Exhibit E

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

MEMORANDUM

Date: March 21, 2025

To: Leslie Frazier, City Engineer, City of Paso Robles

From: Michelle Matson and Joe Fernandez, CCTC

Subject: Allegretto Expansion, Paso Robles –Transportation Analysis

This memorandum summarizes the transportation analysis for the proposed Allegretto Expansion on Buena Vista Drive in the City of Paso Robles. The project would expand the existing 172-room resort to provide 100 additional guest rooms as well as additional resort amenities including a spa, gym, conference center, restaurant, wine education and other associated uses.

TRANSPORTATION ANALYSIS SUMMARY

The project would generate approximately 1,432 new vehicle trips per weekday, including 105 AM and 138 PM peak hour trips. The project would have a less than significant impact on vehicle miles traveled (VMT).

Site access is proposed via the existing driveways on Buena Vista Drive, Dallons Drive, and Experimental Station Road as well as a new driveway on Dallons Drive.

All study intersections operate at level of service (LOS) D or better except Buena Vista Drive/Experimental Station Road (#2) during the AM peak hour (school drop-off) which operates at LOS E under Existing Conditions with and without the project and LOS F under Near Term Conditions with and without the project. The peak hour traffic signal and all-way stop control warrants would not be met and we recommend restricting left turns from Experimental Station Road due to the offset left turn lanes.

The project would increase the eastbound left turn lane 95th percentile queue at State Route 46 East (SR 46 E)/Buena Vista Drive (#3) exceeding the available storage including deceleration under Near Term Conditions during the AM and PM peak hour. However, the queue would not spill out of the actual turn pocket length. Dual eastbound left turn lanes at the intersection are included in the City's Development Impact Fee.

The project site plan and recommendations are shown in **Figure 1** and the detailed Buena Vista Drive recommendations are shown on **Figure 2**. These recommendations are discussed in detail in the Site Access and Circulation section of this report.

Other regional improvements to access SR 46 E are included in the City's Development Impact Fees, and fee payment would constitute the project's fair share contribution. .

The following sections summarize the California Environmental Quality Act (CEQA) analysis, trip generation, local transportation analysis, and site access and circulation.

