

EXHIBIT G

TEMPLETON CIRCULATION STUDY



2009
COMPREHENSIVE UPDATE

TEMPLETON CIRCULATION STUDY

COMPREHENSIVE UPDATE

October 2009

Prepared by the County of San Luis Obispo
Department of Public Works (Transportation Division)
& Omni-Means, Ltd.

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CHAPTER 1 - INTRODUCTION

This Traffic Circulation Study addresses the need for capacity related transportation improvements in the community of Templeton through build out. This report includes the costs and potential funding mechanisms for these improvements. In addition to development improvement projects, the Templeton Circulation Study describes the existing and future transportation system including vehicle, bicycle, pedestrian, equestrian, and public transit circulation networks within the study area.

The objective of the Circulation Study is to forecast future capacity demands on the transportation system and the roadway improvements necessary to correct deficiencies. A key element of the study is defining the necessary Capital Improvement Project (CIP) Program and development of Road Improvement Fees (RIF) to support the program. The Templeton RIF program was developed in 1991 by CH2M Hill and has been updated annually by the San Luis Obispo County Public Works Department.

The Templeton Area Advisory Group (TAAG) provides community input regarding the circulation study in an effort to represent the needs of the community. Community goals and objectives established during the 2003 circulation study update are as follows:

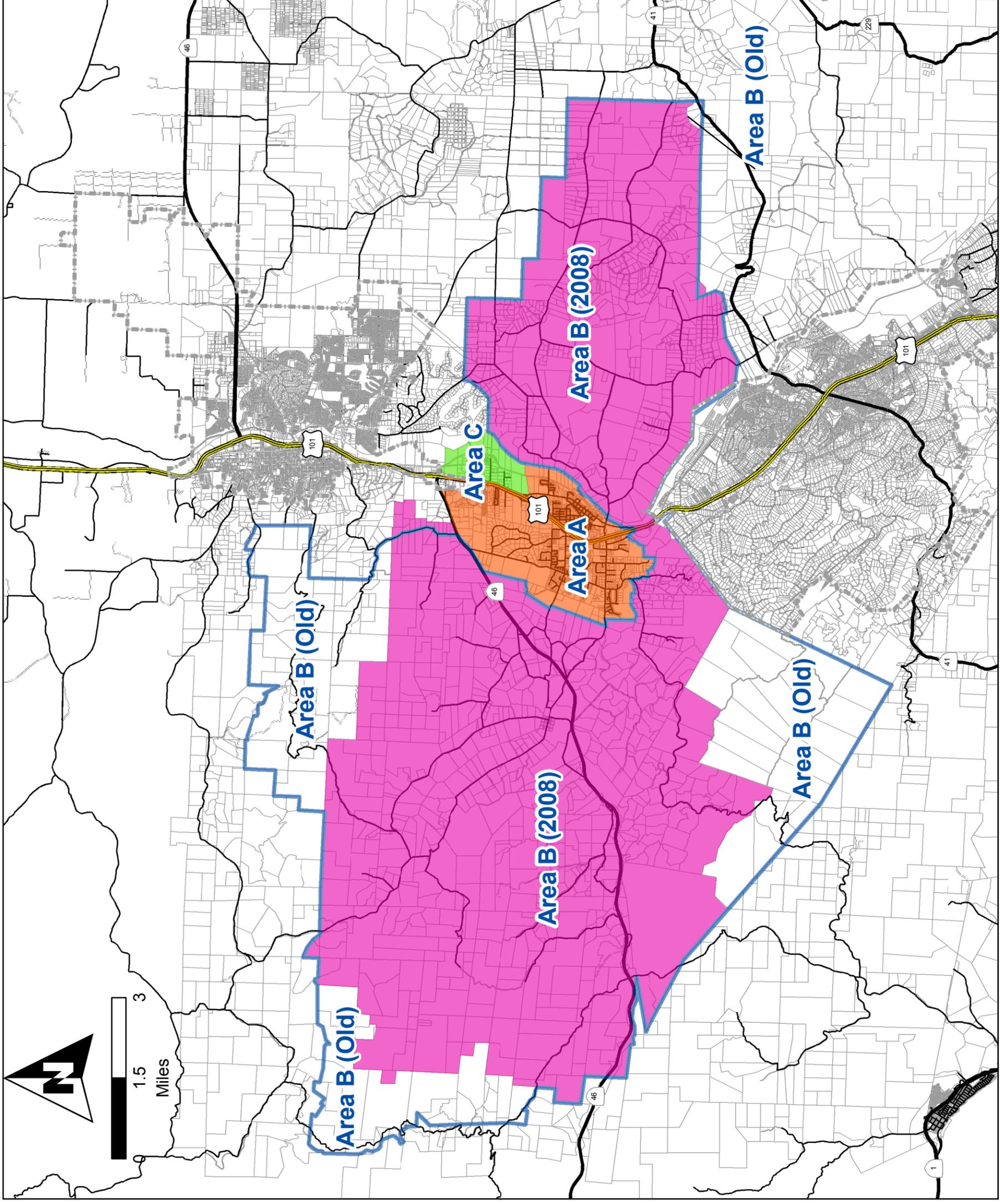
- **Integrated Plan:** The Templeton Circulation Plan should be a fully integrated plan that addresses the relationship of all modes of transportation in the community.
- **Non-motorized Transportation:** Implement a system of non-motorized trails and pathways connecting neighborhoods, downtown, schools, parks and open space areas.
- **Traffic Calming:** Implement methods to reduce the speed of traffic through our neighborhoods that also encourages non-motorized transportation.
- **Capacity:** Assure that the infrastructure to support traffic and non-motorized transportation is planned and developed according to need.
- **Safety:** Assure that transportation safety is addressed, both as a governing factor in all new proposals and throughout the existing transportation network.
- **Protection of natural resources:** Encourage design of new roadways to preserve natural features such as oak trees and rock outcroppings.

Road Improvement Fees are developed per Government Code Section 66000 for exacting mitigation fees and can only be used for projects which mitigate capacity issues related to new development. Other projects related to safety, existing roadway geometric deficiencies and bicycle, pedestrian, equestrian, and public transportation facilities must be funded by alternative sources.

The report updates the cost estimates for the necessary Capital Improvement Projects as well as the required Road Improvement Fees. In addition, adjustment of the fee boundaries to better target appropriate fees to developing land uses is part of the comprehensive update. The study area and fee boundary are shown in **Figure 1 – Study Area and Fee Boundaries**.

Board action since the 2003/2004 update required revising the study area and subsequent fee boundaries. Portions of Area B, noted as “Area B (Old)”, were removed from the study boundary including parcels with direct access to State Highway 41 and three areas along the north, west, and south study boundary. Parcels east of Arbor Road were added to be consistent with parcels along the west side of the road. Upheld fee appeals and inconsistencies between adjacent properties led to the fee boundary modifications.

FIGURE 1
Study Area &
Fee Boundary



Legend

- County Maintained Roads
- Non County Maintained Roads
- City Limits
- Route 101
- State Highway
- Parcels**
- Fee Area A
- Fee Area B (2008)
- Fee Area C
- Fee Area B (Old)
- Templeton Parcels



TEMPLETON
CIRCULATION STUDY

CHAPTER 2 - EXISTING CONDITIONS

The unincorporated community of Templeton is located in northern San Luis Obispo County. Templeton currently has a small central commercial core, hospital and medial facilities, single-family residential development, mobile homes, multi-family residential development and limited industrial development.

Chapter 2 summarizes the existing conditions of the roadway system serving the community of Templeton including the existing roadway network, existing traffic circulation, and existing conditions capacity analysis.

EXISTING ROADWAY NETWORK

For transportation planning purposes, all major roadways are classified according to their capacity and access. The San Luis Obispo County Public Works Department uses a system of four functional classes as summarized below:

Principal Arterials are designed to carry high traffic volumes with minimal interruptions.

Arterials carry regional traffic at high speeds while access is permitted at cross streets. Arterials primarily provide access between State Highways and population centers.

Collectors serve sub-regional traffic movement and provide local access to abutting properties. They also serve to collect and distribute traffic within neighborhoods and allow direct access to adjacent parcels.

Minor Roads provide direct access to property and through traffic is discouraged.

Functional classes are independent of geometry and changes in the character of the roadway. The County of San Luis Obispo Public Improvement Standards (<http://www.slocounty.ca.gov/PW/DevServ.htm>) contain the standard urban and rural roadway geometries based on build out average daily traffic (ADT).

Templeton roadways are shown in **Figure 1 – Study Area and Fee Boundaries** and briefly described in **Table 1 – Roadway Characteristics** below.

Table 1 – Roadway Characteristics

Roadway (Limits)	Characteristics
Bethel Rd (State Route 46 West to Santa Rita Rd)	<ul style="list-style-type: none"> • 2-lane Collector. • Provides a parallel route to US 101 along the western side of the community of Templeton.
El Pomar Dr (Templeton Rd to Study Boundary)	<ul style="list-style-type: none"> • 2-lane Collector. • East of study area provides regional indirect access to SR-41 and Creston Rd.
Florence St (Las Tablas Rd to Old County Rd)	<ul style="list-style-type: none"> • 2-lane Collector. • Connects to Sixth St at Old County Rd.
US Highway 101 (Study Boundary to Study Boundary)	<ul style="list-style-type: none"> • 4-lane Principal Arterial/Expressway. • Provides regional and statewide access with interchanges at Vineyard Dr, Las Tablas Rd, Main St and SR-46 West.
State Route 46 West (Study Boundary to US 101)	<ul style="list-style-type: none"> • 2-lane Principal Arterial. • Provides access to State Route 1 west of the study area.
Las Tablas Rd (Winery Rd to Old County Rd)	<ul style="list-style-type: none"> • 3-lane Arterial from Bethel Rd to Highway 101. • 2-lane Collector west of Bethel Rd and east of US 101. • Provides access to regional hospital and US 101.
Main St (Vineyard Dr to US 101)	<ul style="list-style-type: none"> • 2-lane Arterial. • Provides access to Templeton Business District.
Old County Rd (Vineyard Dr to Gibson Rd)	<ul style="list-style-type: none"> • 2-lane Collector. • Parallel route to Main St providing access to Templeton Elementary School.
Ramada Dr (Main St to Paso Robles City Limit/Study Boundary)	<ul style="list-style-type: none"> • 2-lane Collector. • US Highway 101 frontage along east side. • Provides access to industrial services.
River Rd (Neal Springs Rd to Study Boundary)	<ul style="list-style-type: none"> • 2-lane Collector. • Provides regional access to Paso Robles and San Miguel north of study area.
Santa Rita Rd (Templeton Hills Rd to Study Boundary)	<ul style="list-style-type: none"> • 2-lane Collector. • Provides regional access to Old Creek Rd. and Cayucos area.
Sixth St (Old County Rd/Florence St to Main St)	<ul style="list-style-type: none"> • 2-lane Collector. • Provides access to Templeton Skate Park and Templeton Community Park.
South El Pomar Rd (Study Boundary to Templeton Rd)	<ul style="list-style-type: none"> • 2-lane Collector. • Provides access to Creston Rd north of study area.
Templeton Rd (Main St to Study Boundary)	<ul style="list-style-type: none"> • 2-lane Collector. • Provides access to SR-41.
Theatre Dr (Main St to Paso Robles City Limit/Study Boundary)	<ul style="list-style-type: none"> • 2-lane Collector • US Highway 101 frontage along east side. • Provides access to regional shopping and SR-46.
Vineyard Dr (Study Boundary to Templeton Rd/Main St)	<ul style="list-style-type: none"> • 2-lane Collector. • Provides access to four area schools. • Provides regional access.

Additional two lane minor roads in Templeton include, Bennett Way, Neal Springs Road, Peterson Ranch Road, and Templeton Hills Road.

EXISTING TRAFFIC CIRCULATION

EXISTING TRAFFIC VOLUMES

Roadway and intersection turning movement counts between 2006 and 2008 were compiled by the San Luis Obispo County Department of Public Works. The counts include 3-day roadway counts and peak hour intersection counts. The existing roadway ADT is shown in **Figure 2 – Existing Roadway Average Daily Traffic Volumes**.

THROUGH TRAFFIC

Traffic into and out of the Templeton area can be described by examining a cordon line that corresponds to the study area boundary. Trips which originate or terminate within the boundary (trip ends) can be determined by subtracting through traffic from the total cordon crossings.

The primary routes for through traffic in Templeton are US Highway 101, State Route 46 West, and Vineyard Drive. It is estimated that about 10 percent of the traffic on Vineyard Drive is through traffic headed through the study area from the freeway west.



NOT TO SCALE

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FIGURE 2 Existing Roadway Average Daily Traffic Volumes



LEVEL OF SERVICE METHODOLOGY

LEVEL OF SERVICE CHARACTERISTICS

Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience (Highway Capacity Manual, 2000). Letters from A to F designate each level and are summarized in **Table 2 – Level of Service Characteristics** below.

