

## **III. Circulation Element**

### **A. Introduction**

#### **1. Purpose**

The Circulation Element provides a long-range plan for the City of Atascadero to accommodate the transportation of people and goods within the City using a structured network of highways, streets, pathways, and trails. This includes all modes of transportation including transit, bicycles, pedestrians, and equestrians in addition to motorized vehicles. Circulation policies and programs have been developed to achieve consistency with the other elements of the General Plan, to reflect current community desires, and to provide a safe and efficient circulation system. The Circulation Element has been developed to be consistent with policies of the APCD, SLOCOG, SLORTA, Caltrans, and other regional agencies.

Although the plan recognizes that the automobile will continue to be the primary means of transportation during the timeframe of this plan (2025), it emphasizes policies and programs to reduce vehicle use by promoting alternative modes of travel. The Circulation Element also reflects the importance of neighborhood quality as well as vehicle, bicyclist, and pedestrian safety.

The Land Use Element identifies locations of future development, and the Circulation Element accommodates the project traffic generation that will result from future land use activities. The Land Use Element, in turn, is shaped by the location and capacity of transportation facilities. The Land Use Element and Downtown Plan contain policies aimed at reducing auto use by encouraging pedestrian-scale development.

#### **2. Circulation System History**

Laid out as part of the 1913 Atascadero Colony plan, the circulation system was designed for turn of the century automobile use and low-intensity land uses. Unfortunately, the circulation system did not anticipate today's level of automobile traffic. The network consists of radial routes emanating from the City Hall area supported by a series of arterial rings meant to convey traffic to outlying areas. Only a few blocks in the City center display the grid system common to most cities. Not all planned streets have been built, and some minor streets are privately maintained and not part of the City's adopted maintenance system.

The radial street pattern was interrupted in 1954 with construction of US Highway 101, and commercial development has since spread along El Camino Real. The freeway has limited east-west travel to the eight crossings. Most significantly, it cuts off access from Atascadero Mall to El Camino Real and the Downtown.

Since most routes were laid out with the Colony formation in 1913, a key objective is optimal use of these streets to meet current and future needs while addressing safety and air quality concerns. Few streets within Atascadero are designed to carry high traffic volumes; freeway interchanges create existing and potential bottlenecks; many roadways are not wide enough to safely accommodate automobiles, bicyclists and pedestrians; and the street patterns and topography constrain transit operations and access. One of the goals of the Circulation Element and the associated circulation improvements is to improve this situation.

## B. Street Classifications

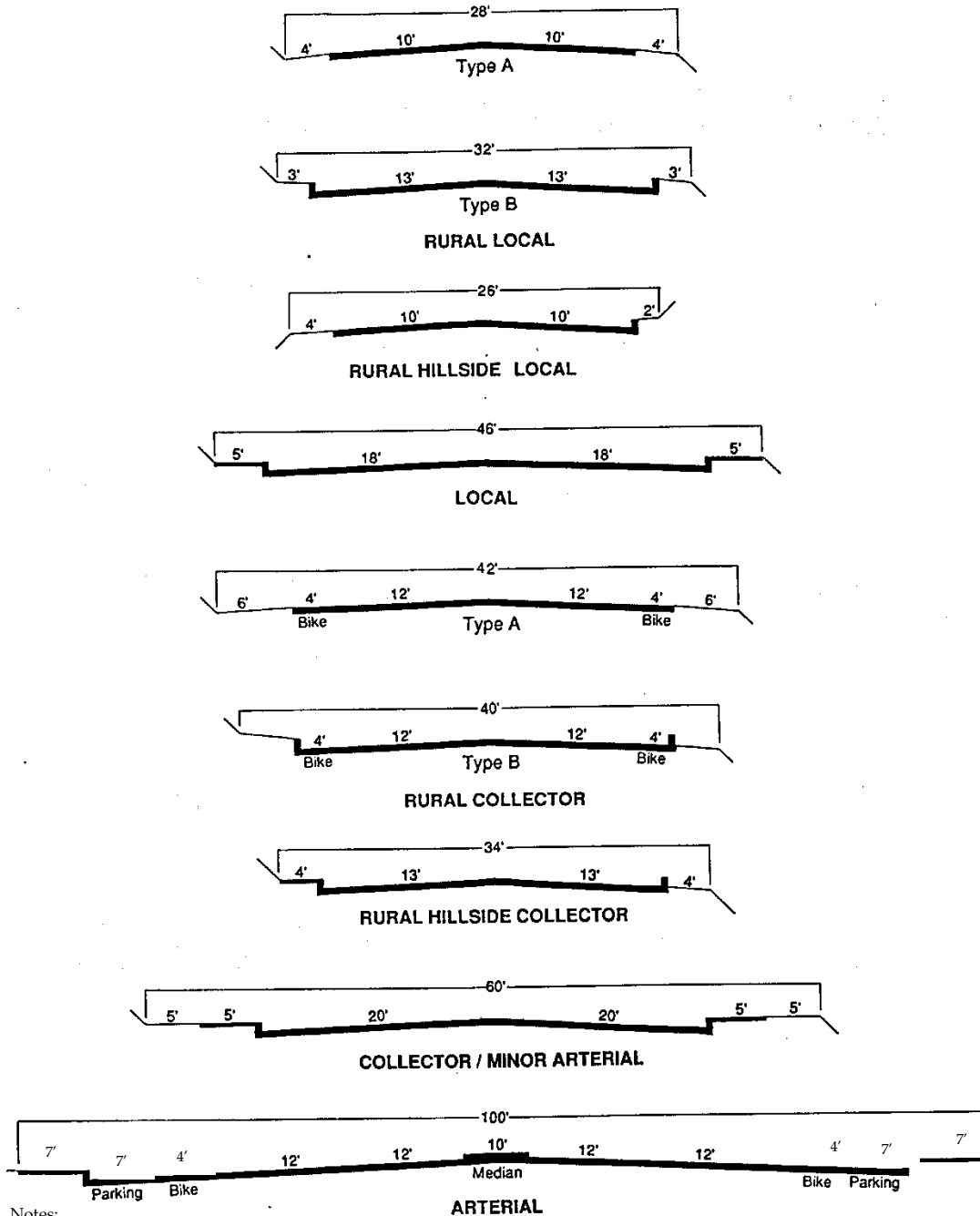
In developing policies and programs for the Circulation Element, existing and potential future transportation conditions were analyzed comprehensively for the planning area. This analysis included reviewing existing transportation services, surveying existing traffic volumes and travel patterns, modeling future traffic volumes and patterns, and assessing existing and potential future transportation improvement needs and opportunities.

The Circulation Plan classifies roadways based on their intended function and projected traffic levels, which determine the appropriate type of design and number of lanes for the route. Table III-1 describes the different classes of roads recognized by the General Plan.

**Table III-1: General Plan Roadway Classifications**

<b>Freeway</b>	These are high speed; high capacity limited access facilities serving intercity and regional travel. US 101 is classified as a freeway.
<b>Arterials</b>	<p>Arterials provide for circulation between major activity centers and residential areas in the City and beyond; they also provide access to freeways. They are further subdivided into two categories:</p> <p><b>Major arterial</b> usually carry the highest volumes and/or longest trip in the City. Major arterials are high-capacity, moderately high-speed routes, typically two or four lanes wide (with up to six lanes where warranted by traffic volumes). Arterials also include regional highways. For high capacity, major arterials in the urban areas should have medians between intersections and additional lanes at intersections. Service to abutting properties may be provided but should be subordinate to through-travel needs; access points should be consolidated where possible. El Camino Real and Route 41 (Morro Road) are classified as major arterials.</p> <p><b>Minor arterial</b> typically interconnect with and augment the major arterial system, and serve trips of moderate length. Minor arterials permit access to abutting properties, but traffic capacity needs are equally important. Minor arterials are typically two lanes wide and their design is similar to that of collectors except for additional space for separating bicycles from other traffic. To minimize roadway width and right-of-way, minor arterials are usually undivided (no median). Left-turn lanes should be provided at intersections, and a continuous two-way left turn lane may be provided mid-block to improve traffic flow. Traffic Way is an example of a minor arterial</p>
<b>Collectors</b>	Collectors channel traffic from residential or commercial areas to arterials. Residences, commercial or public activities, typically front on to them. They are usually two-lane streets, and maximum acceptable volumes are often dictated by resident concerns about intrusion rather than traffic capacity considerations. Collectors are further classified as <b>urban, rural or hillside</b> , depending upon the area, and type of topography and vegetation.
<b>Local Streets</b>	Local streets have the sole function of providing access to adjoining land uses. All streets not otherwise depicted on the circulation plan are local streets. Local streets are further classified as <b>urban, rural, or hillside</b> , depending upon the area and type of topography and vegetation.

Figure III-1: Typical Road Cross Sections



Notes:

- 1) Additional right-of-way may be required at intersections to accommodate turning lanes
- 2) Arterial parking lanes may be utilized for landscaping when on street parking is not required.
- 3) Road sections may be modified to minimize native tree impacts or to reduce grading impacts.
- 4) Road sections shall be modified as necessary to accommodate street trees and landscaping

El Camino Real and State Route 41 (Morro Road) are the major arterials in Atascadero. Portions of both these roads will need to be improved to four lanes in the future. Minor arterials include Traffic Way, Atascadero Avenue, Santa Barbara Road, Halcon Road, Portola Road and Santa Rosa Road. Portion of San Anselmo Road, Del Rio Road, Santa Cruz, Curbaril Avenue, and Santa Lucia Avenue are also designated as minor arterials. These routes can accommodate future traffic as two-lane streets, but should be upgraded to the City standard widths to safely accommodate transit vehicles, bicyclists, pedestrians and turning vehicles.

