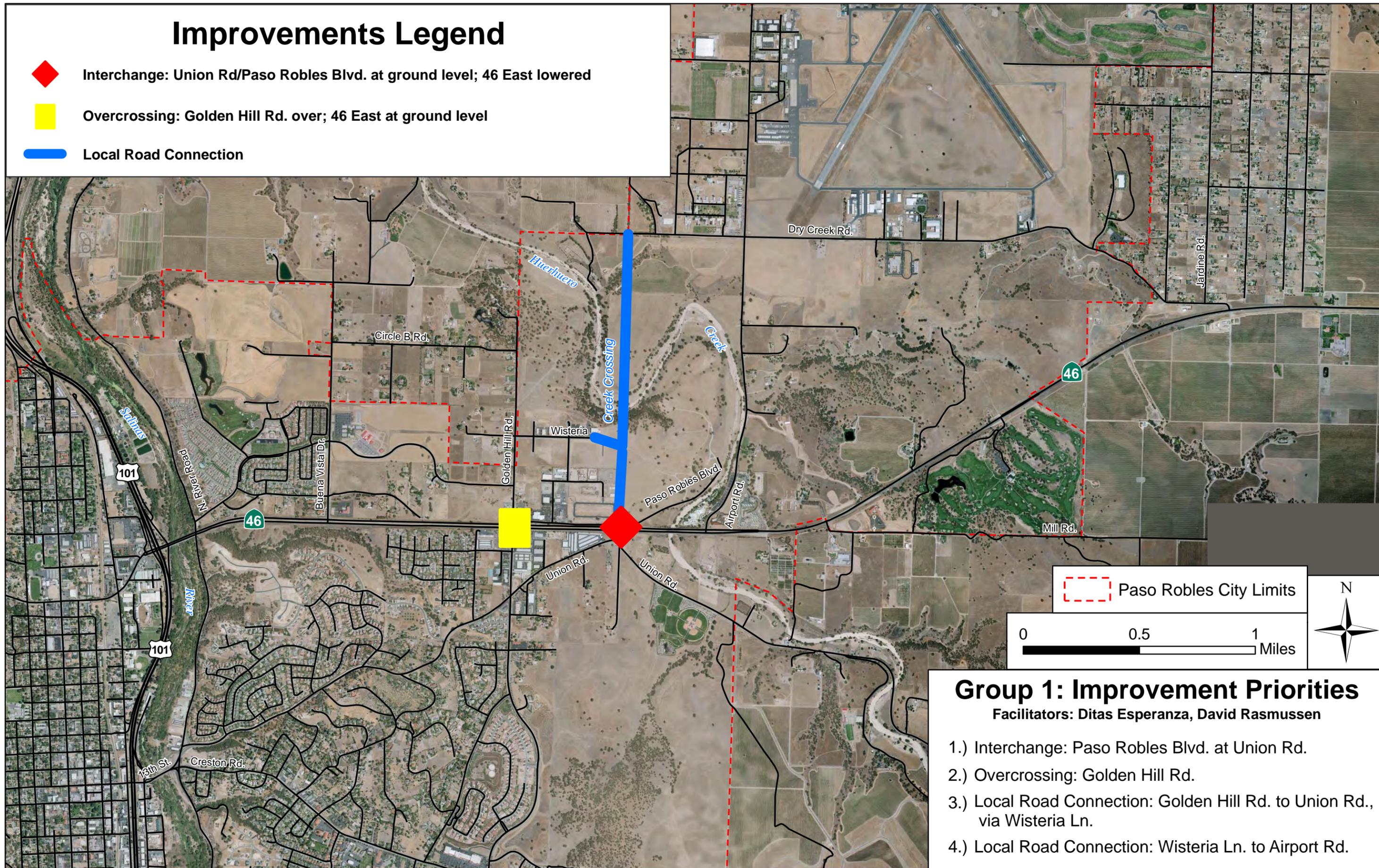
Appendix A: Small Group Discussion Results

Improvements Legend

 Interchange: Union Rd/Paso Robles Blvd. at ground level; 46 East lowered

 Overcrossing: Golden Hill Rd. over; 46 East at ground level

 Local Road Connection



 Paso Robles City Limits



Group 1: Improvement Priorities

Facilitators: Ditas Esperanza, David Rasmussen

- 1.) Interchange: Paso Robles Blvd. at Union Rd.
- 2.) Overcrossing: Golden Hill Rd.
- 3.) Local Road Connection: Golden Hill Rd. to Union Rd., via Wisteria Ln.
- 4.) Local Road Connection: Wisteria Ln. to Airport Rd.

