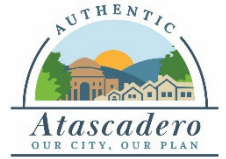


APPENDIX I

2045 General Plan Existing Conditions Report | Chapter 4: Transportation and Mobility



2045 General Plan Existing Conditions Report

Chapter 4: Transportation and Mobility

Transportation and Mobility Findings

REGULATORY SETTING

1. Recent changes to State law eliminated vehicular delay, typically measured as level of service (LOS), as an environmental impact since this metric discouraged infill and high-density development and was counterproductive for meeting the State's emissions goals. Instead, the State has mandated that vehicle miles traveled (VMT) be used to identify transportation impacts under the California Environmental Quality Act (CEQA). This change will likely reduce barriers to development projects that improve jobs-housing ratios, are well served by transit, and develop within mixed-use corridors like El Camino Real and Morro Road (SR 41). Infrequent transit and low density development is a challenge for reducing VMT due to transit service.
2. SLOCOG's Regional Transportation Plan (RTP) reflects a preferred land use alternative where land use growth is focused on mixed-use corridors like El Camino Real and Morro Road (SR 41) which are more transportation efficient. This preferred alternative is the basis for future year transportation modeling used to identify regional transportation projects. The RTP lists programmed funding for multiple projects in the city, including improvements to the US 101/Del Rio Road interchange, replacement of the Via Avenue bridge, installation of a pedestrian hybrid beacon at the El Camino Real/East Mall intersection, and implementation of Phase 2 of the planned SR 41 complete streets improvements from El Camino Real to San Gabriel Road.

EXISTING ROADWAY SYSTEM

1. Atascadero has 145 miles of roadways, more than any other city in the county. Maintaining the extensive roadway network has been an ongoing challenge for the City since funding typically comes from the General Fund. Voters approved a one-half percent sales tax in 2014 (Measure F-14) that the City has used to fund roadway maintenance, with a 12-year term that generated \$3.1 million in 2022 and \$2.8 million in 2021. The existing pavement condition index (PCI) for the city's roads is 50, well below the target of 75. This translates into a current and ongoing need for roadway maintenance and surface improvements.
2. The El Camino Real corridor is identified as a priority for land use growth in multiple studies. The downtown portion of the corridor has planned improvements to enhance safety for multi-modal travel (e.g., reduce the number of vehicle travel lanes to make room for other parking, transit, bicycle, pedestrian, and/or streetscape improvements), improve pedestrian accessibility, and increase parking.
3. The US 101 freeway bisects Atascadero and limits east-west access. Of the eight freeway interchanges, most were constructed in the 1960s and are undersized or outdated, creating congestion and barriers for motorists, pedestrians, and bicyclists. Future interchange upgrades will be costly and will need to be prioritized in consultation with Caltrans.

PARKING

1. Community members have identified parking as an important issue. Parking surveys show that the overall peak parking demand in Atascadero is less than half the available parking supply in the City core. However, many parking spaces are privately controlled, inefficiently allocated, or located away from key destinations. Parking within or near larger multi-family areas is also impacted, often due to limited on-street parking due to narrow roads in hilly areas. Parking management techniques, such as limited hour or permits, could be used to make parking areas more efficient.

TRANSIT

1. Atascadero is served by fixed-route bus transit service along the El Camino Real corridor through the SLO Regional Transit Authority. The City also provides dial-a-ride services, and Amtrak provides bus services. Existing bus transit stops are largely concentrated along El Camino Real, with limited access to western residential neighborhoods. Bus service is also infrequent, which hinders the ability for the community to fully rely on transit.

BICYCLE, PEDESTRIAN, AND TRAIL FACILITIES

1. Atascadero's climate, City core topography, and development patterns in mixed-use areas are conducive to recreational and commute bicycle trips. However, the bicycle commute mode share in the city is lower than the statewide average (1.6% versus 3.1%) due to a limited and incomplete bicycle network which is a function of the City's topography, rural nature, and large size. With a growing interest to encourage outdoor recreation and support local and regional emissions reduction goals, the City sees opportunities to expand the bicycle network and create improved connections to schools, commercial areas, and other destinations. The City's Bicycle Transportation Plan lists 18 planned bicycle infrastructure projects to improve the bicycle network.
2. Approximately 4.5% of commute trips in the city are made by walking, which is substantially higher than the statewide average of 2.7%. The city's steep topography and low-density land uses on the west side tend to discourage destination walking, but the higher densities and mix of uses on the east side generally support walking. Walking is hindered in more residential and rural parts of the city due to topography, physical constraints, sidewalk gaps or missing sidewalks, and limited crossings.
3. Safe Routes to School evaluations, led by SLOCOG, identified Santa Rosa Academic Academy, Atascadero Middle School, and Atascadero High School as having the greatest need for investment in the region and will be prioritized for capital improvements.
4. Many of the US 101 interchanges in the city serve as barriers to pedestrian and bicycle access.

FREIGHT AND GOODS MOVEMENT

1. Union Pacific (UPRR) operates mainline rail freight service between the San Francisco Bay Area and Southern California along the Coast Line. Through Atascadero, the Coast Line runs generally north-south, parallel to and west of the Salinas River. There are

three at-grade railway crossings and three grade-separated crossings. There are no rail stops in the City limiting the potential for goods delivery via rail.

2. US 101, running north-south bisecting central Atascadero, serves as the main thoroughfare for the movement of commercial goods to and from the city.

AVIATION

1. Atascadero does not contain any airports within its city limits but is served by airports in neighboring cities. The San Luis Obispo County Regional Airport is a regional hub for passenger air travel. The airport offers non-stop flights to Seattle, San Diego, Portland, Phoenix, Dallas-Fort Worth, Denver, San Francisco, and Los Angeles. The Paso Robles Municipal Airport serves private charter flights and seeks to become a space port.

TRAVEL AND COMMUTE PATTERNS

1. Atascadero has a jobs-housing ratio of 0.80, indicating substantially more households than jobs in the city. Over 10,700 Atascadero residents were employed outside of the city in 2019, while 6,000 employees traveled to Atascadero for work. Nearly 3,000 residents live and work in the city. Nationally, the number of people primarily working from home tripled between 2019 and 2021.
2. Over 81% of commuters in Atascadero drive alone to work. An additional 11% of commuters carpool via car, truck, or van. Nearly 1.5% of commuters use public transportation and roughly 4.5% of commuters travel to work by walking, considerably higher than the statewide rate of 2.7%. The mean travel time to work for City residents is 23 minutes.

NETWORK PERFORMANCE AND SAFETY

1. Congestion is typically localized near undersized Highway 101 interchanges and schools during pick-up and drop-off times. Generally, congestion is short-lived and most drivers experience low levels of delay outside of short peak periods. Traffic volumes on local streets have not increased substantially over the past 20 years.
2. Between 2015 and 2019, more than one-third of the collisions in Atascadero resulted from vehicles traveling at unsafe speeds. Over the past 10 years, 145 reported collisions involving cyclists or pedestrians have occurred, the majority along El Camino Real and Morro Road/State Route 41. Residents have highlighted roadway and traffic safety as a major concern.
3. The City's Local Road Safety Plan provides recommendations for 20 safety hot spots as well as systemic improvements to address collisions associated with lane departure, unsafe speed, traffic signals, lighting, DUI, pedestrian, and bicycle safety.

4.1 Introduction

The City of Atascadero is in northern San Luis Obispo County and was laid out as a part of the 1913 Atascadero Colony plan that reflected low-intensity land uses and the nascent automobile use of the time. The original roadway network used a radial pattern, expanding out from the City Hall area, that was connected by arterial rings. There were some limited areas in the city's core that formed a grid pattern. The construction of US 101 in 1954 effectively bisected the city and led to commercial uses developing along the El Camino Real Corridor, along with numerous bottlenecks where local traffic crosses US 101 at eight interchanges.

This chapter is organized into the following sections:

Section 4.1: Introduction

Section 4.2: Regulatory Setting

Section 4.3: Transportation Agencies and Service Providers

Section 4.4: Existing Roadway System

Section 4.5: Parking

Section 4.6: Transit

Section 4.7: Bicycle and Trail Facilities

Section 4.8: Pedestrian Network

Section 4.9: Freight and Goods Movement

Section 4.10: Aviation

Section 4.11: Travel Characteristics and Commute Patterns

Section 4.12: Network Performance and Safety

Section 4.13: Appendix A: Existing Intersection Levels of Service

Section 4.14: Sources

Section 4.15: Acronyms and Key Terms

4.2 Regulatory Setting

FEDERAL

Federal Highway Administration (FHWA)

The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the nation's highway system.

Federal Transit Administration (FTA)

The Federal Transit Administration (FTA) manages and participates in the environmental reviews of FTA-funded projects and has authority for the final environmental approvals. The Office of Planning and Environment supports the Regional Offices in the review of projects by providing in-house and contractor expertise on technical issues. The Office of Planning and Environment also provides technical assistance on general environmental protection and specific impact assessment methods including noise, vibration, and air quality to the Regional offices, as well as to project sponsors and the interested public.

STATE

Numerous State policies and plans affect Atascadero's circulation network and the planning and design of new facilities. State transportation policies are generally more detailed and stringent than Federal policies.

California Complete Streets Act of 2008

The Complete Streets Act requires that City general plans support the development of multimodal transportation facilities. Complete Streets policies seek to accommodate all users safely and efficiently, including pedestrians, cyclists, drivers, and transit riders.

California Senate Bill 288 (2020)

SB 288 provides exemptions under the California Environmental Quality Act (CEQA) for some transit, bike, and pedestrian projects.

California Environmental Quality Act (CEQA)

CEQA is a State law enacted in 1970 to require analysis of the impact of public and private land use actions intended to inform government decisionmakers and the public about the potential environmental effects of proposed projects and to prevent significant, avoidable environmental damage.

California Senate Bill 743 (2013)

SB 743 requires CEQA lead agencies (often the City of Atascadero) to use vehicle miles traveled (VMT) as the primary tool for identifying transportation impacts. This is a major change from past practices that were reliant on level of service (LOS), a measure of vehicular delay that discouraged infill, high density development in favor of sprawling greenfield development. The State Office of Planning and Research (OPR) published a Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018 that recommends thresholds and analysis methods for various project types.

California Department of Transportation (Caltrans)

Caltrans is a responsible agency under CEQA and reviews environmental documents that affect transportation facilities under their jurisdiction. Their jurisdiction includes all Highway 101 intersections in the city limits and Highway 41.

California Transportation Plan 2050 (CTP 2050)

The CTP 2050 is a statewide, long-range transportation policy plan designed to meet California's future mobility needs and reduce greenhouse gas (GHG) emissions. The plan envisions a fully integrated, multimodal, sustainable transportation system that supports economic vitality, protects natural resources, promotes the health and well-being of all Californians, and meets people's needs equitably.

