ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Niblick Road Complete and Sustainable Bike and Pedestrian Streets

Resolution ATP-P-2526-03B
(to be completed by CTC)

1. FUNDING PROGRAM

- [x] Active Transportation Program
- [ ] Local Partnership Program (Competitive)
- [ ] Solutions for Congested Corridors Program
- [ ] State Highway Operation and Protection Program
- [ ] Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on October 16, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, City of El Paso De Robles, and the Implementing Agency, City of El Paso De Robles, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 12/7/2022 meeting the Commission approved the Active Transportation Program and included in this program of projects the Niblick Road Complete and Sustainable Bike and Pedestrian, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- [■] Resolution G-22-70, "Adoption of Program of Projects for the Active Transportation Program", dated 12/7/2022
- [ ] Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- [ ] Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- [ ] Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- [ ] Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 City of El Paso De Robles agrees to secure funds for any additional costs of the project.

4.6 City of El Paso De Robles agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 City of El Paso De Robles agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 City of El Paso De Robles agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Niblick Road Complete and Sustainable Bike and Pedestrian Streets

Resolution: ATP-P-2526-03B

(to be completed by CTC)

Freda Berman — 7/9/2025 (Date)

Freda Berman
Public Works Director
Project Applicant

Freda Berman — 7/9/2025 (Date)

Freda Berman
Public Works Director
Implementing Agency

Scott Eades — 07/24/2025 (Date)

Scott Eades
District Director
California Department of Transportation

Dina El-Tawansy (Oct 21, 2025 06:28:41 PDT) — 10/21/2025 (Date)

Dina El-Tawansy
Director
California Department of Transportation

Paul Golaszewski for — 10/28/25 (Date)

Tanisha Taylor
Executive Director
California Transportation Commission

DIRECTOR'S SIGNATURE REQUEST

SB-1 Project Baseline Agreement

The Commission adopted the original SB-1 Accountability and Transparency Guidelines on March 21, 2018, and a revised version on March 23, 2023. The Guidelines require the development of project baseline agreements for Commission adopted SB-1 programs, subject to certain cost thresholds and conditions. The baseline agreement is to be signed by the Project Applicant, Implementing Agency, Caltrans District Director, Caltrans Director of Transportation, and the Executive Director of the California Transportation Commission. It is anticipated that the Commission will approve the baseline agreement at their meeting scheduled for: 10/16/2025

Attached baseline agreement is for Project:

Niblick Road Complete and Sustainable Bike and Pedestrian Street

Project is funded from the following SB-1 Program(s) (please select):

☐ SHOPP ☐ TCEP ☐ SCCP ☐ LPP ☑ ATP

1. BASELINE AGREEMENT REVIEW & APPROVAL: Signature confirms applicable HQ Division(s) (selected below) is/ are aware of the project and commits to supporting oversight (through Headquarters or District) and compliance with the Accountability and Transparency Guidelines.

District Contact: Name: Leif Kohler Phone: (805) 458-1502

HQ Program Coordinator: Kendall Lim Digitally signed by Kendall Lim Date: 2025.07.24 13:20:45 -07'00'

Signature

Select Lead Division:

If on-system:	*If administered by Rail:*	*If off-system and non-Rail:*
☐ Project Management	☐ Rail	☑ Local Assistance
Signature	Signature	Signature
Date	Date	Date 07/24/2025
Sujaya Kalainesan, *Division Chief (Acting)*	**Kyle Gradinger,** *Division Chief*	**Dee Lam,** *Division Chief*

2. CONCURRENCE BY: Signature acknowledges Program responsibilities with regards to Project and appropriate resources have been assigned to support the delivery of the project.