Improvements Legend



Signalized Intersection Improvements



Local Road Connection



Landscaping & Architectural Treatments



Intelligent Transportation Systems (CMS)



Pedestrian/Bike Overcrossing



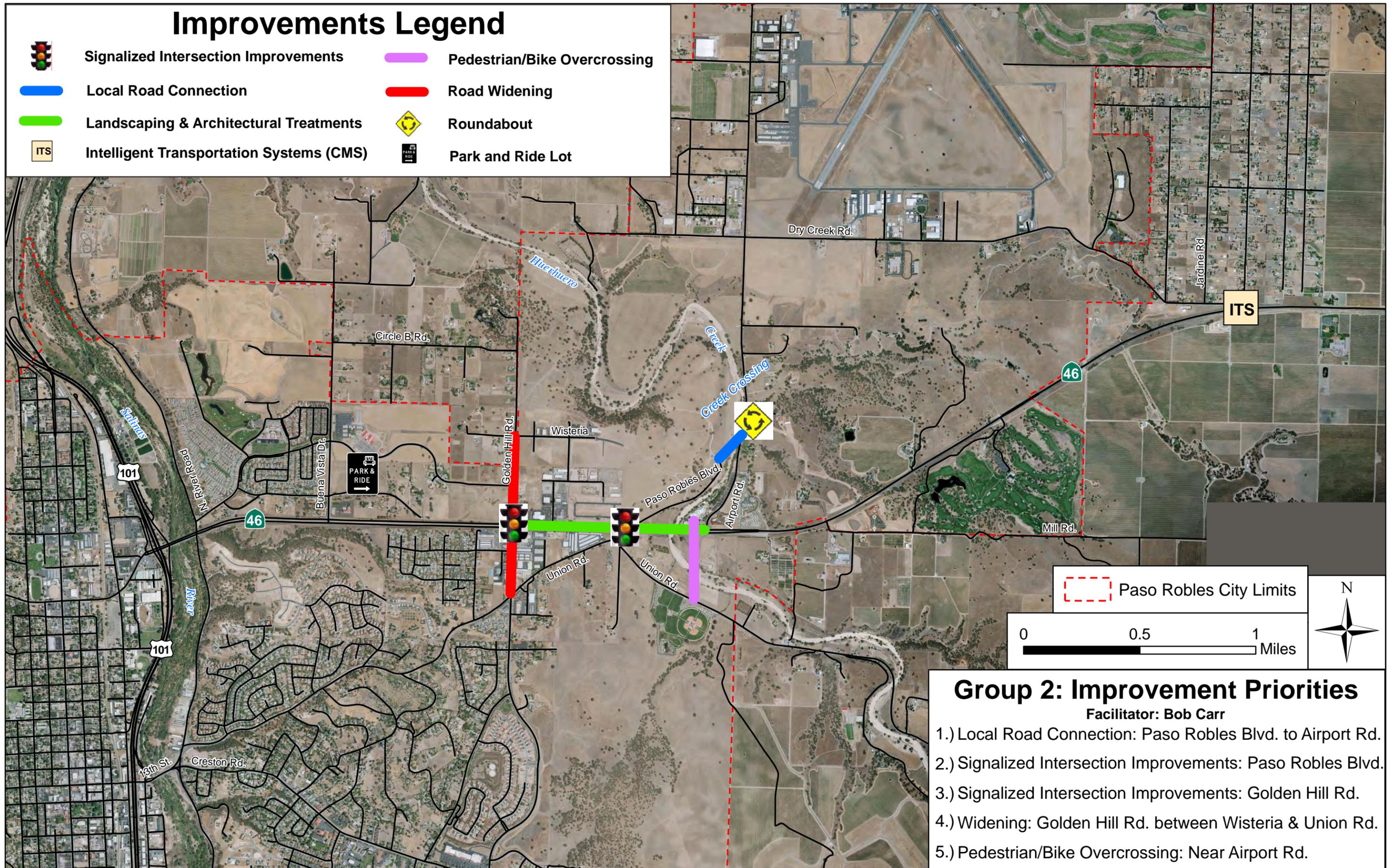
Road Widening



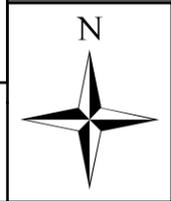
Roundabout



Park and Ride Lot



Paso Robles City Limits