Certain arterial streets and US 101 are designated as truck routes. Trucks will still use other streets for access to local destinations but should be restricted through signage and by ordinance to use only designated truck routes.

**Policies and programs also address collectors, which funnel traffic from local streets to arterials and local streets. Standards for collector and local roadways consider the maximum amount of traffic that is typically acceptable to people living along such streets.**

### **C. Alternate Transportation**

Successful Travel Demand Management (TDM) can reduce or postpone the need for roadway improvements, particularly on commute routes such as US 101. TDM measures are designed to reduce peak-period traffic by increasing use of transit, bicycling, and walking, (particularly for work and school trips), and by promoting flexible working hours, ridesharing, and land use and circulation management programs.

TDM also supports regional air quality mandates. The 1998 County Clean Air Plan, which classifies the county as a moderate non-attainment area, includes measures to reduce emissions from vehicles through ridesharing, transit improvements, bikeway enhancements, park-and-ride lots, and traffic control improvements.

Atascadero Transit provides fixed route service on El Camino Real from Paloma Park to Twin Cities Hospital in Templeton and door-to-door, demand-responsive service in the City. Central Coast Area Transit (CCAT) operates fixed-route bus service between Paso Robles and San Luis Obispo via Atascadero, with four southbound trips in the morning and four northbound trips in the evening.

Atascadero has a limited bikeway system confined mainly to portions of El Camino Real and Traffic Way. The General Plan seeks to expand this system into a comprehensive bikeway and trail system (shown schematically shown on the General Plan Land Use Plan). The system will utilize a combination of Class I, Class II, Class III, and multi-purpose trails to provide for both the bicycle commuting and recreation needs of the community. Trailhead and staging areas that provide for controlled access to the Salinas River and historic De Anza Trail will be part of the system.

Sidewalks are generally limited to fully developed portions of El Camino Real, commercial streets in the city center, and some higher density residential areas. In rural areas, bicyclists, pedestrians and equestrians use the roadway or the unpaved shoulders. Many streets are too narrow to safely accommodate bicycles or pedestrians, and hilly terrain can be a limiting factor.

## **D. Railroads**

Union Pacific (UPRR) operates mainline rail freight service between the San Francisco Bay Area and Southern California along the Coast Line. Through Atascadero, the Coast Line runs generally north-south, parallel to and west of the Salinas River. There are three at grade railway crossings and two grade-separated undercrossing at Atascadero Creek and State Route 41. A third grade separated crossing is proposed at the north end of El Camino Real.

According to the *Rail Improvement Feasibility Study* (SLOCOG, 1992) two through-freight trains operate daily in each direction, and this level of operation has remained stable in the recent past. Local freight train service through Atascadero has decreased to a tri-weekly local train operating between Salinas and Santa Margarita. Amtrak also operates the Coast Starlight passenger train along the SPTC track from Los Angeles to Seattle, with one daily train in each direction and no passenger stops in Atascadero. There are no expectations for significantly increased through-freight operations in the future, although local freight levels could expand depending on the local need. The *Rail Improvement Feasibility Study* recommended improved service on the Coast Starlight run, including a new passenger station in Paso Robles, but no near term expansion of the number of trains operated.

## **US 101 Freeway**

As shown in Table III-2, US 101 through Atascadero has six interchanges with overcrossings, two with undercrossing (SR 41 and Traffic Way). An additional ramp at San Diego Road has a northbound off-ramp and southbound on-ramp with low traffic volumes and no crossing.

**Table III-2: US 101 Freeway Interchanges**

Cross Street	Lanes	Sidewalk	Shoulder	Bikeway	Year Built	Width (ft.)	Length (ft.)	Min. Ft. Clearance
Santa Barbara	2/over	South side	None	None	1962	32	199	16
Santa Rosa	2/over	South side	None	None	1956	28	210	15
Curbaril	2/over	South side	None	None	1962	32	192	15
SR 41	3/under	Both sides	None	None	1956	28	139	
Traffic Way	2/over	Both sides	None	None	1956	28	131	
San Anselmo	2/over	South side	None	None	1966	30	169	16
Del Rio	2/over	South side	None	None	1967	30	160	16
San Ramon	2/over	North side	None	None	1967	30	166	16

**Table III-3: US 101 Improvement Priorities**

The 1999 Route 101 North Corridor Study (prepared by the San Luis Obispo Council of Governments, the County, the Cities of Atascadero and Paso Robles and Caltrans) and 2001 RTP calls for widening 101 and improving all of the interchanges through the city to increase capacity and enhance safety. These improvements are expected to bring 2025 levels of service at the freeway interchanges into compliance with the City's adopted standard of LOS C or better.

Timeframe	Milepost	Location	Need	Improvement	Estimated Cost
Within 5 Years	41.3/45.9	Santa Barbara Road to Traffic Way	Safety	Install Thrie Beam Barrier	\$3 million
Within 5 Years	N/A	El Camino Real (Del Rio to Santa Cruz)	Bicycle Access	Construct Class II Bikeway	50,000
Within 10 Years	44.1/44.8	Santa Rosa Road / Curbaril Road	Improvement Operations	Construct NB & SB Aux. Lanes	800,00
Within 10 Years	44.8/45.6	Curbaril Road / State Route 41 Sep.	Improvement Operations	Construct NB & SB Aux. Lanes	900,000
Within 10 Years	46.0/46.8	Traffic Way / San Anselmo Road	Improvement Operations	Construct NB Aux. Lanes	600,000
Within 10 Years	44.0	Santa Rosa Road Interchange	Reduce Demand	Construct Park & Ride Lot	150,000
Within 10 Years	45.9	Traffic Way	Improvement Operations	Reconstruct Interchange	10 million
Within 10 Years	49.3/50.7	San Ramon Road / Vineyard Drive	Local Through Routing	Construct Frontage Road	3.6-5.4 million
Within 20 Years	44.8	Curbaril Avenue	Increase Capacity	Reconstruct Interchange	3.7 million
Within 20 Years	46.9	San Anselmo Road	Increase Capacity	Reconstruct Interchange	3.4 million
Beyond 20 Years	42.3/49.3	Santa Barbara Road / San Ramon Road	Increase Capacity	Widen to 6 Lanes	22.1 million
Beyond 20 Years	42.3	Santa Barbara Road	Increase Capacity	Reconstruct Interchange	3.6 million
Beyond 20 Years	44.0	Santa Rosa Road	Increase Capacity	Reconstruct Interchange	3.7 million
Beyond 20 Years	48.3	Del Rio Road	Increase Capacity	Reconstruct Interchange	3.2 million
Beyond 20 Years	49.3	San Ramon Road	Increase Capacity	Reconstruct Interchange	4.8 million

Some of these projects have been completed or are approaching construction. The SR-41/US 101 interchange is scheduled for complete reconfiguration and reconstruction to start in the spring of 2004. State Transportation Improvement Program (STIP) funds and the City of Atascadero

transportation impact funds fund the project. The project is expected to move the location of the northbound on ramp, improve the southbound ramps and increase clearance and capacity of SR 41 under US 101.

## **F. Level of Service**

Traffic operations are evaluated by determining level of service (LOS), a qualitative measure of traffic operating conditions, whereby a letter grade of A through F is assigned to an intersection or roadway segment representing progressively worsening traffic conditions. Levels of Service were calculated for critical, controlled intersections using the methods documented in the 1997 Updated Highway Capacity Manual. Table III-4 defines intersection LOS criteria.

Because the City of Atascadero has designated LOS "C" as the minimum acceptable LOS standard for City facilities, a peak hour LOS C is assumed to be the threshold for acceptable traffic operations studied intersections. For unsignalized intersections where projected levels of service fall below C, a supplemental traffic signal warrant analysis was performed. The signal warrant criteria employed for this study are presented in the Caltrans' Traffic Manual (Peak Hour Volume Warrant 11 - Urban Areas) for unsignalized intersections. Though utilization of this warrant may indicate that signalization would be required, the final decision to install signals should be based on further studies using additional warrants presented in the Traffic Manual.



**Table III-4: General Plan Level of Service Criteria for Controlled Intersections**

LOS	Type of Flow	Delay	Maneuverability	Stopped Delay/Vehicle (sec)		
				Signalized	Unsignalized	All-Way Stop
A	Stable	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10.0	≤ 10.0	≤ 10.0
B	Stable	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10 and ≤ 20.0	>10 and ≤ 15.0	>10 and ≤ 15.0
C	Stable	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20 and ≤ 35.0	>15 and ≤ 25.0	>15 and ≤ 25.0
D	Approaching Unstable	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and ≤ 55.0	>25 and ≤ 35.0	>25 and ≤ 35.0
E	Unstable	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55 and ≤ 80.0	>35 and ≤ 50.0	>35 and ≤ 50.0
F	Forced	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0	> 50.0	> 50.0

- References: Highway Capacity Manual, Special Report No. 209, Transportation Research Board, Third Edition, Updated December 1997.