Table 2 – Level of Service Characteristics

LOS	Characteristics
A	Free flow conditions exist. Each individual driver is virtually unaffected by the presence of others in the traffic stream.
B	Stable traffic flow exists. The individual drivers have the freedom to select a desired speed, but encounter a slight decline in the freedom to maneuver.
C	Stable and acceptable traffic flow exists, but speed and maneuverability are somewhat restricted due to higher traffic volumes. The individual driver will be significantly affected by the presence of others.
D	High density but stable flow will occur. The individual driver will experience a generally poor level of comfort and convenience. Small increases in traffic flow will cause operational problems and restricted driver maneuverability.
E	Speeds are low, but relatively uniform. The individual driver's ability to maneuver becomes extremely difficult with high frustration. The traffic volume on the road is near capacity.
F	Forced or breakdown flow has occurred. The individual driver is stopped for long periods due to congestion.

Source: Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.

LEVEL OF SERVICE STANDARDS

The County of San Luis Obispo level of service standard is LOS D or better in urban areas and LOC C or better in rural areas. The Caltrans level of service standard is the LOS cusp "C/D"; LOS C or better is considered acceptable. All County maintained roads are subject to County LOS standards and all State Highway facilities are subject to the Caltrans standard.

EXISTING CONDITIONS CAPACITY ANALYSIS

ROADWAY SEGMENT LEVEL OF SERVICE

Table 3 – Existing Conditions Roadway LOS summarizes the roadway LOS at the study locations under existing conditions. US Highway 101 and State Route 46 West are subject to the Caltrans standard of LOS C/D cusp. All County roadways within the URL are subject to the LOS D or better standard; outside the URL the standard is LOS C or better.

Table 3 – Existing Conditions Roadway LOS

Roadway	Location	Count Date	ADT	PM Peak Volume	LOS
Bennett Wy	Peterson Ranch to Las Tablas	8/08	2000	180	A
Bennett Wy	Las Tablas to Templeton Hills	8/06	1100	90	A
Bethel Rd	SR-46 to Las Tablas	6/06	1600	150	A
Bethel Rd	Peterson Ranch to Las Tablas	8/08	900	100	A
Bethel Rd	Las Tablas to Vineyard	8/08	3300	280	A
El Pomar Dr	Templeton to Study Boundary	7/06	2700	220	A
Florence St	Las Tablas to Old County	9/07	2400	160	A
US Highway 101	SR-46 to Study Boundary		58000-64000	5800-6400	C-D
State Highway 46W	Study Boundary to US 101		3700-9500	370-950	B-D
Las Tablas Rd	West of Bethel Rd	9/07	1400	110	A
Las Tablas Rd	Bethel to Bennett	9/08	12000	970	B
Las Tablas Rd	Bennett to US 101	9/08	16400	1260	E₍₁₎
Las Tablas Rd	US 101 to Florence St	9/07	7100	610	B
Las Tablas Rd	Florence St to Main St	8/08	2900	240	A
Main St	US 101 to Creekside Ranch	6/06	7700	590	A
Main St	Creekside Ranch to Second	9/07	6900	560	A
Main St	Second to Vineyard	8/06	6800	570	A
Neal Springs Rd	El Pomar to Study Boundary	8/06	1400	140	A
Old County Rd	Las Tablas to Florence	8/08	1900	160	A
Old County Rd	Florence to Vineyard	8/08	2100	180	A
Peterson Ranch Rd	Bethel to Duncan	8/06	400	30	A
Ramada Dr	SR-46 to Cow Meadow	9/08	4700	410	A
Ramada Dr	Cow Meadow to Main	8/07	4700	360	A
River Rd	Neal Springs to Study Boundary	9/06	1800	170	A
Rossi Rd	Vineyard to End	4/08	3500	380	A
Santa Rita Rd	Templeton Hills to Vineyard	8/08	500	40	A
Santa Rita Rd	Vineyard to Plum Orchard	9/07	700	50	A
Sixth St	Old County to Main	8/08	1200	100	A
South El Pomar Rd	Templeton to Study Boundary	9/07	800	60	A
Templeton Rd	Main to El Pomar	9/07	4400	350	A
Templeton Rd	El Pomar to Study Boundary	8/07	1800	160	A
Templeton Hills Rd	Bethel to Bennett	7/06	300	30	A
Theater Dr ₍₂₎	SR-46 to Paso Robles C.L.	4/08	9600	790	D
Theater Dr	Paso Robles C.L. to Main	9/07	7600	670	C
Vineyard Dr	Study Boundary to SR-46	9/07	1700	140	A
Vineyard Dr	SR-46 to Elementary School	9/07	2400	220	A
Vineyard Dr	Elementary School to Bethel	9/07	4400	360	A
Vineyard Dr	Bethel to US 101	9/08	10700	900	E₍₃₎
Vineyard Dr	US 101 to Main	9/06	9900	800	D ₍₃₎

Bold – Does not meet County LOS standard.

(1) Corridor LOS dependent on traffic signal operations. Signals operate at LOS B.

(2) Roadway segment is located in the City of Paso Robles.

(3) Widening from Bennett Wy to Main St completed in 2009. With widening, Bennett to Main operates at LOS A meeting the County LOS standard.

All County maintained roadway study locations operate at or above the LOS D standard under existing conditions except Las Tablas Road from Bennett Way to US Highway 101 and Vineyard Drive from Bethel Road to US Highway 101.

Although the existing conditions roadway analysis estimates LOS E on Las Tablas Road between Bennett Way and the US Highway 101 northbound ramps, the corridor operations are dependent on the traffic signal operations. The roadway LOS analysis methodology does not account for the adjacent signalized intersections and the “metering” of vehicles through the intersection. The intersection LOS methodology provides a better indication of corridor operations.

Construction on the Vineyard Drive interchange was recently completed. The project widened the bridge and Vineyard Drive between Bennett Way and Main Street to three lanes (two travel lanes and one center turn lane) with bike lanes. With improvements, the portion of Vineyard Drive between Bennett Way and US Highway 101 is expected to operate at LOS A.

In addition, portions of US Highway 101 and State Route 46 also operate below the Caltrans standard of LOS C/D cusp.

INTERSECTION LEVEL OF SERVICE

Table 4 – Existing Conditions Intersection LOS summarizes the intersection LOS at the study locations under existing conditions. Intersections with US Highway 101 and State Route 46 West are subject to the Caltrans standard of LOS C/D cusp. All other intersections are subject to the County urban LOS D or better standard.

Table 4 – Existing Conditions Intersection LOS

	Intersection	Count Date	Control Type	PM Peak LOS	LOS Standard
1	Las Tablas Rd & Bethel Rd	8/08	AWSC	A	D
2	Las Tablas Rd & Bennett Wy	8/08	Signal	B	D
3	Las Tablas Rd & US 101 (SB)	8/08	Signal	B	C
4	Las Tablas Rd & US 101 (NB)	8/08	Signal	B	C
5	Las Tablas Rd & Florence St	8/08	TWSC	B	D
6	Las Tablas Rd & Old County Rd	8/08	TWSC	A	D
7	Main St & Theater Dr	8/08	TWSC ₍₁₎	C	D
8	Main St & US 101 (SB)	8/08	TWSC	F	C
9	Main St & US 101 (NB)	8/08	TWSC	E	C
10	Main St & Ramada Dr	8/08	TWSC	C	D
11	Main St & Gibson Rd	5/07	TWSC	C	D
12	Main St & Sixth St	5/07	TWSC	B	D
13	SR 46 & Vineyard Dr	8/08	TWSC	B	C
14	SR 46 & Bethel Rd	8/08	TWSC	B	C
15	SR 46 & Theater Dr/Vine St	8/08	Signal	C	C
16	SR 46 & US 101 (SB)	8/08	Signal	D	C
17	SR 46 & US 101 (NB)	8/08	Signal	B	C
18	SR 46 & Ramada Dr	8/08	Signal	B	C
19	Vineyard Dr & Bethel Rd	8/08	AWSC	B	D
20	Vineyard Dr & Bennett Wy	9/08	TWSC	C	D
21	Vineyard Dr & Rossi Rd	4/08	TWSC	B	D
22	Vineyard Dr & US 101 (SB)	4/08	TWSC ₍₂₎	E	C
23	Vineyard Dr & US 101 (NB)	4/08	TWSC ₍₂₎	D	C
24	Vineyard Dr & Old County Rd	9/08	TWSC	B	D
25	Vineyard Dr & Main St	9/08	Signal	C	D

TWSC– Two-way stop controlled, AWSC- All-way stop controlled.

Bold – Does not meet LOS standard.

(1) Three Way Stop Controlled

(2) Signalization completed in 2009. With signal meets Caltrans LOS standards.

All of the intersection study locations operate at or above the county standard of LOS D under existing conditions. All Caltrans facilities meet their LOS standard except Main Street and US Highway 101 (northbound and southbound), State Route 46 and US Highway 101 northbound, and Vineyard Drive and US Highway 101 (northbound and southbound).

Construction on the Vineyard Drive interchange was recently completed. The project widened Vineyard Drive and installed traffic signals at the US Highway 101 northbound and southbound ramps. With improvements, the intersections of Vineyard Drive and US Highway 101 northbound & southbound are estimated to operate at LOS B and meet LOS standards.

EXISTING DEFICIENCIES

An existing “capacity deficiency” is identified when a road or intersection within the study area falls below the adopted Level of Service (LOS) standard. Correction of a capacity deficiency could involve improvement to the deficient facility itself, or to a parallel facility that can relieve excess traffic. The existing capacity deficiencies must be identified because Road Improvement Fees cannot be used to improve existing geometric deficiencies; that is, deficiencies that existed prior to the establishment of the Templeton RIF. Fees can only be used to mitigate “new” deficiencies that occur because of new development.

CHAPTER 3 - ALTERNATIVE MODES OF TRANSPORTATION

This chapter summarizes the pedestrian, bicycle, trail, and transit circulation networks under the existing and build out conditions.

PEDESTRIAN CIRCULATION NETWORK

The following is a pedestrian circulation plan for the Templeton community developed by TAAG which evaluates existing conditions, identifies locations of pedestrian demand, and makes recommendations for improvements.

Pedestrian facilities must comply with the County of San Luis Obispo Public Improvement Standards. The Public Improvement Standards and Standard Construction Drawings can found at <http://www.slocounty.ca.gov/PW/DevServ.htm>.

EXISTING CONDITIONS

Pedestrian activity in the community is currently provided on various types of facilities. Concrete sidewalks and unpaved shoulders are the most common treatments. The greatest potential for pedestrian activity in Templeton has been identified as schools, parks, shopping areas, and the Twin Cities Community Hospital area.

Public Works Department staff conducted an analysis of pedestrian-related accidents on study-area roadways. The California Highway Patrol provides traffic enforcement on both state highways and local roads in the unincorporated areas of this County and also provides the County with accident reports on County maintained roads. Since the 2003 update there has been one collision with a pedestrian as opposed to four collisions between 1999 and 2003. The collision occurred in 2005 on Las Tablas Road approximately 1000' north of Oakdale Road and was attributed to unsafe speed, no follow up improvements were recommended.

PEDESTRIAN FACILITY DESIGN

Materials: Pedestrian facilities, including paths and sidewalks, are composed of a variety of materials based on location and the surrounding land uses. The community has identified Portland Cement Concrete (PCC), Hot Mix Asphalt (HMA or AC), decomposed granite, and wood for use in pedestrian facilities.

PCC is more durable and has lower maintenance costs than other materials, but is considered to be the most "urban" in appearance. In Templeton, PCC sidewalks are recommended for installation by all new developments in Commercial, Office/Professional, and Residential Single Family and Residential Multi Family zones, as well as adjacent to the community's schools wherever

possible. Pervious concrete was installed on Florence Street as a demonstration project.

HMA, or AC, is used in most roadway construction projects. AC is darker in color than PCC and is typically perceived as providing a more “rural” character. Although installation cost is lower, AC has lower durability and higher maintenance costs over its life span. AC pathways may be considered in older areas and must be reviewed and approved by the Public Works Department.

Where sidewalks are not required or recommended, pedestrians are expected to use the gravel shoulder of the roadway. This surface may consist of aggregate “base” or decomposed granite (DG). This surface is the most rural in appearance, and is satisfactory for walking or equestrian activity, but is not acceptable for use by any wheeled vehicles including wheelchairs, skates, skateboards, and baby strollers, which are also considered pedestrians and need to be accommodated. Base and DG are often plagued by erosion, requiring increased maintenance. Base or DG walkways are generally proposed for use in areas of Residential Suburban zoning. In situations where base or DG walkways exist, and there is concentrated pedestrian activity, a durability treatment may be applied. Rural Multiuse Paths are designed per County Standard Construction Drawing A-1a.

In the central business district along Main Street, some developments have constructed wood sidewalks, reflecting the “old-west” style of the businesses. Wood sidewalks can be an acceptable alternative for historic buildings when reviewed and approved by the Public Works Department.

Alignment and Width: The most common location for pedestrian facilities is adjacent to roadways, often referred to as “attached” sidewalks or walkways. In addition, pedestrian facilities can be “detached” sidewalks or walkways, offset from the roadway. The separation area can be used for landscaping to enhance visual quality. Maintenance of the landscaping area is, however, the responsibility of the adjacent property owner. Pedestrian facilities may be provided at other locations such as a connection between two cul-de-sacs or adjacent to a railroad or river.

Table 5 – County Standard Path and Sidewalk Requirements summarizes the sidewalk and path standards in rural and urban areas per the San Luis Obispo County standards. The Policy Establishing Clearance Requirements for County Rights-of-Way is found in Appendix F of the Public Improvement Standards and can found at <http://www.slocounty.ca.gov/PW/DevServ.htm>.