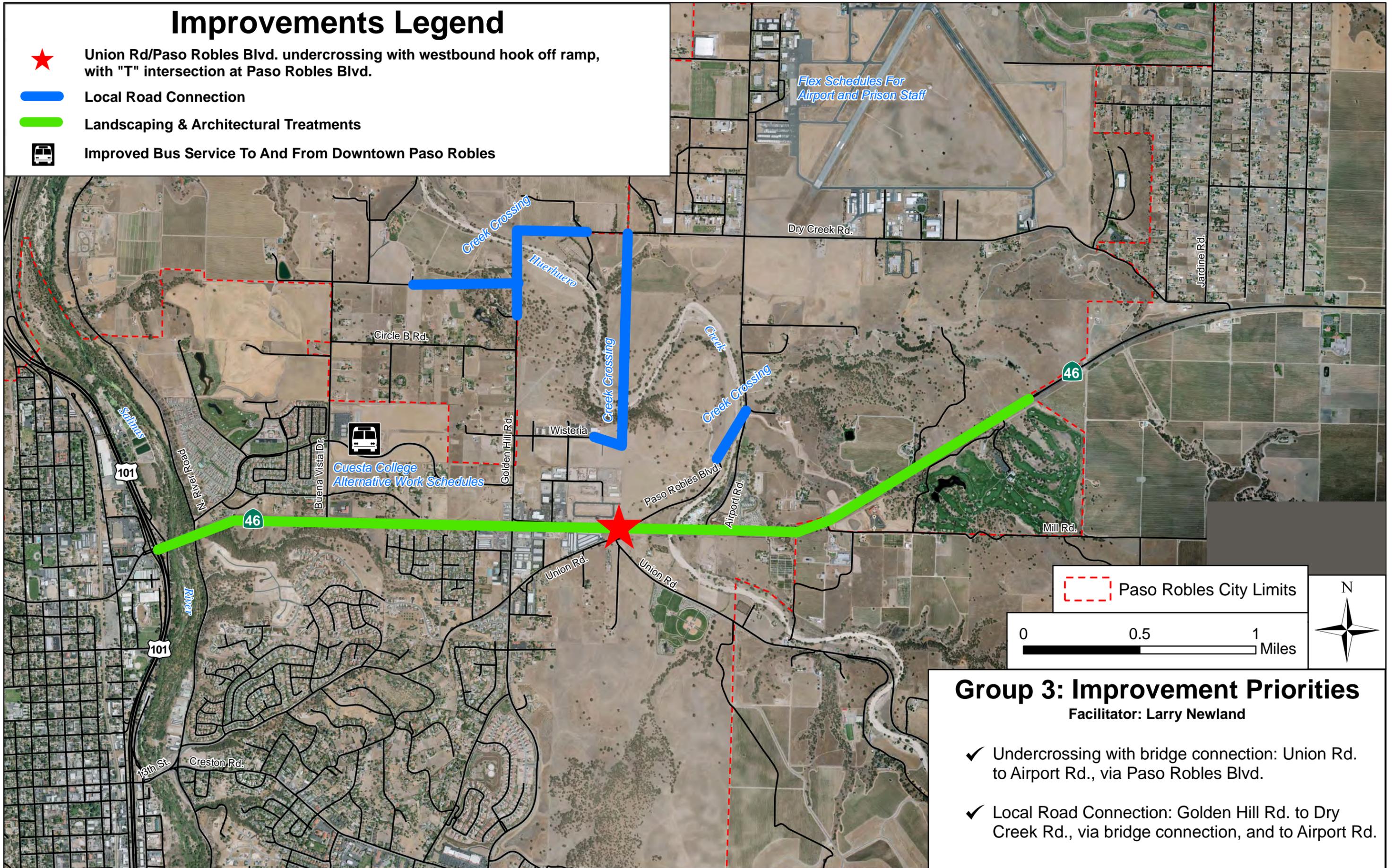
Group 2: Improvement Priorities

Facilitator: Bob Carr

- 1.) Local Road Connection: Paso Robles Blvd. to Airport Rd.
- 2.) Signalized Intersection Improvements: Paso Robles Blvd.
- 3.) Signalized Intersection Improvements: Golden Hill Rd.
- 4.) Widening: Golden Hill Rd. between Wisteria & Union Rd.
- 5.) Pedestrian/Bike Overcrossing: Near Airport Rd.