REGIONAL

The San Luis Obispo Council of Governments (SLOCOG) serves as both the Regional Transportation Planning Agency and Metropolitan Planning Organization for San Luis Obispo County and incorporated cities (including Atascadero). SLOCOG allocates Federal and State transportation funds as an association of local governments within the region.

Draft 2023 Regional Transportation Plan

SLOCOG is required to prepare and adopt a Regional Transportation Plan (RTP) every four years. The RTP outlines regional transportation policies and identifies projects and funding to support transportation needs. The Administrative Draft 2023 RTP was released in December 2022. It lists four constrained (i.e., funded) projects in Atascadero. These include improvements to the US 101/Del Rio Road interchange, replacement of the Via Avenue bridge over Atascadero Creek, installation of a pedestrian hybrid beacon at the El Camino Real/East Mall intersection, and implementation of Phase 2 of the planned SR 41 complete streets improvements from El Camino Real to San Gabriel Road. The RTP is scheduled to be released for public review in January 2023, and additional traffic modeling work related to VMT is currently underway.

LOCAL

The City of Atascadero has a variety of local planning documents informing improvements to the transportation network.

Atascadero Bicycle Transportation Plan (2010)

The Bicycle Transportation Plan provides a blueprint for the development of bicycle facilities within Atascadero, with goals of encouraging recreational cycling by residents and visitors. The plan documents existing bicycle facilities and shows opportunities for additional improvements in the short and long term.

Atascadero Parking Utilization and Management Study (2006)

The Parking Utilization and Management Study reports that the downtown area has a total parking supply of 3,020 spaces, 85% of which are in off-street lots, many of them private. The maximum observed demand was 1,138 spaces, with more than half of available spaces both on- and off-street available. The study recommends the development of a parking in-lieu fee to encourage infill development where on-site parking is infeasible or undesirable. It

recommends the development of employee parking areas and designated areas for business loading and deliveries and recommends improved pedestrian lighting levels in parking areas and connecting pedestrian paths. The plan notes that there is currently adequate parking supply to accommodate both existing and planned development.

Atascadero Local Road Safety Plan (2022)

The Local Road Safety Plan (LRSP) systematically evaluates collision data on city streets to identify high-priority roadway safety issues. This analysis supports the development of appropriate countermeasures to best address safety priorities. More than 1/3 of collisions in the city had a primary collision factor of unsafe speed, which corresponds to a ranking of 13th highest number of speeding-related collisions out of 94 similar-sized cities in California. In addition to unsafe speeds, the LRSP focuses on collisions associated from lane departures, traffic signals, lighting, driving under the influence, pedestrian safety, and bicycle safety.

SR 41 Corridor Study

A Complete Streets Feasibility Study was completed for State Route 41 between El Camino Real and the City's western city limits. The study evaluated potential improvements to the roadway that would improve safety for all modes of transportation while continuing to provide access to businesses. Improvement to bicycle and pedestrian access along Atascadero Avenue was added to the plan. The final plan included Class IV protected bikeways on each side of the corridor.

Downtown Infrastructure Enhancement Plan

The Downtown Atascadero Infrastructure Enhancement Plan proposes repurposing a large portion of the street width of El Camino Real to accommodate all modes of transportation. The current design would drop a lane in each direction to make room for pedestrian and bicycle safety improvements, street spaces and angled parking.

The El Camino Plan (2019)

The El Camino Plan evaluated two disconnected segments of El Camino Real on either side of downtown Atascadero. The northern segment is 1.2 miles long and extends from San Anselmo Road to Madera Place. The southern segment is 1.9 miles long and extends from San Gabriel Road to SR 41. The plan notes that with 100 feet of right-of-way available there are opportunities to reallocate roadway space to better serve bicycles and pedestrians.

Interchange Operational Improvement Study (2008)

The Interchange Operation Improvement Study evaluated traffic operations at six key US 101 interchanges within the city. It includes near-term and long-term improvement recommendations for the interchanges, with a focus on improving capacity and safety by changing traffic control. Roundabouts are recommended at many of the ramp terminals, which will require further study to determine bridge widening needs to meet current design standards.

City of Atascadero General Plan 2025

A general plan is a high-level policy document that is often described as the blueprint for development. A general plan establishes the “ground rules” for conserving resources, designing new projects, expanding public services, and improving community amenities. It

articulates the community's vision and guides growth, change, and development over a 20-25-year period. Adopted in June 2002, the City of Atascadero General Plan 2025 (General Plan 2025) sets the course of all planning efforts both City-initiated and developer-proposed, and includes four chapters:

- Land Use, Open Space, and Conservation Element
- Circulation Element
- Safety and Noise Element
- Housing Element

The following section lists the Circulation Element goals, as they relate to this chapter of the 2045 General Plan Existing Conditions Report.

Circulation

The Circulation Element provides a long-range plan for the City of Atascadero to accommodate the transportation of people and goods within the city using a structured network of highways, streets, pathways, and trails. This includes all modes of transportation including transit, bicycles, pedestrians, and equestrians in addition to motorized vehicles. Circulation policies and programs have been developed to achieve consistency with the other elements of the General Plan, to reflect current community desires, and to provide a safe and efficient circulation system. The Circulation Element has been developed to be consistent with policies of the APCD, SLOCOG, San Luis Obispo Regional Transit Authority (SLORTA), Caltrans, and other regional agencies. The Circulation Element also reflects the importance of neighborhood quality as well as vehicle, bicyclist, and pedestrian safety, and emphasizes policies and programs to reduce vehicle use by promoting alternative modes of travel. The goals of the 2002 Circulation Element include:

- **CIR 1:** Provide a balanced, safe, and efficient circulation system that serves all segments of the community and is designed and constructed to preserve rural character.
- **CIR 2:** Provide for walkways, horse trails, and bikeways without curbs and sidewalks in rural areas. Provide a comprehensive system of routes to schools and parks which include creekside trails.
- **CIR 3:** Provide and promote alternative modes of travel to reduce traffic congestion and improve air quality by providing viable transit alternatives.

4.3 Transportation Agencies and Service Providers

INTRODUCTION

The City of Atascadero is served by both national and regional transportation agencies and providers. This section provides an overview of the various agencies and service providers.

SAN LUIS OBISPO COUNTY REGIONAL TRANSIT AUTHORITY (RTA)

RTA serves Atascadero with the Route 9 hourly fixed route bus service connecting the city to San Luis Obispo, Santa Margarita, Templeton, Paso Robles, and San Miguel. RTA Route 9 stops in Atascadero at Viejo Camino and Bocina and at the Atascadero Transit Center, in the downtown area, near the junction of US 101 and SR 41. Amtrak

Amtrak provides scheduled, national transit service via bus connections within Atascadero. Service is offered through two daily buses, one northward towards San Jose, and one southward towards Los Angeles. The only stop within Atascadero is the Transit Center in Downtown Atascadero. Train service is available in the Cities of Paso Robles and San Luis Obispo.

4.4 Existing Roadway System

INTRODUCTION

This section describes the existing transportation system in Atascadero. **Figure 4-1** shows the functional classifications of the city's roadways.

STUDY LOCATIONS

The following intersections were analyzed in Fall 2022 during weekday morning and evening peak hour periods:

1. El Camino Real/San Benito Road
2. El Camino Real/San Anselmo Road East
3. El Camino Real/San Anselmo Road West
4. El Camino Real/Curbaril Avenue
5. El Camino Real/Santa Rosa Road
6. El Camino Real/San Gabriel Road
7. El Camino Real/Santa Barbara Road
8. Traffic Way/Ardilla Avenue/US 101 SB Ramp
9. Traffic Way/Via Avenue
10. SR 41/Morro Road/Curbaril Avenue
11. SR 41/Morro Road/Atascadero Avenue
12. SR 41/Mercedes Avenue
13. Atascadero Avenue/Santa Rosa Road

The operational performance of the study intersections are discussed in Section 4.12 and on **Figure 4-5**. Performance for additional intersections are also included using results from other recent studies.

ROADWAY CLASSIFICATIONS

Atascadero's roadway system currently consists of the roadway types listed below. The City is currently working to update roadway classifications.

- **Freeways/Highways.** Intercity or interregional connections designed for high-volume, high-speed traffic. Freeways have controlled access, with limited cross-traffic and connections to via interchanges.

- **Arterials.** There are both major and minor arterials within the city limits. Major arterials connect key destinations, such as Highway 101 or El Camino Real, and neighborhoods within the city. They are generally moderate-to-high speed roadways. Minor arterials connect lower volume roads with major arterials, often serving areas with less mobility or access to essential roads.
- **Collectors.** Connect local streets to arterials and act as key connections within residential neighborhoods.
- **Local Streets.** Low-volume streets that mostly connect to residential properties.

EXISTING ROADWAYS

Important roadways within Atascadero are listed below and shown in **Figure 4-1**. Note that many of these roadways have different functional classifications along different segments.

- **Ardilla Avenue*.** A local road connecting Ardilla Road to Atascadero Avenue with no posted speed limit.
- **Ardilla Road.** A minor arterial with no posted speed limit.
- **Atascadero Avenue*.** A minor arterial that connects Ardilla Avenue to the southerly city limits with speed limits ranging 35-50 mph.
- **Capistrano Avenue.** A collector and minor arterial with a speed limit of 35 mph.
- **Carmelita Road.** A collector and local road with no posted speed limit.
- **Curbaril Avenue*.** A minor arterial and local road that connects San Marcos Road to the railroad tracks on the East side of town. Speed limits range 35-40 mph.
- **Del Rio Road.** A collector, minor arterial and local road with a speed limit of 30 mph.
- **East Front Street.** A collector with no posted speed limit.
- **El Camino Real*.** El Camino is a major north-south route that spans California. Within the vicinity of Atascadero, El Camino Real serves as a major arterial and a minor arterial with speed limits ranging 25-45 mph.
- **Graves Creek Road.** A collector with no posted speed limit.
- **Lewis Avenue.** A minor arterial with no posted speed limit.
- **Mercedes Avenue*.** A collector with no posted speed limit.
- **Monterey Road.** A minor arterial road with a posted speed limit of 35 mph.
- **Navarette Avenue.** A local road with no posted speed limit.
- **Potrero Road.** A collector with no posted speed limit.
- **Portola Road.** A minor arterial with a posted speed limit of 35 mph.
- **San Anselmo Road*.** A collector with a posted speed limit of 35 mph.
- **San Benito Road*.** A local road with speed limits of 30 mph.
- **San Gabriel Road*.** A collector and minor arterial with speed limits of 45 mph.
- **San Jacinto.** A collector with no posted speed limit.
- **San Marcos.** A collector and local road with no posted speed limit.
- **San Ramon Road.** A collector with no posted speed limit.
- **Santa Barbara Road*.** A minor arterial roadway with no posted speed limit.
- **Santa Cruz Road.** A minor arterial with no posted speed limit.
- **Santa Lucia Road.** A collector and minor arterial road with a posted speed limit of 40 mph.
- **Santa Rosa Road*.** A minor arterial with a speed limit of 35 mph
- **Santa Ysabel Avenue.** A minor arterial with a posted speed limit of 25 mph.
- **State Route 41 (Morro Road)*.** A State highway connecting Morro Bay to Yosemite National Park. SR 41 is a two-lane east-west highway connecting Morro Bay to

Atascadero with a posted speed limit of 55 mph. SR 41 expands to 3-5 lanes within the vicinity of US 101 and El Camino Real and the posted speed limit is reduced to 45 mph.