Table 5 – County Standard Path and Sidewalk Requirements

Area - Land Use	Attached Path		Detached Path	
	Width	Offset	Width	Offset
Rural	6' min.	Adjacent to shoulder/curb	10' min.	10' min. offset from shoulder/curb
Urban	6'	Adjacent to sidewalk	6'	10' offset from sidewalk
	Attached Sidewalk		Detached Sidewalk	
Rural	Not Required			
Urban – RSF/RMF	6'	Adjacent to curb and gutter	4'	4' min. – 10' max. offset from curb and gutter
Urban – CR	10'		6'	
Urban – CS	6'		4'	
Urban – OP	8'		4'	
Urban – IND	6'		4'	

Note: Rural requirements per County Standard Drawing A-1a. Urban path requirements per County Standard Drawing A-2a. Urban sidewalk requirements per County Standard Drawing C-4.

RSF - Residential Single Family; RMF – Residential Multi Family; CR – Commercial Retail; CS – Commercial Service; OP – Office and Professional; IND - Industrial

In addition, it is recommended to provide at least ten feet in width immediately adjacent to the community’s schools wherever possible. It is also anticipated that the minimum sidewalk width will increase from 4’ to 5’ to better accommodate residential pedestrian needs.

PLAN AND PRIORITIES

Table 6 – Pedestrian Plan and Priorities summarizes the pedestrian plan corridors and prioritization. The evaluation criteria include the relative demand of the locations served and the need for improvement (based on traffic volumes and speeds observed in each corridor). The pedestrian path corridors are also shown in **Figure 3 – Alternative Modes of Transportation**.

COSTS AND FUNDING

The total cost estimate for the recommended pedestrian capital improvement projects is included in **Appendix B**. Many of the needed improvements are expected to be constructed by private development as County ordinance requires roadway improvements, including construction of pedestrian and bicycle facilities, at the time adjacent properties develop. Some of the recommended improvements are located in areas that are largely built out, typically characterized by older development that pre-date the current requirements. In such areas, the County will be responsible for identifying funding for the improvements, either from assessment districts, general funds, or if possible, from federal or state grant sources.

Table 6 – Pedestrian Plan and Priorities

Road	From	Material	Existing Conditions
High Priority Facilities			
Vineyard Dr	Vineyard Elementary School to Bennett Wy	Base/AC	Partially completed
Florence St	Las Tablas Rd to Old County Rd	PCC	West side almost complete
5th St	Old County Rd to Main St	PCC	Partially completed
Old County Rd	Gibson Rd to Vineyard Dr	PCC	Partially completed
Main St	High School to 4 th St	PCC	Partially completed
Main St	4th St to US 101	PCC	Intermittent on both sides
Atascadero-Templeton	Main St to El Camino Real	Multi-use	To be constructed (in P&R Element)
Medium Priority Facilities			
Las Tablas Rd	Florence St to Old County Rd	PCC	North side almost complete
Theater Dr	PRCL to Main St	PCC/Base	West side partially completed
Bethel Rd	Vineyard Dr to Peterson Ranch Rd	Base	Partially completed
Ramada Dr	Main St to SR-46	PCC	Partially completed
Duncan Rd	Peterson Ranch Rd to Las Tablas Rd	Base	Partially completed sidewalk on west side.
Low Priority Facilities			
6th St	Old County Rd to Main St	PCC	Partially completed
Abramson Rd	Honey Wy Horstman St	PCC	South side complete North side partially completed
Peterson Ranch Rd	Bethel Rd to Duncan Rd	Base	South side almost complete
Theater Dr Ext.	Main St to Peterson Ranch Rd	PCC	To be constructed
Bennett Wy	Peterson Ranch Rd to Templeton Hills Rd	PCC	Partially completed
Templeton Hills Rd	Bethel Rd to Bennett Wy	Base	Partially completed sidewalk on north side. Path behind church.
Completed Facilities			
Vineyard Dr	Main St to Bennett Wy	PCC/AC	North side
Las Tablas Rd	Bethel Rd to Florence St	PCC	North – Bethel Rd to Heather Ct; South – Heather to US 101
Horstman St	Las Tablas Rd to Abramson Rd	PCC	Both sides
Honey Wy	Las Tablas Rd to Abramson Rd	PCC	Both sides
Gibson Rd	Old County Rd to Gibson Park	PCC	Both sides

Sources of revenue from County Public Works and the Parks Department are limited and oftentimes constrained. Pedestrian facility maintenance, including Class I bike paths and multi-use paths, can be provided by alternative groups including Homeowners Associations' and Community Services Districts.

The Templeton Unified School District eliminated bus service to students during the 2009-2010 school year. Build out of the pedestrian circulation network would increase the students' mobility.

BICYCLE CIRCULATION NETWORK

The County Bicycle Advisory Committee (BAC) is an ad hoc advisory committee which provides a recognized formal source of input and perspective for bicycle transportation planning and implementation within the unincorporated areas of the County. The BAC meets quarterly and works together with County staff to prepare and update the County Bikeways Plan which was last adopted by the Board of Supervisors in 2005 and can be found at <http://www.slocounty.ca.gov/PW/Traffic/BAC>. Project lists are updated at their quarterly meetings.

The committee has established a system to define and designate bikeways within the County as follows:

- Class I Bikeway (Bike Path) provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.
- Class II Bikeway (Bike Lane) provides a striped lane for one-way bicycle travel on a street or highway. Class II bikeways are contiguous with the adjacent motor vehicle travel lanes.
- Class III Bikeway (Bike Route) provides for shared use with pedestrian or motor vehicle traffic. Bike route signs designate Class III bikeways.
- Class IV Bikeway (Bike Access) is a roadway which has been identified as a satisfactory place to ride.

The existing and proposed bicycle facilities in Templeton per the County Bikeways Plan are shown in **Figure 3 – Alternative Modes of Transportation**.

TRAIL NETWORK

The Board of Supervisors adopted the County Parks and Recreation Element in December 2006, which can be found at <http://www.slocountyparks.com/information/parkprojects.htm#parksrecreationelement>. The Parks and Recreation Element establishes policies and programs to provide and maintain parks, recreation, and natural areas within San Luis Obispo County and supersedes the County Trails Plan. The Trails Committee meets every other month and is an advisory body to San Luis Obispo Parks and Recreation Commission.

The trails in Templeton per the Parks and Recreation Element are shown in **Figure 3 – Alternative Modes of Transportation.**

Additional multi-use trails have been constructed by area development along Rossi Road and in the Vineyard Estates.

PUBLIC TRANSPORTATION SYSTEM

The public transportation system in Templeton refers to a wide variety of services including fixed time transit services, Templeton Dial a Ride, and Ridesharing. Fixed time transit service in Templeton is provided by the San Luis Obispo Regional Transit Authority (RTA) and the City of Atascadero. RTA provides two routes within the community, Route 9 and Route 9 Express. Route 9 provides service between San Luis Obispo, Cal Poly, Santa Margarita, Atascadero, Templeton, Paso Robles, and San Miguel seven days a week. Route 9 and Route 9 Express stop at the Las Tablas Park and Ride lot where transfers to the North County Shuttle can be made. The North County Shuttle is operated by the City of Atascadero and provides service between Atascadero, Templeton, Paso Robles, and the Cuesta College North County Campus east of Paso Robles. The North County shuttle has stops on Main Street and Las Tablas Road in Templeton. The Templeton Dial a Ride is a reservation only service provided by RTA offering rides to most locations in Templeton.

For more information on the following transit services visit...

RTA Route 9 and Route 9 Express - www.slorta.org/

North County Shuttle - <http://www.northcountyshuttle.com/>

Templeton Dial a Ride –

http://www.slorta.org/pdfs-rd/TempletonDAR_brochure.pdf

Ridesharing includes carpools, vanpools, and other employer-based services. San Luis Obispo County Regional Rideshare facilitates programs encouraging a reduction in vehicle miles traveled. Rideshare recently developed Trip Link, an on-line commuter resource, which seeks to find and match carpools (casual and work), vanpools, and bike buddies, track commuter trips, and connect parents of K-12 students for School Pools. Benefits of Trip Link include guaranteed rides home and incentive programs. More information about Rideshare and Trip Link can be found at <http://rideshare.org>.

PARK AND RIDE FACILITIES

Caltrans maintains Park and Ride facilities throughout the State. Currently, Templeton has an existing Park and Ride facility at Las Tablas Road and Bennett Way, west of State Highway 101. The lot is currently at capacity and funding has been secured to expand the facility. Additionally, TAAG has identified Vineyard Drive near US Highway 101 as a location for a potential Park and Ride facility.

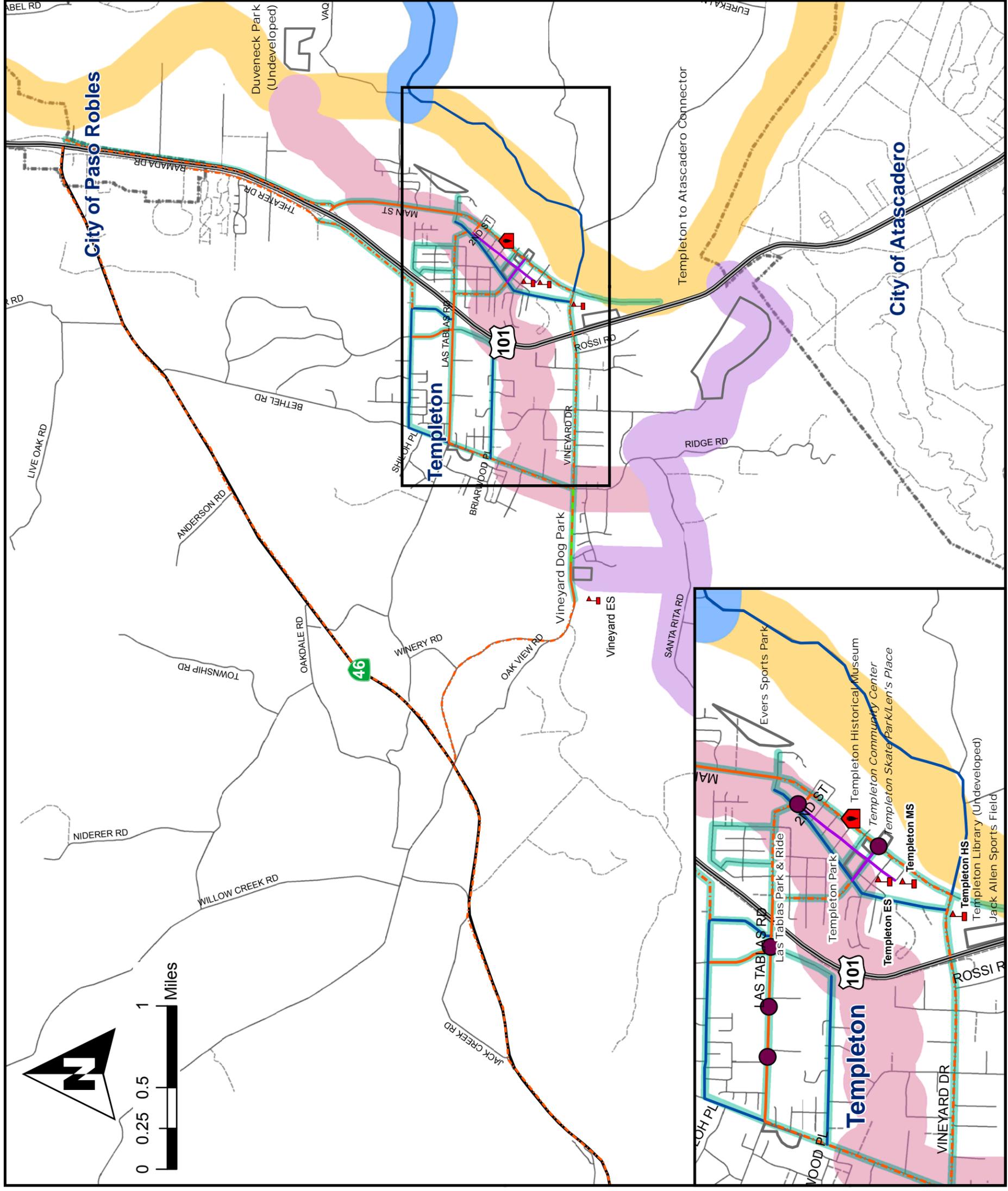
FIGURE 3 Alternative Modes of Transportation

Legend

- Public School
- Museum
- BusStop
- County Maintained Roads
- Non County Maintained Roads
- City Limits
- STATE HIGHWAYS
- ROUTE 101
- Parks and Recreation Element (Proposed Trails)**
- Juan Bautista de Anza National Historic Trail
- Creston to Templeton Trail
- Toad Creek Trail
- Templeton to Whale Rock Trail
- County Bikeways Plan**
- Existing Class I
- Proposed Class I
- Existing Class II
- Proposed Class II
- Existing Class III
- Existing Class IV
- Pedestrian Plan**
- Pedestrian Paths (See Table 6)



TEMPLETON CIRCULATION STUDY



CHAPTER 4 - BUILD OUT CONDITIONS

Build out of the Templeton area refers to the development of all remaining vacant parcels at maximum allowable densities under the current planning and zoning codes, with limited redevelopment of existing developed properties. The base build out capacity analysis assumes no roadway network changes from existing conditions (other than the recently completed Vineyard Interchange Project) and identifies build out capacity deficiencies. The recommended improvements create a list of candidate projects for Road Improvement Fees.