**Table III-5: LOS Threshold Volumes for Urban/Suburban Roadway Types**

Roadway Type	Total Daily Vehicles in Both Directions (ADT)				
	Level of Service A	Level of Service B	Level of Service C	Level of Service D	Level of Service E
4-Lane Divided Freeway	28,000	43,200	61,600	74,400	80,000
6-Lane Divided Arterial (with left-turn lane)	32,000	38,000	43,000	49,000	54,000
4-Lane Divided Arterial (with left-turn lane)	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn lane)	18,000	21,000	24,000	27,000	30,000
2-Lane Collector (with left-turn lane)	11,000	12,500	14,500	16,000	18,000
2-Lane Collector (no left-turn lane)	8,000	9,500	10,500	12,000	13,500

- ADT = Average Daily Traffic
- 1. Based on "Highway Capacity Manual", Transportation Research Board, 1997.
- 2. All volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each Level of Service listed above may vary depending on a number of factors including curvature and grade, intersection or interchange spacing, percentage of trucks and other heavy vehicles, lane widths, signal timing, on-street parking, amount of cross traffic and pedestrians, driveway spacing, etc.

Table III-5 defines accepted levels of service for roadway segments between intersections, and Table III-6 shows 2001 roadways levels of service in Atascadero.

### 1. 2001 Traffic Volumes

In order to validate the citywide traffic model under "Existing Conditions," a database was established of daily and peak hour current traffic counts at critical locations across the city, (which are analyzed in the Environmental Impact Report that accompanies the General Plan). Table II-7 indicates average daily traffic volumes in 2001 along roadways throughout the city.

**Table III-6: 2001 Roadway Levels of Service**

	Roadway	From	To	Roadway Type	AADT	AADT - Based LOS
1	US 101	Santa Barbara Road	Santa Rosa Road	Freeway	40,000	B
2	US 101	Santa Rosa Road	Curbaril Avenue	Freeway	41,000	B
3	US 101	Curbaril Avenue	SR 41	Freeway	41,000	B
4	US 101	SR 41	Traffic Way	Freeway	44,000	C
5	US 101	Traffic Way	San Anselmo Road	Freeway	46,500	C
6	US 101	San Anselmo Road	Del Rio Road	Freeway	41,500	B
7	US 101	Del Rio Road	San Ramon Road	Freeway	41,500	B
8	SR 41	Cerro Alto Road	Santa Rosa Road	Major Arterial	8,500	A
9	SR 41	Santa Rosa Road	Curbaril Avenue	Major Arterial	9,000	A
10	SR 41	Curbaril Avenue	US 101	Major Arterial	16,800	D
11	SR 41	US 101	Santa Ysabel Ave	Major Arterial	23,800	B
12	SR 41	Santa Ysabel Ave	Salinas River Bridge	Major Arterial	2,700	A
13	Traffic Way	US 101	El Camino Real	Minor Arterial	7,770	A
14	Traffic Way	East of El Camino Real		Minor Arterial	6,830	A
15	Traffic Way	Ardilla Avenue	US 101	Minor Arterial	8,970	A
16	Traffic Way	Portero Road	Dolores Avenue	Minor Arterial	2,950	A
17	El Camino Real	Santa Barbara Road	Viejo Camino	Major Arterial	6,080	A
18	El Camino Real	SR 41	Curbaril Avenue	Major Arterial	16,450	A
19	El Camino Real	Del Rio Road	San Anselmo	Major Arterial	13,520	A
20	El Camino Real	Del Rio Road	Santa Cruz Road	Major Arterial	1,510	A
21	Del Rio Road	US 101	El Camino Real	Collector	7,850	B
22	Del Rio Road	San Ramon Road	US 101	Collector	3,500	A
23	Atascadero Avenue	La Paz Road	Ortega Road	Minor Arterial	1,120	A
24	Atascadero Avenue	SR 41	Curbaril Avenue	Minor Arterial	2,680	A
25	Santa Lucia Avenue	Santa Ana	Portola Road	Collector	3,010	A
26	San Lucia Avenue	Portola Road	Atascadero Avenue	Minor Arterial	4,330	A
27	Rosario Avenue	East of El Camino Real		Local	1,260	A
28	West Mall	East of El Camino Real		Collector	3,630	A
29	Santa Ynez	North of Morro Road		Local	1,500	A
30	Portola Road	Carmelita Avenue	SR 41	Minor Arterial	3,100	A
31	San Anselmo Road	Ardilla Road	Monterey Road	Minor Arterial	2,990	A
32	Monterey Road	San Anselmo Road	Del Rio Road	Minor Arterial	1,750	A
33	San Ramon Road	Del Rio Road	Northern City Limits	Collector	240	A
34	Potrero Road	Traffic Way	Del Rio Road	Local	700	A
35	Dolores Avenue	San Anselmo Road	Traffic Way	Local	730	A
36	Curbaril Avenue	US 101	Sycamore Road	Minor Arterial	5,880	A

• The Roadway Type is the General Plan Roadway Classification. The LOS is calculated based AADT and the existing roadway configuration.

Table III-7 summarizes existing AM and PM peak hour traffic operations at the critical intersections throughout the City.

**Table III-7: Existing Traffic Operations: Intersection Levels of Service**

No	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	San Anselmo Rd / US 101 SB ramps	TWSC	36.2	E	YES	53.5	F	YES
2	San Anselmo Rd / US 101 NB ramps	TWSC	33.2	D	YES	45.0	E	YES
3	San Anselmo Rd / El Camino Real	Signal	14.8	B	--	13.6	B	--
4	Rosario Ave / El Camino Real	TWSC	19.5	C	NO	42.1	E	NO
5	Traffic Way / Ardilla Ave	TWSC	13.4	B	NO	12.5	B	NO
6	Traffic Way / US 101 SB ramps	TWSC	72.0	F	YES	76.8	F	YES
7	Traffic Way / US 101 NB off	TWSC	17.6	C	NO	28.9	D	YES
8	Traffic Way / El Camino Real	Signal	29.3	C	--	29.4	C	--
9	Entrada Ave / El Camino Real	TWSC	17.3	C	NO	25.7	D	NO
10	West Mall / El Camino Real	Signal	9.7	A	--	13.6	B	--
13	Morro Rd / US 101 SB ramps	TWSC	OVRFL	F	YES	OVRFL	F	YES
14	Morro Rd / US 101 NB on	None	13.8	B	--	15.0	C	--
15	Morro Rd / El Camino Real	Signal	36.4	D	--	40.9	D	--
16	El Camino Real / US 101 NB off	TWSC	OVRFL	F	YES	OVRFL	F	YES
17	Curbaril Ave / SR 41	Signal	9.1	A	--	53.1	D	--
18	Curbaril Ave / US 101 SB ramps	TWSC	47.8	E	NO	60.7	F	NO
19	Curbaril Ave / US 101 NB ramps	TWSC	19.1	C	NO	35.1	E	YES
20	Curbaril Ave / El Camino Real	Signal	15.2	B	--	26.3	C	--
21	Santa Rosa Rd / US 101 SB on	AWSC	15.2	C	NO	28.0	D	YES
22	Santa Rosa Rd / US 101 NB on	AWSC	24.8	C	NO	67.6	F	YES
23	Santa Rosa Rd / El Camino Real	Signal	13.6	B	--	13.8	B	--

Legend:

- TWSC = Two-Way-Stop Control. AWSC = All-Way-Stop Control.
- Average Delay = Average Intersection Delay for Signalized and AWSC Intersections.
- Average Delay = Worst-Case Intersection Movement Delay for TWSC Intersections.
- LOS = Average Intersection Level-of-Service for Signalized and AWSC Intersections.
- LOS = Worst-Case Movement's Level-of-Service for TWSC Intersections.
- Warrant = Caltrans Peak-Hour Volume Warrant-11 (Urban Areas).
- OVRFL = Overflow Conditions.

As indicated in Table III-7, there are several intersections that operate at unacceptable levels of service under the existing conditions scenario. Of the 13 two-way stop controlled intersections and two (2) all-way stop controlled intersections that were analyzed, only one (1) operates at LOS "C" conditions or better while twelve (12) intersections operate at LOS "D" conditions or worse during the existing conditions scenario for the AM and/or PM peak hour. Several of the intersections currently meet Caltrans Peak-Hour-Volume Warrant-11 (Urban Areas) under "Existing" AM and/or PM peak hour traffic volumes. This typically indicates that the peak

hour traffic on the “major street” causes long delays on the “minor street” movements that are stop controlled. These intersections will need improvements to correct existing deficiencies.

This finding indicates that the number of vehicles experiencing unacceptable levels of side-street delays is significant enough to warrant installation of a traffic signal under “Existing” conditions. It should be noted, however, that there is not a direct correlation between poor LOS conditions and meeting Warrant 11. Warrant 11 is based upon delay of the minor street in relation to the number of vehicles on the major street. One condition of Warrant 11 is that the minor street must have more than 100 vehicles per hour (VPH) to initiate installation of a traffic signal. If the number of VPH on the minor street does not exceed 100 trips, Warrant 11 will not be met.

