

Chapter 5: Transportation and Circulation

This chapter is the Circulation Element for the area within the Shandon Urban Reserve Line.

Safety, efficiency, and pedestrian mobility are paramount in the design of transportation and land use patterns in Shandon. The circulation system is designed to provide an interconnected network of motorized and non-motorized travel, and allow convenient access between neighborhood amenities and residential units.

Shandon's inclination for walking should be enhanced with the provision of sidewalks, bikeways, and trails. The use of landscaped parkways, street trees, cul-de-sacs open to pedestrians, linear greens, and other pedestrian oriented elements contribute to the walkable quality of neighborhoods.

Shandon's circulation system will generally consist of a grid street patterns that will connect new development to existing neighborhoods. The Community Plan will provide for convenient access from surrounding neighborhoods to activity centers and commercial areas. The Community Plan discourages the use of typical dead-end cul-de-sacs and promotes utilizing cul-de-sacs that provide pedestrian and bicycle access to open spaces, parks, sidewalks, or other streets. The backbone of Shandon's circulation system will continue to be Centre Street, which will reach arterial thresholds with plan buildout. Truesdale Road/1st Street and San Juan Road will continue to be designated as collectors and carry higher traffic volumes. Local streets will serve neighborhoods. Pedestrian sidewalks, bicycle lanes and pathways will serve non-motorized circulation. Highway 46 that runs along the northerly edge of Shandon is the principal arterial serving Shandon. All streets will be designed to County or Caltrans standards and specifications. Please refer to Figures 5.1 through 5.5.

5.1 Connection to Existing Neighborhoods

The Community Plan provides an extension of the existing circulation system. New streets within the URL connect to the existing community, creating a consistent street scene with convenient access for motorists and pedestrians. Amenities including parks and commercial nodes are centrally located to support the community. In order to improve pedestrian mobility, cul-de-sacs open to pedestrian/bike traffic are encouraged to increase pedestrian accessibility to neighboring development.

5.2 Principal Arterial

Highway 46 between West Centre Street and East Centre Street is planned to be widened to four lanes. This is a State project within Caltrans' jurisdiction. Eventually, Highway 46 will be widened to four lanes between Paso Robles and "the Wye," where Highways 41 and 46 meet near Cholame, northeast of Shandon. The intersections of Centre with SR 46 at the west and east ends of the Study Area will require improvements for safer access to the highway. Please refer to Chapter 8, Table 8.3.a to see a list of the required improvements.

5.3 Arterial Streets – Highway 41 and Centre Street

Arterials are designed to handle a larger volume of traffic and provide for major routes through town. Highway 41 is an arterial that runs conterminously with West Centre Street from Highway 46 for approximately one mile where Highway 41 heads south toward Creston and Atascadero and West Centre Street continues east into town. Centre Street is designated as an arterial between Highway 41, through town to Highway 46 at east Centre Street. The Centre Street right-of-way will provide for travel lanes, turn lanes, bicycle lanes, sidewalks and landscaped parkways. Where the right-of-way is wide enough, sidewalks and bicycle lanes will be detached.

5.4 Collector Streets

Collector streets provide the link between arterials and local streets. The Community Plan identifies two north-south collector streets: San Juan Road and Truesdale Road/1st Street. Additional collectors may be needed to serve development north and west of the community park. Collector streets include two 12-foot wide travel lanes, eight-foot wide parking dedications, bicycle lanes and two options for street edge treatments (see Figure 5.3).

5.5 Local Streets

Local streets provide access to individual lots and form the internal neighborhood circulation system. The layout and connectivity of local roads are designed to feel open while providing safety and accessibility for the pedestrian and motorist. Local public streets include 10-foot travel lanes in each direction and accommodate on-street parking on each side (see Figure 5.4).

5.6 Alleys

Alleys provide access to residential garages located in the rear of a lot. Alleys will be designed as welcoming spaces through the incorporation of landscaping, setbacks, and decorative fencing. Alleys are also encouraged in other areas where vehicular access is limited or constrained along frontages.