Improvements Legend

-  Union Rd/Paso Robles Blvd. undercrossing with westbound hook off ramp, with "T" intersection at Paso Robles Blvd.
-  Local Road Connection
-  Landscaping & Architectural Treatments
-  Improved Bus Service To And From Downtown Paso Robles



Group 3: Improvement Priorities

Facilitator: Larry Newland

- ✓ Undercrossing with bridge connection: Union Rd. to Airport Rd., via Paso Robles Blvd.
- ✓ Local Road Connection: Golden Hill Rd. to Dry Creek Rd., via bridge connection, and to Airport Rd.

Improvements Legend



Signalized Intersection Improvements



Pedestrian/Bike Undercrossing



Local Road Connection



Auxiliary Lane



Landscaping & Architectural Treatments



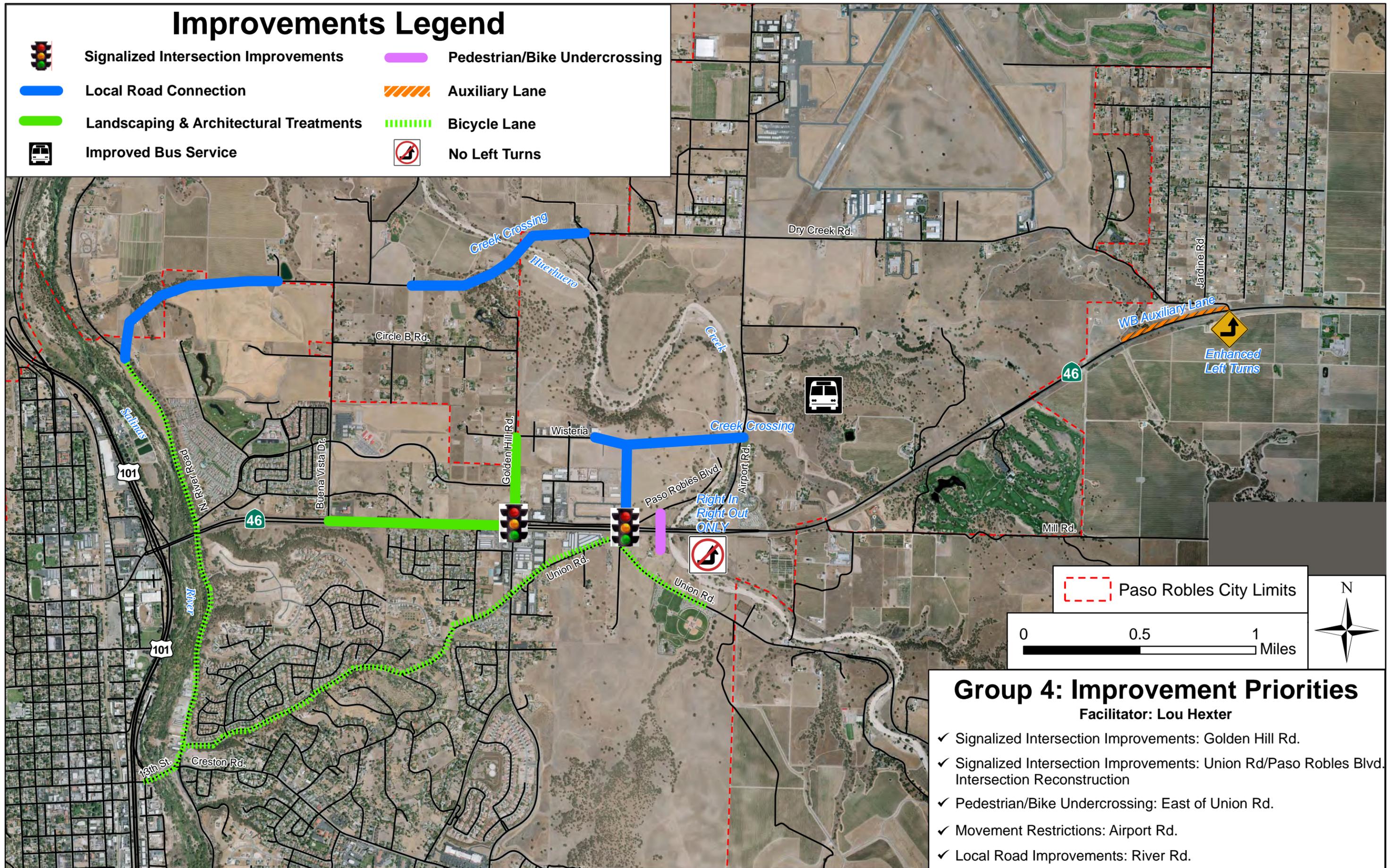
Bicycle Lane