Exhibit E

Figure 1 - Project Site Plan and Recommendations

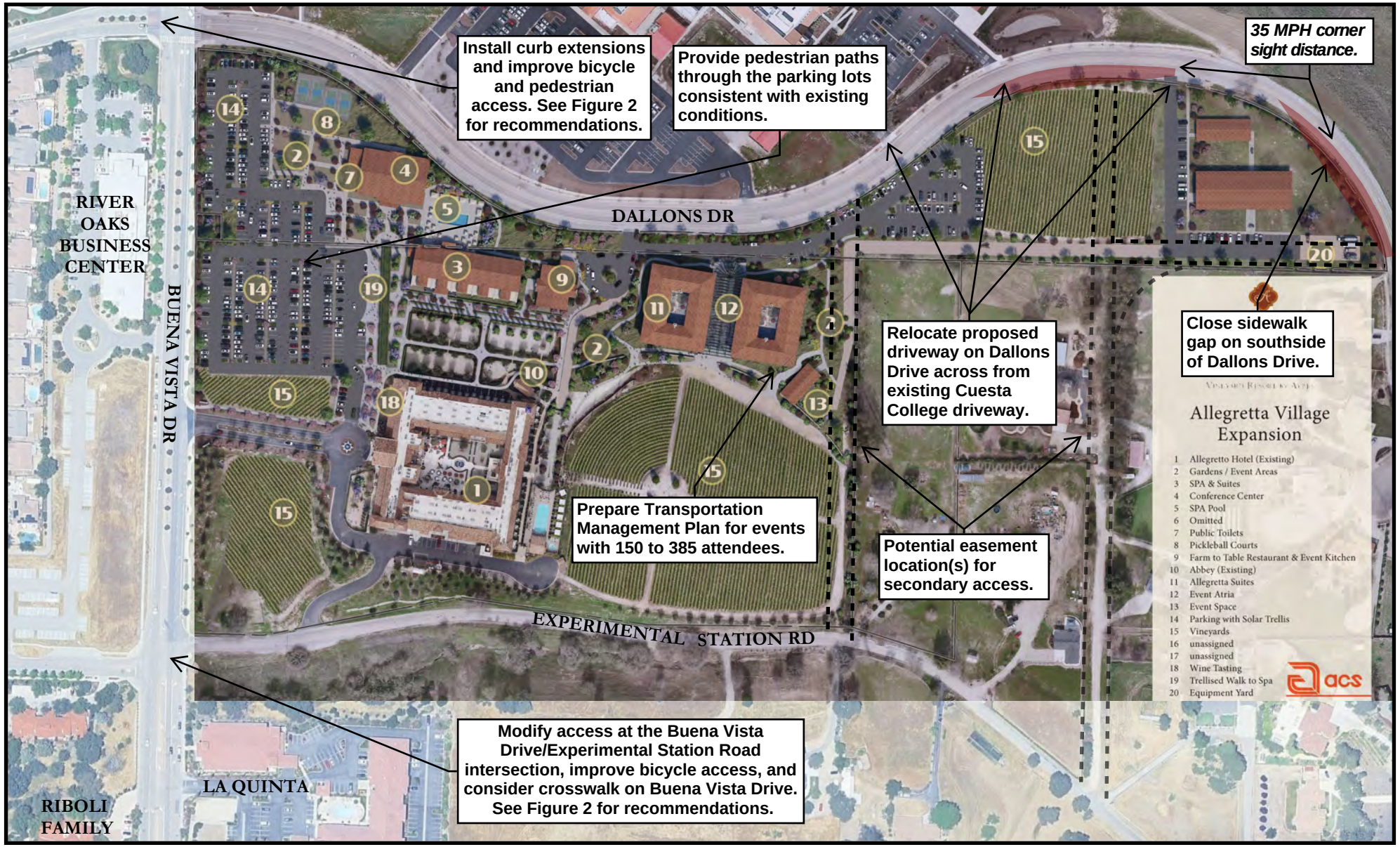

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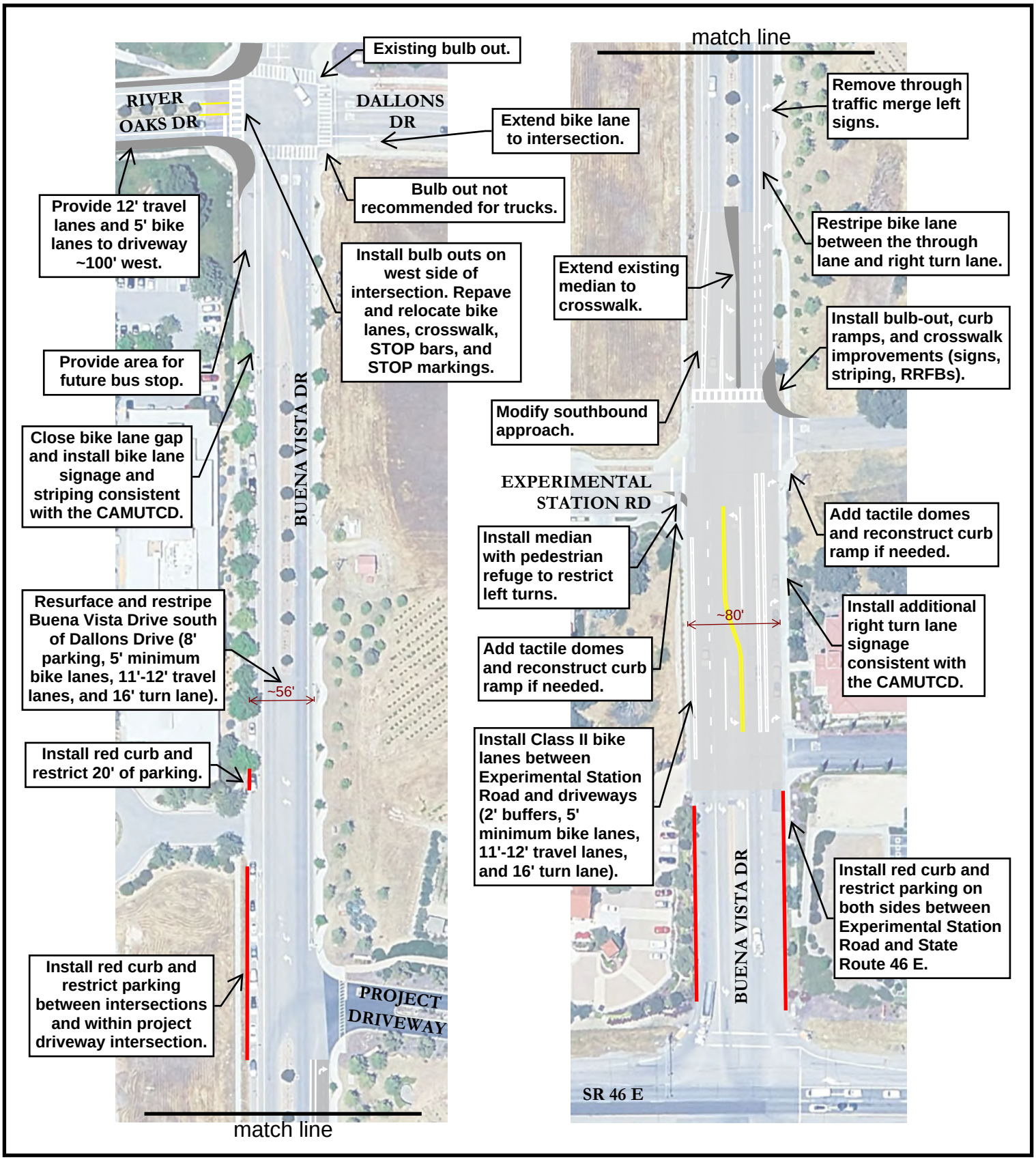
Figure 2: Buena Vista Drive Recommendations



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CEQA ANALYSIS

This section presents analysis relevant to CEQA including existing setting, emergency access, vehicle miles traveled (VMT), and safety.

Existing Setting

The following summarizes key roadways in the project vicinity:

- *Buena Vista Drive* is a north-south arterial with two travel lanes. Between Experimental Station Road and Dallons Drive there are sidewalks, Class II bike lanes, and intermittent on-street parking on the west side. No bike lanes are provided south of Dallons Drive. The speed limit is 35 miles per hour adjacent to the project site.
- *Dallons Drive* is an east-west arterial with two travel lanes. West of Golden Hill Road, there are Class II bike lanes, intermittent sidewalks, and no on-street parking. The speed limit is 35 miles per hour adjacent to the project site.
- *Experimental Station Road* is an east-west roadway with two travel lanes, intermittent sidewalks, on-street parking, and Class II bike lanes. The roadway is a collector west of Buena Vista Drive and a local road east of Buena Vista Drive. The speed limit is 25 miles per hour adjacent to the project site.
- *Golden Hill Road* is a north-south arterial with two travel lanes north of Union Road that expands into four travel lanes between Mesa Road and Dallons Drive. There are intermittent sidewalks, on-street parking, and Class II bike lanes.
- *SR 46 E* is an east-west expressway with two travel lanes per direction connecting the Central Valley with the Central Coast.

The San Luis Obispo Regional Transit Authority (RTA) provides regional fixed-route service in San Luis Obispo County. Route 9 serves the North County region, providing regional access between San Luis Obispo, Santa Margarita, Atascadero, Templeton, and Paso Robles. The closest stop to the project is located adjacent to the project site on Buena Vista Drive north of Dallons Drive at Cuesta College North, which is served on weekdays with hourly service.

Emergency Access

Access to and from the site is provided via the existing driveways on Buena Vista Drive, Dallons Drive, and Experimental Station Road as well as the proposed driveway on Dallons Drive. The emergency access to the project site is adequate as proposed.

The existing residences on Experimental Station Road east of Buena Vista Drive do not have secondary access. We recommend the project provide an easement for a roadway connection between Dallons Drive and Experimental Station Road. Potential easement locations are shown on **Figure 1**. See the site access and circulation section for additional easement recommendations.