Of the seven (7) signalized intersections analyzed, only the intersections at Curbaril Avenue / Morro Road (State Route 41) and El Camino Real / Morro Road (State Route 41) operates at LOS “D” conditions or worse during the existing conditions scenario for the PM peak hour.

**Table III-8: Existing Traffic Operations: Intersection LOS with Mitigation Measures**

No	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	San Anselmo Rd / US 101 SB ramps	AWSC	17.0	C	YES	21.6	C	YES
2	San Anselmo Rd / US 101 NB ramps	TWSC	21.0	C	YES	20.2	C	YES
3	San Anselmo Rd / El Camino Real	Signal	14.8	B	--	13.6	B	--
4	Rosario Ave / El Camino Real	Signal	18.0	B	--	15.6	B	--
5	Traffic Way / Ardilla Ave	TWSC	13.4	B	NO	12.5	B	NO
6	Traffic Way / US 101 SB ramps	AWSC	15.2	C	YES	15.7	C	YES
7	Traffic Way / US 101 NB off	TWSC	14.6	B	NO	15.0	B	YES
8	Traffic Way / El Camino Real	Signal	29.3	C	--	29.4	C	--
9	Entrada Ave / El Camino Real	TWSC	16.6	C	NO	24.7	C	NO
10	West Mall / El Camino Real	Signal	9.7	A	--	13.6	B	--
13	Morro Rd / US 101 SB ramps	Signal	24.2	C	--	14.4	B	--
14	Morro Rd / US 101 NB on	None	13.8	B	--	15.0	C	--
15	Morro Rd / El Camino Real	Signal	29.6	C	--	33.4	C	--
16	El Camino Real / US 101 NB off	Signal	11.8	B	--	12.6	B	--
17	Curbaril Ave / SR 41	Signal	12.0	B	--	28.7	C	--
18	Curbaril Ave / US 101 SB ramps	AWSC	13.1	B	NO	14.2	B	NO
19	Curbaril Ave / US 101 NB ramps	TWSC	16.6	C	NO	17.9	C	YES
20	Curbaril Ave / El Camino Real	Signal	15.2	B	--	26.3	C	--
21	Santa Rosa Rd / US 101 SB on	AWSC	13.8	B	NO	22.3	C	YES
22	Santa Rosa Rd / US 101 NB on	Signal	13.6	B	--	21.0	C	--
23	Santa Rosa Rd / El Camino Real	Signal	13.6	B	--	13.8	B	--

Legend:

- TWSC = Two-Way-Stop Control.                      AWSC = All-Way-Stop Control.
- Average Delay = Average Intersection Delay for Signalized and AWSC Intersections.
- Average Delay = Worst-Case Intersection Movement Delay for TWSC Intersections.
- LOS = Average Intersection Level-of-Service for Signalized and AWSC Intersections.
- LOS = Worst-Case Movement's Level-of-Service for TWSC Intersections.
- Warrant = Caltrans Peak-Hour Volume Warrant-11 (Urban Areas).

**Table III-9: Mitigation Measures for Existing Intersections**

No.	Intersection	Mitigation Measure
1	San Anselmo Rd / US 101 SB ramps	4-way stop control
2	San Anselmo Rd / US 101 NB ramps	Northbound movement, dedicated left, shared through and right
4	Rosario Ave / El Camino Real	Install traffic signal*
6	Traffic Way / US 101 SB ramps	4-way stop control
13	Morro Rd / US 101 SB ramps	Install traffic signal, south bound movement, dedicated left, dedicated right
15	Morro Rd / El Camino Real	Eastbound and westbound movements, dedicated left, shared through and right
16	El Camino Real / US 101 NB off	Install traffic signal
17	Curbaril Ave / SR 41	Eastbound movement, dedicated left, shared through and right
18	Curbaril Ave / US 101 SB ramps	4-way stop control
19	Curbaril Ave / US 101 NB ramps	Northbound movement, dedicated left, shared through and right
21	Santa Rosa Road / US 101 SB on	Southbound movement, dedicated left, shared through and right
22	Santa Rosa Rd / US 101 NB on	Install traffic signal

- \* Due to high traffic volumes on El Camino Real, installation of traffic signals is the only way to mitigate the intersection LOS; however, low minor street traffic volumes do not warrant signalization.

Table III-9 identifies mitigation measures to improve existing intersection service levels as shown on Table III-8. Based upon Table III-8, all intersections would operate at LOS "C" conditions or better following implementation of the mitigation measures provided in Table III-9.

**Table III-10: 2025 Roadway Levels of Service without additional Improvements**

	Roadway	From	To	Roadway Type	AADT	LOS
1	US 101	Santa Barbara Road	Santa Rosa Road	Freeway	66,5500	D
2	US 101	Santa Rosa Road	Curbaril Avenue	Freeway	67,220	D
3	US 101	Curbaril Avenue	SR 41	Freeway	64,600	D
4	US 101	SR 41	Traffic Way	Freeway	69,910	D
5	US 101	Traffic Way	San Anselmo Road	Freeway	73,820	D
6	US 101	San Anselmo Road	Del Rio Road	Freeway	69,340	D
7	US 101	Del Rio Road	San Ramon Road	Freeway	67,480	D
8	SR 41	Cerro Alto Road	Santa Rosa Road	Major Arterial	11,910	B
9	SR 41	Santa Rosa Road	Curbaril Avenue	Major Arterial	16,120	F
10	SR 41	Curbaril Avenue	US 101	Major Arterial	28,810	F
11	SR 41	US 101	Santa Ysabel Ave	Major Arterial	27,730	C
12	SR 41	Santa Ysabel Ave	Salinas River Bridge	Major Arterial	8,960	A
13	Traffic Way	US 101	El Camino Real	Minor Arterial	11,050	D
14	Traffic Way	East of El Camino Real		Minor Arterial	7,760	A
15	Traffic Way	Ardilla Avenue	US 101	Minor Arterial	11,330	D
16	Traffic Way	Portero Road	Dolores Avenue	Minor Arterial	7,610	A
17	El Camino Real	Santa Barbara Road	Viejo Camino	Major Arterial	15,140	F
18	El Camino Real	SR 41	Curbaril Avenue	Major Arterial	26,460	C
19	El Camino Real	Del Rio Road	San Anselmo	Major Arterial	15,520	D
20	El Camino Real	Del Rio Road	Santa Cruz Road	Major Arterial	6,050	A
21	Del Rio Road	US 101	El Camino Real	Collector	12,240	B
22	Del Rio Road	San Ramon Road	US 101	Collector	7,410	A
23	Atascadero Avenue	La Paz Road	Ortega Road	Minor Arterial	6,130	A
24	Atascadero Avenue	SR 41	Curbaril Avenue	Minor Arterial	3,850	A
25	Santa Lucia Avenue	Santa Ana	Portola Road	Collector	3,670	A
26	Santa Lucia Avenue	Portola Road	Atascadero Avenue	Minor Arterial	6,040	A
27	Rosario Avenue	East of El Camino Real		Local	3,410	A
28	West Mall	East of El Camino Real		Collector	5,190	A
29	Santa Ynez	North of Morro Road		Local	2,750	A
30	Portola Road	Carmelita Avenue	SR 41	Minor Arterial	3,780	A
31	San Anselmo Road	Ardilla Road	Monterey Road	Minor Arterial	9,040	B
32	Monterey Road	San Anselmo Road	Del Rio Road	Minor Arterial	7,060	A
33	San Ramon Road	Del Rio Road	Northern City Limits	Collector	4,610	A
34	Potrero Road	Traffic Way	Del Rio Road	Local	7,610	A
35	Dolores Avenue	San Anselmo Road	Traffic Way	Local	3,000	A
36	Curbaril Avenue	US 101	Sycamore Road	Minor Arterial	9,750	C

- The Roadway Type is the General Plan Roadway Classification.
- The LOS is calculated based AADT and the existing roadway configuration.



## 2. Circulation Plan and Traffic Projections

Figure III-2 shows the City's Circulation Plan for the period extending through 2025. Table III-6 shows projected 2025 traffic volumes and roadway levels of service. Potential sources of increased traffic in the planning area include about 3,200 new dwelling units, and about 2.2 million square feet of new retail, service, offices and industrial development (half of it occurring by 2010).

Although Table III-9 indicates that most roadways would comply with the City's adopted standard of LOS C or better, the primary future circulation issue is the feasibility of constructing improvements needed to achieve acceptable levels of service on all roadways. Other than US 101, the only roadway segments that will need future improvement to achieve LOS C or better are El Camino Real from San Anselmo Avenue to Del Rio Road and Morro Road from 101 to Santa Rosa Road, both of which will require widening to four lanes.