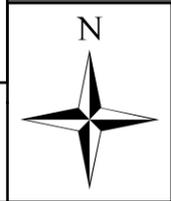
Improved Bus Service



No Left Turns



Paso Robles City Limits



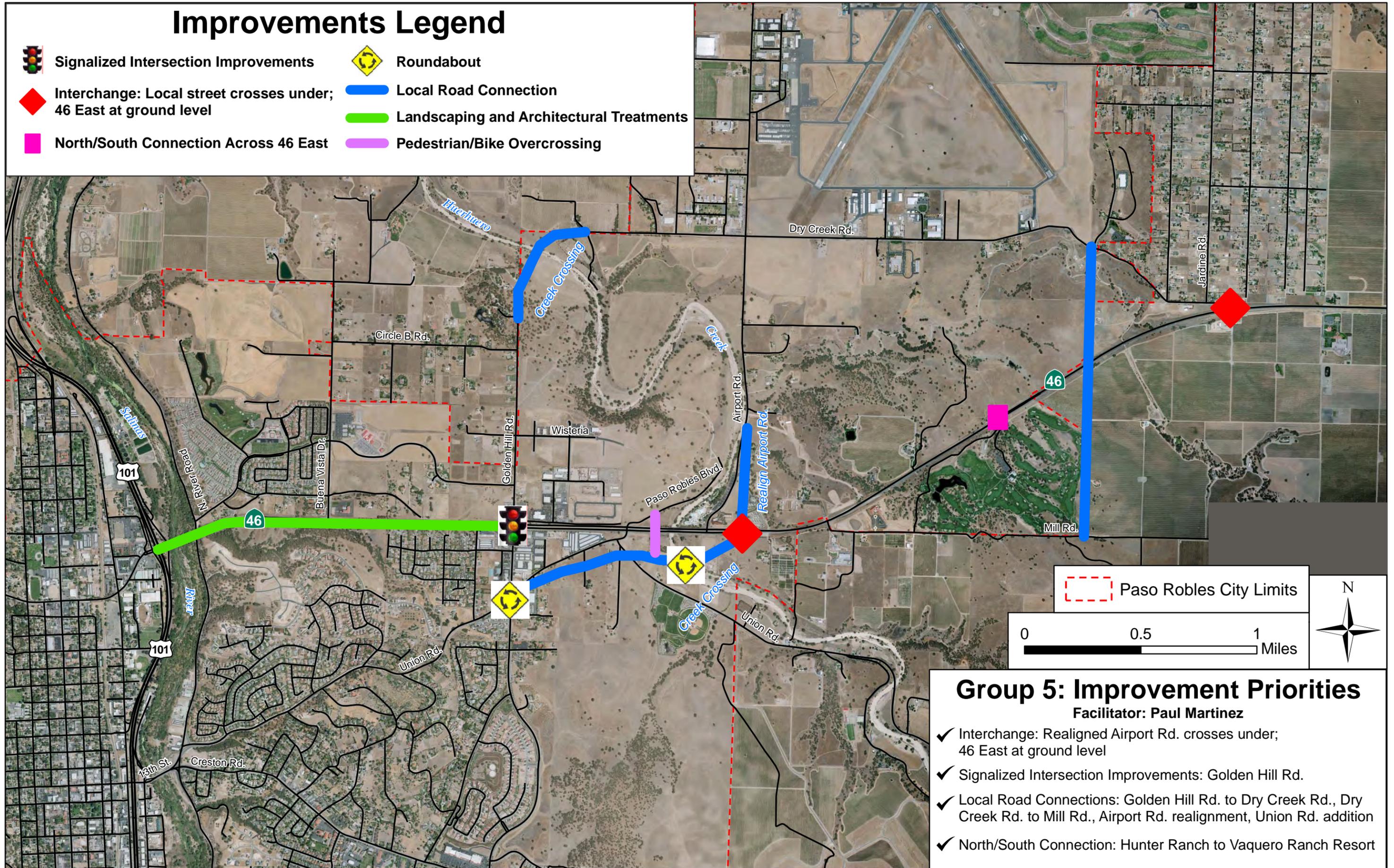
Group 4: Improvement Priorities

Facilitator: Lou Hexter

- ✓ Signalized Intersection Improvements: Golden Hill Rd.
- ✓ Signalized Intersection Improvements: Union Rd/Paso Robles Blvd. Intersection Reconstruction
- ✓ Pedestrian/Bike Undercrossing: East of Union Rd.
- ✓ Movement Restrictions: Airport Rd.
- ✓ Local Road Improvements: River Rd.

Improvements Legend

-  Signalized Intersection Improvements
-  Interchange: Local street crosses under; 46 East at ground level
-  North/South Connection Across 46 East
-  Roundabout
-  Local Road Connection
-  Landscaping and Architectural Treatments
-  Pedestrian/Bike Overcrossing