Vehicle Miles Traveled (VMT)

The City's *2022 Transportation Impact Analysis Guidelines Supplement* provides thresholds for vehicle miles traveled (VMT) impact analysis. Hotel projects may have a significant impact if they cause a net increase in regional VMT. This threshold is consistent with guidance from the state Office of Planning and Research (OPR) as well as the County of San Luis Obispo's thresholds. The County developed an excel-based quick-response tool which was applied for this project since it borders the County and the City uses the identical threshold for this

land use. The tool shows that the project would reduce regional VMT, which is considered a less-than-significant impact. The tool's output sheet is attached.

Safety

Collision data for City roadways was obtained from the Statewide Integrated Traffic Records System (SWITRS) for 2019 to 2023. No collisions were reported within 250 feet of Buena Vista Drive/Project driveway (#1) or Buena Vista Drive/Experimental Station Road (#2). Two broadside collisions were reported approximately 300 feet south of Buena Vista Drive/Experimental Station Road (#2) including one due to improper turning and one due to a right of way violation.

Two collisions were reported within 250 feet of the existing Allegretto driveway on Dallons Drive including one head-on collision due to a right of way violation and one rear end collision due to unsafe speed. No collisions occurred with vehicles exiting the existing driveway.

Buena Vista Drive is not identified in the City's Local Roadway Safety Plan. There are no collision patterns or recommendations for City roadways.

Collision data for the Caltrans study intersections was obtained from the Traffic Accident Surveillance and Analysis System (TASAS).

Table 1: Collision Analysis

Collision Analysis													
	Major	Minor		Collisions[2]			Actual Rate[3]			State Ave Rate[4]			Number
Intersection	ADT[1]	ADT[1]	MVE	F	I	All	F	F+I	All	F	F+I	All	Significant[5]
SR 46 E & Buena Vista Dr	30,000	6,000	60.23	*1*	*5*	33	***0.017***	*0.10*	**0.55**	*0.003*	*0.14*	0.28	**29**
SR 46 E & Golden Hill Rd	30,000	11,000	74.83	*0*	*10*	41	*0.000*	*0.13*	**0.55**	*0.002*	*0.16*	0.33	**39**

Length shown in miles, I = Injury, F = Fatality.

Bold indicates rate higher than state average or total collisions greater than number significant.

1. Average daily traffic (ADT) obtained from the Caltrans website and available traffic studies.
2. 2019 to 2023 collisions obtained from TASAS
3. Rates are in collisions per million vehicle miles (MVM) for roadways and per million vehicles entering (MVE) for intersections.
4. Average rate for similar facilities from Caltrans "2022 Collision Data on California State Highways".
5. Number of collisions needed to be significant based on Caltrans Significance Test. Source: Caltrans Table C Task Force Summary Report, 2002.

The collision rates at the SR 46 E/Buena Vista Dr (#3) and SR 46 E/Golden Hill Road (#4) intersections are well above the state average rates and total collisions exceed the number considered significant. The SR 46 E corridor also has above average collision rates as documented in multiple other studies. The City and partner agencies are working toward corridor improvements and a parallel route to SR 46 E.

TRIP GENERATION AND DISTRIBUTION

The amount of project traffic affecting the study locations is estimated in three steps: trip generation, trip distribution, and trip assignment. Trip generation refers to the number of trips generated by the project, trip distribution identifies the origins and destinations, and trip assignment specifies the routes taken to reach the origins and destinations. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual* 11th Edition was used to estimate project trip generation. **Table 2** summarizes the project trip generation.

Table 2: Project Trip Generation

Trip Generation								
			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Lodging[1]	100 rooms	588	23	9	32	18	23	41
Restaurant[2]	6.00 KSF	503	2	2	4	31	16	47
Restaurant Internal Trips[3]		*-105*	*-1*	*-1*	*-2*	*-14*	*-7*	*-21*
Wine Production/Classroom[4]	16.50 KSF	171	13	3	16	9	7	16
Event Spaces[5]	17.95 KSF	275	50	5	55	5	50	55
New New Vehicle Trips		**1,432**	**87**	**18**	**105**	**49**	**89**	**138**

1. ITE Land Use Code #330, Resort Hotel. Average rates used for Weekday. Sunday rates and Daily estimated from #310, Hotel.
2. ITE Land Use Code #931, Fine Dining. Average rates used.
3. Internal trips assumed based on PM peak hour pass-by rate of LU #931 Fine Dining. Daily assumed to be 5 times the PM peak.
4. ITE Land Use Code #540, Junior/Community College. Average rates used. Assumed 149 students based on maximum occupancy.
5. Conference Center 385 maximum occupancy. Assumed weekday events were one third the size of capacity, 33% of attendees would staying on-site, 10% of off-site trips would be dropped off, and 1.6 vehicle occupancy. Daily assumed to be 5 times the PM peak.

Source: ITE *Trip Generation Manual*, 11th Edition and *Trip Generation Handbook*, 3rd Edition.

The proposed project would generate 1,432 new vehicle and trucks trips per weekday, including 105 AM peak hour trips and 138 PM peak hour trips.

Trip distribution and assignment for the project trips was obtained from 2012 Traffic and Circulation Study for the existing Allegretto Resort. The project trip distribution is shown in **Figure 3**.

Note that the trip generation represents average weekday conditions and does not reflect maximum capacity events at the conference center. We recommend the project prepare a Transportation Management Plan (TMP) for events with more than 150 attendees including, but not limited to, the following:

- Public Information: Detail how event, transportation, and parking information are provided to the public or attendees.
- Motorist Information: Detail event signage and alternative routes.
- Demand Management: Detail event start and end times, shuttles, carpool incentives and other measures to reduce demand during peak periods of congestion on SR 46 E and to avoid parking impacts.
- Incident Management: Detail chain of command if incident occurs and point of contact for emergency services and TMP management.

We recommend preparing a blanket TMP for approval by the City for use during events with 150 to 385 attendees.