Documentation for the travel demand model (TDM) used for the build out analysis is included in **Appendix A**. The forecasts were based on build out of the General Plan {El Pomar-Estrella Planning Area (September 2003), Salinas River Area (January 1996), and Adelaida Planning Area (January 2003)}. The TDM forecasts the ADT for the road network under existing and build out conditions.

BASE BUILD OUT CAPACITY ANALYSIS

ROADWAY SEGMENT LEVEL OF SERVICE

The base build out roadway ADT is **Figure 4 – Base Build Out Roadway Average Daily Traffic Volumes**. **Table 7 – Base Build Out Conditions Roadway LOS** summarizes the roadway LOS at the study locations under existing and base build out conditions.



NOT TO SCALE

TEMPLETON CIRCULATION STUDY
FIGURE 4 Base Build Out Roadway Average Daily Traffic Volumes



Table 7 – Base Build Out Conditions Roadway LOS

Roadway	Location	Existing		Build Out	
		ADT	LOS	ADT	LOS
Bennett Wy	Peterson Ranch to Las Tablas	2000	A	2400	A
Bennett Wy	Las Tablas to Templeton Hills	1100	A	1200	A
Bethel Rd	SR-46 to Las Tablas Rd	1600	A	4100	A
Bethel Rd	Peterson Ranch to Las Tablas	900	A	2500	A
Bethel Rd	Las Tablas to Vineyard	3300	A	7400	B
El Pomar Dr	Templeton to Study Boundary	2700	A	3700	A
Florence St	Las Tablas to Old County	2400	A	3400	A
US Highway 101	SR-46 to Study Boundary	58000-64000	C-D	91500-100900	F
State Highway 46W	Study Boundary to US 101	3700-9500	B-D	6800-17500	C-E
Las Tablas Rd	West of Bethel Rd	1400	A	2400	A
Las Tablas Rd	Bethel to Bennett	12000	B	15,500	D
Las Tablas Rd	Bennett to US 101	16400	E	21300	F
Las Tablas Rd	US 101 to Florence Ave	7100	B	11300	E
Las Tablas Rd	Florence St to Main St	2900	A	4900	A
Main St	US 101 to Creekside Ranch	7700	A	13800	E
Main St	Creekside Ranch to Second	6900	A	12300	B
Main St	Second to Vineyard	6800	A	10400	B
Neal Springs Rd	El Pomar to Study Boundary	1400	A	2000	A
Old County Rd	Las Tablas to Florence	1900	A	3900	A
Old County Rd	Florence to Vineyard	2100	A	5000	A
Peterson Ranch Rd	Bethel to Duncan	400	A	700	A
Ramada Dr	SR-46 to Cow Meadow	4700	A	12100	F
Ramada Dr	Cow Meadow to Main	4700	A	10400	D
River Rd	Neal Springs to Study Boundary	1800	A	2800	A
Rossi Rd	Vineyard to End	3500	A	3800	A
Santa Rita Rd	Templeton Hills to Vineyard	500	A	500	A
Santa Rita Rd	Vineyard to Plum Orchard	700	A	800	A
Sixth St	Old County to Main	1200	A	2900	A
South El Pomar Rd	Templeton to Study Boundary	800	A	1000	A
Templeton Rd	Main to El Pomar	4400	A	5900	A
Templeton Rd	El Pomar to Study Boundary	1800	A	2300	A
Templeton Hills Rd	Bethel to Bennett	300	A	900	A
Theater Dr ₍₁₎	SR-46 to Paso Robles C.L.	9600	D	18600	F
Theater Dr	Paso Robles C.L. to Main	7600	C	15000	F
Vineyard Dr	Study Boundary to SR-46	1700	A	4700	A
Vineyard Dr	SR-46 to Elementary School	2400	A	4400	A
Vineyard Dr	Elementary School to Bethel	4400	A	7600	C
Vineyard Dr	Bethel to US 101	10700	E	14100	F ₍₂₎
Vineyard Dr	US 101 to Main	9900	D	12300	B ₍₂₎

Note: Under build out conditions, the PM peak hour volume is assumed to be 10% of the ADT. LOS is consistent regardless of what timeframe is used.

(1) Roadway segment is located in the City of Paso Robles.

(2) Widening from Bennett Wy to Main St completed in 2009. With widening, Bennett to US 101 operates at LOS C meeting the County LOS standard.

Roadway study locations operating below County and/or Caltrans standards are discussed further in Mitigated Build Out Conditions.

INTERSECTION LEVEL OF SERVICE

Table 8 – Base Build Out Conditions Intersection LOS summarizes the intersection LOS at the study locations under existing and base build out conditions.

Table 8 – Base Build Out Conditions Intersection LOS

	Intersection	Control Type	PM Peak LOS		LOS Standard
			Existing	Build Out	
1	Las Tablas Rd & Bethel Rd	AWSC	A	B	D
2	Las Tablas Rd & Bennett Wy	Signal	B	C	D
3	Las Tablas Rd & US 101 (SB)	Signal	B	B	C
4	Las Tablas Rd & US 101 (NB)	Signal	B	B	C
5	Las Tablas Rd & Florence St	TWSC	B	C	D
6	Las Tablas Rd & Old County Rd	TWSC	A	C	D
7	Main St & Theater Dr	TWSC ₍₁₎	C	F	D
8	Main St & US 101 (SB)	TWSC	F	F	C
9	Main St & US 101 (NB)	TWSC	E	F	C
10	Main St & Ramada Dr	TWSC	C	F	D
11	Main St & Gibson Rd	TWSC	C	F	D
12	Main St & Sixth St	TWSC	B	C	D
13	SR 46 & Vineyard Dr	TWSC	B	F	C
14	SR 46 & Bethel Rd	TWSC	B	C	C
15	SR 46 & Theater Dr/Vine St	Signal	C	F	C
16	SR 46 & US 101 (SB)	Signal	D	F	C
17	SR 46 & US 101 (NB)	Signal	B	F	C
18	SR 46 & Ramada Dr	Signal	B	F	C
19	Vineyard Dr & Bethel Rd	AWSC	B	E	D
20	Vineyard Dr & Bennett Wy	TWSC	C	C	D
21	Vineyard Dr & Rossi Rd	TWSC	B	E	D
22	Vineyard Dr & US 101 (SB)	Signal ₍₂₎	E	B	C
23	Vineyard Dr & US 101 (NB)	Signal ₍₂₎	D	B	C
24	Vineyard Dr & Old County Rd	TWSC	B	B	D
25	Vineyard Dr & Main St	Signal	C	C	D

TWSC– Two-way stop controlled, AWSC- All-way stop controlled.

Bold – Does not meet LOS standard.

(1) Three Way Stop Controlled

(2) Signalization completed in 2009.

Intersections operating below County and/or Caltrans standards are discussed further in Mitigated Build Out Conditions.

MITIGATED BUILD OUT CONDITIONS

Listed in this chapter are capacity deficiencies and recommended improvements identified using the travel demand model.

RECOMMENDED BUILD OUT ROADWAY IMPROVEMENTS

Table 9 – Recommended Build Out Roadway Improvements summarizes the recommended roadway improvements under build out conditions.

Table 9 – Recommended Build Out Roadway Improvements

Roadway	Location	Base LOS	Recommended Improvement/s	Mit. LOS
US Highway 101	SR-46 to Study Boundary	F	Bennett Wy & Theater Dr Extensions (Main St to Vineyard Dr) ⁽¹⁾	
State Highway 46W	Study Boundary to US 101	C-E	Interchange Improvements (per City of Paso Robles)	
Las Tablas Rd	Bennett to US 101	F	Widen to 4 or 5 lanes	A
Las Tablas Rd	US 101 to Florence Ave	E	Add TWLTL	B
Main St	US 101 to Creekside Ranch	E	Add TWLTL	C
Ramada Dr	SR-46 to Cow Meadow	F	Add LTL	B
Theater Dr	SR-46 to Paso Robles C.L.	F	Interchange Improvements (per City of Paso Robles)	
Theater Dr	Paso Robles C.L. to Main	F	Add LTL	D
Vineyard Dr	Bethel to US 101	F	Add TWLTL (Bethel Rd to Bennett Wy) ⁽²⁾	C

BO– Build Out, Mit.- Mitigated LOS, LTL – Left Turn Lane; TWLTL – Two Way Left Turn Lane

(1) Provides relief for local traffic only. With frontage road US 101 still operates below Caltrans standards.

(2) Widening from Bennett Wy to Main St completed in 2009.

RECOMMENDED BUILD OUT INTERSECTION IMPROVEMENTS

Table 10 – Recommended Build Out Intersection Improvements summarizes the recommended intersection improvements under build out conditions.

Table 10 – Recommended Build Out Intersection Improvements

Intersection	BO LOS	Recommended Improvement/s	Mit. LOS
Main St & Theater Dr	F	Reconfigure and widen interchange	
Main St & US 101 (SB)	F		
Main St & US 101 (NB)	F		
Main St & Ramada Dr	F		
Main St & Gibson Rd	F	Signalize	B
SR 46 & Vineyard Dr	F	Signalize	B
SR 46 & Theater Dr/Vine St	F	Interchange Improvements (per City of Paso Robles)	
SR 46 & US 101 (SB)	F		
SR 46 & US 101 (NB)	F		
SR 46 & Ramada Dr	F		
Vineyard Dr & Bethel Rd	E	Signalize	A
Vineyard Dr & Rossi Rd	E	Signal not viable. Close intersection or modify to right-in/right-out. New connection to Bennett Wy	B
Vineyard Dr & Bennett Wy	C/E	Signalize with Rossi Rd rerouting and Bennett Way extension	B

BO– Build Out, Mit.- Mitigated LOS

The following chapter discusses the capital improvement projects in the Templeton area.

CHAPTER 5 - CAPITAL IMPROVEMENT PROJECTS

The chapter lists all capital projects in the Templeton Area through the Build Out year. (* denotes project added since 2004 update). The projects are also listed in **Appendix B**.

ROAD IMPROVEMENT FEE PROJECTS

Capital improvement projects eligible for Road Improvement Fee revenues include:

US HIGHWAY 101 INTERCHANGES

- **Main Street Interchange:** The freeway ramps and frontage roads will be operating at LOS F under build out conditions. Due to the close proximity of the intersections considerable modifications will be required. The County has studied the interchange in the past and multiple alternatives were developed. The County is currently pursuing a PSR/PR (Project Study Report/ Project Report) at this location.
- **State Highway 46W Interchange:** The City of Paso Robles has prepared a PSR for interchange improvements at State Highway 46 W. The alternatives include roundabouts at each of the ramps and possible relocation of Vine Street. The PR is currently being completed; the project estimate will be revised upon approval.

ROADWAY EXTENSIONS

- **Theatre Drive:** This project is part of a network of frontage roads used to develop parallel freeway routes. The Theater Drive extension will provide a connection between the Main Street interchange and Las Tablas Road on the west side of State Highway 101. The project is included in the RIF to provide congestion relief at the Main Street interchange. The Main Street Interchange PSR/PR will further analyze the interchange operations including the ramps and frontage roads.
- **Rossi Road to Bennett Way*:** Development along Rossi Road will decrease the LOS to F at the intersection of Vineyard Drive and Rossi Road under the build out conditions. Due to the proximity of the intersection to the southbound State Highway 101 ramps, a signal is not a viable alternative. When a roadway connection is made between Rossi Road and Bennett Way, Rossi Road will be eliminated or modified to Right-in/Right-out at Vineyard Drive.

SIGNAL INSTALLATIONS

- **Vineyard Drive & State Highway 46**
- **Vineyard Drive & Bethel Drive**
- **Vineyard Drive & Bennett Way**
- **Main Street & Gibson Road/Las Tablas Road**
- **Las Tablas Road & Florence Street****

** Project meets signal warrants in build out year although LOS standard met.

TWO WAY LEFT TURN LANES

- **Vineyard Drive* (Bethel Road to Bennett Way)**
- **Main Street (Creekside Ranch Road to State Highway 101)**
- **Ramada Drive (Main Street to State Highway 46)**
- **Theater Drive (Main street to Paso Robles City Limit)**

ADDITIONAL PROJECTS

Capital improvement projects not eligible for Road Improvement Fee revenues include:

US HIGHWAY 101

- **Templeton Auxiliary Lanes:** Northbound and southbound auxiliary lanes will be constructed between Vineyard Drive/Las Tablas Road and Las Tablas Road/Main Street per the 2005 SLOCOG Regional Transportation Plan. The plan also includes widening US 101 to three lanes under the financially unconstrained scenario.
- **Las Tablas Interchange (Phases 2 & 3):** Phases 2 and 3 of the Las Tablas Interchange Project are not currently included in RIF program, under the existing and base build out scenarios the intersections of Las Tablas Road with the US Highway 101 ramps are estimated to operate at LOS B. However, the current freeway on and off ramps do not meet the minimum spacing requirements per Caltrans and the roadway may need to be widened to 4 or 5 lanes increasing storage for the left turn movements. This project may be completed in conjunction with future widening of US Highway 101 to six lanes.