- **Sycamore Road.** A collector with a posted speed limit of 40 mph.
- **Traffic Way.** A minor arterial with a speed limit of 35-40 mph.
- **US Highway 101*.** A major north-south interstate facility connecting Los Angeles to San Francisco. US 101 maintains 4 lanes throughout the City of Atascadero.
- **Viejo Camino.** A minor arterial, collector and local road with a posted speed limit of 40 mph.
- **Venando Avenue.** A local road with no posted speed limit.
- **Via Avenue*.** A collector with no posted speed limit.
- **West Front Road.** A minor arterial and collector with no posted speed limit.
- **West Mall.** A collector with a no posted speed limit.

* Indicates that the roadway was included in the study locations.

4.5 Parking

INTRODUCTION

Atascadero provides both on-street and off-street parking options. The City estimates that over 1,200 public parking spaces are available within Downtown Atascadero. Previous studies report a total parking supply of 3,020 spaces with a maximum observed demand of 1,138 spaces; more than half of the on- and off-street parking is usually available. Parking is an important issue for key City stakeholders. Parking surveys show that although overall peak parking demand is low, many parking spaces are privately controlled and/or inefficiently allocated, therefore deemed unusable. On-Street Parking

On-street parking is common in Atascadero, especially Downtown, along El Camino Real, portions of Traffic Way, and State Route 41 within the city. On-street parking is allowed on local streets on the shoulders unless noted otherwise.

PUBLIC OFF-STREET PARKING

The City provides off-street parking at the Atascadero Transit Center and the 5454 CA-41 parking lot between State Route 41 and Hospital Drive. There are also a few park and ride lots within the city limits, the following list provides more information:

- Santa Barbara Park and Ride Lot – Located at the south end of the city limits, on the corner of San Antonio Road and Atascadero Avenue.
- Santa Rosa Park and Ride Lot – Located on the corner of Santa Rosa Road and W Front Road. It neighbors the on ramps for 101 North and South.
- Curbaril Park and Ride Lot – Located on the corner of San Luis Avenue and Curbaril Avenue, allows for easy access to Hwy 101 and is walking distance to various stores and restaurants nearby.
- St. Williams Park and Ride Lot – Located on the corner of Santa Lucia Road and Ardilla Road. It is positioned immediately to the right of the Traffic Way exit off of Hwy 101 for easy access.
- Highway 41 Park and Ride Lot – Located on the east side of SR-41, after intersecting with Hwy 101. The lot is on Hospital Drive and has access to both East and West directions on the highway.

Each of the lots described above has transit access, either in the form of direct access or located within half of a mile of the nearest stop, and multiple bike lockers. These amenities help to encourage commuters and community members without personal transportation to use these facilities. Park and ride lots in San Luis Obispo County are affiliated with the Rideshare program and serve as a neutral location for vanpooling or other forms of carpooling.

Figure 4-1: Existing Roadway System

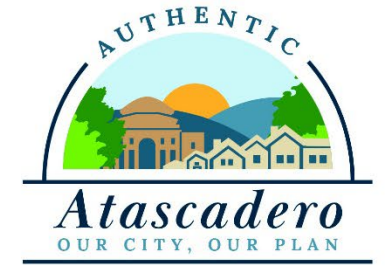
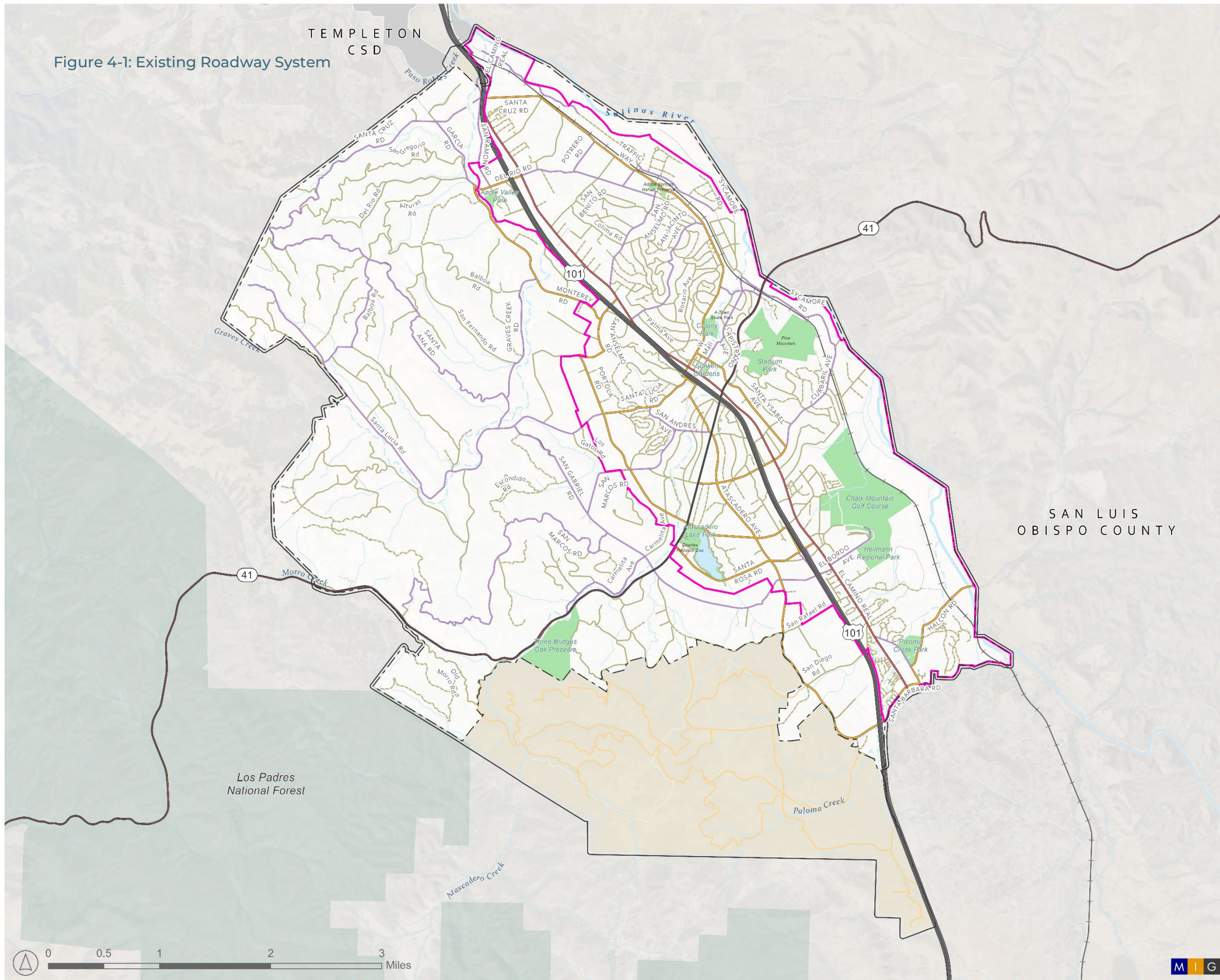


Figure 4-1
Road Classification



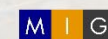
Basemap Features

- Atascadero City Limits
- Atascadero Planning Area
- Urban Services Line
- Rivers + Waterbodies
- Parks + Open Space
- Major Roads + Freeways

Road Classification

- Freeway
- Major Arterial
- Minor Arterial
- Collector
- Local
- Local | Privately Maintained
- Unincorporated

Source(s): Esri, CA State Open Data, County of San Luis Obispo, City of Atascadero 2023.



4.6 Transit

INTRODUCTION

Atascadero is served by local Dial-A-Ride services, a variety of regional transit options, and nationwide bus services.

DIAL-A-RIDE

Dial-A-Ride provides scheduled, door-to-door transit service via minibus within Atascadero. Service is limited to weekdays from 7:30 AM to 3:30 PM and costs are based on service zones. Fare Zone 1 consists of the city core and higher density neighborhoods. This service is cheaper than in Fare Zone 2; the destinations served are primarily located in the eastern section of the city, serving locations along Highway 101 and east Highway 41. Fare Zone 2 includes more rural residential areas, primarily in the western area of the city where less citizens live. Two other locations in Templeton are included in this zone, Twin Cities Hospital and Medical Offices on Las Tablas Road and Trader Joe's on Vineyard Drive. **Figure 4-2** shows the Dial-A-Ride zones within city limits. Discounted rates are available for seniors, disabled persons, and Medicare card holders. Additionally, all services follow Title IV regulations – which require accommodations for any passenger regardless of identity. Responses to this regulation are emphasized with the use of wheelchair lifts and bike racks on the vehicle.

REGIONAL TRANSIT

The Regional Transit Authority (RTA) Route 9 provides hourly and express fixed-route bus service between San Miguel and San Luis Obispo. It includes stops in Paso Robles, Atascadero, Templeton, and Santa Margarita. RTA Route 9 provides timed stops at Viejo Camino at Bocina Lane and at the Atascadero Transit Center in downtown near the junction of US 101 and SR 41. RTA Route 9 additionally provides numerous untimed stops on El Camino Real as shown in **Figure 4-2**. All buses have ramps and are wheelchair accessible.

Runabout Paratransit is a county-wide ADA paratransit service. All vehicles are wheelchair accessible and can accommodate additional personal items including mobility aids, groceries, and packages. Riders must be ADA certified to qualify.

Ride-On provides specialized regional transportation services. Some of these services are listed below.

- **Veteran Express Shuttle.** Door-to-door transportation for veterans in San Luis Obispo County to local veteran's clinics. Reservations must be made in advance and service is limited to once per month.
- **Medi-Cal & CenCal Shuttle.** Free transportation to medical appointments for individuals who cannot use public transit.
- **Access Shuttle.** A door-to-door transit service in San Luis Obispo County for low-income individuals who do not have access to public transit. Service is limited to two round-trip rides per month. Riders must be eligible to ride.
- **Community Interaction Program.** Door-to-door transportation for riders with developmental disabilities. Rides must be requested in advance and services are limited to after 5:00 PM Monday-Friday and throughout the weekends.
- **Senior Go!** Curb-to-curb transportation within local communities with no set timetables or routes. Vehicles are equipped to support mobility-impaired passengers.