LOCAL TRANSPORTATION ANALYSIS

The following sections summarize the existing traffic volumes, Existing and Near Term intersection operations, and site access and circulation.

Existing Traffic Volumes

Turning movement counts were collected at the following study intersections in October 2024 and compared to available June 2021 intersection volumes as summarized below

- Buena Vista Drive/Project Driveway (#1): no historic data available.
- Buena Vista Drive/Experimental Station Road (#2) no historic data available.
- SR 46 E/Buena Vista Drive (#3): The 2024 count was 24 percent higher, and one percent lower compared to the 2021 count during the AM and PM peak hour, respectively.
- SR 46 E/Golden Hill Road (#4): The 2024 count was 14 percent higher, and one percent lower compared to the 2021 count during the AM and PM peak hour, respectively.

The intersection turning movement counts are attached. The existing volumes and lane configuration are shown in **Figure 3.**

Existing and Existing Plus Project Intersection Operations

Mobility deficiencies are identified if the project causes vehicle queues that exceed turn pocket lengths, increases safety hazards, causes stop-controlled intersection to operate below LOS D and meet signal warrants, or causes vehicle demand greater than the roadway capacity.

The intersection LOS and queuing were calculated using the Highway Capacity Manual (HCM) methodologies in the Synchro 11 software package. The LOS analysis is shown in **Table 3** and the queue analysis is shown in **Table 4.** The existing plus project volumes are shown on **Figure 3**. The level of service analysis worksheets are attached.

Table 3: Existing and Existing Plus Project Intersection Levels of Service

Existing and Existing Plus Project Intersection Levels of Service					
		Existing		Existing + Project	
Intersection	Peak Hour	Delay[1]	LOS	Delay[1]	LOS
1. Buena Vista Dr/Project Driveway	AM	0.2 (16.8)	- (C)	0.7 (19.0)	- (C)
	PM	0.2 (10.0)	- (B)	2.2 (14.8)	- (B)
2. Buena Vista Dr/Experimental Station Rd	AM	2.7 (37.6)	- (E)	4.2 (48.0)	- (E)
	PM	1.2 (15.6)	- (C)	1.2 (18.3)	- (C)
3. SR 46 E/Buena Vista Dr	AM	17.2	B	19.9	B
	PM	14.4	B	16.3	B
4. SR 46 E/Golden Hill Rd	AM	28.9	C	29.4	C
	PM	29.9	C	30.2	C
1. Highway Capacity Manual (HCM) 6th Edition average control delay in seconds per vehicle (HCM 2000 used for #3 and #4 during the AM peak hour). For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall delay.					

All study intersections operate at LOS D or better except Buena Vista Drive/Experimental Station Road (#2) during the AM peak hour which operates at LOS E without and without the project. This reflects operations during the worst 15-minute period preceding the start of school at the nearby Kermit King Elementary School. See Near Term Conditions for intersection recommendations.

