



MEMORANDUM

Date: January 30, 2023
 To: David Athey, City of Paso Robles
 From: Michelle Matson and Joe Fernandez, CCTC
 Subject: **Vinedo Intersection Mitigation Recommendations**

This memorandum summarizes the traffic operations at the following four intersections where the Vinedo development is required to mitigate impacts:

- 13th Street/Riverside Avenue
- 13th Street/Paso Robles Street
- Creston Road/Scott Street
- Niblick Road/South River Road

Construction of improvements at these intersections are currently required prior to the issuance of the 1st or 100th building permit. Vinedo has requested that the improvements occur prior to issuance of the 350th building permit or 12 months following issuance of the 1st building permit, whichever comes first.

Significant impacts would not occur prior to the 350th unit under Near Term Conditions and we support the proposed mitigation timing. The following section summarizes the intersection analysis.

INTERSECTION OPERATIONS

Table 1 summarizes the intersection level of service (LOS) and **Table 2** summarizes the queues. The analysis includes Near Term Conditions without the project, with 350 residential units, and the full plus project scenarios.

Table 1: Intersection Level of Service

Near Term and Near Term Plus Project Intersection Auto Levels of Service									
Intersection	Peak Hour	Near Term (NT) ¹		NT+350 units		NT+1293 units ¹		NT+1293+School ¹	
		Delay ²	LOS	Delay ²	LOS	Delay ²	LOS	Delay ²	LOS
8. 13th St/Riverside Ave	AM	27.8	C	28.4	C	29.9	C	30.6	C
	PM	47.5	D	48.6	D	51.4	D	51.7	D
9. 13th St/Paso Robles St	AM	14.2	B	14.3	B	14.6	B	14.7	B
	PM	19.6	B	19.8	B	20.8	C	20.8	C
13. Creston Rd/Scott St	AM	2.4 (32.1)	- (D)	2.7 (35.0)	- (E)	3.6 (44.9)	- (E)	4.1 (51.5)	- (F)
	PM	4.1 (52.6)	- (F)	4.8 (61.8)	- (F)	7.4 (97.6)	- (F)	8.1 (105.9)	- (F)
19. Niblick Rd/South River Rd	AM	37.6	D	40.4	D	49.2	D	53.2	D
	PM	39.4	D	40.0	D	43.6	D	44.2	D

1. Intersection analysis obtained from the Olsen-Chandler Specific Plan Transportation Impact Analysis (CCTC, 2019).
 2. HCM 6th average control delay in seconds per vehicle. For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall intersection delay.
Note: Unacceptable operations (LOS deficiency and/or signal warrants met) shown in bold text.

Table 2: Intersection Queues

Near Term and Near Term Plus Project Queues							
Intersection	Movement	Storage Length (ft)	Peak Hour	Near Term (NT) ²	95th Percentile Queues (ft) ¹		
					NT+350 units	NT+1293 units ²	NT+1293+ School ²
8. 13th St/Riverside Ave	WBL	125	AM	328	328	328	332
			PM	268	268	268	268
	WBT	295	AM	316	327	350	356
			PM	372	380	398	401
9. 13th St/Paso Robles St	NBL	130	AM	216	216	216	216
			PM	233	233	233	233
	NBR	110	AM	57	57	57	57
			PM	285	287	290	290
	EBL	120	AM	88	88	88	88
			PM	109	109	109	109
	EBT	295	AM	251	253	260	267
			PM	435	448	479	482
13. Creston Rd/Scott St	SBL	60	AM	5	5	5	8
			PM	8	8	10	10
	WB	-	AM	48	55	78	90
			PM	88	100	143	150
19. Niblick Rd/South River Rd	NBL	150	AM	#359	#368	#392	#401
			PM	221	224	#244	#246
	SBL	110	AM	#329	#336	#358	#385
			PM	191	207	#271	#277
	EBL	140	AM	74	74	74	74
			PM	148	148	148	148
	WBL	80	AM	126	135	#157	#174
			PM	132	137	151	154

1. Queue length that would not be exceeded 95 percent of the time.
 2. Intersection analysis obtained from the Olsen-Chandler Specific Plan Transportation Impact Analysis (CCTC, 2019).
 # indicates that 95th percentile volume exceeds capacity, queue may be longer. **Bold indicates queue length longer than storage length.**

The addition of 350 residential units under Near Term Conditions increases queues by less than one vehicle, an insignificant impact. At Creston Road/Scott Street, the traffic signal warrant would not be met prior to the 350th residential unit. Significant impacts would not occur prior to the 350th unit under Near Term Conditions and we support the proposed mitigation timing.

REFERENCES

California Department of Transportation. 2014, Revision 6. California Manual on Uniform Traffic Control Devices.

Central Coast Transportation Consulting (CCTC). July 2019. Olsen-Chandler Specific Plan – Paso Robles Administrative Draft Transportation Impact Analysis

Institute of Transportation Engineers (ITE). 2021. Trip Generation Manual, 10th Edition.

Transportation Research Board. 2017. Highway Capacity Manual, 6th Edition.

ATTACHMENTS

Synchro Analysis