Ride requests can be made within a week of the trip by calling the number provided. Hours are limited to 9 AM – 5 PM weekdays, with a base fare of \$2.50 and increases with distance.

FAREBOX RATIOS

A metric to describe transit system financial performance is the farebox ratio. It measures the ratio of passenger fares to total operating costs. As of 2017, the city of Atascadero had a farebox rate of 15%. For context, the overall farebox ratio for the city of SLO Regional Transit Authority, solely for the metro bus, is 24% - according to 2016 data from the Federal Transit Authority (FTA). Reducing operating costs while optimizing the amount of fees passengers pay can help increase the farebox ratio and allow for more funding. However, the City of Atascadero has plans to move away from the farebox ratio and find new metrics that can properly represent transit trends and highlight areas for improvement.

Transit ridership in Atascadero makes up 1.2% of total means of transportation to work. Limited-service routes within the city discourage riders from using the bus system as a consistent, reliable means of transportation. For long-range trips, the SLO RTA Route 9 buses depart the two, timed stops in Atascadero every hour during the week, every three hours on Saturday's, and every four hours of Sunday's. Times that do not coincide with common work and school start times discourage commuters from relying on transit to arrive at their destinations on time. Reliability of service should be considered when measuring the total transit ridership for the system, since that is a strong disincentive for many riders.

AMTRAK

Amtrak provides scheduled, national transit service via bus connections within Atascadero. Service is offered through two daily buses, one northward towards San Jose, and one southward towards Los Angeles. Costs are based on the distance between destinations. The only stop within Atascadero is the Transit Center in Downtown Atascadero.

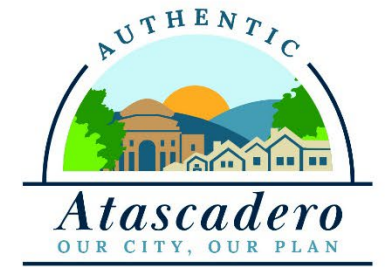
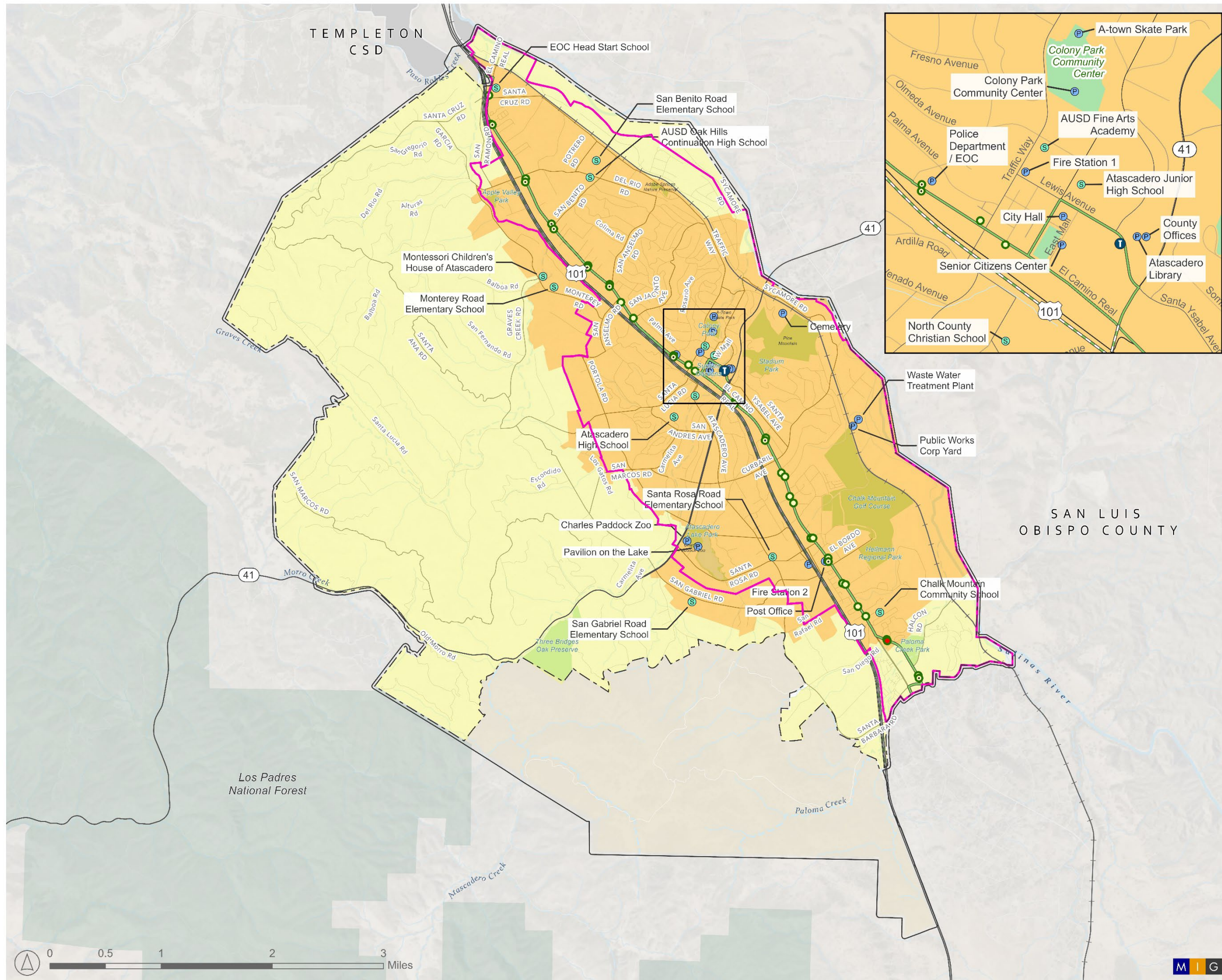


Figure 4-2
Transit Network



Basemap Features

- Atascadero City Limits
- Atascadero Planning Area
- Urban Services Line
- Rivers + Waterbodies
- Parks + Open Space
- Major Roads + Freeways

SLO RTA Bus Stop

- Transfer Hub
- Bus Stop | Single Direction
- Bus Stop | Multi-Direction
- Timed Stop

SLO RTA Route 9

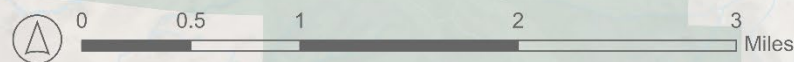
- Daily Route
- Limited Service / Express Trips

Dial-A-Ride Service

- Fare Zone 1
- Fare Zone 2

Public Services

- Public Facility
- School



Source(s): Esri, CA State Open Data, County of San Luis Obispo, City of Atascadero 2023.

4.7 Bicycle Facilities

INTRODUCTION

The Central Coast area has become a popular tourist destination known for its active lifestyle and easy access to some of the most beautiful landscapes in California. Its temperate weather and rolling terrain make it ideal for cycling. Mountain biking and recreational cycling have become popular activities for locals and tourists alike.

Since the previous General Plan was published, the City of Atascadero published a Bicycle Transportation Plan which assesses infrastructure needs and lists policies to improve safety and accessibility to cycling. The Bicycle Transportation Plan outlines steps to promote bicycling and provides recommendations for expanding bicycle facilities in the City.

Figure 4-3 shows the existing bicycle facilities in the city.

INFRASTRUCTURE

Safety is a key factor in bike ridership and infrastructure plays a critical role in providing safe transportation routes for bicyclists. Bike routes are typically classified based on safety features, such as separation from vehicular traffic. The following bike classification system is commonly used to categorize the various types of bicycle routes:

- **Class I – Separated Right-of-Way.** A dedicated, paved pathway separated from vehicle traffic with minimal vehicular crossings.
- **Class II – Designated Right-of-Way.** Shares the roadway with vehicle traffic but is a designated space separated from traffic by pavement markings.
- **Class III – Shared Right-of-Way.** Shares the roadway with vehicle traffic and is not provided dedicated space for bicycles. Class III bikeways are often delineated with pavement markings or signage.
- **Class IV – Separated Bikeway.** Also known as protected bike lanes or cycletracks, they include horizontal or vertical elements separating the bikeway from vehicular and/or pedestrian paths,

In addition to bikeways, other infrastructure improvements may include crossings, safety features at intersections, lighting, and bike parking at trailheads, transit stops, and throughout the community.

Local

Currently, Atascadero provides primarily Class II bikeways which are typically located along major arterials such as El Camino Real and portions of Traffic Way. **Figure 4-3** shows planned and existing bike routes in Atascadero by type of facility.

Caltrans is also assessing bicycle needs along the State Highways System (SHS). Bicycling is permitted on nearly all main streets and rural intercommunity connectors in the county, indicating that there are several opportunities to improve roadways for alternative transportation options. As part of this assessment, infrastructure needs along the SHS were identified including gaps in the bike network, difficult or infrequent crossings, and stressful segments for bicyclists. Caltrans determined that there were five locations along Highway 101 in need of a bicycle crossing and that the segment along Highway 41 within the city

boundary needed improvement and was the highest priority. These locations are being prioritized for future investments.

Regional

There are several bike trails for recreational cycling along the central coast and SLOCOG is continuing to invest in connections between cities. The Juan Bautista de Anza Trail (“de Anza Trail”) is a 1,200-mile historical trail from Nogales, Arizona to San Francisco, California and runs through the middle of Atascadero. The following trail developments are proposed within the de Anza Trail corridor in Atascadero.

- **Salinas River de Anza Trail.** The Salinas River de Anza Trail is a partially constructed 35-mile trail between Santa Margarita and San Miguel. Six miles of the trail extends through Atascadero along the Salinas River. The Salinas River Master Plan was completed in 2014 and is intended to guide future planning decision-making for municipalities to construct individual components over time.
- **Templeton Atascadero Connector Project.** The County of San Luis Obispo is pursuing the development of a multi-use trail between Templeton and Atascadero. The trail will extend 1 mile between South Main Street in Templeton to Atascadero.

ACCESSIBILITY

Transit services enable bicyclists to travel further distances. Bike racks are available on all Regional Transit Authority and SLO Transit buses. Additionally, Park & Ride stations are designated locations that provide connections between non-transit and transit modes. There are five Park & Ride lots in Atascadero:

- St. Williams Church
- Highway 41
- Curbaril Avenue
- Santa Rosa Road
- Santa Barbara Road

All Park & Ride lots except for the St. Williams Church location currently provide bike lockers for safe and secure bicycle storage.