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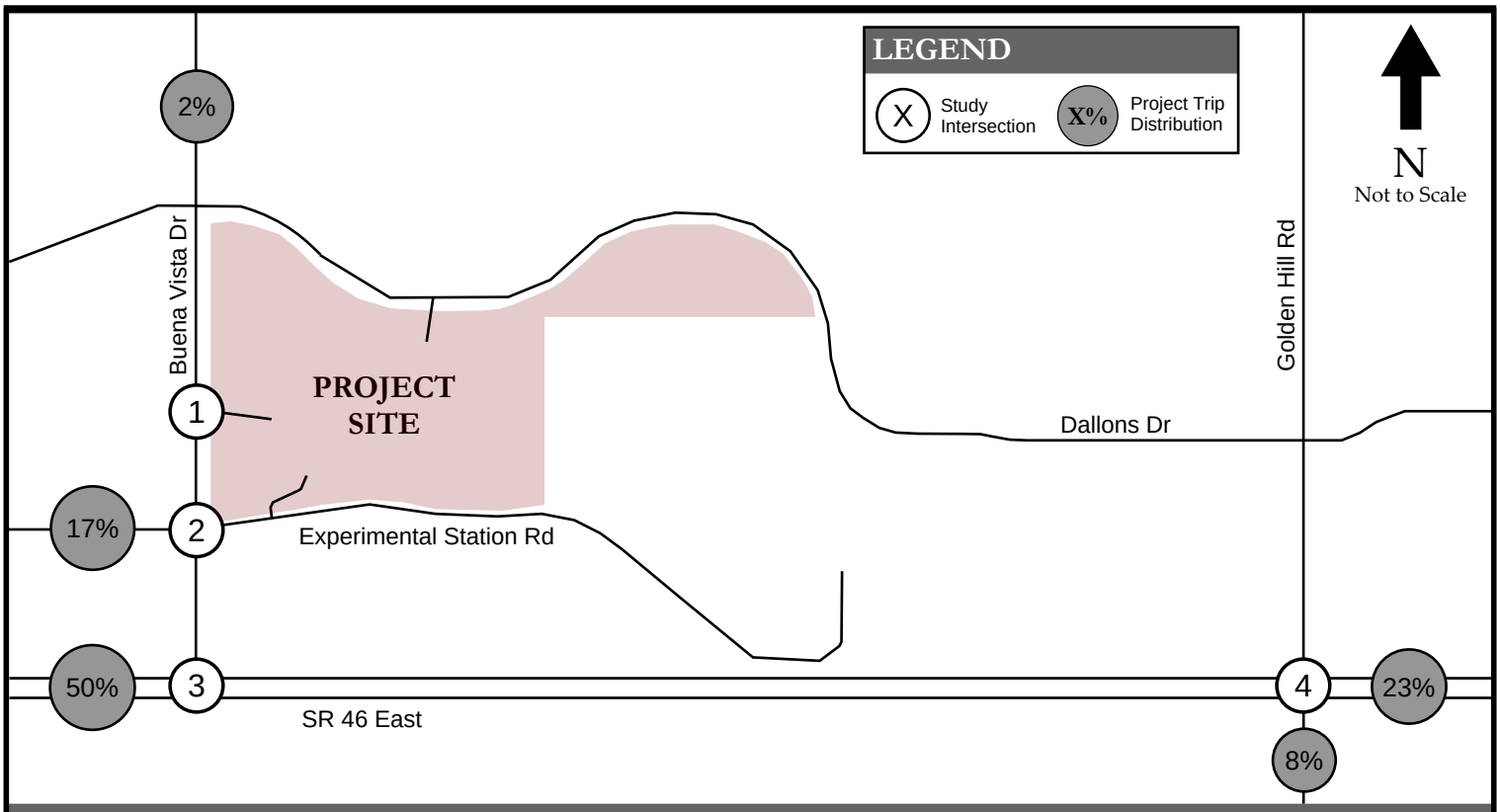
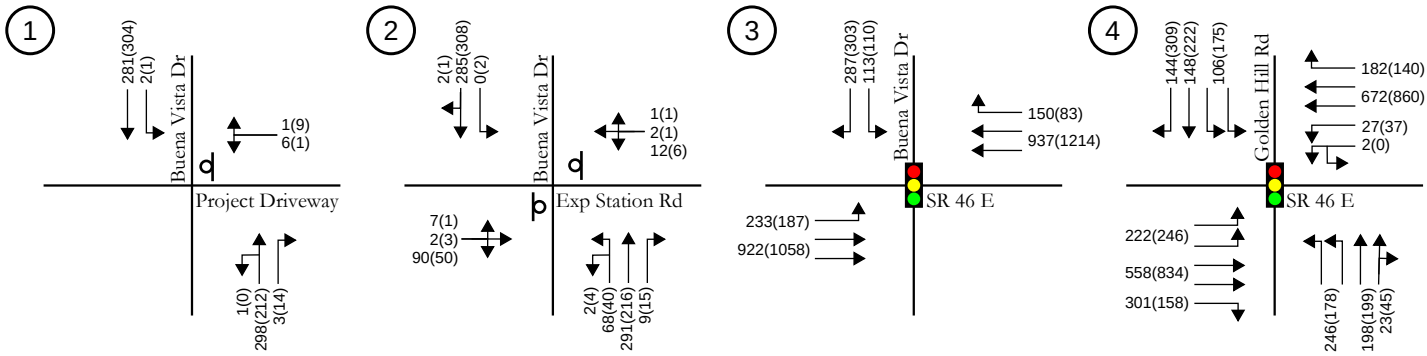
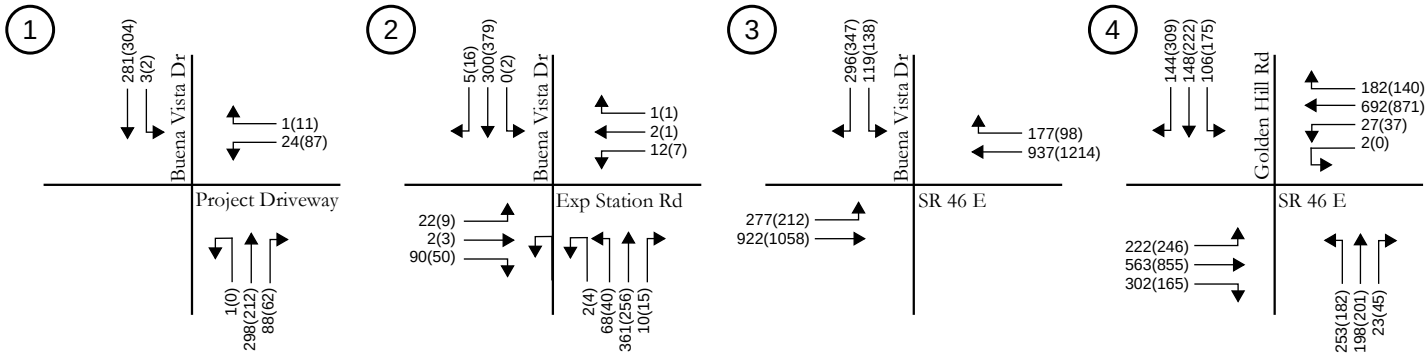
Figure 3: Distribution, Existing & Existing Plus Project Volumes



Existing Volumes and Lane Configurations



Existing Plus Project Volumes



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LEGEND
Project Site | Stop Sign | XX(XX) AM(PM) Peak Hour Traffic Volumes | Traffic Signal

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Table 4: Existing and Existing Plus Project Intersection Queues

Existing and Existing Plus Project Intersection Queues[1]					
Intersection	Movement	Storage Length	Peak Hour	Existing	Existing + Project
2. Buena Vista Dr/ Experimental Station Rd	EB	-	AM	33'	70'
			PM	8'	13'
	WB	-	AM	15'	20'
			PM	3'	3'
3. SR 46 E/Buena Vista Dr	EBL[2]	345'	AM	263'	324'
			PM	211'	250'
	SBL	450'	AM	147'	155'
			PM	139'	180'
	SBR	450'	AM	206'	217'
			PM	234'	287'
4. SR 46 E/Golden Hill Rd	EBL[2]	225'	AM	129'	131'
			PM	180'	181'
	WBL[2]	125'	AM	25'	25'
			PM	38'	38'
	NBL	160'/425'	AM	139'	145'
			PM	135'	138'
	SBL	140/185'	AM	71'	73'
			PM	132'	134'
	SBT	395'	AM	180'	183'
			PM	289'	292'

1. Queue length that would not be exceeded 95 percent of the time. **Bold** indicates queue length longer than storage length. # indicates that 95th percentile volume exceeds capacity and queue may be longer.

3. Deceleration length of 530 feet has been subtracted from the storage length per the Highway Design Manual for 60 mph design speed.

No queues exceed the available storage under Existing Conditions with or without the project.

Near Term and Near Term Plus Project Intersection Operations

Near Term Conditions include approved, pending, and reasonably foreseeable projects in the study area and elsewhere in the City. The projects include Olsen South Chandler Specific Plan, Beechwood Specific Plan, the Gateway Annexation, and other warehouse projects north of SR 46 E, and regional growth on SR 46 E. Near Term volumes were obtained from available traffic studies.