5.7 Cul-De-Sacs

Cul-de-sacs should be designed to provide pedestrian and bicycle access to open spaces, parks, sidewalks or other streets while restricting through automobile traffic. The use of dead-end cul-de-sacs (that provide access to the fronting lots only) is discouraged. In situations where major streets with walls adjoin residential areas, access to the cul-de-sacs should be provided by wall openings with pathway connections.

5.8 Pedestrian and Bicycle Routes

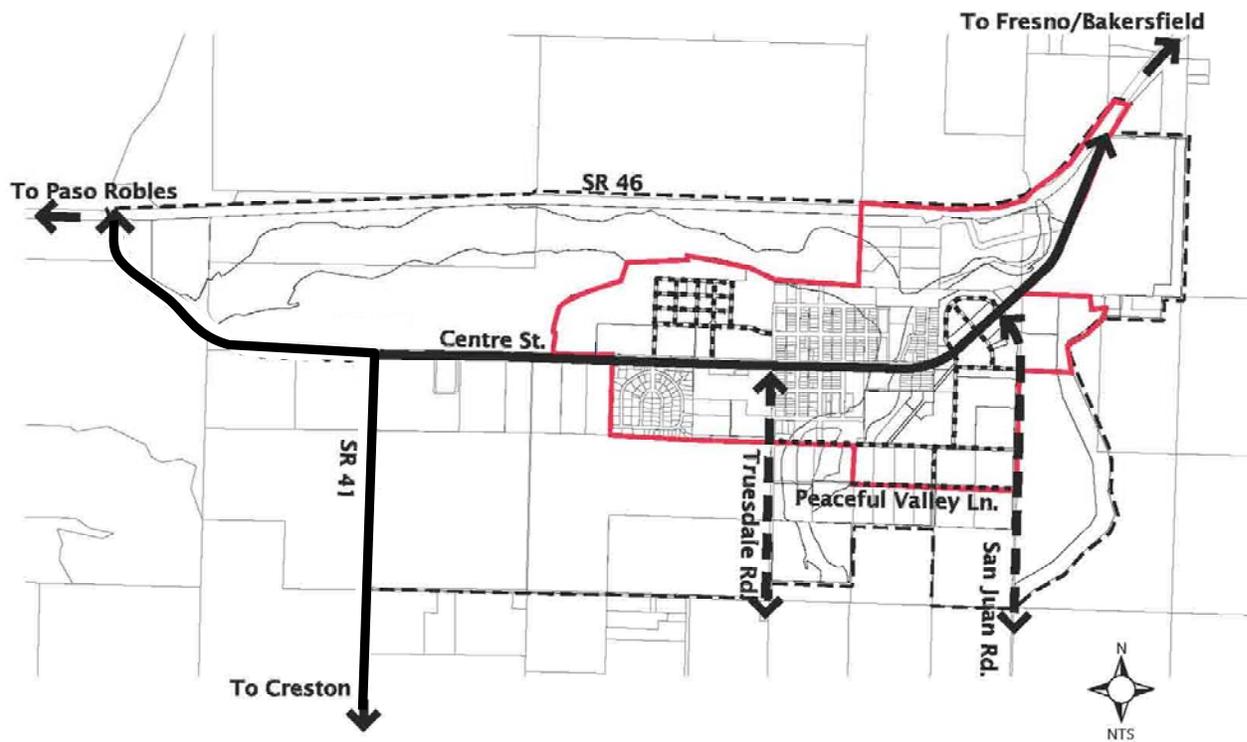
Pedestrian and bicycle transportation can be a desirable and healthy alternative to motor vehicle transportation. Pedestrian and bicycle routes should be provided throughout the community as both a transportation alternative and as a major amenity feature. They may be incorporated into the street system or via a network of community and neighborhood trails. These routes should be safe and conveniently connect neighborhoods. All bicycle routes and trails must be consistent with the County Bikeways Plan or County Parks and Recreation Element.

The majority of roads within the URL include sidewalks on both sides to the various focal points of the community, such as the Crawford W. Clarke Memorial Park or commercial nodes. Within the commercial nodes and other multi-housing family areas, bicycle racks will be provided to encourage alternatives to driving.

A new pedestrian and bicycle bridge across San Juan Creek is needed to provide improved access to the west side of town.