## Figure III-2: General Plan Circulation Diagram

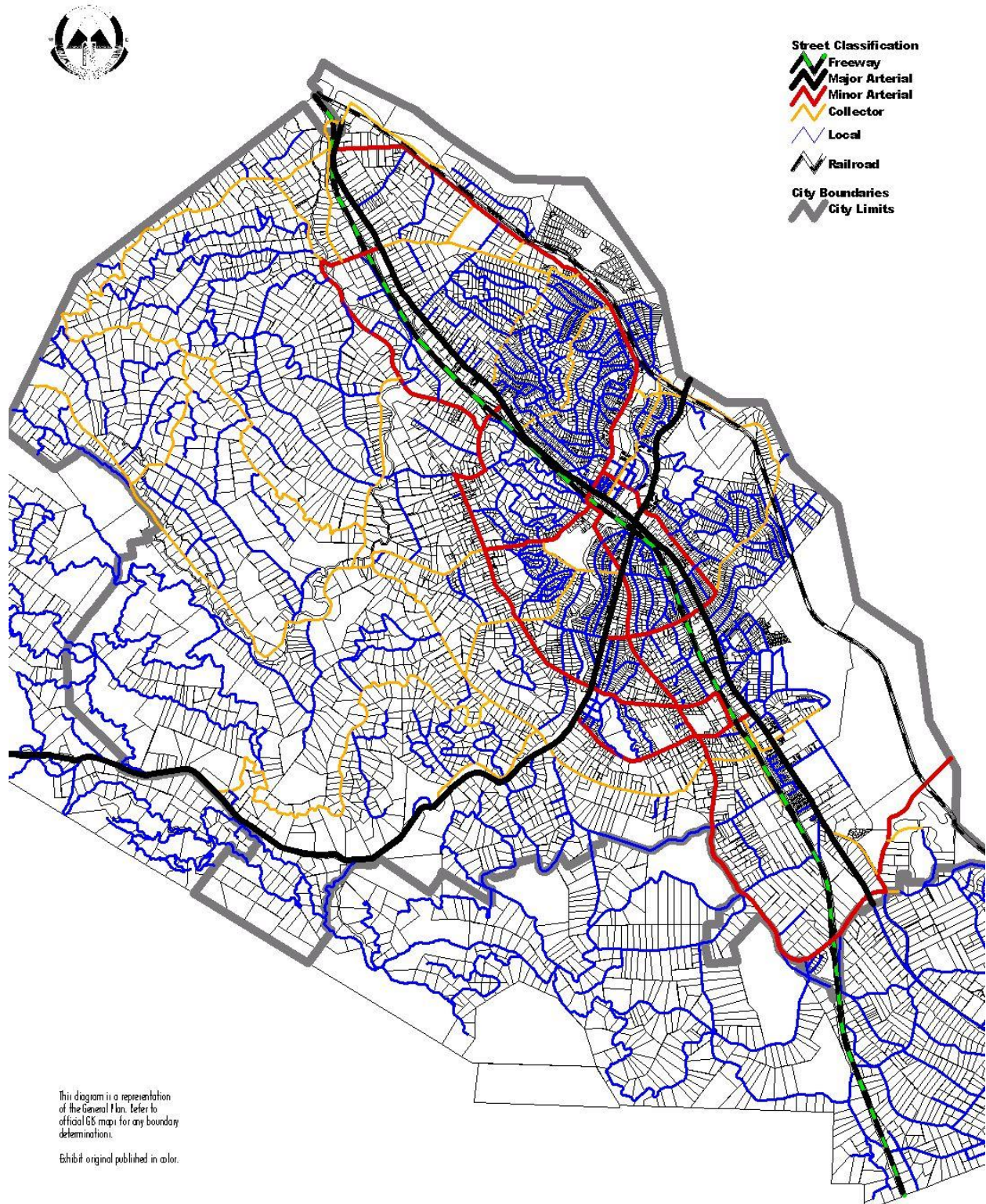


Figure III-3: Circulation facilities and Signals

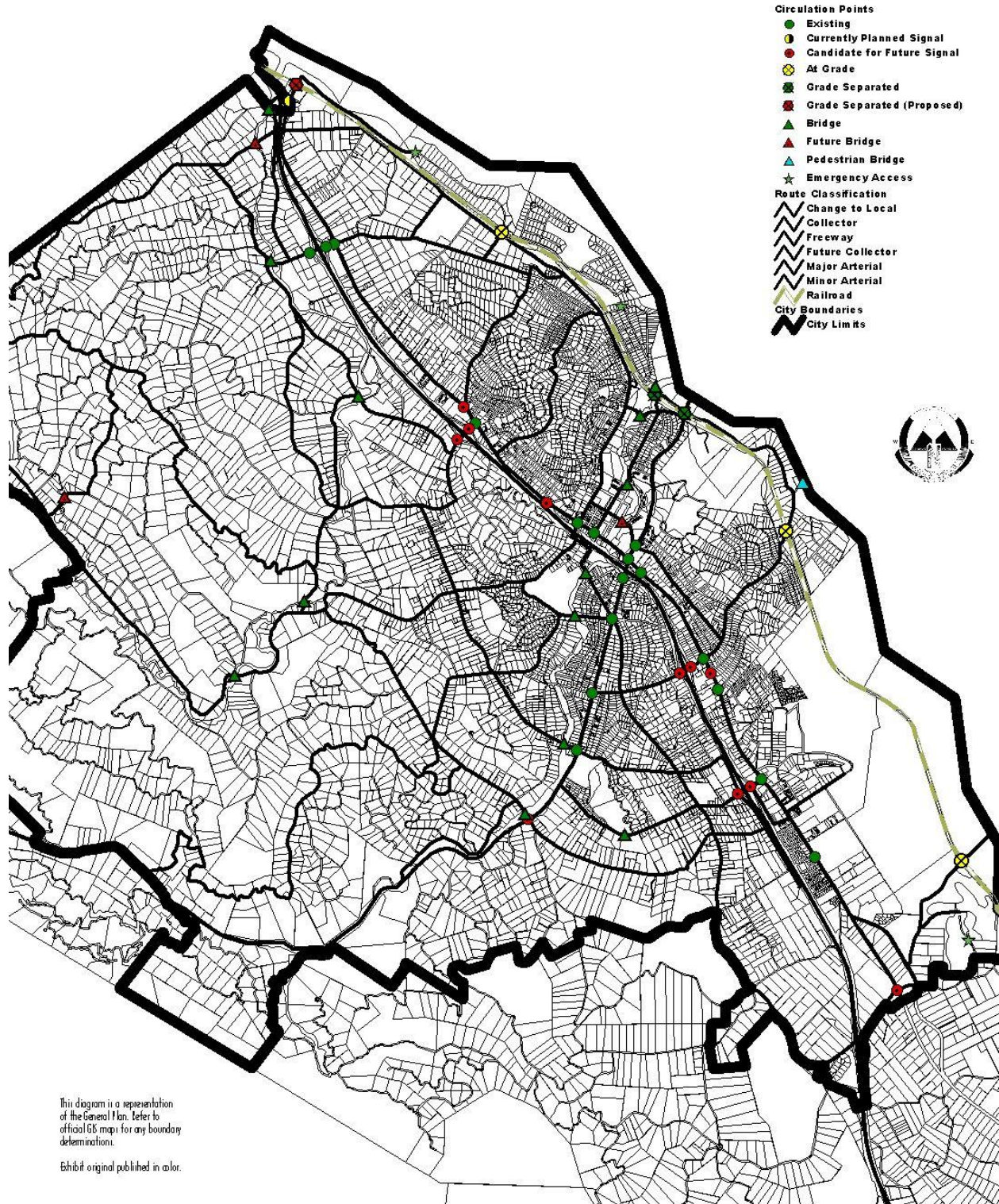
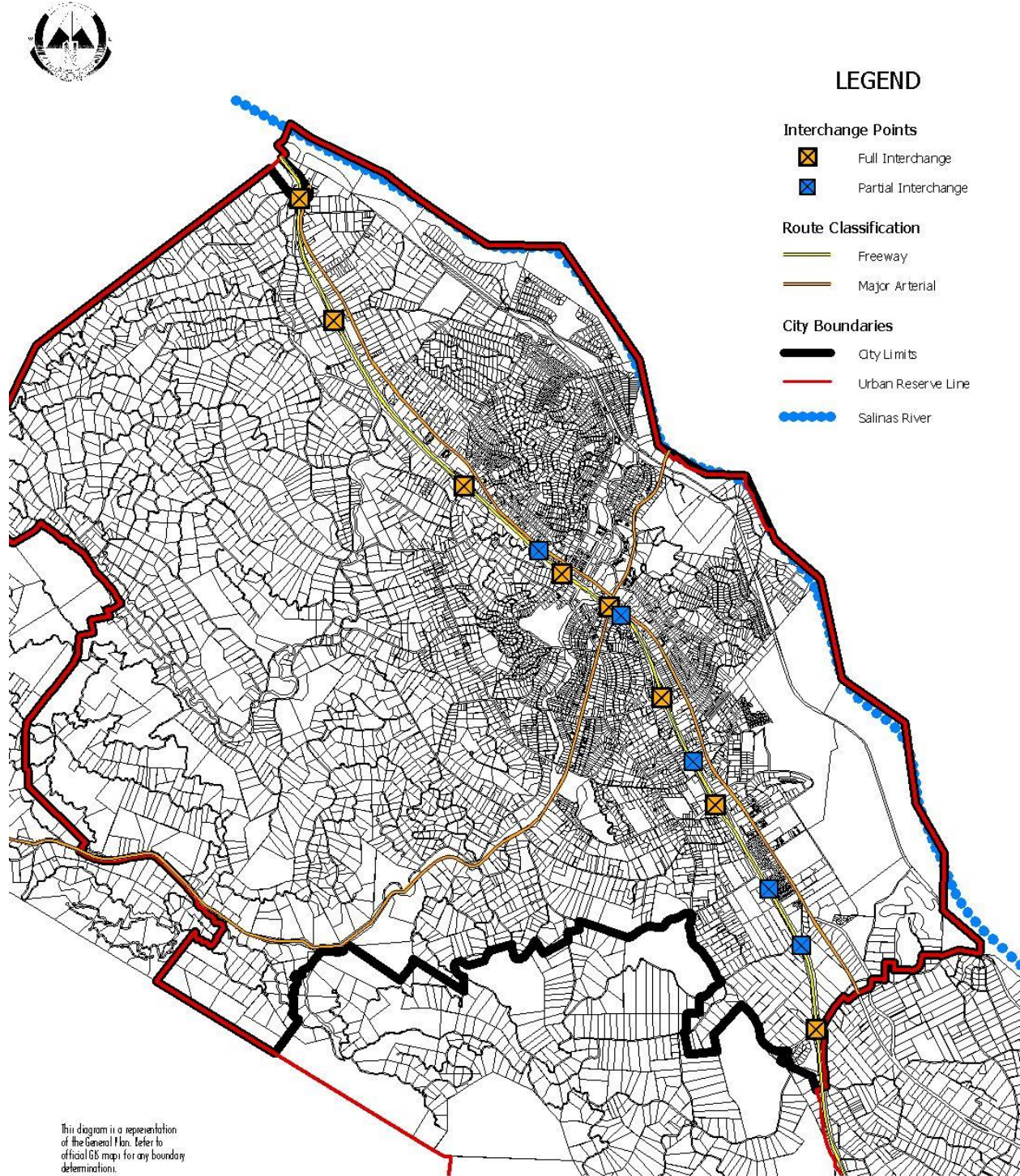