SAFETY/CAPACITY IMPROVEMENTS

- **Las Tablas Road Extension:** The extension project includes realignment from Horstman Street east to Gibson Road. This project would improve circulation along Las Tablas Road, Old County Road, and Main Street as well as improve sight distance.
- **Bennett Way Extension:** This project is part of a network of frontage roads used to develop parallel freeway routes. The remaining Bennett Way extension will provide a connection between Las Tablas Road and Vineyard Drive on the west side of State Highway 101.
- **Bethel Road Reconstruction:** A project to add shoulders and rehabilitate Bethel Road is proposed to improve sight distance. This would improve safety but is on hold due to a lack of funds in the roads budget.
- **State Highway 46 & Bethel Road Left Turn Channelization and Signal Installation**

OTHER IMPROVEMENTS

- **Bike Lanes (per County Bikeway Plan)**
- **Walkways (per Pedestrian Circulation Plan)**
- **Trails (per Parks and Recreation Element)**
- **Transit (Vineyard Drive Park and Ride Lot with Transit Shelters)**

- **Las Tablas Road Park and Ride Lot Expansion**

COMPLETED CAPITAL IMPROVEMENT PROJECTS

Capital improvement projects completed in the Templeton area include:

- **Vineyard Drive Interchange (Phase 1):** This project installed signals at the north and southbound State Highway 101 ramps as well as widening the undercrossing to two lanes with a center turn lane. Also a TWLTL was installed between Bennett way and Main Street.
- **Old County Road Closure (Gibson Road to Main Street)**
- **Florence Street Low Impact Development:** The project included installation of a sidewalk, bioswale, and bike lanes on Florence Street between Las Tablas Road and Las Tablas Creek.
- **Las Tablas Road Interchange (Phase 1):** This project installed signals at the north and southbound State Highway 101 ramps as well as widening the undercrossing to two lanes with a center turn lane.
- **Las Tablas Road TWLTL (Bethel Road to Highway 101)**
- **Las Tablas Road & Bennett Way Traffic Signal Installation**
- **Bennett Way Extension (Las Tablas Road to Peterson Ranch Road)**
- **Las Tablas Pedestrian Crossing**
- **Main Street TWLTL (Gibson Road to Creekside Ranch Road)**
- **Main Street & Vineyard Drive:** Projects completed at this intersection included the installation of a traffic signal and subsequent upgrades.
- **Las Tablas Road Park and Ride Lot with Transit Shelters**

CHAPTER 6 - COST ESTIMATES AND FUNDING MECHANISMS

This chapter presents the cost estimates developed for the recommended transportation improvements and discusses possible funding mechanisms. Implementation of the elements of the circulation plan for Templeton will require sources of revenue dedicated to infrastructure investment. Local government has traditionally provided for public facilities, with the costs being financed by revenues derived from gasoline tax and state and federal funds. As these sources of revenue continually decrease, alternative funding sources are increasingly important. The Templeton Road Improvement Fees, collected through development, have proven successful in funding local projects since its inception. A list of capital improvement projects including cost estimates, funding, and priorities are included in **Appendix B**.

PROJECT COST ESTIMATES

A series of planning level cost estimates have been prepared for each project discussed in Chapter 5. All cost estimates include the known cost of planning documents, environmental documentation, surveying, design, right-of-way, construction, inspection, and administration. All costs for construction activity were determined from typical experiences in San Luis Obispo County. Construction costs include clearing and grubbing, grading, paving, storm drains, lighting, signing, striping, and mitigation. Roadway edge improvements like curb, gutter, and sidewalk are excluded since they are usually constructed at the time of adjacent development.

In 2009, the estimated funding needed to complete the capital improvement program is \$110 million.

RIGHT OF WAY

In order to provide maximum flexibility in responding to the transportation needs of the community as it builds out, all rights-of-way and offers to dedicate right-of-way shall be preserved. Any requests for abandonments or quit claim title actions should be evaluated by County staff and TAAG on a case-by-case basis with input sought from the community; final action is the responsibility of the County Board of Supervisors.

ROAD IMPROVEMENT FEES

The California Government Code (Sections 66001-66025) grants authority to local agencies to establish, increase, or impose fees as a condition of approval for a development project within their jurisdictional boundaries. California courts require that such fees be reasonably related to the contributing development's impact on community facilities. Provided that the improvement fees are used to finance construction of specific facilities, they are not considered taxes and,

therefore, do not require electorate approval. San Luis Obispo County adopted Ordinance No. 2379 in 1988 to provide for the collection of Road Improvement Fees. The improvement fees are collected at the time of development and held in an account dedicated for road improvements within the area of benefit. Credits toward the fee may be provided to landowners who dedicate necessary rights-of-way or construct capital improvement projects listed in **Appendix B**. The account is expected to grow at a rate corresponding to the rate of new development within the Templeton study area.

Road Improvement Fees were established to fund the portion of road improvements attributable to new development within the study area, consistent with the General Plan. Existing deficiencies are not eligible for funding under the Road Improvement Fee; an existing deficiency is a safety or capacity defect present at the time of initial road construction or prior to the initial (1991) Road Improvement Fee study. If a capacity deficiency is predicted after the initial study due to area development, then Road Improvement Fees may be used. In addition, costs attributed to through traffic, maintenance, and other betterments are not eligible for funding by improvement fees.

In calculating the recommended fees, the eligible improvement costs are first divided by the total number of new trip ends. Then the portion of the fee allocated to retail uses is adjusted for 35 percent pass-by trips, which are trips already using the roadway diverted to “new” retail businesses. This rate is consistent with the Institute of Transportation Engineer’s (ITE) recommendations. Finally, the fees are adjusted so that the forecast new trips that travel between new land uses at both ends are not “double-charged.” In accordance with the Board of Supervisors’ policy as implemented in other areas of San Luis Obispo County, these trips are “charged” at the residential end.

The calculated fees are based on the amount of traffic generated during the weekday afternoon (PM) peak hour by each type of new development. The amount of traffic is determined from the ITE Trip Generation Manual.

As shown in **Figure 1 – Study Area and Fee Boundaries**, Templeton is broken into three fee areas: A, B, and C. Area A encompasses the central community of Templeton, Area B is the rural areas east and west of Templeton, and Area C is an industrial/commercial area along Ramada Drive between Templeton and Paso Robles. Fee Area B has been modified under the comprehensive update per recommendation from the County Board of Supervisors. **Appendix B** notes which fee areas contribute to each capital improvement project.

RECOMMENDED FEE SCHEDULE

The fees for any new development are calculated at the time of building permit issuance. **Table 11** shows the fees.

Table 11 – 2009 Recommended Fee Schedule

Land Use	Current Fee	Proposed Fee	% Change
Area A “Urban”			
Residential	\$14,116	\$13,921	- 1%
Retail	\$4,145	\$5,061	+ 22%
Other	\$6,376	\$7,786	+ 22%
Area B “Rural”			
Residential	\$10,802	\$10,455	- 3%
Retail	\$3,315	\$4,210	+ 27%
Other	\$5,100	\$6,478	+ 27%
Area C “Commercial/Industrial”			
Residential	\$13,788	\$14,121	+ 2%
Retail	\$13,788	\$14,121	+ 2%
Other	\$13,788	\$14,121	+ 2%

pht = PM Peak Hour Trip

It is recommended that the County modify the Templeton Road Improvement Fee based on the recommended fee structure shown in **Table 11 – 2009 Recommended Fee Schedule**.

“Residential” is defined as all places where people begin or end their day (i.e. Single Family Dwelling Units, Multi-Family Dwelling Units, Hotels). “Retail” is defined as all businesses that can receive a pass-by credit (i.e., Retail, and Commercial Service). “Other” includes anything not otherwise defined. During the comprehensive update, fees may increase or decrease based on the revised TDM and project estimates.

ROAD IMPROVEMENT FEE ACCOUNT

Table 12 summarizes the Road Improvement Fee account balance at the end of the 2008-2009 fiscal year.

Table 12 – Road Improvement Fee Account Balance

Templeton Road Improvement Fund	Area A-B Total As of		Area C Total As of	
	07/01/08	06/30/09	07/01/08	06/30/09
Balance	\$1,001,794	-	\$747,239	-
Fees Received	-	\$181,852	-	\$0
Interest	-	\$17,442	-	\$16,197
Refunds	-	\$7,078	-	\$0
Subtotal	-	\$1,194,010	-	\$763,436
Projects Funded by Road Improvement Fees	Budgeted 08-09	Expenditures as of 06/30/09	Budgeted 08-09	Expenditures as of 06/30/09
Templeton Circulation Study	\$10,000	\$34,247	-	-
Main St & US 101 PSR	\$176,931	\$10,410	\$176,931	\$10,410
Vineyard (Bennett to Main)	\$67,530	\$0	-	-
Vineyard I/C Debt Svc Pmt.	\$450,670	\$452,297	-	-
Ending Cash Balance (06/30/2009)		\$697,056	-	\$753,026
Debt Service on 09-27 (Bond repayment w/interest minus payments)		\$13,066,235	-	-
Net Cash Balance		(\$12,369,179)	-	\$753,026

Appendix C contains a summary of the Road Improvement Fee account including payments, expenditures, and interest accrued since the inception of the Road Improvement Fee.

BUILDING PERMIT ACTIVITY

During the 2008-2009 fiscal year the following building permits were issued.

- **Area A** – 1 Residential, 1 Medical/Dental.
- **Area B** – 4 Residential, 9 Winery.
- **Area C** – none.

FEE APPEALS

There was one appeal in the 08-09 fiscal year. The fee for a medical/dental office was reduced with the finding that the project location encouraged multi-modal activities. Since development of the Templeton RIF there have been 19 fee appeals, 8 were denied and 11 were adjusted/waived resulting in refunds totaling \$376,971.

ALTERNATIVE FUNDING SOURCES

Overall, improvement fees have the potential to finance over one-third of the capital improvement projects. The remaining funds could be derived from a number of traditional sources as described below:

- **State Gas Tax Allocations:** Revenues from the taxes collected on fuel purchases are distributed in part to cities and counties within the state. The allocation considers the number of vehicle registrations and mileage of maintained roadways within each jurisdiction. Gas tax revenues have been the traditional funding source for much of the road maintenance of San Luis Obispo County's road system. In recent years, revenues have declined in real terms due to the increasing fuel efficiency of the motor vehicle population and the State's use of a portion of these revenues to make up for State budget shortfalls. These revenues are primarily used for maintenance of the County road system, and this trend is expected to continue.
- **General Fund Revenues:** County General Fund revenues accrue from the imposition of sales and property taxes. These taxes fund a number of County services and are distributed through the budgetary process. The stability of these revenues are uncertain and have decreased in recent years.
- **Local Sales Taxes:** State law provides for imposition of a voter-approved optional one half cent or one cent sales tax that can be dedicated exclusively to transportation improvements. This approach could be used to implement a program of county-wide transportation projects. Generally, high-cost and high-priority projects with county-wide benefits would be the focus of this program.
- **Federal Funding:** The 2005 Federal Transportation bill called SAFETEA-LU specifically identifies safety concerns to be addressed through funding over the next several years. Through SAFETEA-LU, available grant funding includes the High Risk Rural Roads (HR3) Program, Highway Safety Improvement Program (HSIP), Federal Safe Routes to School (SRTS) Program, and Recreational Trails Program (RTP).
- **State Bikeway Account:** The State of California currently makes available about \$7.2 million annually to local agencies statewide, for the construction of bikeway facilities. Interested local agencies may apply for up to \$1.8 million per year for eligible projects. County Public Works has applied for bike lane funding on Vineyard Drive and Theater Drive.
- **Transportation Development Act:** This funding source provides resources for the development of transit projects. Funding is derived from State sales tax revenues and is appropriated to the County and its incorporated cities on a population basis. Not all TDA funds are allocated to transit projects; jurisdiction may fund road projects, bikeways and transit if no unmet transit service needs exist as determined annually by the San Luis Obispo Council of Governments. The transit percentage of TDA funds is variable, depending upon established unmet needs.
- **Assessment District:** Another source of funding for public improvement projects is the creation of a special assessment district comprised of

landowners most likely to directly benefit from the projects. California law provides for the issuance of bonds secured by the assessments and property liens. Costs for assessment districts are spread among properties on the basis of benefit including property frontage, acreage, or trip generation potential. In addition to roadway improvements, property owners can initiate assessment districts to fund improvements such as storm drainage, street lighting, landscaping, and sidewalks.

- **Community Service District Charges:** The Templeton Community Service District can impose service charges to finance projects. Similar to an assessment district, the amount of the service charge levied against a parcel of land must directly relate to the benefit.

APPENDIX A

Travel Demand Model

TRAVEL DEMAND MODEL DEVELOPMENT

Build out traffic volume forecasts were developed using a travel demand model (TDM) to evaluate the needs for capacity improvement in Templeton. The Templeton TDM utilizes Cube[®], a computer transportation analysis system, as a tool for forecasting build out traffic circulation in the study area. TDM development included calibration of the existing conditions model to verify the accuracy of the model, then the calibrated model was used to create the build out model.

TRAFFIC ANALYSIS ZONES

Traffic analysis zones (TAZs) are areas that have similar zoning requirements and are geographically adjacent. Land use within a TAZ is used to project traffic on the adjacent roadways. Gateways are also established at the model boundaries for external-internal trips and external-external (through) trips. These would include State Route 46, US Highway 101, Vineyard Dr, Templeton Road, etc. Through traffic on routes within the community of Templeton were projected using population growth estimates based on the amount of potential development.