SAFE ROUTES TO SCHOOLS

The Safe Routes to School Program is a nationwide initiative to increase walking and bicycling to school through infrastructure improvements, education, enforcement, and incentives. Increasing walking and cycling to school improves children’s physical health, reduces greenhouse gas emissions, and relieves congestion. The regional Safe Routes to School program is managed by SLOCOG Regional Rideshare.

The 2022 SLOCOG Safe Routes to School Family Survey found that roughly 57% of students live less than 2 miles from their school but more than 55% of students arrive by family vehicle. Key concerns with kids bicycling or walking to school include traffic speed, intersection safety, and traffic volume. Routes between schools that have no safe sidewalks or have difficult walking topography disincentivize students or people with mobility issues from walking to and from school. Additionally, locations with no bus service leads to more cars on the road; therefore, the concerns mentioned previously are heightened. Safety improvements are critical to encouraging non-motorized travel for students.

Bicycle and pedestrian infrastructure improvement projects near schools may be funded through SLOCOG. SLOCOG has evaluated the schools within the region for priority investments based on each school's preparedness for investment, internal need based on social determinants, and external need based on demographics and the roadway network. The following schools within the City of Atascadero were evaluated:

- Monterey Road Elementary
- San Benito Elementary
- San Gabriel Elementary
- Santa Rosa Academic Academy
- Atascadero Middle School
- Atascadero High School

The Santa Rosa Academic Academy, Atascadero Middle School, and Atascadero High School were identified to have the greatest need for investment in the region and will be prioritized for capital improvements.

SAFETY

Bike-involved collisions accounted for nearly 3.5% of total collisions in Atascadero between 2017 and 2021. There were 38 bike-related collisions reported between 2017 and 2021 in Atascadero. 18% of the total collisions resulted in severe injury. Approximately 34% of collisions were due to Automobile Right of Way and another 21% were due to being on the wrong side of the road. Of the 38 collisions, 21 were along El Camino Real.

Children are particularly susceptible to the risk of fatality or severe injury as a bicyclist. The City's Local Roadway Safety Plan (LRSP) notes that Atascadero ranks 34th out of 94 cities of similar size for bicyclist-related collisions that resulted in a fatality or severe injury for bicyclists under the age of 15. Bicyclist Safety has been identified as one of the key emphasis areas in the Safety Plan. Ardilla Road and Atascadero Avenue between Traffic Way and Atascadero High School have been prioritized in the LRSP for bicycle safety improvements to improve connections for bicyclists between the school and the nearby downtown area.

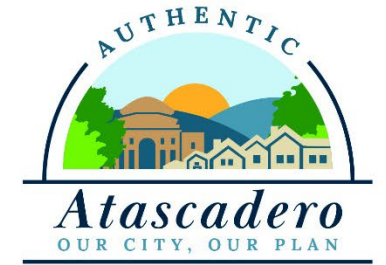
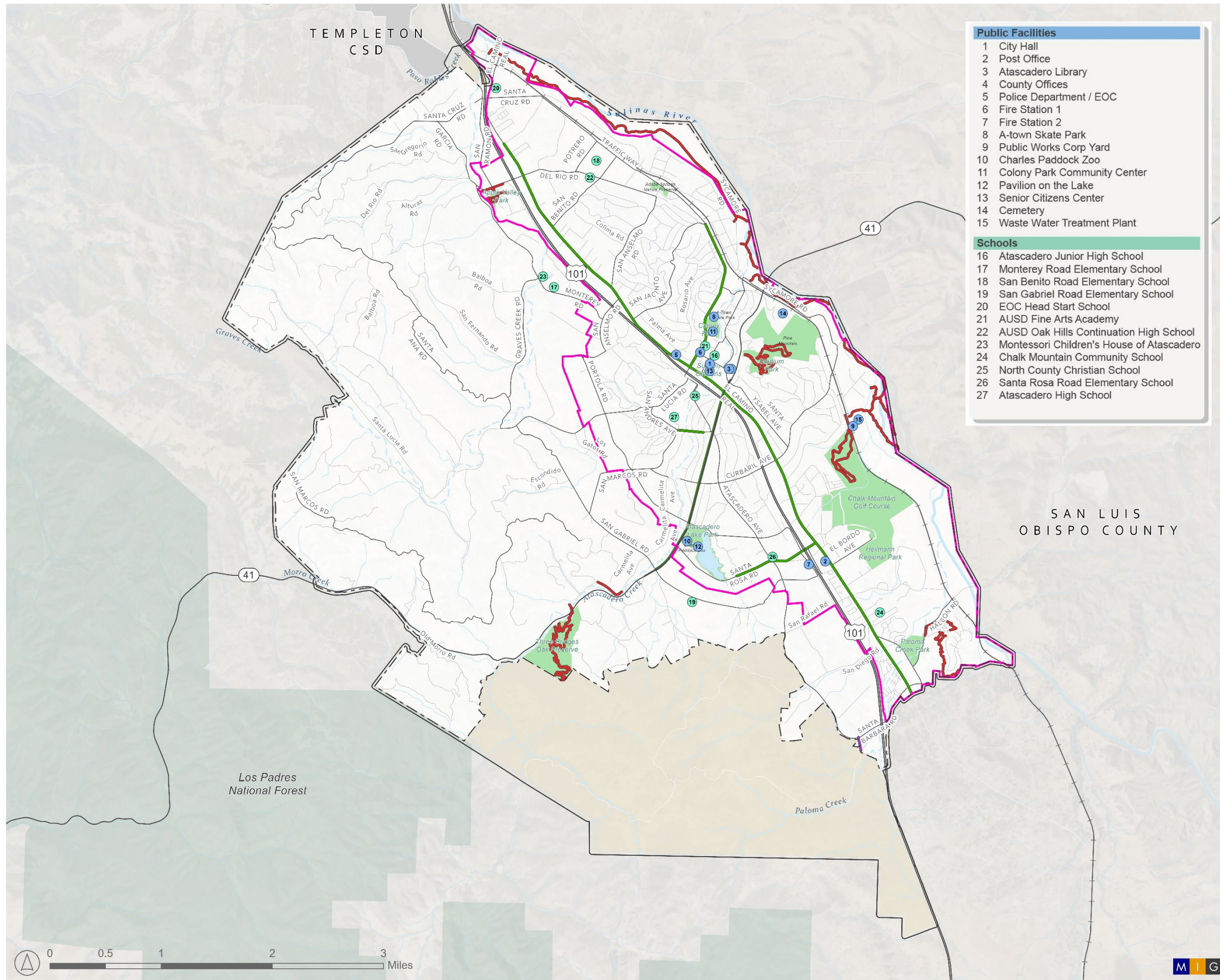


Figure 4-3
Bike and Trail Facilities



- | Public Facilities | |
|-------------------|------------------------------|
| 1 | City Hall |
| 2 | Post Office |
| 3 | Atascadero Library |
| 4 | County Offices |
| 5 | Police Department / EOC |
| 6 | Fire Station 1 |
| 7 | Fire Station 2 |
| 8 | A-town Skate Park |
| 9 | Public Works Corp Yard |
| 10 | Charles Paddock Zoo |
| 11 | Colony Park Community Center |
| 12 | Pavilion on the Lake |
| 13 | Senior Citizens Center |
| 14 | Cemetery |
| 15 | Waste Water Treatment Plant |
-
- | Schools | |
|---------|---|
| 16 | Atascadero Junior High School |
| 17 | Monterey Road Elementary School |
| 18 | San Benito Road Elementary School |
| 19 | San Gabriel Road Elementary School |
| 20 | EOC Head Start School |
| 21 | AUSD Fine Arts Academy |
| 22 | AUSD Oak Hills Continuation High School |
| 23 | Montessori Children's House of Atascadero |
| 24 | Chalk Mountain Community School |
| 25 | North County Christian School |
| 26 | Santa Rosa Road Elementary School |
| 27 | Atascadero High School |

Basemap Features

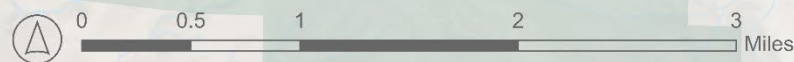
- Atascadero City Limits
- Atascadero Planning Area
- Urban Services Line
- Rivers + Waterbodies
- Parks + Open Space
- Major Roads + Freeways

Bike and Trail Routes

- Multi-Use
- Class 1
- Class 2
- Class 3

Public Services

- Public Facility
- School



Source(s): Esri, CA State Open Data, County of San Luis Obispo, City of Atascadero 2023.

4.8 Pedestrian Facilities

INTRODUCTION

The following section summarizes pedestrian issues and provides initial direction and policy that can ensure pedestrian movement in the city is safe, convenient, and pleasant, in recognition that pedestrian travel is an important component of the transportation system. Bikeway improvements often are accompanied by pedestrian network improvements. Recent local improvements have produced safe facilities for pedestrians and bicyclists in the community.

SAFETY

Pedestrian-involved collisions accounted for nearly 2.5% of the total collisions in Atascadero between 2017 and 2021. There were 28 pedestrian-related collisions reported between 2017 and 2021 in Atascadero. Four collisions resulted in severe injury and one crash resulted in fatality due to Driving Under the Influence. Approximately 32% of collisions were due to pedestrian right-of-way and another 32 were due to pedestrian violations. Pedestrian collisions are concentrated near downtown and the Highway 41 and El Camino Real corridors where pedestrian activity is the greatest. Of the 28 pedestrian involved collisions, 11 were along El Camino Real.

Children are at the greatest risk of fatality or injury as pedestrians. The City's Local Roadway Safety Plan notes that Atascadero ranks 10th out of 94 cities of similar size for pedestrian collisions that result in a fatality or severe injury for pedestrians under 15 years of age. Pedestrian Safety has been identified as one of the key emphasis areas in the Safety Plan. Installing a pedestrian crossing signal on El Camino Real at East Mall has been listed as a priority project to enhance pedestrian safety.

INFRASTRUCTURE

Pedestrian infrastructure may include pathways, crossings, sidewalks, walkable shoulders, pedestrian overcrossings, and lighting.

4.9 Freight and Goods Movement

INTRODUCTION

This section summarizes the movement of goods (as distinct from people) by all modes to, from, within, and through Atascadero. Much of the transportation infrastructure in Atascadero serves the movement of both people and freight. Managing urban goods movement serves to enhance economic development, reduce traffic congestion, and contribute to other social goals. Adverse effects such as traffic accidents, noise, vibration, emissions, and truck intrusion into residential areas are concerns that must be addressed.

RAILROADS

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

FREEWAYS

US 101, running north-south through central Atascadero serves as the main thoroughfare for the movement of commercial goods by automobile to and from the city. The highway acts as the most efficient connection between the city and the San Francisco Bay Area to the north, and the Los Angeles Area to the south.