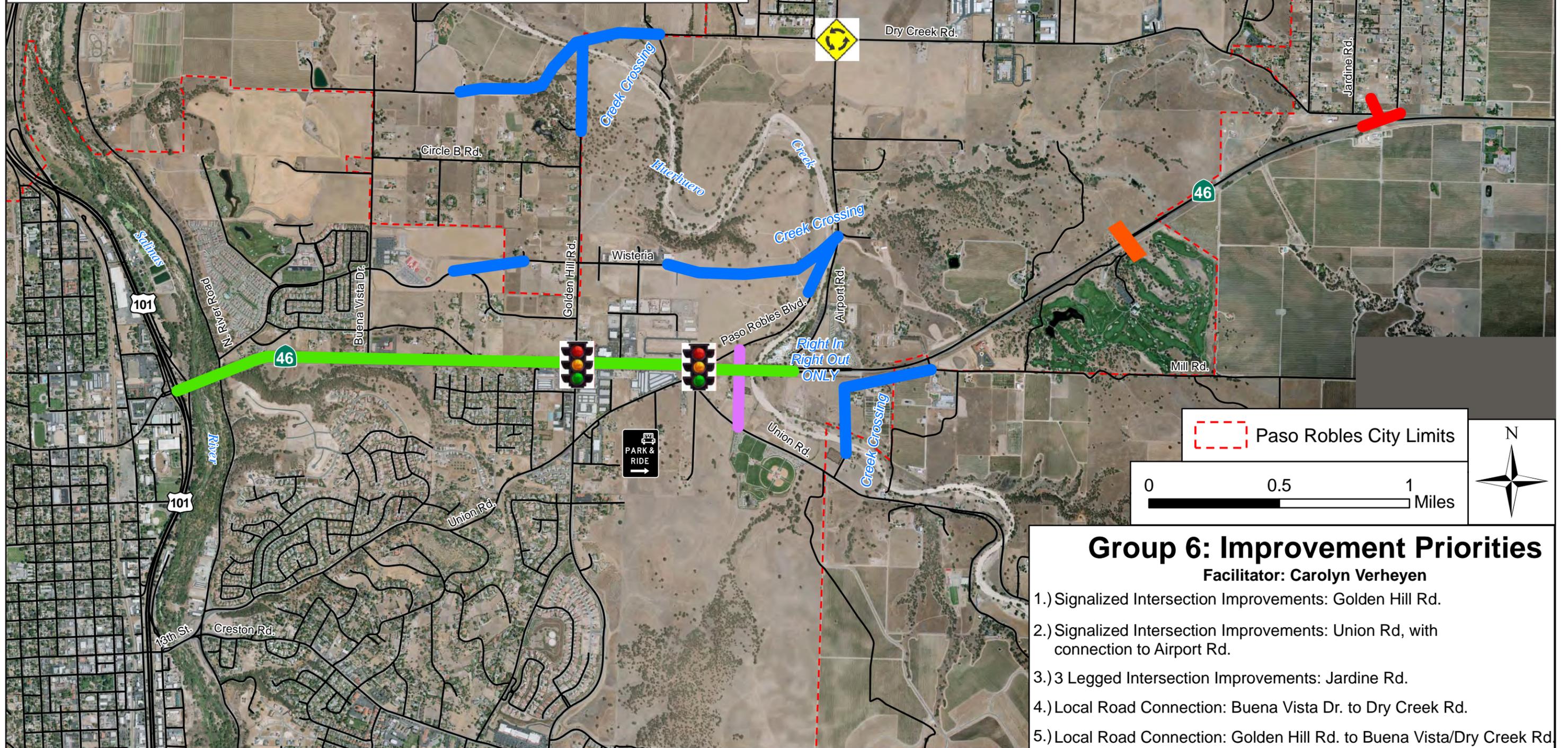


Group 5: Improvement Priorities
 Facilitator: Paul Martinez

- ✓ Interchange: Realigned Airport Rd. crosses under; 46 East at ground level
- ✓ Signalized Intersection Improvements: Golden Hill Rd.
- ✓ Local Road Connections: Golden Hill Rd. to Dry Creek Rd., Dry Creek Rd. to Mill Rd., Airport Rd. realignment, Union Rd. addition
- ✓ North/South Connection: Hunter Ranch to Vaquero Ranch Resort