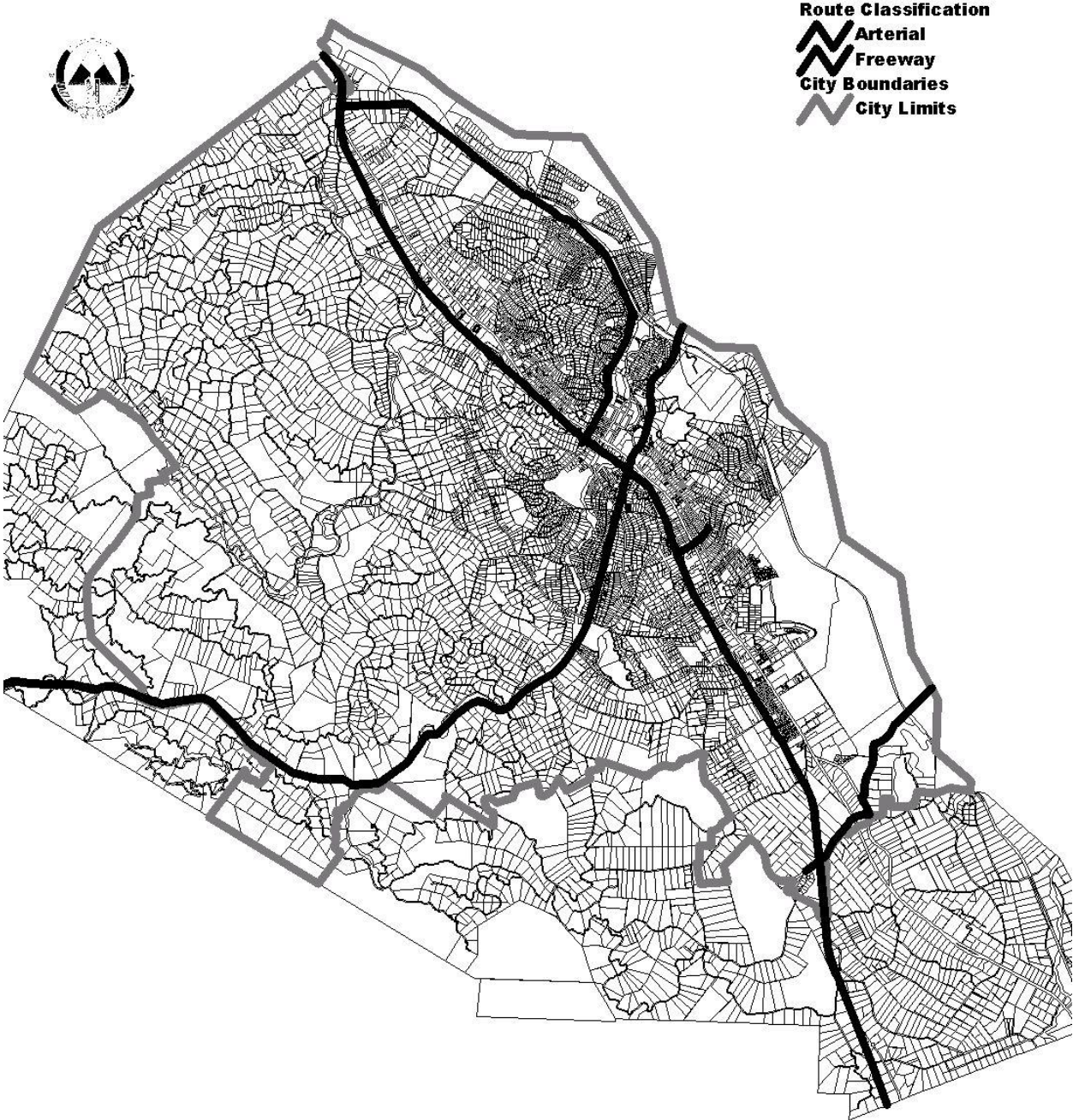
figure III-4: freeway Interchanges



This diagram is a representation of the General Plan. Refer to official GIS maps for any boundary determination.

Exhibit original published in color.

Figure III-5: Truck Route Diagram



This diagram is a representation of the General Plan. Refer to official GIS maps for any boundary determination.

Exhibit original published in color.

Figure III-6: Bikeway and Trail Diagram

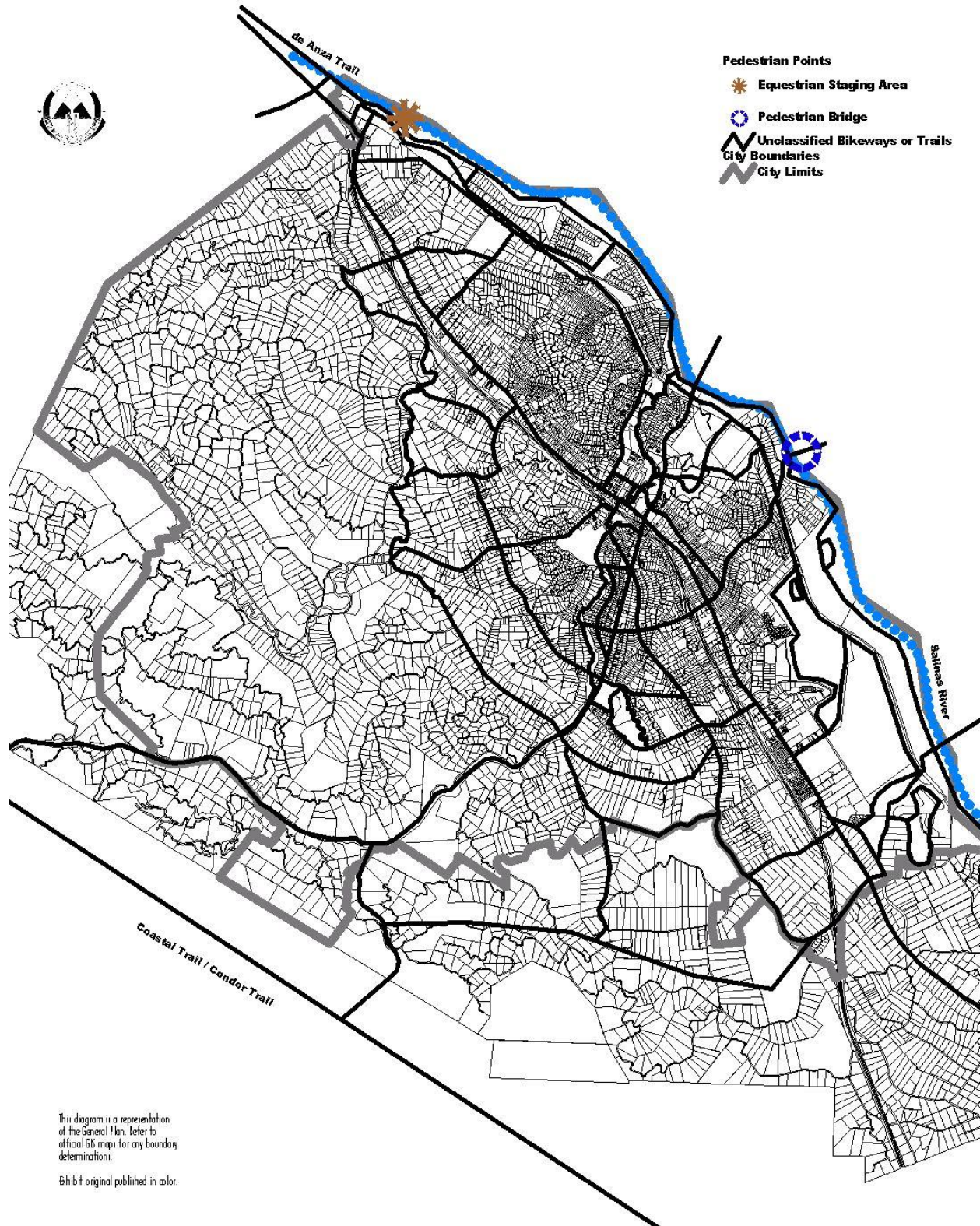
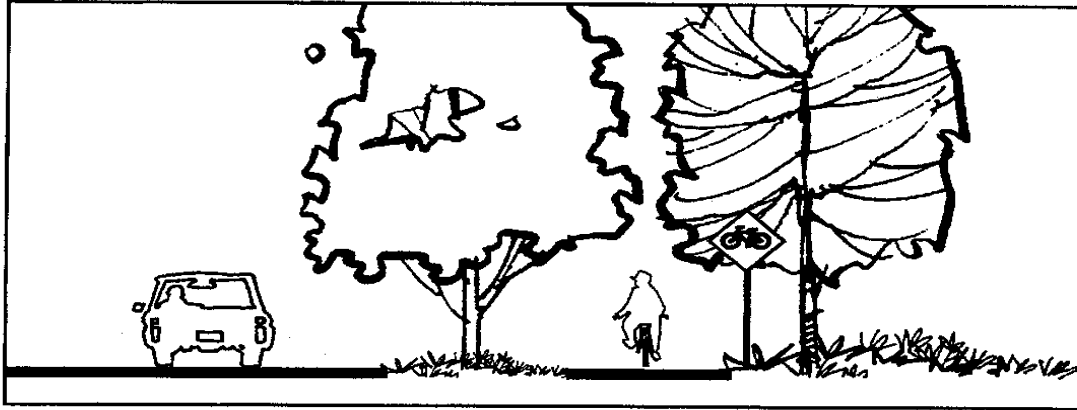
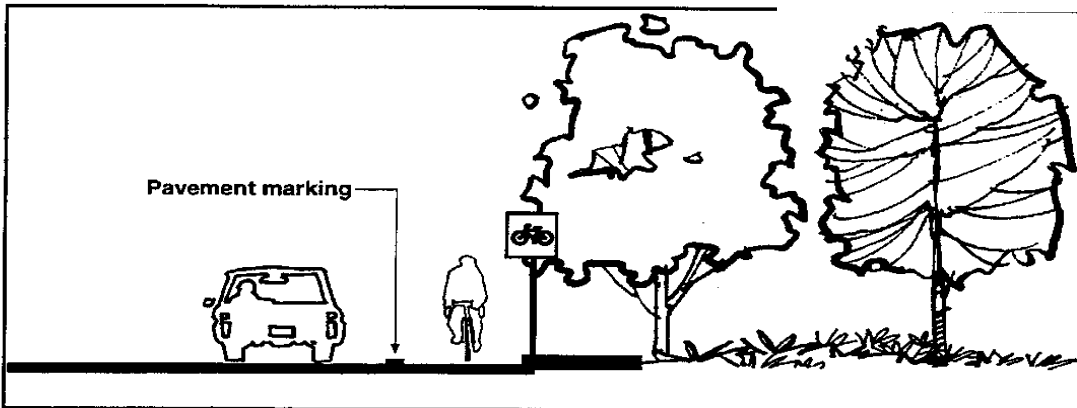