SR 46 is the primary east-west highway for freight movement via truck on the Central Coast. To the north, I-80 is the closest similar route and to the south, I-10. This route is located in Paso Robles, approximately 20 minutes to the north of Atascadero.

Interstate 5 is the predominant route in California for transporting freight north-south; it connects from the Mexico-California border to the Washington-Canada border. It does not route directly through the city of Atascadero. However, Highway 41 connects with SR-46 in Shandon, which then connects with I-5 just outside of Kettleman City. When Interstate 5 is closed US 101 becomes a substitute route for many trips.

4.10 Aviation

INTRODUCTION

Atascadero does not contain any airports within its city limits but is served by airports in neighboring county communities.

SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

The San Luis Obispo County Regional Airport is approximately 20 miles south of the city, in San Luis Obispo is a regional hub for passenger air travel. The airport is served by Alaska Airlines, American Airlines, and United Airlines and offers non-stop flights to Seattle, San Diego, Portland, Phoenix, Dallas-Fort Worth, Denver, San Francisco, and Los Angeles.

PASO ROBLES MUNICIPAL AIRPORT

The Paso Robles Municipal Airport is approximately 16 miles north of the city, in Paso Robles. While no public passenger flights are offered from the airport, the airport serves private charter flights and seeks to become a space port.

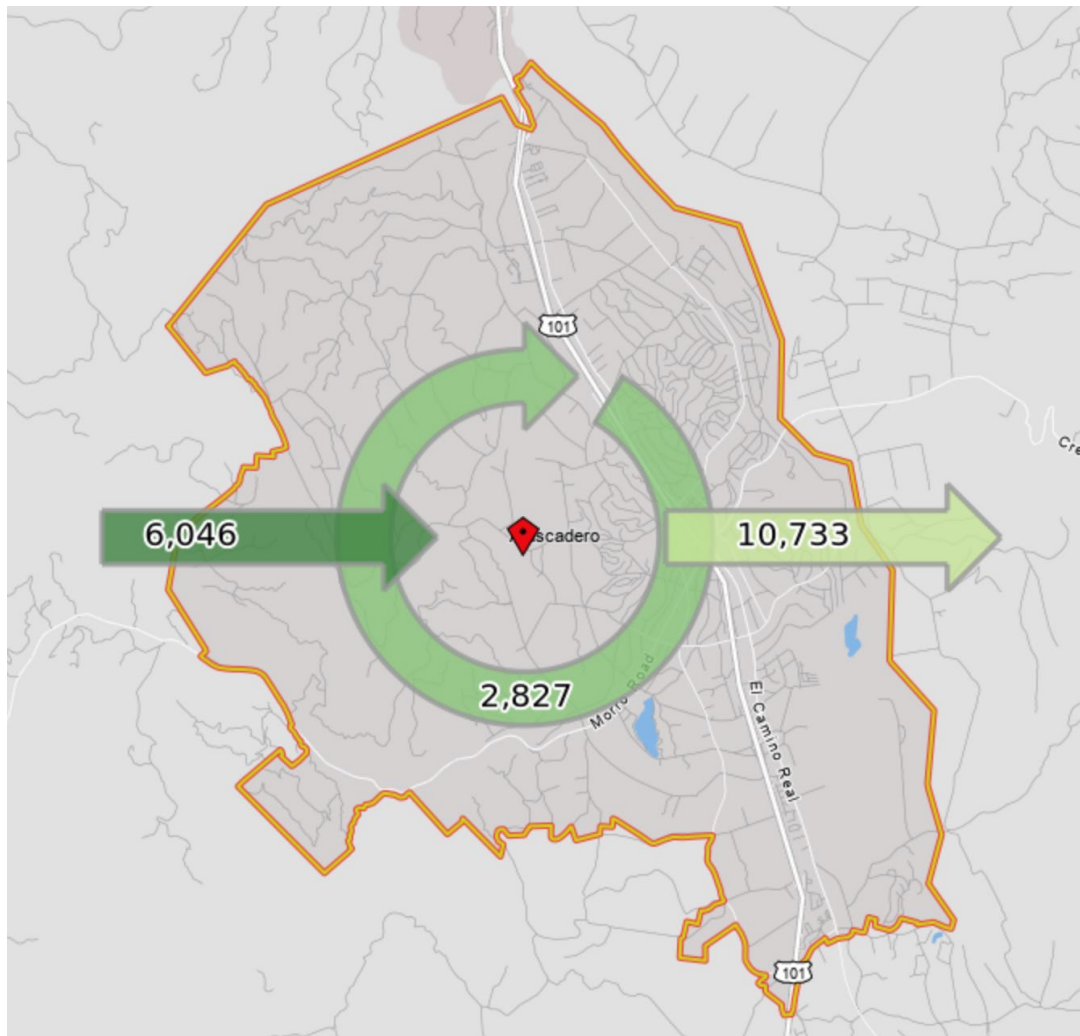
4.11 Travel Characteristics and Commute Patterns

INTRODUCTION

Atascadero is the largest city in the county by area and is home to over 29,000 residents, ranking third largest in SLO county by population. It is centrally located between Paso Robles, Morro Bay, and San Luis Obispo and provides housing options that are generally less costly than some of its neighboring cities. The proximity to job centers and accessibility to transportation corridors make Atascadero an ideal location along the Central Coast.

Employees that must travel to work outside of the city make up the largest segment of the commuting population in Atascadero. Over 10,700 Atascadero residents were employed outside of the city in 2019, while only 6,000 employees traveled to Atascadero for work. Transportation is critical to the economic wellness of Atascadero's residents and employees.

Figure 4-4: Atascadero Commute Inflow and Outflow (2019 Census On the Map)



COMMUTES

Atascadero accounts for a significant portion of travel in the region at approximately 10% of the daily vehicle miles traveled (VMT) in the county in 2017. Data from SLOCOG shows that daily VMT for other incorporated cities is about 13% for the city of SLO, 12% for Paso Robles, and 2% for Pismo Beach. The COVID-19 crisis drastically changed travel patterns across the nation. Commute trips plummeted as workers transitioned to remote working options. The increased flexibility of remote working options enabled irregular travel patterns, such as errands in the middle of the workday. Due to the unprecedented nature of the pandemic's impact on transportation, travel patterns were derived from information prior to 2020 to reflect typical travel behavior more appropriately.

Mode Choice

Atascadero travel is predominated by personal vehicle. Data from the 2019 ACS show that over 81% of commuters (excluding those who worked remotely) in Atascadero traveled to

work by driving alone. An additional 11% of commuters carpooled via car, truck, or van. Rates of vehicle usage for commutes align closely with rates for the state.

Alternative transportation options were more variable when compared to statewide rates. Nearly 1.5% of commuters used public transportation, which is slightly lower than the 2.6% statewide public transportation rates. However, roughly 4.5% of commuters traveled to work by walking, a considerably larger amount compared to the statewide rates of 2.7%. Other means of transportation, including bicycling, taxis, and motorcycles accounted for only 1.6% of total commuting trips, roughly half of the statewide average. The mode choice split demonstrates a preference for walking and indicates that alternative modes may be less popular due to accessibility constraints.

SLOCOG determined characteristics for disadvantaged communities in the region. These traits include factors such as racial or ethnic minorities, disability status, household income, households with no vehicle available, and renter affordability. Based on this definition, SLOCOG did not designate any communities as “disadvantaged,” but rather applied a score for each census tract based on the above characteristics. Many communities in Atascadero have a score of about 130/350, with the areas roughly parallel and east of El Camino Real showing the highest scores. Although they are not deemed disadvantaged, many local communities do not have the resources to have as many options as other regional communities. For example, preference for walking – as described in the above paragraph – may be due to service workers not having alternative means of transportation or the transit times do not align with their schedule. Preference then becomes necessity, and mode choices must be reevaluated with assumptions in mind.

Travel Times

The 2019 American Community Survey (ACS) shows that most commutes (excluding those who work remotely) in Atascadero are typically under 35 minutes. Approximately 87% of commutes were under 35 minutes and 66% were under 25 minutes.

The lack of local public transit options means that transit is rarely used for short-distance trips. Over 99% of transit trips have travel times greater than 20 minutes, and 56% of all transit trips have travel times greater than 30 minutes.

Walking is exceptionally popular for short-distance trips. Nearly a third of all walking trips are for commute times that are less than 10 minutes. Walking remains a popular option for travel times up to 25 minutes. Although 15% of walking commutes were 30-35 minutes, walking to work ceases when travel times are over 35 minutes. When considering future pedestrian improvements, it will be important to consider how improving connectivity and accessibility may reduce travel times and promote walking for work-related trips.

There are twice as many commuters that drive alone for short trips compared to statewide rates. In Atascadero, 21% of commute trips where travelers drive alone are less than 10 minutes in length, whereas only 10% of commuters that drive alone are traveling for less than 10 minutes statewide. This data highlights the potential to reduce vehicle dependency by investing in multimodal transportation, particularly for short-distance trips.

Vehicle Availability

Most households in Atascadero have at least one vehicle available for commuting. Approximately 4.3% of all households do not have a vehicle available at all, and 1.6% of

commuters do not have a vehicle available for commuting. Commuters without a vehicle must rely on alternative modes of transportation. About 16% of commuters that take public transportation do not have a vehicle at home.

BIKE COUNTS

A regional effort to collect pedestrian and bicycle count data was conducted in 2018 and 2019 by SLOCOG. The study found that walking was generally favored over bicycling in the region, particularly in urban areas and at schools. Counts show that there were over 430 trips per day and over 131,000 trips per year through the tunnel connecting Atascadero High School Tunnel under US 101 to East Mall.

The 2013 SLOCOG Bike Barriers Survey Analysis Report found that aggressive driving and speeding were major barriers to bicycling. Infrastructure-related barriers, including gaps in the bike network and dedicated bike lanes, were not perceived to be as large of barriers. And distance was a divisive barrier, with the largest proportion of respondents stating it was not a barrier, but the second largest response was that it was a major barrier. These results of the survey show that distance is not a barrier for a significant portion of those who travel to and throughout Atascadero, but that, for some, distance is a limiting factor, possibly for physical ability, interest in physical exercise, or topography in certain areas.

Narrow overpasses also create a barrier for many bicyclists since they often carry higher vehicle volumes in close proximity to cyclists. Focusing on infrastructure modifications and improvements could increase safety and help balance vehicular needs with other modal needs.

4.12 Network Performance and Safety

INTRODUCTION

Atascadero occupies a large area with extensive roadway miles for its population size. Commercial areas are mostly spread along the El Camino Real and Morro Road (SR 41) corridors. The City’s current Circulation Element specifies that level of service (LOS) C or better operations shall be maintained as the standard at all intersections and on all arterial and collector roads. Upon City Council approval, LOS D is acceptable where residences are not directly impacted and improvements to meet the City’s standard would be prohibitively costly or disruptive.