MODELING PROCESS

The travel demand modeling process consists of the following four general steps: Trip Generation, Trip Distribution, Mode Choice, and Trip Assignment.

Trip Generation translates land use quantities into vehicle trip ends using trip generation rates established during the model calibration process. The trip generation rates used in this model are based on the Institute of Transportation Engineers (ITE) data where available.

Trip Distribution uses the “gravity model” to estimate how many trips will be generated from one TAZ to all other TAZs using gravitational attraction. The trip distribution is based on the number of trip ends generated in each pair of zones and the distance and travel time between the two zones. It is also necessary to estimate trips beginning/ending outside the study boundary and trips passing through the study area. Any vehicle at a “gateway” (study boundary) must be one of the following:

- Trip passing through the study area (external-external).
- Trip produced outside the study area and attracted to a point within the study area (external-internal).
- Trip produced within the study area and attracted to a point outside the study area (internal-external).

Mode Choice separates person trips that are transit passengers and auto passengers from the vehicle drivers. The Templeton TDM combines trip generation and mode choice; all trip generation rates calculate vehicle trips. Traffic projections do not account for increased transit use in the future.

Trip Assignment distributes trips between TAZs and assigns them to specific travel routes on the road network based on the minimum travel time. Traffic volumes are then assigned to the network. The resulting traffic volumes are accumulated for each roadway link in the network until all trips have been assigned.

EXISTING MODEL CALIBRATION

The 2003 existing conditions roadway network was reviewed against existing, 2008 conditions. The 2003 existing conditions land use was modified to represent development since the last model update. The existing conditions model was then calibrated against the traffic volumes collected at roadway study locations. A table (next page) summarizes the calibrated existing conditions model ADT and the percentage difference between the ADT collected in the field.

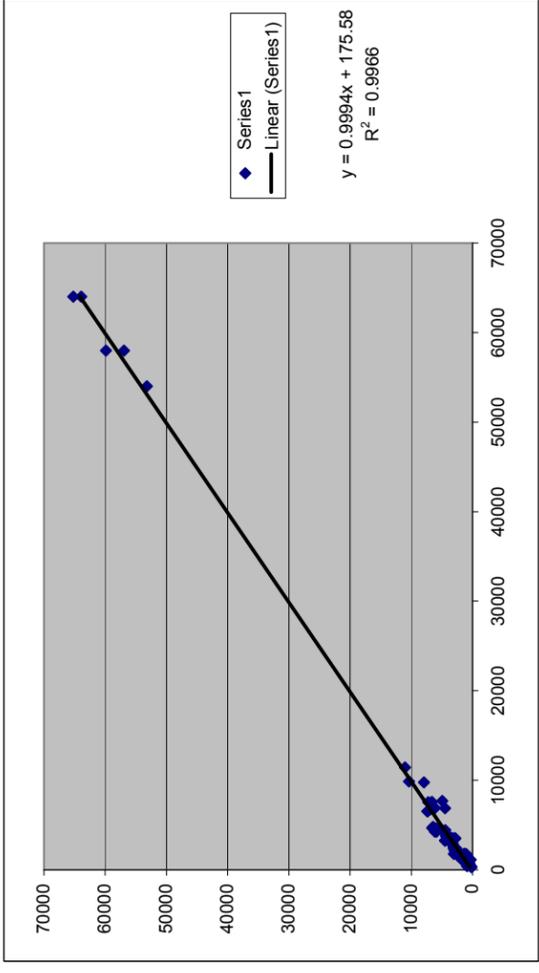
BUILD OUT LAND USE

The land use analysis is based on the concept of build out of the Templeton Fee Area based on the General Plan. Build out refers to the development of all remaining vacant parcels at maximum allowable densities under the current planning and zoning codes, with limited redevelopment of existing developed properties. As the General Plan Amendments and/or revisions to land use designations occur this model will be updated to reflect the specific circulation needs of the revision.

Using the calibrated existing conditions roadway network model and General Plan Land Use the base build out TDM was developed. The base build out model assumes no roadway network changes from existing conditions and identifies build out capacity deficiencies. The recommended improvements create a list of candidate projects for Road Improvement Fee funding.

Roadway	Location	Facility Type	Daily Count Year	Daily Count	Model Forecast	Model Error %	Target Error %	Squared Error
U.S. 101	South of Vineyard Drive	Freeway	2007	64000	63920	0.1%	7%	0.00%
	Between Vineyard Drive and Las Tablas Road	Freeway	2007	58000	56950	1.8%	7%	0.03%
	Between Las Tablas Road and Main Street	Freeway	2007	58000	59860	3.2%	7%	0.10%
	Between Main Street and S.R. 46 West	Freeway	2007	54000	53180	1.5%	7%	0.02%
	North of S.R. 46 West	Freeway	2007	64000	65200	1.9%	7%	0.04%
	NB off to Vineyard Drive	Ramp	2007	4810	6440	33.9%	25%	11.48%
	NB on from Vineyard Drive	Ramp	2007	1760	3060	73.9%	25%	54.56%
	SB off to Vineyard Drive	Ramp	2007	1560	2340	50.0%	25%	25.00%
	SB on from Vineyard Drive	Ramp	2007	4620	5930	28.4%	25%	8.04%
	NB off to Las Tablas Road	Ramp	2007	3520	2770	21.3%	25%	4.54%
	NB on from Las Tablas Road	Ramp	2007	3260	4490	37.7%	25%	14.24%
	SB off to Las Tablas Road	Ramp	2007	3260	4480	37.4%	25%	14.01%
	SB on from Las Tablas Road	Ramp	2007	3530	3270	7.4%	25%	0.54%
	NB off to Main Street	Ramp	2007	4270	6140	43.8%	25%	19.18%
	NB on from Main Street	Ramp	2007	1860	2410	29.6%	25%	8.74%
	SB off to Main Street	Ramp	2007	2140	2950	37.9%	25%	14.33%
	SB on from Main Street	Ramp	2007	4270	5910	38.4%	25%	14.75%
	NB off to S.R. 46 West	Ramp	2007	1800	1340	25.6%	25%	6.53%
	NB on from S.R. 46 West	Ramp	2007	6530	7370	12.9%	25%	1.65%
	SB off to S.R. 46 West	Ramp	2007	6550	7340	12.1%	25%	1.45%
	SB on from S.R. 46 West	Ramp	2007	1130	1350	19.5%	25%	3.79%
S.R. 46 West	Between Vineyard Drive and U.S. 101	Highway	2007	6900	6160	10.7%	15%	1.15%
	West of Vineyard Drive	Highway	2007	3700	3880	4.9%	15%	0.24%
Vineyard Drive	West of S.R. 46 West	Arterial	2007	1710	2020	18.1%	15%	3.29%
	East of S.R. 46 West	Arterial	2007	2390	2660	11.3%	15%	1.28%
	East of Bethel Road	Arterial	2007	4440	4460	0.5%	15%	0.00%
	West of U.S. 101	Arterial	2006	7470	7230	4.5%	15%	0.20%
	East of U.S. 101	Arterial	2006	9880	10370	5.0%	15%	0.25%
Templeton Road	East of Main Street	Arterial	2007	4390	4870	10.9%	15%	1.20%
	South of El Pomar Drive	Arterial	2008	1220	1480	21.3%	15%	4.54%
El Pomar Drive	North of Templeton Road	Arterial	2006	2710	3170	17.0%	15%	2.88%
	West of South El Pomar Road	Arterial	2006	850	750	11.8%	15%	1.38%
Neal Springs Road	North of El Pomar Drive	Arterial	2006	1370	1360	0.7%	15%	0.01%
Las Tablas Road	East of Bethel Road	Arterial	2008	4150	4420	6.5%	15%	0.42%
	West of U.S. 101	Arterial	2006	11420	11050	3.2%	15%	0.10%
	West of Bethel Road	Collector	2007	1400	1380	1.4%	25%	0.02%
	West of Main Street	Collector	2008	2930	3220	9.9%	25%	0.98%
South El Pomar Road	East of Templeton Road	Collector	2007	760	710	6.6%	25%	0.43%
Bethel Road	South of Vineyard Drive	Collector	2007	1690	1780	5.3%	25%	0.28%
	North of Vineyard Drive	Collector	2006	1770	1060	40.1%	25%	16.09%
	North of Brambles Court	Collector	2006	1630	1500	8.0%	25%	0.64%
Santa Rita Road	South of Vineyard Drive	Collector	2007	700	520	25.7%	25%	6.61%
	South of Templeton Hills Road	Collector	2008	460	370	19.6%	25%	3.83%
Rossi Road	South of Vineyard Drive	Collector	2008	3530	2930	17.0%	25%	2.89%
Old Creek Road	East of S.R. 46 West	Collector	2008	290	220	24.1%	25%	5.83%
Templeton Hills Road	East of Bethel Road	Collector	2006	300	160	46.7%	25%	21.78%
Peterson Ranch Road	East of Bethel Road	Collector	2006	410	880	114.6%	25%	131.41%
Bennet Way	South of Vineyard Drive	Collector	2007	1150	1050	8.7%	125%	0.76%
	South of Las Tablas Road	Collector	2006	1070	1620	51.4%	225%	26.42%
	North of Las Tablas Road	Collector	2008	1970	2670	35.5%	25%	12.63%
Old County Road	North of Vineyard Drive	Collector	2008	560	710	26.8%	25%	7.17%
	North of Florence Street	Collector	2008	1120	280	75.0%	25%	56.25%
Florence Street	West of Old County Road	Collector	2007	2420	3100	28.1%	25%	7.90%
Sixth Street	West of Main Street	Collector	2008	1230	1840	49.6%	25%	24.60%
Main Street	North of Vineyard Drive	Collector	2006	6740	6960	3.3%	25%	0.11%
	North of Second Street	Collector	2007	6870	4500	34.5%	25%	11.90%
	North of Creekside Ranch Road	Collector	2006	7700	4960	35.6%	25%	12.66%
Ramada Drive	North of Main Street	Collector	2007	4670	6600	41.3%	25%	17.08%
	South of S.R. 46 West	Collector	2007	3770	4350	15.4%	25%	2.37%
Theatre Drive	South of Templeton Cemetery Road	Collector	2007	7600	6620	12.9%	25%	1.66%
	South of S.R. 46 West	Collector	2008	9770	7920	18.9%	25%	3.59%

Roadway Classification	Traffic Count	Model Volume	% Error Model	% Error Target	RMSE Model	RMSE Target
Freeway	298,000	299,110	0.4%	7.0%	1.97%	15.0%
Highway	10,600	10,040	5.3%	10.0%	8.33%	40.0%
Ramp	54,870	67,590	23.2%	25.0%	35.61%	50.0%
Arterial	52,100	53,840	3.3%	15.0%	11.38%	40.0%
Collector	72,510	67,910	6.3%	25.0%	38.02%	50.0%
Total	488,080	498,490	2.1%	5.0%	31.25%	35.0%