5.9 Public Transit

The circulation system within the community is designed to provide public transportation services. Transit stops should be located at key destination points such as commercial centers, multi-family residential areas, and parks. Transit stops shall provide access for pedestrian and bicycle connections, and shall be located within a quarter mile of neighborhoods. All transit stops should include climate protection structures, lighting and seating areas, and shall have adequate right-of-way to provide access to the circulation system.



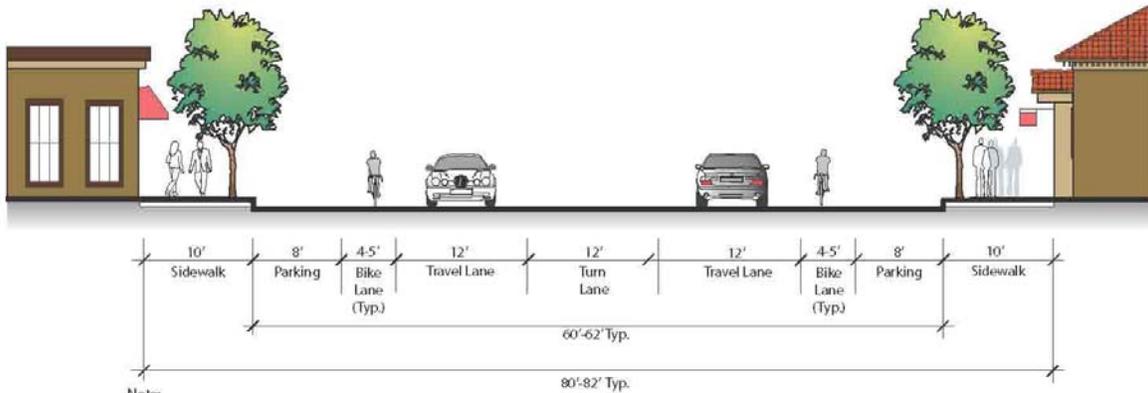
MAP FEATURES

- Proposed SR 41
- Arterial Road (ADT 5001-16000)
- Collector Street (ADT 500-5000)
- Proposed Streets
- Urban Reserve Line
- Study Area

Note: The street layouts on the Master Plan Areas are conceptual. Please refer to Section 3.2 that describes the process and timing for establishing the actual locations.

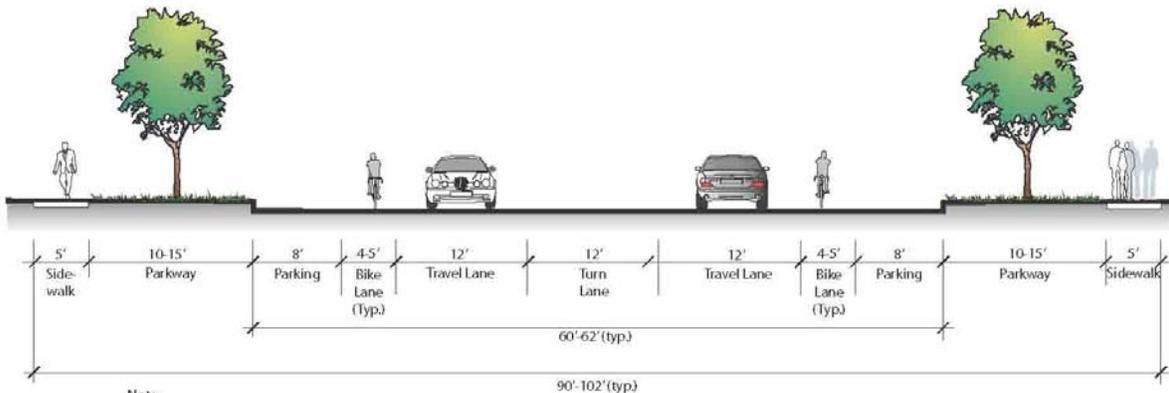


Figure 5.1
Circulation Plan



Note:
 1. Ten feet is the typical minimum width for sidewalks in commercial areas. Sidewalk widths may be as narrow as six feet where constraints exist.