The applicant is considering another 90-unit hotel on Experimental Station Road east of Buena Vista Road which was also included in the Near Term no project volumes. No capacity improvements were assumed at the study intersections under Near Term Conditions and the existing peak hour factor (PHF) was used. This reflects a worst-case scenario due to the major AM peak hour traffic spike prior to the start of school.

The Near Term LOS analysis is shown in **Table 5** and the queue analysis is shown in **Table 6.** The Near Term and Near Term Plus Project volumes are shown on **Figure 4**. The level of service analysis worksheets are attached.

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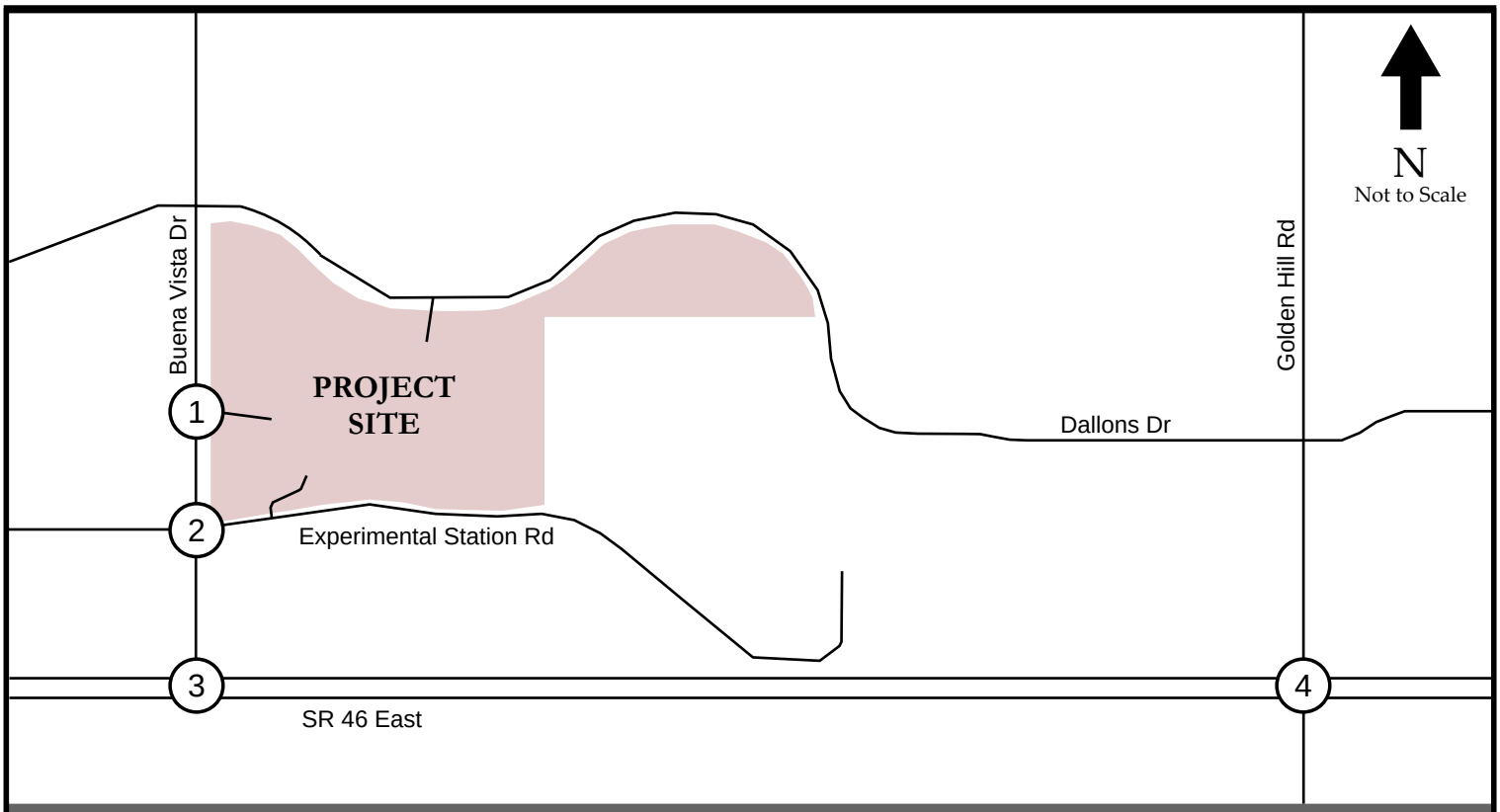
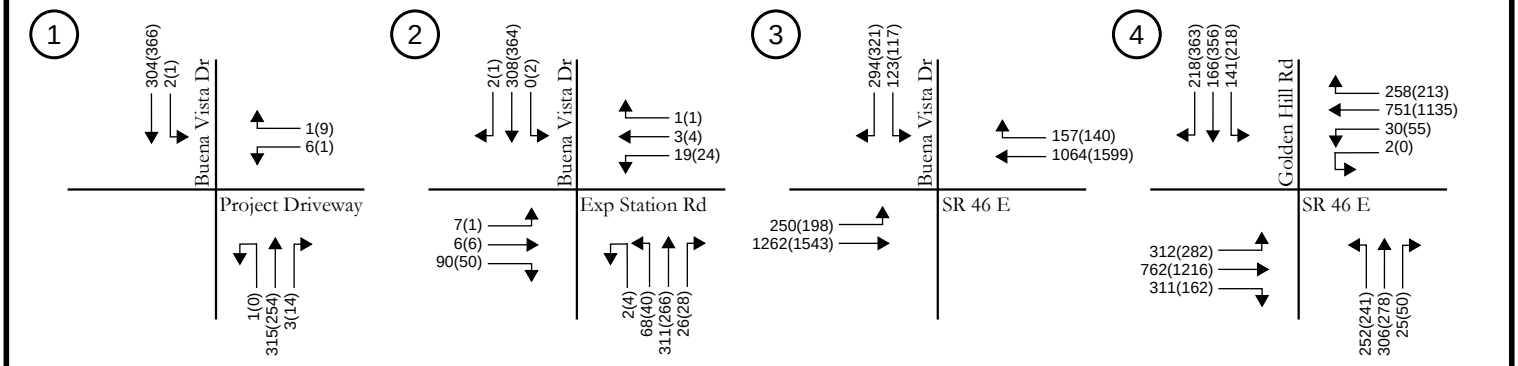
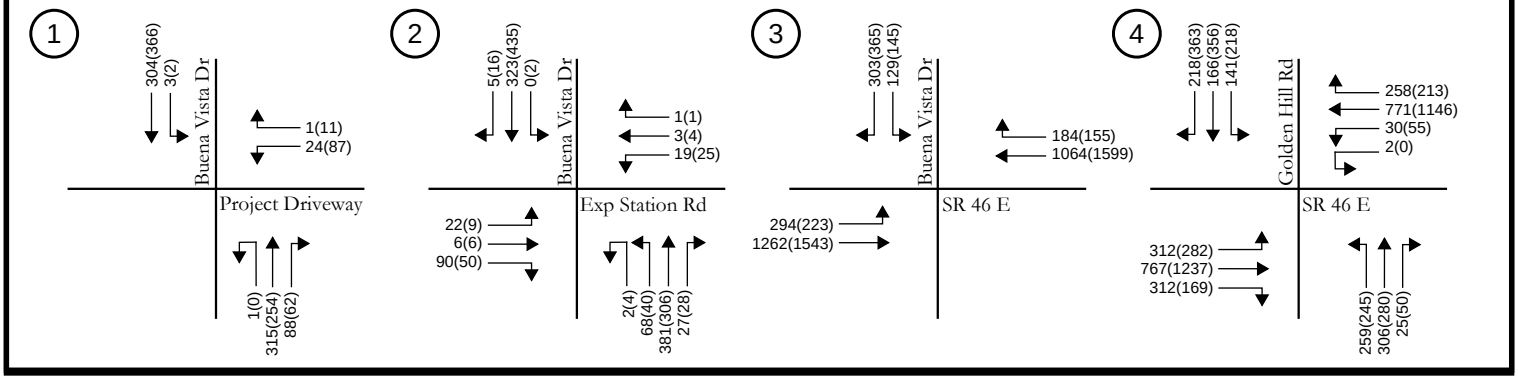
Figure 4: Near Term & Near Term Plus Project Volumes