Figure III-7: Typical Bikeway and Trail Cross Sections

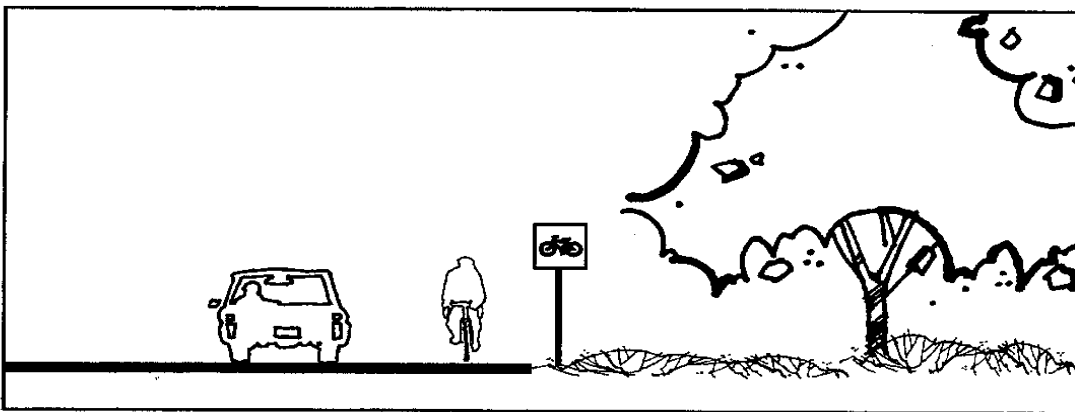


**Class I Bike Path - Separated Right-Of-Way**

Multi modal trails are similar to Class I



**Class II Bike Lane - Designated Right-Of-Way**



**Class III Bike Route - Shared Roadway**

**Table III-11: Summary of Circulation Element Capital Improvements**

Key	Road Class	Street/Location	Improvement Type	Comments
A-1	Roadway	San Anselmo: US 101 – Monterey Road	Circulation/access improvements	
A-2	Roadway	Via Road: Ensenada – Mercedes – Traffic Way	Widen lanes, replace bridge, bike & pedestrian facilities	
A-3	Roadway	Curbaril: ECR to US 101	Circulation/access improvements	
A-4	Roadway	Santa Barbara: ECR to US 101	Widen to 4-lanes	
A-5	Roadway	Santa Cruz: ECR – Carrizo Road		
A-6	Roadway	ECR: Santa Barbara – Via Camino	Widen to 4 lanes; bikeway; Sidewalks	
A-7	Roadway	ECR: Via Camino – Santa Rosa	Raised median; channelization; bikeway	
A-8	Roadway	ECR: Santa Rosa – Curbaril	Raised median; channelization; bikeway	
A-9	Roadway	ECR: Curbaril – SR 41	Raised median; channelization; bikeway	
A-10	Roadway	ECR: SR 41 – Rosario	Raised median; bulb-outs; channelization; bikeway	
A-11	Roadway	ECR: Rosario – San Anselmo	Raised median; channelization; bikeway	
A-12	Roadway	ECR: San Anselmo – Del Rio	Raised median; channelization; bikeway	
A-13	Roadway	ECR: Del Rio – Santa Cruz	Widen to 4 Lanes; raised median; channelization; bikeway	
A-14	Roadway	Santa Ysabel: Curbaril – SR 41	Widening; bikeway; sidewalks	
A-15	Roadway	Traffic Way / Olmeda - San Jacinto	Frontage improvements	
A-16	Roadway	Carmelita/Morro Road	Extend as 2-lane collector south to Morro Road (SR 41)	
A-17	Roadway	Halcon Road: Via Camino – Santa Barbara	Intersection improvements / roadway improvements to arterial	
A-18	Roadway	Traffic Way / Ardilla / Santa Lucia	Roadway / intersection improvements	
B-1	Intersection	ECR/Santa Barbara	Intersection Improvements / signal	
B-2	Intersection	ECR/Santa Rosa	Intersection improvements	
B-3	Intersection	ECR/Junipero	Signal	
B-4	Intersection	ECR/Curbaril	Intersection improvements	
B-5	Intersection	ECR/Traffic Way	Intersection improvements	
B-6	Intersection	ECR/W. San Anselmo	Intersection improvements	
B-8	Intersection	ECR/E. San Anselmo	Intersection improvements / signal	
B-9	Intersection	ECR/Del Rio	Intersection improvements	
B-10	Intersection	ECR/San Ramon	Signal	
B-11	Intersection	ECR/Pueblo Avenue	Signal	
C-1	Bridge	Santa Lucia at Graves Creek	Reconstruct bridge	
C-2	Bridge	Garcia Road at Graves Creek	Reconstruct Bridge	
C-3	Bridge	Lewis Avenue	Construct bridge across Atascadero Creek	PSR completed; \$2 million
C-4	Bridge	Santa Cruz west of San Ramon	Bridge across Graves Creek/ extend road	
C-7	Bridge	Llano at Graves Creek	Construct Bridge	
D-1	US 101 / SR 41	ECR/SR 41/ US 101	Reconstruct Interchange; ramp relocation; signals; widening	Part of SR 41 funded project
D-2	SR 41	State Route 41: US 101 – San Gabriel	Widen to 4-lanes	
D-3	US 101	Santa Barbara/US 101	Interchange Improvement	
D-4	US 101	Santa Rosa/US 101	Interchange Improvement	



City of Atascadero  
Circulation Element

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Key	Road Class	Street/Location	Improvement Type	Comments
D-5	US 101	Curbaril/US 101	Interchange Improvement	
D-6	US 101	Traffic Way/US 101	Interchange Improvement	
D-7	US 101	San Anselmo/US 101	Interchange Improvement	
D-8	US 101	Del Rio/US 101	Interchange Improvement	
D-9	US 101	Route US 101 within URL	Operational Improvements	
	Misc.	Citywide	Safety improvement program	
	Misc.	Citywide	Traffic calming projects	
	Misc.	Citywide	Dial-A-Ride improvements	
	Misc.	Citywide	Regional transit improvements	
	Misc.	Citywide	Park-and-Ride expansion	
	Misc.	Citywide	Safe routes to school	
	Misc.	Citywide	Miscellaneous arterial and collector road maintenance	
	Misc.	Citywide	Intersection improvements	
	Misc.	Citywide	Miscellaneous walkways	
	Misc.	Lewis/Santa Ysabel	Bike route	
C-6	Misc.	Curbaril/Salinas River Bridge	Bike route	
	Misc.	Atascadero to Templeton	Bike route	Multi-jurisdictional project