Centre Street
 between 1st Street and San Juan Road
 (Except at the San Juan Bridge)

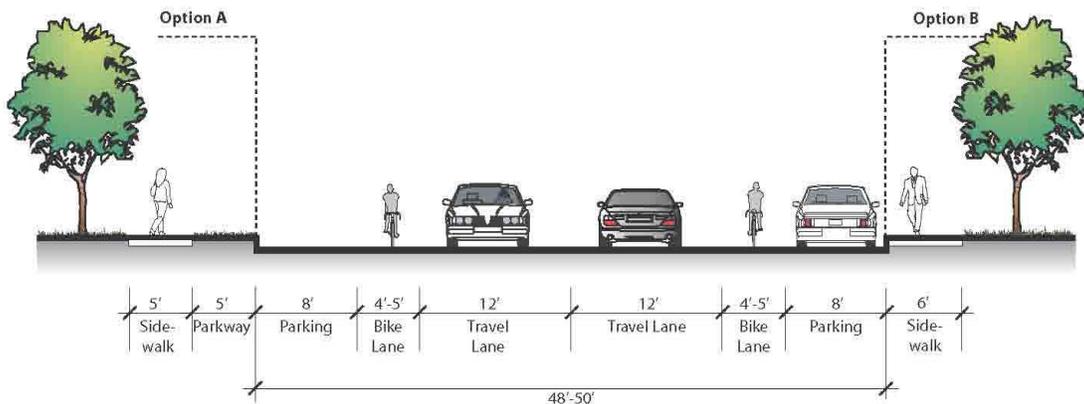


Note:
 1. Parking may be eliminated in some areas.
 2. Bio-swales may be used for run-off where approved by County Department of Public Works.

Other Arterial Road Locations

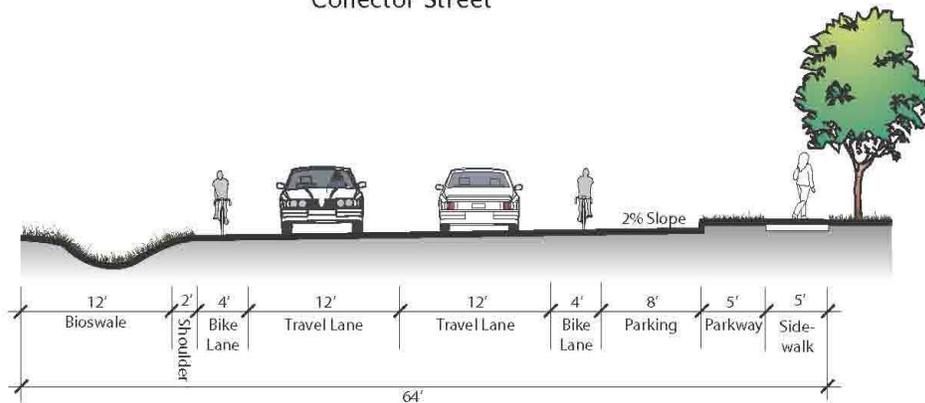


Figure 5.2
 Arterial Streets



- Note:
1. The minimum width for Option A is 68'.
 2. The minimum width for Option B is 60'.
 3. Road widths may be increased to accommodate turn lanes.

Collector Street

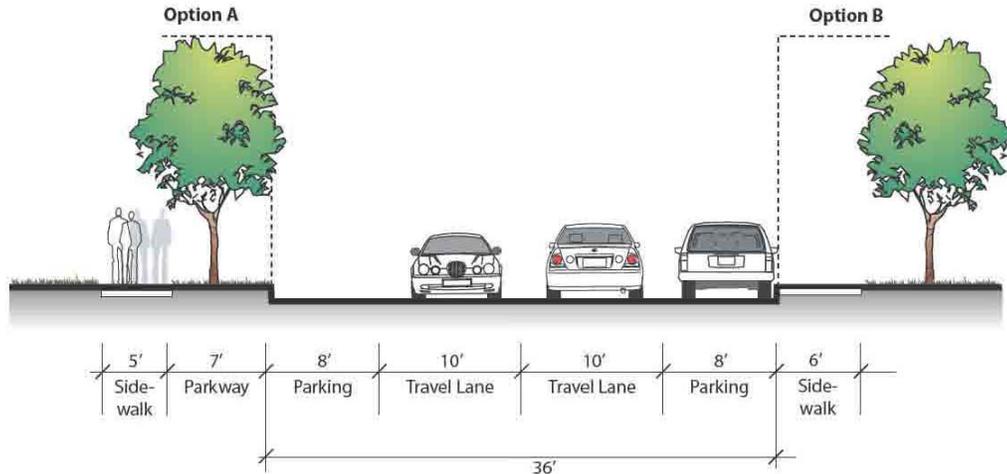


- Note:
1. Parking may be eliminated in some areas.
 2. Bio-swailes may be used for run-off where approved by County Department of Public Works.
 3. Road widths may be increased to accommodate turn lanes.