Near Term Volumes



Near Term Plus Project Volumes



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Project Site | XX(XX) AM(PM) Peak Hour Traffic Volumes

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Table 5: Near Term and Near Term Plus Project Intersection Levels of Service

Near Term and Near Term Plus Project Intersection Levels of Service					
	Peak	Near Term		Near Term + Project	
Intersection	Hour	Delay[1]	LOS	Delay[1]	LOS
1. Buena Vista Dr/Project Driveway	AM	0.2 (17.9)	- (C)	0.7 (20.4)	- (C)
	PM	0.2 (10.4)	- (B)	2.1 (17.1)	- (B)
2. Buena Vista Dr/Experimental Station Rd	AM	3.7 (52.0)	- (F)	5.9 (71.1)	- (F)
	PM	1.6 (20.1)	- (C)	1.8 (24.7)	- (C)
3. SR 46 E/Buena Vista Dr	AM	19.7	B	20.9	C
	PM	18.7	B	21.7	C
4. SR 46 E/Golden Hill Rd	AM	33.1	C	33.6	C
	PM	50.3	D	51.2	D
1. Highway Capacity Manual (HCM) 6th Edition average control delay in seconds per vehicle (HCM 2000 used for #3 and #4 during the AM peak hour). For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall delay.					

All study intersections operate at LOS D or better except Buena Vista Drive/Experimental Station Road (#2) during the AM peak hour which operates at LOS F with and without the project and under Near Term Conditions. Neither the peak hour traffic signal warrant nor all way stop control warrants would be met.

Consistent with access management best practices, full access intersections and driveways are not recommended within the functional areas of signalized intersections. The functional area includes the decision distance, deceleration distance, and queues. Based on the queues shown in **Table 6**, the upstream functional area from the SR 46E/Buena Vista Drive intersection (#3) would extend beyond the Buena Vista Drive/Experimental Station Road (#2) intersection under Near Term Conditions with or without the project. We recommend restricting parking within the functional area. In addition, offset driveways are not recommended due to left turn conflicts.

We recommend modifying the Buena Vista Drive/Experimental Station Road (#2) intersection by installing an island to restrict eastbound left turns and a bulb out on the northeast corner to prevent vehicles in the right turn lane from proceeding through the intersection. With the improvements, the westbound approach would continue to operate at LOS F; however, the queue would be less than two vehicles, and the peak hour signal and all-way stop control warrants are not met.

A single lane roundabout would also operate acceptably. However, the improvement would likely require additional right-of-way and is not recommended.

Although left turn turns at Riboli Family Winery and La Quinta are within the functional area, the project would not add to these movements and alternative routes are not available to serve these existing uses.

Table 6: Near Term and Near Term Plus Project Intersection Queues

Near Term and Near Term Plus Project Intersection Queues[1]					
Intersection	Movement	Storage Length	Peak Hour	Near Term	Near Term + Project
2. Buena Vista Dr/ Experimental Station Rd	EB	-	AM	43'	95'
			PM	10'	15'
	WB	-	AM	33'	43'
			PM	10'	13'
3. SR 46 E/Buena Vista Dr	EBL[2]	345'	AM	331'	**#452'**
			PM	289'	**#347'**
	SBL	450'	AM	176'	185'
			PM	189'	227'
	SBR	450'	AM	268'	285'
			PM	378'	441'
4. SR 46 E/Golden Hill Rd	EBL[2]	225'	AM	191'	193'
			PM	**#258'**	**#258'**
	WBL[2]	125'	AM	29'	29'
			PM	56'	56'
	NBL	160'/425'	AM	152'	158'
			PM	196'	199'
	SBL	140/185'	AM	95'	96'
			PM	179'	179'
	SBT	395'	AM	214'	216'
			PM	**#606'**	**#606'**

1. Queue length that would not be exceeded 95 percent of the time. **Bold** indicates queue length longer than storage length. # indicates that 95th percentile volume exceeds capacity, queue may be longer.