Figure III-8: Circulation Mitigation Projects



## **G. Circulation Goals, Policies, and Programs**

**Goal CIR 1: Provide a balanced, safe, and efficient circulation system that serves all segments of the community, and is designed and constructed to preserve rural character.**

**Policy 1.1: Plan, fund and implement circulation improvements necessary to comply with adopted City safety and level of service standards, and the General Plan Circulation Diagram.**

**Programs:**

---

1. Maintain an updated Capital Improvement Plan and pursue construction of the circulation system improvements listed in the Table III-11: Summary of Circulation Element Capital Improvements of the Circulation Element.
2. Require dedications and new development to be consistent with the Circulation Diagram and the Circulation Facilities Diagram.
3. Enhance vehicular, bicycle, pedestrian access and travel within the Downtown.
4. Preserve options for future transportation facilities in advance of development by such means as identifying routes, reserving rights-of-way, establishing setbacks to accommodate future road width, and limiting access along arterials.
5. Design future roadway extensions and connections to allow travelers to choose reasonably direct paths to destinations.
6. Maintain an equitable funding and capital expenditure system for roadway improvement that includes requiring developers to provide for construction of their fair-share portion of arterial, collector, and local streets at the time of development.

**Policy 1.2: Provide regional facilities to minimize through-traffic intrusion on local streets and to avoid barriers to local traffic.**

**Programs:**

---

1. Cooperate with Caltrans and SLOCOG to prepare a US 101 North Corridor Study and the Atascadero Route 101/EI Camino Real Corridor Study.
2. Coordinate transportation planning efforts with local, regional, State and federal agencies, to maintain and upgrade State roadways, where appropriate, including the elimination of existing substandard conditions at freeway interchanges.
3. Provide sufficient capacity on arterial and collector streets to discourage through traffic on local roadways.
4. Restrict truck traffic by ordinance to designated routes identified in the Truck Route Diagram, Figure III-5, except for access to local destinations.
5. Trucks routes shall be clearly mark with a comprehensive signage program.

6. Establish a Memorandum of Understanding between the City of Atascadero and Caltrans that identifies the City's responsibility for collecting fees and funding improvements for US 101.
7. Update the City's Capital Facilities Fees consistent with the requirements of AB 1600 and include funding for Caltrans facilities.

**Policy 1.3: Maintain LOS C or better as the standard at all intersections and on all arterial and collector roads. Upon City Council approval, accept LOS D where residences are not directly impacted and improvements to meet the City's standard would be prohibitively costly or disruptive.**

**Programs:**

---

1. Require new commercial development design to avoid diverting traffic through existing residential neighborhoods.
2. Require traffic studies and updating of the City traffic model for all projects involving amendments to the zoning map or General Plan land use diagram or circulation element.
3. Locate high traffic generating uses along arterial streets with a minimum number of driveways. Driveways and access points should be shared whenever possible.
4. Encourage mixed-use development with residential and commercial densities high enough to increase the rider base for local and regional transit systems.

**Policy 1.4: Preserve the winding, tree-lined nature of the city street system in hillside areas.**

**Programs:**

---

1. Continue to allow flexible street design standards to allow roads to curve around hillsides to preserve rural character and help limit vehicle speed.
2. Develop a program and development standards for planting street trees and landscaping on arterial streets and at major intersections.

**Policy 1.5: Maintain an adequate and well-designed supply of off-street parking, particularly in commercial, industrial, and higher- density residential areas.**

**Programs:**

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1. Require all development to provide sufficient and convenient parking areas with minimal conflict with street traffic.
  2. Require shared parking via reciprocal easement in commercial and industrial areas whenever possible.
  3. Require off-street parking areas to include landscaping, screening, lighting and shade trees to mitigate adverse visual impacts and provide comfort for users.
  4. Update and maintain the Parking Ordinance to reflect current parking trends and uses.
-

**Goal CIR 2: Provide for walkways, horse trails, and bikeways without curbs and sidewalks in rural areas. Provide a comprehensive system of routes to schools and parks which include creekside trails.**

**Policy 2.1: Provide for a comprehensive system of creekside trails, roadside pathways, equestrian trails, multi-use trails and bikeways to connect neighborhoods, schools, commercial, and recreation areas, in accordance with the Bikeway and Trail Plan.**

**Programs:**

---

1. Require all subdivisions and developments to provide bikeway and trail alignments and facilities consistent with the Bikeway and Trail Diagram and any applicable Bicycle Transportation Plans.
2. The Bikeway and Trail system shall be comprised of Class I, Class II, Class III and multi-use trails that are appropriate the location and projected use as defined in Table III-12.

**Table III-12: Bikeway and Trail Classifications.**

<b>Classification</b>	<b>Description</b>
Class I	Dedicated and paved pathway right-of-way separated from vehicle traffic
Class II	Shares street and separated from traffic by pavement markings
Class III	Shares street indicated with signs only
Multi-Use Trail	Dedicated pathway with minimal improvements.

3. Adopt and maintain a Bicycle Transportation Plan that will provide development standards and classifications for all trail corridors.
4. Road abandonment request shall be reviewed for potential trail locations. Where roads are not desirable but pedestrian access would provide a public benefit a trail right-of-way shall be provided.
5. Access, protection, and expansion of the historic De Anza Trail is a high priority.
6. Local bikeway and trail projects shall be coordinated with regional projects whenever possible.
7. Develop a trail master plan for Atascadero Creek between Camelita Road and the Salinas River.
8. A pedestrian and bicycle connection between Atascadero and Templeton shall be coordinated with SLOCOG, San Luis Obispo County and Caltrans.

9. Provide a system of pedestrian and equestrian trailhead access points to the Salinas River corridor that prevent motor vehicle access.
10. Require that all major subdivisions and lot line adjustments involving 20 or more lots to provide a bikeway and trail plan.
11. Work with private property owners on the westside of town to establish formal trails and maintain access to existing trails.
12. Plan for a pedestrian and equestrian bridge across the Salinas River at Curbaril Avenue.

**Policy 2.2: Accommodate bicycles at major destinations including downtown, bus stops, schools, and other public facilities.**

**Programs:**

---

1. Encourage the use of bicycles by designing bicycle facilities and access points into all new development projects.
2. Require adequate and safe bicycle access and bicycle parking in conjunction with new development.

**Policy 2.3: Promote walking as an alternative to vehicle travel in retail district and multi-family areas.**

**Programs:**

---

1. Develop pedestrian-friendly design standards that apply to all residential and commercial projects and require construction of adequate sidewalks and/or pedestrian trails in new development.
2. In conjunction with the Safe-Routes to School Program, adopt and maintain a sidewalk system map identifying the locations of required sidewalks. The system will consist of continuous routes that connect higher density neighborhoods, schools, parks, shopping areas, and work places.
3. Sidewalks shall not be required in single-family areas with lot sizes of ½ acre and greater, but walkable shoulders and / or trails will be required.
4. Enhance the Downtown streetscape so that it is an enjoyable experience for pedestrians.

**Goal CIR 3: Provide and promote alternative modes of travel to reduce traffic congestion and improve air quality by providing viable transit alternatives.**

**Policy 3.1: Promote alternatives to single-occupancy vehicle travel, particularly for commute trips.**

**Programs:**

---

1. Seek funding for programs that promote transit, ridesharing, bicycling and walking.
2. Support efforts to improve shuttle service to downtown and major shopping and employment centers.

**Policy 3.2: Encourage expansion of public transit as needed to meet the changing needs of the area for local and regional access, including fixed route and demand response where appropriate.**

**Programs:**

---

1. Work with Central Coast Area Transit and SLORTA to encourage use of local and regional public transit.
2. Provide fixed routed transit with bus shelters along El Camino Real.
3. Support and encourage the use and expansion of Park & Ride facilities.

**Policy 3.3: Comply with the Transportation Demand Management program requirements of the San Luis Obispo County Clean Air Plan to reduce peak period trip generation.**

**Program:**

---

1. Support programs to encourage employers to promote transit use, such as flexible work schedules.

## **IV. Safety & Noise Element**

### **A. Safety Element Goals and Policies**

The City participated in the 2000 update of the County General Plan Safety Element. Information about safety in Atascadero appears in the Technical Background Report for that update. The goals and policies below, which address issues detailed in the Background Report, are generally adapted from the County Safety Element. However, a number of the policies are unique to Atascadero.

#### **1. Emergency preparedness**

Emergency preparedness is necessary to avoid or minimize the loss of life and property due to natural and technological disasters; to reduce the social, cultural, environmental, and economic costs of disasters; and to assist and encourage rapid recovery from catastrophic events. An important part of preparedness is careful assessment of risks before an emergency occurs. Response activities focus on saving lives, preventing injury, and reducing property damage.