APPENDIX B

Capital Improvement Projects Table

**Templeton Circulation Study
2009 Update
Appendix B - Capital Improvement Projects**

Project Type	Project Type	Location	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Existing Deficiencies	Less			Funding From Impact Fees	Actual Project Cost	Area
									Other Sources	Regional	COG			
Road Improvement Fee Projects														
Circulation Study Updates (previous through 2039)														
09-01	Interchange Structures	Vineyard Drive	Phase 1 (Bond \$)		Debt Service on 09-27 (Bond Repayment w/interest& fees)	-	\$405,000					\$405,000	-	A, B and C
09-02	Interchange Structures	Main Street	Theater Drive	Ramada Drive	Reconfigure & widen interchange (Install signals and/or roundabouts)	-	\$13,518,532					\$13,066,235	-	A and B
09-03	Interchange Structures	Highway 46	Theater Drive	Ramada Drive	Construct New Bridge	-	\$15,000,000		\$4,185,000	\$1,000,000	\$1,000,000	\$9,815,000		A, B, and C
09-04	Roadway Extension	Theater Drive	South End	Petersen Ranch Road	3 12' lanes; 2 -5' shoulders	46'	\$29,600,000		\$13,024,000	\$9,590,400	\$1,000,000	\$6,985,600		C
09-05	Roadway Extension	"New" Road	Bennett Way	Rossi Rd	Re-route Rossi Road to Bennett Way	40'-46'	\$5,469,000					\$4,469,000		A
09-06	Signal Installation	Intersection	Vineyard Drive	46 West	Install traffic signal and left turn lane	N/A	\$802,000		\$304,760			\$497,240		A and B
09-07	Signal Installation	Intersection	Vineyard Drive	Bethel Road	Install traffic signal and ADA ramps. Left turn lane separate.	N/A	\$352,000		\$35,200			\$316,800		A and B
09-08	Signal Installation	Intersection	Vineyard Drive	Bennett Way	Install traffic signal and ADA ramps	N/A	\$338,000					\$338,000		A
09-09	Signal Installation	Intersection	Main Street	Gibson Road	Install traffic signal	N/A	\$333,000					\$333,000		A
09-10	Signal Installation	Intersection	Las Tablas Road	Florence Street	Install traffic signal, ADA ramps, and LTL on Las Tablas	N/A	\$494,000					\$494,000		A
09-11	Left Turn Lane	Vineyard Drive	Bethel Road	Bennett Way	3-12' lanes; 2-5' shoulder	46'	\$791,000		\$644,100			\$146,900		A and B
09-12	Left Turn Lane	Main Street	Creekside Ranch Road	Highway 101	3-12' lanes; 2-5' shoulder; No Parking	46'	\$423,000		\$192,000			\$231,000		A and B
09-13	Left Turn Lane	Ramada Drive	Main Street	Highway 46	3-12' lanes; 2-5' shoulder; No Parking	46'	\$1,798,000					\$1,798,000		C
09-14	Left Turn Lane	Theater Drive	Main Street	Paso Robles City Limits	3-12' lanes; 2-5' shoulder	46'	\$726,000		\$580,000			\$146,000		A
TOTAL							\$70,501,532	\$0	\$18,965,060	\$11,590,400	\$39,493,775	-	-	-
Additional Projects														
09-15	Auxiliary Lanes	US 101	Vineyard Drive	Main Street	Construct NB/SB Auxiliary Lanes	-	\$3,000,000		\$3,000,000	?		\$0		-
09-16	Interchange Structures	Las Tablas Road		Phase 2	Reconfigure S/B Ramps & Close Duncan Road	-	\$1,800,000			\$1,800,000		\$0		-
09-17	Interchange Structures	Las Tablas Road		Phase 3	Bridge Removal and replacement. Widening of Las Tablas to 5 lanes	-	\$15,000,000			\$15,000,000		\$0		-
09-18	Roadway Extension	Bennett Way	Vineyard Drive	Las Tablas Road	3 -12' lanes; 2 -5' shoulders.	46'	\$4,444,000			\$4,444,000		\$0		-
09-19	Roadway Realignment	Las Tablas Road	Bend	Main Street	3 12' lanes and 2-5' shoulders extend Las Tablas Road to Main	46'	\$3,478,000		\$3,478,000			\$0		-
09-20	Signal Installation	Intersection	Highway 46	Bethel Road	Install traffic signal and left turn lane	N/A	\$748,000		\$748,000			\$0		-
09-21	Safety Enhancement	Bethel Road	Vineyard Drive	Las Tablas Road	Correct existing deficiency	N/A	\$879,000	\$879,000				\$0		-

**Templeton Circulation Study
2009 Update
Appendix B - Capital Improvement Projects**

Project Type	Project Type	Location	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Existing Deficiencies	Less			Funding From Impact Fees	Actual Project Cost	Area	
									Other Sources	Regional COG					
09-22	Bicycle Enhancements	Various	Bike Lanes per County Bikeways Plan		Class II Bike Lanes	N/A	\$3,000,000		\$3,000,000		\$0			-	
09-23	Pedestrian Enhancement	Various	Walkways per Pedestrian Circulation Plan		Concrete or stabilized paths	N/A	\$7,000,000		\$7,000,000		\$0			-	
09-24	Trails	Various	per Parks and Recreation Element		Concrete or stabilized paths	N/A	?		?		\$0			-	
09-25	Transit Amenities	Vineyard Drive	Park & Ride Lot		Construction of lot and shelters	N/A	\$300,000		\$300,000		\$0			-	
09-26	Park & Ride Amenities	Las Tablas Road	Park & Ride Lot		Expand existing facility	N/A	\$200,000		\$200,000		\$0			-	
TOTAL							\$39,849,000	\$879,000	\$17,726,000	\$21,244,000	\$0				
Completed Capital Improvement Projects															
09-27	Interchange Structures	Vineyard Drive	Phase 1 (Other \$)		Widen 3 lanes (Bennett to Main Street) and install signals at ramps. Debt Service 09-01.	48'-60'			\$1,111,414	\$1,500,000	\$1,037,926	\$9,420,261		A and B	
09-28	Roadway Closure	Old County Rd	Main Street	Gibson Rd	Close Road	N/A					\$0	?		-	
09-29	Pedestrian Enhancement	Florence Street	Las Tablas Road	Las Tablas Creek	Low Impact Development	N/A			\$688,977		\$0	\$688,977		-	
09-30	Interchange Structures	Las Tablas Road	Phase 1		Open Abutments and create a TWLTL. Install signals at Ramps. PSR costs included.	Varies			\$84,000	\$150,000	\$2,457,853	\$2,691,853		A and B	
09-31	Roadway Extension	Bennett Way	Las Tablas	Petersen Ranch Road	3-12' lanes; 2-5' shoulders. Includes installation of traffic signal at Las Tablas and Bennett Way	46'		\$786,000 (developer \$)			\$1,156,933	\$1,942,933		A	
09-32	Left Turn Lane	Las Tablas Road	Hwy 101	Bethel Road	Add Center Turn Lane	48'					\$312,266	\$312,266		A and B	
09-33	Pedestrian Enhancement	Las Tablas Road	Pedestrian Crossing		Crosswalk with/median refuge island	10'			\$20,000		\$0	\$20,000		-	
09-34	Left Turn Lane	Main Street	Gibson Road	Creekside Ranch Road.	3-12' lanes; 2-5' shoulder; Intermittent Parking;	46'-62'					\$170,618	\$170,618		A	
09-35	Signal Installation	Intersection	Main Street	Vineyard Drive	Install traffic signal	N/A					\$105,376	\$105,376		A	
09-36	Signal Modification	Intersection	Main Street	Vineyard Drive	Modify Signal	N/A					\$145,207	\$145,207		A	
09-37	Transit Amenities	Las Tablas Road	Park & Ride Lot		Construction of lot and shelters	N/A			\$250,000		\$0	\$250,000		-	
TOTAL							\$786,000	\$1,154,391	\$1,650,000	\$5,386,179	\$15,747,491				
Deleted Road Improvement Fee Projects															
deleted	Interchange Structures		Phase 2-Vineyard Drive		Widen Bridge to 6 lanes. Install signals at Ramps.										
deleted	La-Cruz-Way		South of Cow Meadow		3-12' lanes; 2-8' shoulders										
GRAND TOTAL							\$126,098,023	\$1,665,000	\$37,845,451	\$34,484,400	\$44,879,954				
							Funded from Area A & B		Funded from Area A (additional)		Funded From Area C				

APPENDIX C

Road Improvement Fee Account

ROAD IMPROVEMENT FEE ACCOUNT

Balance as of: 6/30/2009

Area A-B				
Fiscal Year	Fees Received	Int Earnings	Proj. Expend.	Annual Total
1991/1992	\$55,786.00	\$3,739.00	\$0.00	\$59,525.00
1992/1993	\$17,289.00	\$2,585.00	\$0.00	\$19,874.00
1993/1994	\$40,095.00	\$4,227.00	\$0.00	\$44,322.00
1994/1995	\$86,148.80	\$9,260.00	\$103,372.15	-\$7,963.35
1995/1996	\$117,553.20	\$7,890.00	\$2,004.00	\$123,439.20
1996/1997	\$215,325.00	\$18,750.00	\$0.00	\$234,075.00
1997/1998	\$306,065.60	\$33,884.00	\$45,834.00	\$294,115.60
1998/1999	\$394,165.00	\$36,846.52	\$261,996.68	\$169,014.84
1999/2000	\$238,951.00	\$56,801.00	\$11,134.75	\$284,617.25
2000/2001	\$156,613.00	\$78,975.00	\$64,028.96	\$171,559.04
2001/2002	\$301,142.00	\$53,429.00	\$142,526.34	\$212,044.66
2002/2003	\$500,135.00	\$39,932.00	\$81,283.26	\$458,783.74
2003/2004	\$680,779.00	\$28,300.42	\$772,911.69	-\$63,832.27
2004/2005	\$505,583.00	\$39,452.97	\$673,146.05	-\$128,110.08
2005/2006	\$778,273.00	\$34,324.48	\$1,902,052.62	-\$1,089,455.14
2006/2007	\$205,822.00	\$15,416.02	\$779,089.26	-\$557,851.24
2007/2008	\$1,406,844.58	\$32,912.46	\$662,121.73	\$777,635.31
2008/2009	\$174,774.00	\$17,442.24	\$496,953.22	-\$304,736.98
Balance:	\$6,181,344.18	\$514,167.11	\$5,998,454.71	\$697,056.58
			Debt Service:	\$13,066,235
			Net Balance:	(\$12,369,179)

Area C				
Fiscal Year	Fees Received	Int Earnings	Proj. Expend.	Annual Total
2003/2004	\$0.00	\$0.00	\$0.00	\$0.00
2004/2005	\$0.00	\$0.00	\$0.00	\$0.00
2005/2006	\$280,676.00	\$5,931.61	\$0.00	\$286,607.61
2006/2007	\$46,699.00	\$14,898.36	\$24,496.64	\$37,100.72
2007/2008	\$398,885.00	\$25,050.26	\$404.83	\$423,530.43
2008/2009	\$0.00	\$16,197.25	\$10,409.69	\$5,787.56
Balance:	\$726,260.00	\$62,077.48	\$35,311.16	\$753,026.32

Area A-B			
Fiscal Year	Project #	Project Title	Amount
1994/1995	P12A133	Traffic signal Main and Vineyard	\$103,372
1995/1996	P12A133	Traffic signal Main and Vineyard	\$2,004
1997/1998	P12A133	Las Tables widening lane	\$45,834
1998/1999	P12A133	Las Tables widening lane	\$261,997
1999/2000	P12A175	Vineyard Bennett to Main	\$6,700
	P12A133	Las Tables widening lane	\$4,435
	Total:		\$11,135
2000/2001	P12A175	Vineyard Bennett to Main	\$25,217
	P12A183	Las Tables Interchange	\$8,066
	P12A340	Vineyard/Main revision	\$30,746
	Total:		\$64,029
2001/2002	P12A175	Vineyard Bennett to Main	\$13,181
	P12A183	Las Tables interchange	\$15,019
	P12A340	Vineyard/Main revision	\$114,461
	Total:		\$142,662
2002/2003	P12A175	Vineyard Bennett to Main	\$69,616
	P12A183	Las Tables interchange	\$11,667
	Total:		\$81,283
2003/2004	P12A175	Vineyard Dr from Bennett to Main	\$277,725
	P12A182	Las Tablas Interchange	\$291,665
	P12A183	Las Tablas Interchange - Ultimate	\$20,762
	P12C124	Templeton Circulation Study	\$12,142
	P12A196	Main St - Old County to Creekside	\$170,618
	Total:		\$772,912
2004/2005	P12A175	Vineyard Dr from Bennett to Main	\$253,761
	P12A182	Las Tablas Interchange	\$336,943
	P12C124	Templeton Circ Study	\$14,809
	P12A206	Main St/Hwy 101 PSR/PDS	\$37,933
	P12A211	Bennett Way Boneso	\$29,700
	Total:		\$673,146
2005/2006	P12A175	Vineyard Dr from Bennett to Main	\$139,575
	P12A182	Las Tablas Interchange	\$1,742,923
	P12C124	Templeton Circ Study	\$5,949
	P12A206	Main St/Hwy 101 PSR/PDS	\$8,305
	P12A211	Bennett Way Boneso	\$5,300
	Total:		\$1,902,052
2006/2007	P12A175	Vineyard Dr from Bennett to Main	\$252,151
	P12A182	Las Tablas Interchange	\$30,809
	P12C124	Templeton Circ Study	\$5,419
	P12A206	Main St/Hwy 101 PSR/PDS (50%)	\$24,497
	P12A211	Bennett Way Boneso	\$466,214
	Total:		\$779,089
2007/2008	P12C124	Templeton Circ Study	\$5,906
	P12A206	Main St/Hwy 101 PSR/PDS (50%)	\$497
	P12A211	Bennett Way Boneso	\$655,717
	Total:		\$662,121
2008/2009	P12C124	Templeton Circ Study	\$34,247
	P12A206	Main St/Hwy 101 PSR/PDS (50%)	\$10,409
	-	Debt Svc. Vineyard I/C	\$452,297
	Total:		\$496,953

Area C			
Fiscal Year	Project #	Project Title	Amount
2005/2006	-	No Project Expenditures	\$0
2006/2007	P12A206	Main St/Hwy 101 PSR/PDS (50%)	\$24,497
2007/2008	P12A206	Main St/Hwy 101 PSR/PDS (50%)	\$405
2008/2009	P12A206	Main St/Hwy 101 PSR/PDS (50%)	\$10,410

APPENDIX D

1991 Resolution

IN THE BOARD OF SUPERVISORS
COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

Tues day July 2, 19 91

PRESENT: Supervisors Harry Ovitt, Laurence L. Laurent, Evelyn Delany,
Ruth Brackett and Chairperson David Blakely

ABSENT: None

In the matter of RESOLUTION NO. 91-369:

This being the time set for discussion regarding the Templeton Traffic Circulation Study. Mr. Clint Milne, County Engineer, states that the Board has the authority to act; however, the Air Pollution Control District was not included in the discussions and suggests this item be continued. Mr. Richard Marshall, Engineering, presents the staff report; discusses changes to the staff report. Ms. Debra Hollowell questions why none of the area east of the Salinas River was included to participate in this fee; questions whether the bike lanes can be detached from the street. Mr. Eric Greening discusses the need for a decrease in vehicle use in order to reduce air pollution. Matter is fully discussed and, thereafter, on motion of Supervisor Ovitt, seconded by Supervisor Delany and on the following roll call vote, to wit:

AYES: Supervisors Ovitt, Delany, Laurent, Brackett, Chairperson Blakely

NOES: None

ABSENT: None

the Board receives and adopts the report on the Templeton Traffic Circulation Study and incorporates two addendums; one for Table 5 and one for the chronological listing of projects; and amends the Funding by impact fee to read: "\$19,081,000", and RESOLUTION NO. 91-369, resolution of the Board of Supervisors of the County of San Luis Obispo imposing a road improvement fee for all developments within portions of the Salinas River and Adelaida Planning Areas of the County of San Luis Obispo, adopted, as amended. Thereafter, on motion of Supervisor Ovitt, seconded by Supervisor Delany and unanimously carried, the Board refers the document to the Air Pollution Control District and to the Environmental Coordinator's Office for review and comment on establishment of any further mitigation or fees necessary. Ms. Ellen Carroll, Environmental Coordinator, states that they will prepare a letter to be presented before the Board within the next six weeks.

cc: Engineering
Environmental Coordinator
APCD
file 7/12/91 klf

STATE OF CALIFORNIA)
COUNTY OF SAN LUIS OBISPO) SS
I, FRANCIS M. COONEY, County Clerk of the above
entitled County of San Luis Obispo Clerk of the Board
of Supervisors, do hereby certify the fore-
going to be a true and correct copy of an order
entered in the minutes of said Board of Super-
visors, and now remaining on record in my office.
Witness, my hand and seal of said Board of
Supervisors this 15th day of July
19 91
FRANCIS M. COONEY
County Clerk and Ex-Officio Clerk of the
Board of Supervisors
By Karen K. Jureco
Deputy Clerk

IN THE BOARD OF SUPERVISORS
COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

Tues day July 2, 1991

PRESENT: Supervisors

Harry Ovitt, Laurence L. Laurent, Evelyn Delany,
Ruth Brackett and Chairperson David Blakely

ABSENT:

None

RESOLUTION NO. 91-369

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF
SAN LUIS OBISPO IMPOSING A ROAD IMPROVEMENT FEE FOR ALL
DEVELOPMENTS WITHIN PORTIONS OF THE SALINAS RIVER AND
ADELAIDA PLANNING AREAS OF THE COUNTY OF SAN LUIS OBISPO

The following Resolution is hereby offered and read:

WHEREAS, the Board of Supervisors of the County of San Luis Obispo has adopted Ordinance No. 2379 creating and establishing the authority for imposing and charging a road improvement fee; and

WHEREAS, the "Templeton Traffic Circulation Study," describes the impacts of new development on existing road facilities and improvements within certain portions of the Salinas River and Adelaida Planning Areas of the Land Use Element of the San Luis Obispo County General Plan, and analyzes the need for new road facilities and improvements required by said new development, and sets forth the relationships among new development, the needed road facilities and improvements, and the estimated costs of those facilities and improvements; and

WHEREAS, the Templeton Traffic Circulation Study was adopted by the Board of Supervisors on July 2, 1991; and

WHEREAS, a copy of the Templeton Traffic Circulation Study is attached hereto as Exhibit "A" and incorporated herein by reference; and

WHEREAS, the said Templeton Traffic Circulation Study was available for public inspection and review fourteen (14) days prior to the public hearing of this Resolution; and

WHEREAS, the Board of Supervisors finds as follows:

A. The purpose of this Road Improvement Fee is to finance road facilities and improvements in order to reduce the impacts of traffic generated and caused by new development within the Templeton area.

B. The road improvement fees collected pursuant to this Resolution shall be used to finance only the capital improvements described in the text and/or identified in Table 5 of Exhibit "A", attached hereto and incorporated herein.

C. After considering the Templeton Traffic Circulation Study, prepared jointly by CHM Hill and the County Engineering Department, and after considering the testimony received at this public hearing, the Board of Supervisors approves said Study and finds that the new development in the Templeton area will generate additional traffic within the said area and will contribute to the degradation of the level of service of the road system in said area.

D. The Board of Supervisors further finds that there is a need in the Templeton area for road facilities and improvements and said facilities and improvements have been called for in or are consistent with the County's General Plan and the Templeton Traffic Circulation Study.

E. The Board of Supervisors further finds that the facts and evidence presented establish that there is a reasonable relationship between the need for the described road facilities and improvements and the impacts of the types of development described in paragraph "2. Amount of Fee." below for which the corresponding fee is charged, and, also there is a reasonable relationship between the fee's use and the type of development for which the fee is charged, as these reasonable relationships or nexus are in more detail described in the San Luis Obispo County General Plan and the Templeton Traffic Circulation Study.

F. ~~The Board of Supervisors further finds that the cost estimates set forth in Exhibit "A" are reasonable cost estimates for constructing the said facilities, and the fees expected to be generated by new development will not exceed the total of these costs.~~

G. The Board of Supervisors further finds that: (1) an account or fund has been established for capital road improvements and that funds have been appropriated and a proposed construction schedule or plan adopted as set forth in Exhibit A hereto; and that (2) the County has already expended funds for capital road improvements within said area. As used in this section, "appropriated" means authorization by the Board of Supervisors to make expenditures and incur obligations for a road facility or improvement project shown in the Capital Improvement Program (Exhibit A).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

1. This Resolution is adopted for the purpose of imposing and collecting within the Templeton area those road improvement fees established for new development by said Ordinance No. 2379, and the provisions of said Ordinance are incorporated herein.

2. Amount of Fee. The amount of the road improvement fee within the area of the Templeton Traffic Circulation Study shall be as follows:

(a)

Funding by impact fee	\$10,081,000
Total added PM trips	12,512
Fee per PM trip	1,525.00

Distribution:

110 Industrial (per KSF)	1,348.10
130 Commercial Service (per ksf)	1,257.40
140 Manufacturing (per ksf)	972.20
151 Mini-warehouse (per kst)	337.00
210 Single Family (per du)	2,003.80
230 Condo/Apartment (per du)	1,262.40
240 Mobile Home Park (per du)	1,122.10
520 School (per student)	25.90
560 Church/Synagogue (per ksf)	829.60
610 Hospital (per bed)	1,581.40
711 "New" Office (per ksf)	1,918.50
820 "New" Retail (per ksf)	3,627.40

du: dwelling unit
ksf: 1,000 square feet

(b) For any new development wherein there are one or more residential uses combined with one or more other land uses, the number of peak hour trips caused or generated by said new development shall be determined as follows:

(1) The number of peak hour trips caused or generated by the residential use(s) and the number of peak hour trips caused or generated by the non-residential land uses shall be separately determined and then

(2) The total road improvement fee for the new development shall be computed by multiplying the number of peak hour trips determined in subparagraph (b) (1) above for each land use by the appropriate road improvement fee for each land use and then summing the results.

The number of peak hour trips caused or generated by a proposed new development project will be determined by the County Engineer in the manner set forth in the "Policy of the Board of Supervisors for Determination of Peak Hour Trips," which is attached hereto as Exhibit "B" and incorporated herein by reference.

3. Time of Imposition of Fee. The amount of the said road improvement fee for any new development project within said areas of benefit shall be determined for, and shall be imposed upon, such new development project at the time of the grant of approval of an application for new development, and shall be a condition of the approval of said new development project.

4. Time Payment of Fee. The road improvement fee established by said Ordinance No. 2379 shall be paid for new development as follows:

(a) For new development that is solely residential (except for a mobile home park), the fee shall be paid prior to the issuance of a building permit for the new development.

(b) For new development that is non-residential or that is partly residential and combined with another land use(s) or which is a mobile home park, the fee shall be paid prior to issuance of any permit or approval required for the new development and prior to any commencement of a new development project or at the time of issuance of any required building permit, whichever is later.

5. Use of Fee. The road impact fee shall be solely used: (a) to pay for those road facilities and improvements described in Exhibit "A" hereto to be constructed by the County; (b) for reimbursing the County for the new development's fair share of those capital road facilities and improvements constructed by the County in anticipation of the new development; or (c) to reimburse prior developers who previously constructed road facilities and improvements described in Exhibit "A" attached hereto, where those facilities and improvements were beyond those needed to mitigate the impacts of said prior developer's project or projects in order to mitigate the foreseeable impacts of anticipated new development.

6. Fee Review. Annually, the County Engineer shall review the estimated cost of the described road facilities and improvements, the continued need for those road facilities and improvements, and the reasonable relationship between such need and the impacts of the various types of new development pending or anticipated and for which this fee is charged. The County Engineer shall report his or her findings to the Board of Supervisors at a noticed public hearing and shall recommend to the Board of Supervisors any adjustment to this fee or any other action as may be needed.

7. Road Improvement Fee Agreements. Prior to the enactment of Ordinance No. 2379 and the adoption of this Resolution, certain new developments within the area of the Templeton Traffic Circulation Study received approvals or permits which were conditioned upon the execution of a Road Improvement Agreement by the developer. Each Road Improvement Agreement, when executed, required the payment of a specified road improvement fee for the new development, with the fee to be paid either at the date of final inspection or the date the certificate of occupancy is issued. The Road Improvement Agreement was required in order to mitigate the new burdens imposed on the roads within the Templeton area which burdens were reasonably related to the new development.

Inasmuch as one of the purposes of Ordinance No. 2379 and this Resolution is to mitigate the new burdens imposed on the roads and the road system within the said area which are reasonably related to new development, the payment of the road improvement fee established by said Ordinance No. 2379 and by this Resolution shall be deemed a credit, on a dollar for dollar basis, for purposes of satisfying a portion or all of any obligation established by a said Road Improvement Agreement for the same new development.

8. Judicial Action to Challenge This Resolution. Any judicial action or proceeding to attack, review, set aside, void, or annul this Resolution shall be brought within 120 days.

Upon motion of Supervisor Ovitt, seconded by Supervisor Delany, and on the following roll call vote, to wit:

AYES: Supervisors Ovitt, Delany, Laurent, Brackett, Chairperson Blakely

NOES: None

ABSENT: None

ABSTAINING: None

the foregoing resolution is hereby adopted.

DAVID BLAKELY
Chairperson of the Board of Supervisors

ATTEST:

FRANCIS M. COONEY

Clerk of the Board of Supervisors
By: KAREN L. FUSCO, Deputy Clerk
[SEAL]

APPROVED AS TO FORM AND LEGAL EFFECT:

JAMES B. LINDHOLM, JR.
County Counsel

By: [Signature]
Deputy County Counsel

Dated: June 24, 1991

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STATE OF CALIFORNIA, }
County of San Luis Obispo, } ss.

I, FRANCIS M. COONEY, County Clerk and ex-officio Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of California, do hereby certify the foregoing to be a full, true and correct copy of an order made by the Board of Supervisors, as the same appears spread upon their minute book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this 15th day of July, 1991.

(SEAL)

FRANCIS M. COONEY
County Clerk and Ex-Officio Clerk of the Board of Supervisors
By: Karen L. Fusco
Deputy Clerk.

File
v

July 2, 1991

The Honorable Board of Supervisors
County of San Luis Obispo
San Luis Obispo, CA

Subject: Templeton Traffic Circulation Study
Supervisorial District No. 1

Honorable Board:

Summary

The Final Report of the Templeton Traffic Circulation Study is now complete. It reflects the directions given by your Board at the June 4, 1991 review of the Draft Report.

Recommendation

It is our recommendation that your Board:

1. Receive and adopt the attached Report; and
2. Approve the attached Resolution implementing road improvement fees for the area covered by the Templeton Traffic Circulation Study.

Discussion

On June 4, 1991, the County Engineering Department and the consulting firm of CH₂M Hill presented to your Board the Draft Report of the Templeton Traffic Circulation Study. At that time, your Board directed staff and the consultant to make the following changes to the Study:

1. Examine the relationship between daily and peak hour traffic volumes. This should especially address whether certain recommended road projects can be reduced in magnitude.
2. Identify additional locations for park and ride lots, and include their estimated costs and recommended funding.

3. Identify additional sources of funding for transportation improvements, especially those that cannot be funded by road improvement fees.
4. Include the Bicycle Circulation Map and design criteria from the Templeton Community Design Plan in the Templeton Circulation Study. This should also discuss funding for bikeway improvements which are on routes not otherwise included in the Capital Improvement Program.
5. Examine additional adjustments to reduce the fees recommended for retail land uses.

Since that meeting, Engineering Department staff and the consultant have made the requested changes. The Final Report of Templeton Traffic Circulation Study is attached as Exhibit "A".

At this time, we have prepared a Resolution implementing road improvement fees under the provisions of Ordinance No. 2379. The fees can be used to finance those projects in the Circulation Study for which there is a reasonable relationship between new development and the need for the project. As noted above, the Final Report also discusses alternative funding sources for the remaining transportation improvements for the area.

Other Agency Involvement

There are no other agencies involved.

Financial Considerations

The Road Improvement Fee Ordinance No. 2379 allows the County to collect fees to fund road improvement projects which are needed to mitigate cumulative traffic impacts. The Ordinance and State Law require that the funds collected through this process can only be used to fund projects specified in the Templeton Traffic Circulation Study. A separate fund will be established with the County Auditor for these funds.

Respectfully,

CLINTON MILNE
County Engineer

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cc: Randy Hammond, CH₂M Hill