Improvements Legend

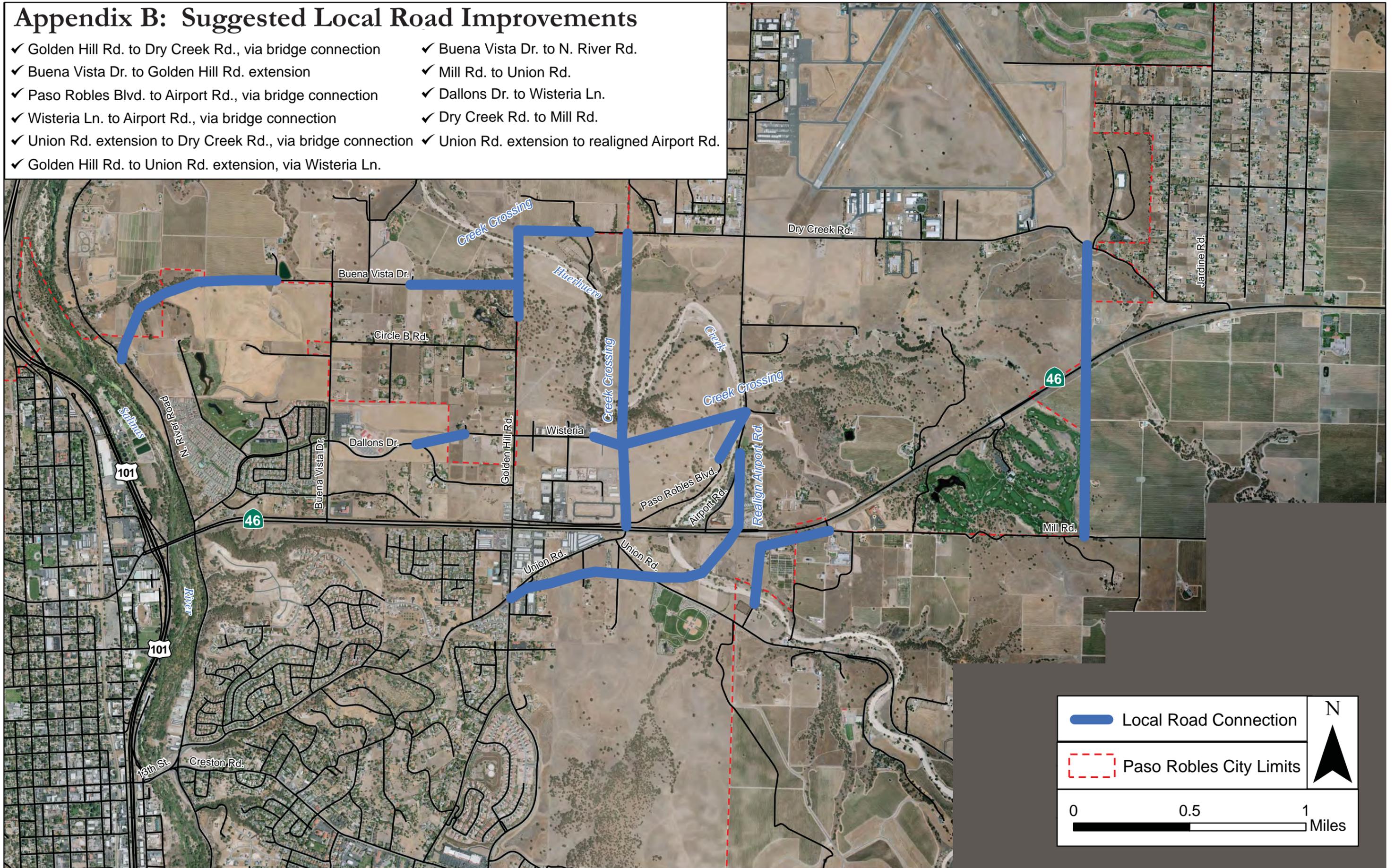
-  Signalized Intersection Improvements
-  Undercrossing with Pedestrian/Bike Facilities
-  Landscaping and Architectural Treatments
-  Improved Bus Service to and from Airport
-  Jardine Road: 3 Legged Intersection Improvements
-  Roundabout
-  Local Road Connection
-  Pedestrian/Bike Undercrossing
-  Park and Ride Lot