3. Deceleration length of 530 feet has been subtracted from the storage length per the Highway Design Manual for 60 mph design speed.

No queues exceed the available storage under Near Term Conditions with or without the project except the following:

- State Route 46 East (SR 46 E)/Buena Vista Drive (#3): The project would increase the eastbound left turn lane 95th percentile queue during both peak hours exceeding the available storage including deceleration. However, the queue would not exceed the available storage without deceleration. Implementation of a time-of-day plan including updated maximum green times and shorter maximum cycle length would result in a shorter queue, not exceeding the available storage including deceleration. Dual eastbound left turn lanes at the intersection are also included in the City's Development Impact Fee. The project will pay their fair share for the improvement through payment of the fee. In addition, we recommend the applicant prepare a TMP for events with more than 150 attendees as previously detailed.
- State Route 46 East (SR 46 E)/Golden Hill Road (#4): The eastbound left turn and southbound though lane 95th percentile queues exceed the block length or available storage including deceleration. However, the project would not exacerbate the queue.

SITE ACCESS AND CIRCULATION

Frontage improvements and a driveway on Buena Vista Drive, Dallons Drive, and Experimental Station Road were previously constructed to serve the existing resort. The following sections summarize the vehicle, pedestrian, and bicycle access in the project vicinity. The project site plan and recommendations discussed below are shown in **Figure 1** and the detailed Buena Vista Drive recommendations are shown on **Figure 2**.

Field observations indicate that some employees currently park on the west side of Buena Vista Drive. We recommend all employees park on site to avoid mid-block uncontrolled pedestrian crossings.

Vehicle Access

The project proposes an additional driveway on Dallons Drive accessing the equipment yard. The driveway is currently proposed on the inside of a horizontal curve and the sight distance will be obscured by existing and future vegetation. We recommend relocating the proposed driveway on Dallons Drive across from one of the Cuesta College driveways to increase sight distance.

There are three potential locations for the easement to provide emergency access between Dallons Drive and Experimental Station Road. The eastern locations have the same sight distance concerns as the currently proposed driveway on Dallons Drive. The western location may also have sight distance concerns due to the existing grades at Experimental Station Road.

The City does not currently have adopted sight distance standards. We recommend the driveway and emergency access connections to Experimental Station Road and Dallons Drive meet County Standards. Corner Sight Distance is shown on County Standard A-5a attached. We also recommend minimum landscaping in the sight distance triangle.

The California Manual on Uniform Traffic Control Devices (CAMUTCD) guidance states, "At all intersections, one stall length on each side measured from the crosswalk or end of curb return should have parking prohibited. A clearance of six feet measured from the curb return should be provided at alleys and driveways." Assembly Bill 413 reinforces this concept by prohibiting drivers from parking within 20 feet of the vehicle approach side of any unmarked or marked crosswalk. We recommend restricting 20 feet of parking adjacent to driveways and intersections on Buena Vista Drive. We also recommend restricting parking between the Buena Vista Drive/Project Driveway (#1) and the River Oaks Business Park driveway approximately 150 feet north to increase sight distance.

We also recommend resurfacing and restriping Buena Vista Drive from Dallons Drive/River Oaks Drive to the Riboli Family Winery/La Quinta driveway and installing bike lane, right turn lane, and other signage and striping consistent with the (CAMUTCD).

Pedestrian Access

The existing sidewalk on the south side of Dallons Drive is discontinuous at the eastern project limits. We recommend completing the sidewalk on the south side of Dallons Drive between Buena Vista Drive and Jena Court. We also recommend providing pedestrian paths through the parking lots consistent with existing conditions.

Funds have been collected for a crosswalk and pedestrian improvements at the Buena Vista Drive/Experimental Station Road (#2) intersection. Due to the vertical curve north of the intersection, a crosswalk was not recommended on the south side of the intersection and was proposed on the north side. We recommend the following at the intersection:.

- Install crosswalks on the north, east, and west legs.
- Install median with pedestrian refuge to restrict eastbound left turns.
- Install bulb out on the northeast corner.
- Extend the existing median north of the intersection south to the new crosswalk on the north leg.
- Install pedestrian warning signage and striping and rectangular rapid flashing beacons (RRFB) for the north crosswalk.

At the Buena Vista Drive/Dallons Drive/River Oaks Drive intersection the following are recommended:

- Install curb extensions on the west side of the intersection to narrow the River Oaks Drive cross section reducing pedestrian exposure.
- Provide space for a southbound bus stop south of Dallons Drive.
- Relocate the west leg crosswalk, STOP bars, and STOP markings.

In addition, tactile domes should be installed on existing curb ramps or replaced on the corridor as needed.

Bicycle Access

Currently the northbound bike lane on Buena Vista Drive north of Experimental Station adjacent to the project is located curbside. We recommend restriping the northbound bike lane on Buena Vista Drive to between the through lane and the right turn lane consistent with the CAMUTCD.

The City's Bicycle and Pedestrian Master Plan identifies sharrows on Buena Vista Drive south of Experimental Station Road; however, left turning cyclists are not recommended at SR 46 E/Buena Vista Drive (#3) and sharrows are not recommended at this time. We recommend removing parking on Buena Vista Drive from Experimental Station Road to SR 46 E to provide Class II buffered bike lanes.

We also recommend extending the existing Class II bike lanes adjacent to the Buena Vista Drive/Dallons Drive intersection to the crosswalk.

The project site plan and recommendations are shown in **Figure 1** and the detailed Buena Vista Drive recommendations are shown on **Figure 2**.

ATTACHMENTS

Attachment A: San Luis Obispo County SB743 Sketch VMT Tool

Attachment B: Turning Movement Counts

Attachment C: Synchro Reports

Attachment D: County Standard A-5a

REFERENCES

California Department of Transportation. May 2020. Vehicle Miles Traveled-Focused Transportation Impact Study Guide.

_____. 2020. Highway Design Manual.

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