Collector Street Alternative



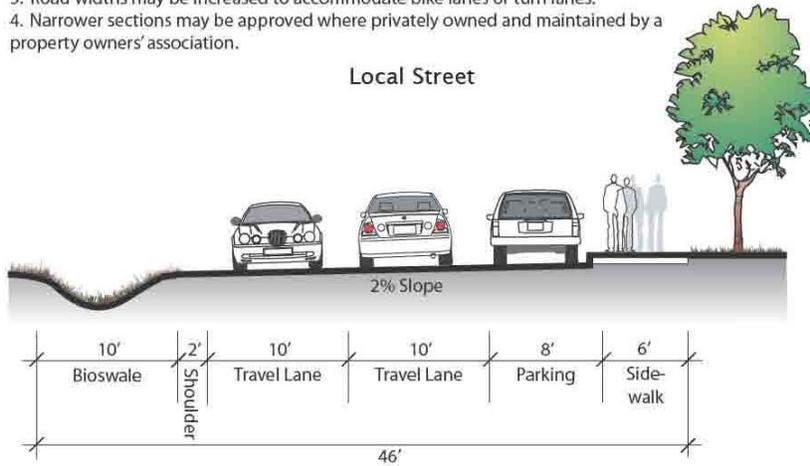
Figure 5.3
Collector Streets



Note:

1. The minimum width for Option A is 60'.
2. The minimum width for Option B is 48'.
3. Road widths may be increased to accommodate bike lanes or turn lanes.
4. Narrower sections may be approved where privately owned and maintained by a property owners' association.

Local Street



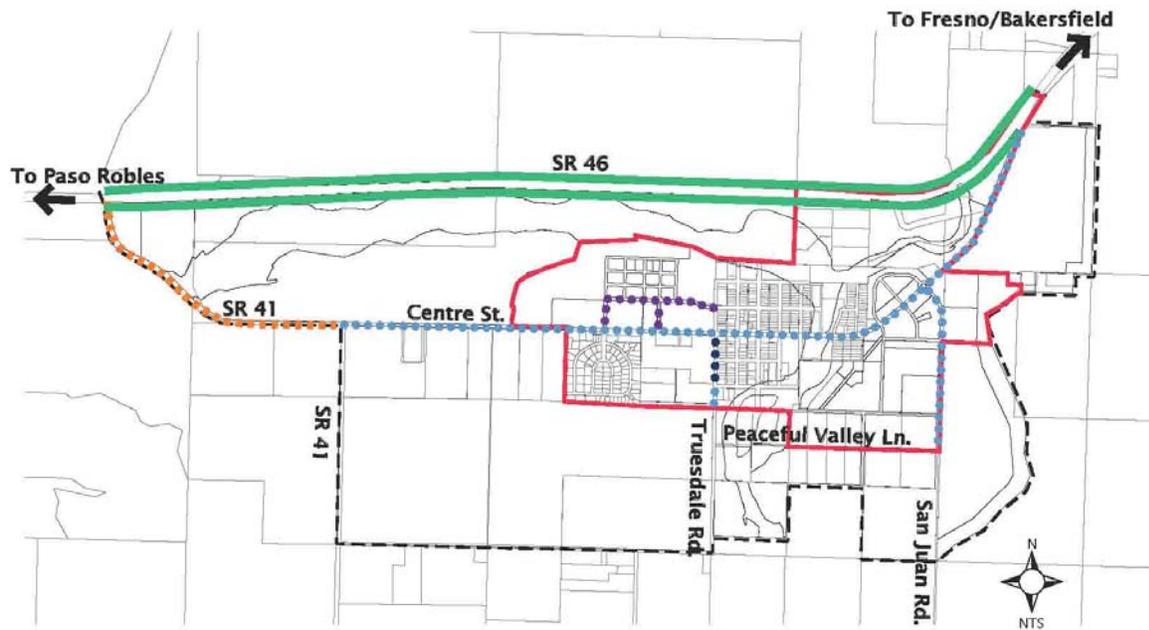
Note:

1. Bio-swales may be used for run-off where approved by County Department of Public Works.
2. Road widths may be increased to accommodate bike lanes or turn lanes.
3. Narrower sections may be approved where privately owned and maintained by a property owners' association.