- ## Group 6: Improvement Priorities
- Facilitator: Carolyn Verheyen
- 1.) Signalized Intersection Improvements: Golden Hill Rd.
 - 2.) Signalized Intersection Improvements: Union Rd, with connection to Airport Rd.
 - 3.) 3 Legged Intersection Improvements: Jardine Rd.
 - 4.) Local Road Connection: Buena Vista Dr. to Dry Creek Rd.
 - 5.) Local Road Connection: Golden Hill Rd. to Buena Vista/Dry Creek Rd.

Appendix B: Suggested Local Road Improvements

- ✓ Golden Hill Rd. to Dry Creek Rd., via bridge connection
- ✓ Buena Vista Dr. to Golden Hill Rd. extension
- ✓ Paso Robles Blvd. to Airport Rd., via bridge connection
- ✓ Wisteria Ln. to Airport Rd., via bridge connection
- ✓ Union Rd. extension to Dry Creek Rd., via bridge connection
- ✓ Golden Hill Rd. to Union Rd. extension, via Wisteria Ln.
- ✓ Buena Vista Dr. to N. River Rd.
- ✓ Mill Rd. to Union Rd.
- ✓ Dallons Dr. to Wisteria Ln.
- ✓ Dry Creek Rd. to Mill Rd.
- ✓ Union Rd. extension to realigned Airport Rd.



Appendix C: May 29 Workshop Individual Comment Card Summary

	Buena Vista Drive	Golden Hill Road	Union Road	Huerhuero Creek	Airport Road	Jardine Road	Other
1	Interchange	Local under	Interchange with onramp, local road under	New bridge	Off-ramp, remove access from Airport to 46E		
2		Connect Dry Creek to Golden Hill Road	Interchange				Consider businesses that are here and coming
3							Continue with right and left lane turns into Mill Road from 46
4		Expand interchange and widen Golden Hill Rd.	Signalized intersection		Abandon Airport Rd. bridge concept		New road at Paso Robles Blvd. with bridge for river crossing; No roundabouts
5	Pedestrian/bike overcrossing or undercrossing north of 46				Roundabout at intersection of 46 and Airport		
6		Overcrossing with local street over	Interchange with local street at ground level			Overcrossing with local street over	
7					Reduce Airport access		

Summary:						
Buena Vista Drive	Golden Hill Road	Union Road	Huerhuero Creek	Airport Road	Jardine Road	
Interchange (1)	Various suggestions for improvement	Interchange (3)	New bridge (1)	Various suggestions for improvement	Interchange with local street over (1)	
Ped/bike crossing (1)		Signalized intersection (1)		Reduce/remove Airport access (2)		