Figure 4-5 shows daily traffic volumes along roadway segments throughout the city as well as intersection levels of service (LOS) during peak periods. **Table 4-1** summarizes the weekday AM and PM peak hour LOS at the study intersections for locations with data collected in 2022; refer to **Appendix A** for a more comprehensive list using data from other recent studies.

Table 4-1: Existing Intersection Levels of Service

Existing Intersection Levels of Service				
Intersection	Control	Peak Hour	Delay ¹	LOS
1. El Camino Real/San Benito Rd	TWSC	AM	2.5 (12.4)	- (B)

Existing Intersection Levels of Service				
Intersection	Control	Peak Hour	Delay ¹	LOS
		PM	1.1 (11.8)	- (B)
2. El Camino Real/San Anselmo Rd (East)	TWSC	AM	5.5 (17.2)	- (C)
		PM	2.6 (14.6)	- (B)
3. El Camino Real/San Anselmo Rd (West)	Signal	AM	19.2	B
		PM	17.9	B
4. El Camino Real/Curbaril Ave ²	Signal	AM	32.5	C
		PM	36.2	D
5. El Camino Real/Santa Rosa Rd ²	Signal	AM	18.5	B
		PM	21.4	C
6. El Camino Real/San Gabriel Rd	TWSC	AM	1.0 (14.8)	- (B)
		PM	2.0 (19.0)	- (C)
7. El Camino Real/Santa Barbara Rd	Signal	AM	15.5	B
		PM	12.3	B
8. Traffic Wy/Ardilla Ave/US 101 SB Ramps ³	TWSC	AM	20.2 (79.5)	F
		PM	5.6 (15.1)	C
9. Traffic Wy/Via Ave	TWSC	AM	3.4 (11.8)	- (B)
		PM	3.4 (11.0)	- (B)
10. SR 41/Curbaril Ave	Signal	AM	10.4	B
		PM	10.3	B
11. SR 41/Atascadero Ave ²	Signal	AM	41.6	D
		PM	25.7	C
12. SR 41/Mercedes Ave	TWSC	AM	2.5 (13.0)	- (B)
		PM	2.5 (17.1)	- (C)
13. Atascadero Ave/Santa Rosa Rd	AWSC	AM	11.7	B
		PM	8.8	A

¹ HCM 6th average control delay in seconds per vehicle. For two-way stop controlled (TWSC) intersections the worst approach's delay is reported in parentheses next to the overall delay.

² Intersections were based on HCM 2000 methodology.

³ Intersection was analyzed using Sim Traffic due to non-standard geometry.

Unacceptable operations are shown in bold text.

The study intersections operate at LOS C or better with the following exceptions:

- #4 El Camino Real/Curbaril Avenue operates at LOS D during the PM peak hour.
- #8 Traffic Way/Ardilla Avenue/US 101 SB Ramps operates at LOS F during the AM peak hour. Multiple roadway curves and closely spaced intersections make this area difficult for drivers to navigate, resulting in the highest segment collision rate in the city. Potential improvements include signage improvements, additional stop signs, and a roundabout.
- #11 SR 41/Atascadero Avenue operates at LOS D during the AM peak hour. The skewed intersection requires split phasing on the Atascadero Road approaches which causes delays, exacerbated by notable volume peaking when school starts.

Table 4-2 shows queueing on key movements at the study intersections.

Table 4-2: Existing Intersection Queues Existing Intersection Queues

Intersection	Movement	Storage Length (ft)	Peak Hour	95th %ile Queue (ft) ¹
3. El Camino Real/San Anselmo Rd (West)	NBL	125	AM	173
			PM	204
	SBL	60	AM	42
			PM	34
4. El Camino Real/Curbaril Ave	NBL	125	AM	#184
			PM	238
	SBL	125	AM	26
			PM	#58
5. El Camino Real/Santa Rosa Rd	NBL	105	AM	306
			PM	#380
	SBL	105	AM	6
			PM	0
7. El Camino Real/Santa Barbara Rd	NBL	120	AM	120
			PM	72
	SBL	160	AM	13
			PM	18
10. SR 41/Curbaril Ave	NBL	200	AM	13
			PM	16
	SBL	200	AM	37
			PM	49
11. SR 41/Atascadero Ave	NBL	150	AM	91
			PM	68
	SBL	200	AM	159

Intersection	Movement	Storage Length (ft)	Peak Hour	95th %ile Queue (ft) ¹
			PM	79

¹ Queue length in feet that would not be exceeded 95 percent of the time.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

Bold indicates queue length longer than storage length.

The following queue issues are noted:

- #3 El Camino Real/San Anselmo Road West queueing exceeds storage for the northbound left turn movement during both AM and PM peak hours.
- #4 EL Camino Real/Curbaril Avenue queueing exceeds storage for the northbound left turn movement during both AM and PM peak hours.
- #5 EL Camino Real/Santa Rosa Road queueing exceeds storage for the northbound left turn movement during both AM and PM peak hours.

SAFETY

Injury and fatal collisions from the most recent ten years are shown in **Figure 4-6**. Between 2015 and 2019, more than one-third of collisions in the city had a primary collision factor of unsafe speed, ranking 13th highest in the state out of 94 similar-sized cities. Auto right-of-way violations were the second highest cause of collisions, constituting 15% of all collisions. Driving under the influence (DUI) and improper turning were ranked third and fourth, respectively.

There were 145 collisions involving cyclists or pedestrians over the past ten years, the majority of which occurred along El Camino Real and Morro Road (SR 41). The City’s Local Road Safety Plan provides recommendations for 20 safety hot spots as well as systemic improvements to address collisions associated with lane departure, unsafe speed, traffic signals, lighting, DUI, pedestrian, and bicycle safety.

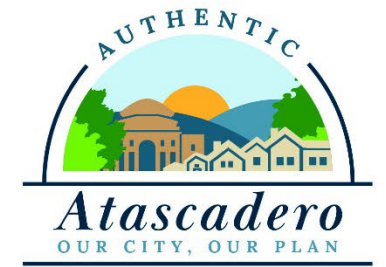
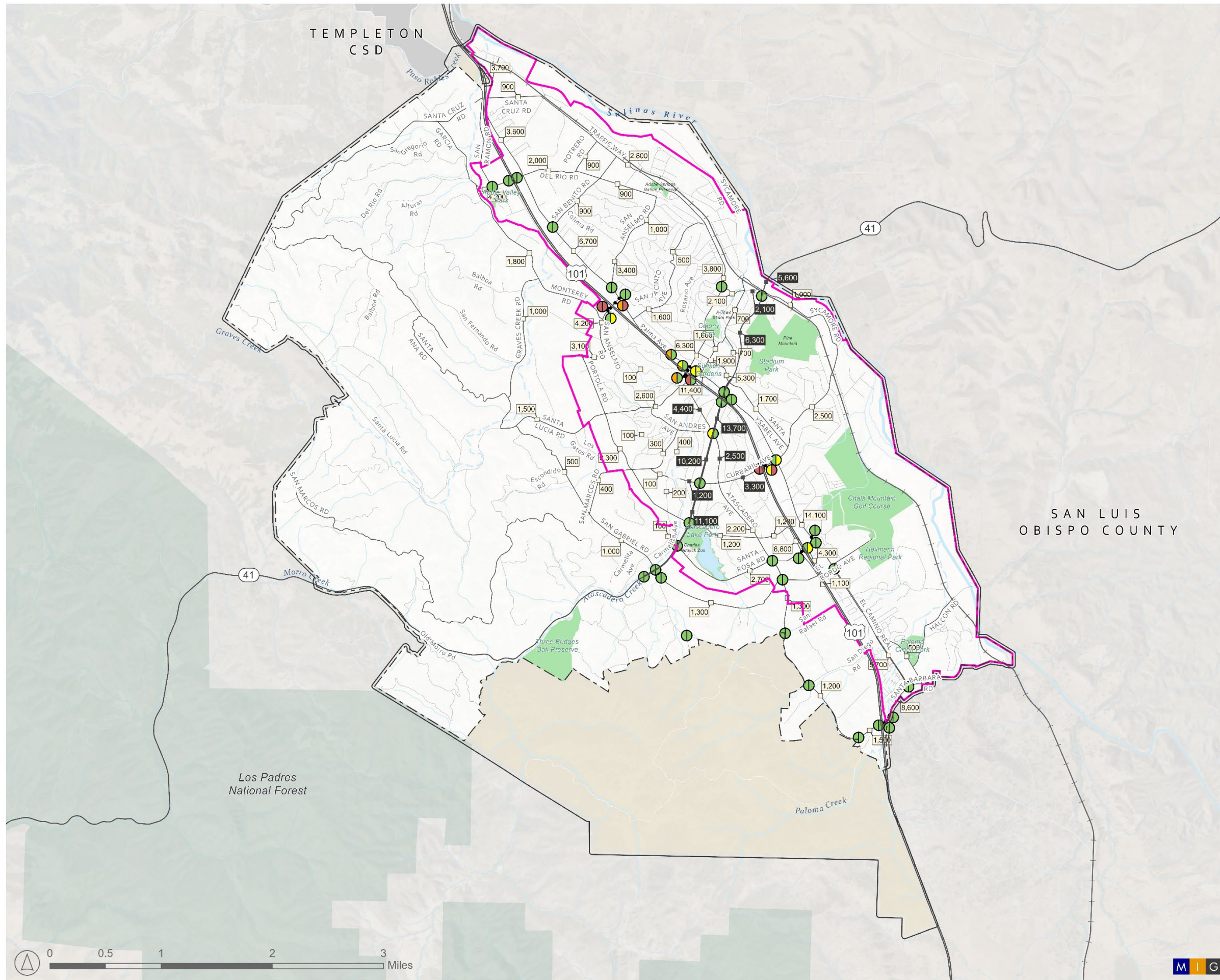


Figure 4-5
Traffic Volumes and LOS



Basemap Features

- Atascadero City Limits
- Atascadero Planning Area
- Urban Services Line
- Rivers + Waterbodies
- Parks + Open Space
- Major Roads + Freeways

Intersection Level of Service

- AM Service Grade
- PM A, B, C D E F

Daily Traffic Volumes

- 2019 Traffic Volume
- 2022 Traffic Volume

Source(s):
Esri, CA State Open Data, County of San Luis Obispo, City of Atascadero 2023.