Local Street Alternative



Figure 5.4
Local Streets



Notes:
 1. The proposed Class II designation on Centre Street is pending the proposed transfer of right-of-way to the County.
 2. The actual location of the Class II routes on the Peck Ranch Master Plan Area to be determined with subdivision approval.

MAP FEATURES

- Class II (Existing)
- Class II (Proposed)
- Class II (Potential)
- ▬▬▬▬▬▬ Class III (Existing)
- ▬▬▬▬▬▬ Shandon to Paso Robles Multi-Use Trail Corridor (Identified in Parks and Recreation Element)
- ▬▬▬▬▬▬ Urban Reserve Line
- - - - - Study Area



Figure 5.5
Bike and Trail Plan

5.10 Traffic Control and Traffic Calming

Community streets are not just a system for moving vehicles, but an environment that is shared by pedestrians, bicyclists, parked vehicles, and people socializing. In addition to traditional controls for moving traffic, a street system also needs features that “calm” traffic and help create a safe and enjoyable community environment. Traffic control elements include items such as stop signs, signal lights, turning lanes, posted speed limits, crosswalks, and directional signage. These elements help keep traffic moving in an orderly, efficient and safe manner. However, the effectiveness of traffic control elements often depends on a community’s enforcement capabilities. Traffic calming features are also designed to help move traffic, while reducing speeds and fostering a comfortable, safe environment. Traffic calming features are physical rather than regulatory. They may include changes in the driving surface (texture, pattern or color); geometric design features such as narrower pavement, roundabouts, or intersection bulb-outs; and vertical elements like street trees and buildings near sidewalks (see Figure 5.6). The inclusion of traffic control elements and calming features will help create a safe and enjoyable community environment.



Figure 5.6
Traffic Calming
Features

5.11 Transportation and Circulation Policies

- TC-1 Provide for a safe and efficient circulation network for the movement of people and goods for motorized vehicles, pedestrian and alternative modes of transportation.
- TC-2 Create bicycle, pedestrian and recreational paths, and where feasible, independent of roadways.
- TC-3 Improvements to Highway 46 at West Centre Street and East Centre Street are paramount for better access and traffic safety.
- TC-4 Maintain adequate levels of service and pavement conditions on public roads.
- TC-5 Require new development to safely accommodate anticipated traffic volumes and drainage.
- TC-6 Discourage single-occupant vehicle trips, and encourage uses that will reduce the need for and/or vehicle miles traveled.
- TC-7 Establish an interconnected circulation system between various land uses and neighborhoods within the community, discourage dead-end streets, and encourage through streets to help reduce vehicle miles traveled, minimize traffic congestion, and help minimize emergency response times.
- TC-8 Utilize traffic control elements and traffic calming features, as appropriate, to help create a safe and enjoyable environment.
- TC-9 Develop a new pedestrian and bicycle bridge across San Juan Creek to provide improved access over the creek along Centre Street.

5.12 Transportation and Circulation Implementing Programs

- TCIP-1 Review traffic volumes and levels of service for major roads and intersection, and update road classifications as necessary to reflect circulation patterns.
- TCIP-2 Work with the community and the Bicycle Advisory and Trail Advisory Committees to develop new pedestrian, equestrian trail and bikeway routes and specifications and amend the County Bikeways Plan and County Parks and Recreation Element, as needed.
- TCIP-3 Pursue development of a Community Facilities District and other methods for funding circulation mitigation measures, including those needed at Highway 46.
- TCIP-4 Work with the community, SLOCOG and the Regional Transit Authority to develop a long-term transit plan and improve access to transit options.