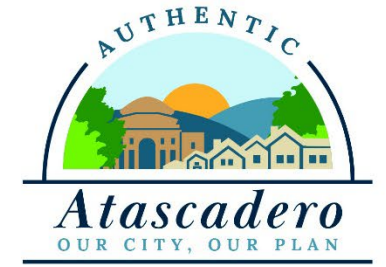
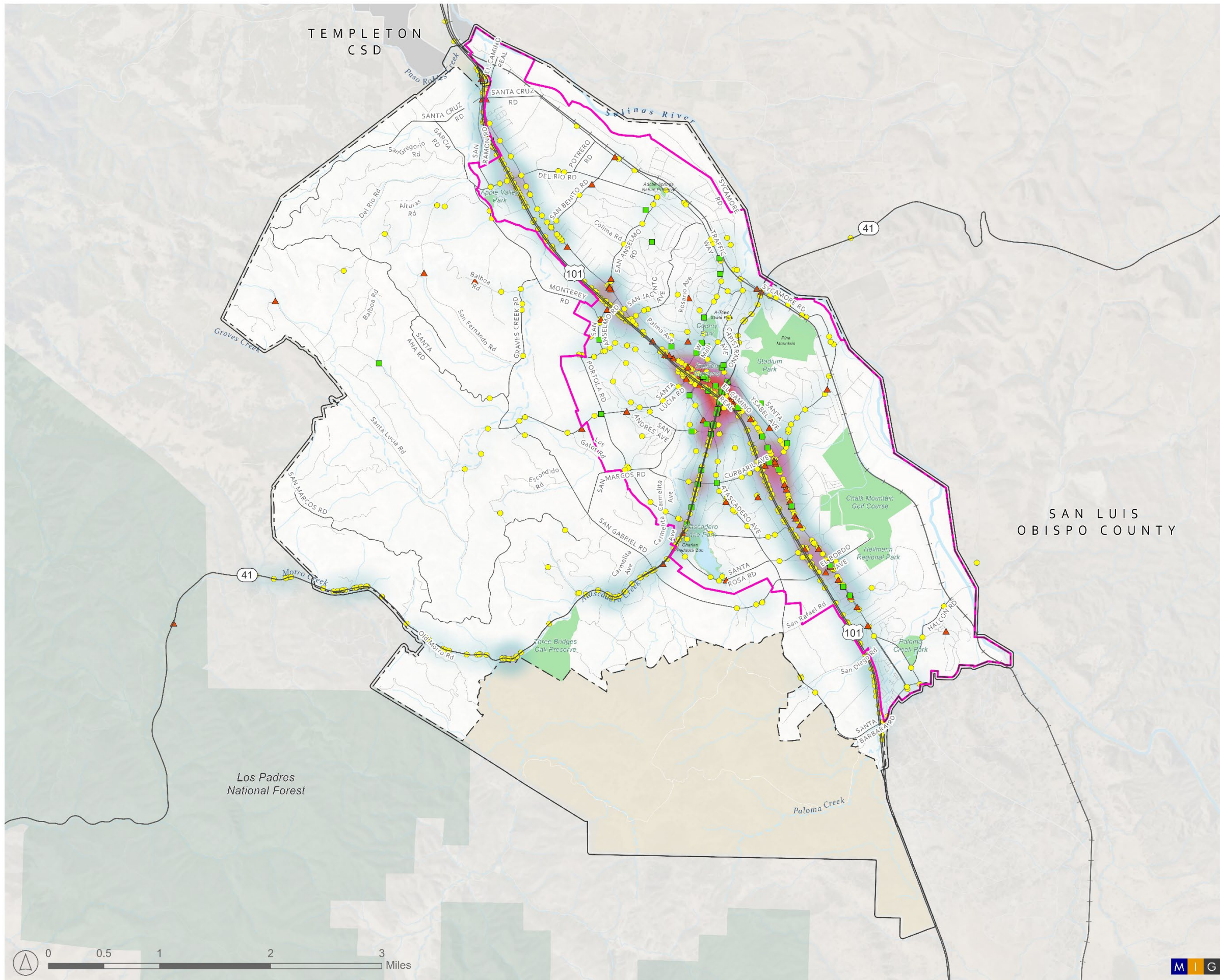


Figure 4-6
Collision Density



Basemap Features

- Atascadero City Limits
- Atascadero Planning Area
- Urban Services Line
- Rivers + Waterbodies
- Parks + Open Space
- Major Roads + Freeways

Collision Type

- Pedestrian Collision
- Bike Collision
- Vehicle Collision

Heat Map from All Collisions

- Sparse
- Dense

Source(s):
Esri, CA State Open Data, County of San Luis Obispo, City of Atascadero 2023.



4.13 Appendix A: Existing Intersection Levels of Service

Existing Intersection Levels of Service				
Intersection	Control	Peak Hour	Delay ¹	LOS
El Camino Real/San Benito Rd	TWSC	AM	2.5 (12.4)	- (B)
		PM	1.1 (11.8)	- (B)
El Camino Real/San Anselmo Rd (East)	TWSC	AM	5.5 (17.2)	- (C)
		PM	2.6 (14.6)	- (B)
El Camino Real/San Anselmo Rd (West)	Signal	AM	29.8	C
		PM	27.8	C
El Camino Real/Curbaril Ave ²	Signal	AM	38.5	D
		PM	43.7	D
El Camino Real/Santa Rosa Rd ²	Signal	AM	17.6 (20.6)	- (C)
		PM	19.3 (24.8)	- (C)
El Camino Real/San Gabriel Rd	TWSC	AM	1.0 (14.8)	- (B)
		PM	2.0 (19.0)	- (C)
El Camino Real/Santa Barbara Rd	Signal	AM	16.2	B
		PM	15.3	B
Traffic Wy/US 101 SB Ramps ³	TWSC	AM	69.3 (>120)	F
		PM	19.1 (38.4)	- (E)
Traffic Wy/Via Ave	TWSC	AM	3.4 (11.8)	- (B)
		PM	3.4 (11.0)	- (B)
SR 41/Curbaril Ave	Signal	AM	10.4	B
		PM	10.3	B
SR 41/Atascadero Ave ²	Signal	AM	18.4	B
		PM	15.1	B
SR 41/Mercedes Ave	TWSC	AM	2.5 (13.0)	- (B)
		PM	2.5 (17.1)	- (C)
Atascadero Ave/Santa Rosa Rd	AWSC	AM	10.9	B
		PM	8.8	A
Santa Barbara Rd/US 101 NB Ramps	TWSC	AM	6.4 (11.9)	- (B)
		PM	8.3 (14.9)	- (B)
Santa Barbara Rd/US 101 SB Ramps	AWSC	AM	10.4	C
		PM	10.1	B
Santa Barbara Rd/San Antonio Rd	SSS	AM	9.8	C
		PM	7.5	B
Santa Rosa Rd/US 101 SB Ramps	Signal	AM	13.3	C
		PM	13.5	C
Santa Rosa Rd/US 101 NB Ramps	Signal	AM	14.9	C
		PM	18.7	D
El Camino Real/US 101 NB Ramps at SR 41	Signal	AM	15.5	B
		PM	21.0	C
SR 41/El Camino Real	Signal	AM	18.1	B
		PM	20.0	B
SR 41/US 101 SB Ramps	Signal	AM	15.6	B
		PM	14.6	B
SR 41/Portola Rd	Signal	AM	10.6	B
		PM	10.4	B
SR 41/Santa Rosa Rd	SSS	AM	9.1	C
		PM	8.0	B
SR 41/San Gabriel Rd	Signal	AM	16.2	B
		PM	9.7	A
SR 41/Old Morro Rd	SSS	AM	5.8	B
		PM	5.4	B
San Gabriel Rd/San Rafael Rd	SSS	AM	7.3	B
		PM	5.4	A
San Rafael Rd/San Carlos Rd	Unsig	AM	4.7 (8.5)	- (A)
		PM	4.7 (8.6)	- (A)

Existing Intersection Levels of Service				
Intersection	Control	Peak Hour	Delay ¹	LOS
Atascadero Ave/San Gabriel Rd	AWSC	AM	9.1	A
		PM	7.6	A
Atascadero Ave/San Rafael Rd	SSS	AM	5.0	A
		PM	4.5	A
Atascadero Ave/San Diego Rd	SSS	AM	0.0	A
		PM	0.4	A
Atascadero Ave/Santa Barbara Rd	SSS	AM	5.2	A
		PM	5.0	A
Curbaril Ave/US 101 SB Ramps	AWSC	AM	62.8 (>120)	F
		PM	58.7 (>120)	F
Curbaril Ave/US 101 NB Ramps	SSS	AM	12.7 (25.9)	- (D)
		PM	25.1 (55.1)	F
Traffic Wy/US 101 NB Ramps ³	SSS	AM	16.9 (28.8)	- (D)
		PM	14.7 (22.2)	- (C)
Traffic Wy/Ardilla Ave	SSS	AM	20.4 (39.6)	- (E)
		PM	8.9 (17.2)	- (C)
Traffic Wy/El Camino Real	Signal	AM	46.2	D
		PM	37.9	D
El Camino Real/US 101 NB Ramps-Rosario Ave	SSS	AM	15.6 (39.1)	- (E)
		PM	10.2 (21.4)	- (C)
San Anselmo Ave/US 101 SB Ramps	TWSC	AM	46.3 (111.8)	F
		PM	42.7 (96.1)	F
San Anselmo Ave/US 101 NB Ramps	SSS	AM	17.8 (35.0)	- (E)
		PM	29.7 (58.5)	F
San Anselmo Ave/San Pablo Road	Unsig	AM	11.1 (24.2)	- (C)
		PM	11.5 (26.1)	- (D)
Del Rio Rd/US 101 SB Ramps	Signal	AM	21.2	C
		PM	21.8	C
Del Rio Rd/US 101 NB Ramps	Signal	AM	16.3	B
		PM	20.0	B
Del Rio Rd/Ramona Rd	SSS	AM	6.3	B
		PM	5.8	A
El Camino Real/Principal Ave	SSS	AM	1.0 (11.7)	- (B)
		PM	0.7 (13.6)	- (B)

4.14 Sources

REPORTS AND DOCUMENTS

City of Atascadero Bicycle Transportation Plan, 2010.

City of Atascadero Local Roadway Safety Plan, prepared by W-Trans and CCTC, 2022.

City of Atascadero General Plan, July 2016.

City of Atascadero Interchange Operational Improvement Study prepared by W-Trans, 2008.

City of Atascadero Parking Utilization and Management Study prepared by Carl Walker, Inc., 2006.

San Luis Obispo Council of Governments. Administrative Draft 2023 Regional Transportation Plan.

DATA

American Community Survey, 2021. US Census Bureau.

PERSONS CONTACTED

Phil Dunsmore, Community Development Director

Kelly Gleason, Senior Planner

Loreli Cappel, Deputy Director of Economic and Community Development

Nick DeBar, Director of Public Works/City Engineer

Ryan Hayes, Deputy Director of Public Works

James Worthley, SLOCOG Planning Director

4.15 Acronyms and Key Terms

LOS: Level of Service

VMT: Vehicle Miles Traveled

SLOCOG: San Luis Obispo Council of Governments