On-System Projects	*Off-System Projects*
Donna Berry *Project Delivery* Date	**Marlon Flournoy** *Planning & Modal Programs* Date

3. CONCURRENCE BY: Programming and Chief Financial Officer Concurrence (All Projects):

James R. Anderson 08/01/2025	8/1/25
James R. Anderson *Financial Programming* Date	**Steven Keck** *Chief Financial Officer* Date

NEXT STEPS

4. Send an email/notification to SB-1 Program for Director's signature
5. SB-1 Program to return Director signed copy of Baseline Agreement to Lead HQ Division/HQ Coordinator

SB1 BA Internal Routing Slip_04_16_25

Final Audit Report 2025-07-24

Created:	2025-07-24
By:	Maristella Cordova (s149789@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAApDdjPEK_DGmFEjOObGMry2fbuZqagwpd

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Document created by Maristella Cordova (s149789@dot.ca.gov)
2025-07-24 - 9:16:11 PM GMT- IP address: 149.136.17.252

Document emailed to Dee Lam (s137215@dot.ca.gov) for signature
2025-07-24 - 9:16:52 PM GMT

Email viewed by Dee Lam (s137215@dot.ca.gov)
2025-07-24 - 9:34:49 PM GMT- IP address: 149.136.17.248

Document e-signed by Dee Lam (s137215@dot.ca.gov)
Signature Date: 2025-07-24 - 9:35:22 PM GMT - Time Source: server- IP address: 149.136.17.248

Agreement completed.
2025-07-24 - 9:35:22 PM GMT

SB1 BA Internal Routing Slip_04_16_25

Final Audit Report 2025-07-25

Created:	2025-07-25
By:	Lakresha Jenkins (s157936@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAISQRPMgm3tA6tWATvajQI-Q53kKcy71g

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2025-07-25 - 5:12:22 PM GMT- IP address: 149.136.17.247

Document emailed to Marlon Flournoy (marlon.flournoy@dot.ca.gov) for signature
2025-07-25 - 5:13:01 PM GMT

Document e-signed by Marlon Flournoy (marlon.flournoy@dot.ca.gov)
Signature Date: 2025-07-25 - 5:46:30 PM GMT - Time Source: server- IP address: 149.136.17.247

Agreement completed.
2025-07-25 - 5:46:30 PM GMT

SB1 BA Internal Routing Slip_04_16_25 - signed

Final Audit Report 2025-08-01

Created:	2025-08-01
By:	Ayana Webb (s152747@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAbkz1vYCAFsi7I22Z0_mYx_wPvr_5VBTF

"SB1 BA Internal Routing Slip_04_16_25 - signed" History

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2025-08-01 - 4:44:58 PM GMT

Document emailed to Steven Keck (steven.keck@dot.ca.gov) for signature
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2025-08-01 - 4:48:02 PM GMT- IP address: 149.136.17.249

Document e-signed by James Anderson (james.r.anderson@dot.ca.gov)
Signature Date: 2025-08-01 - 4:48:20 PM GMT - Time Source: server- IP address: 149.136.17.249

Email viewed by Steven Keck (steven.keck@dot.ca.gov)
2025-08-01 - 4:48:47 PM GMT- IP address: 3.221.252.241

Document e-signed by Steven Keck (steven.keck@dot.ca.gov)
Signature Date: 2025-08-01 - 5:00:05 PM GMT - Time Source: server- IP address: 149.136.17.252

Agreement completed.
2025-08-01 - 5:00:05 PM GMT

Baseline Agreement Fact Sheet

<table>
<tr><td>Project Title:</td><td>Niblick Road Complete and Sustainable Bike and Pedestrian Streets</td></tr>
<tr><td>Location:</td><td>Niblick Road from Spring Street to Creston Road, City of Paso Robles.</td></tr>
<tr><td>Work Description:</td><td>Construct Active Transportation and Bike & Pedestrian safe access to school improvements as envisioned through robust community workshops and adopted by City Council in July 2020.</td></tr>
<tr><td>Project Cost:</td><td>$17,257,000 (Total ATP Request: $13,806,000)</td></tr>
<tr><td>Performance Measure:</td><td>
<table>
<tr><th rowspan="2">ATP Indicator</th><th rowspan="2">Measures/Outcomes</th><th rowspan="2">Unit</th><th rowspan="2">Current</th><th colspan="2">Projected</th></tr>
<tr><th>Outcome</th><th>Year</th></tr>
<tr><td rowspan="2">Counts</td><td>Bicycle Counts</td><td>Each</td><td>27 ADV</td><td>34 ADV</td><td>2030</td></tr>
<tr><td>Pedestrian Counts</td><td>Each</td><td>442 ADV</td><td>553 ADV</td><td>2030</td></tr>
</table>

Niblick Road will be a major piece of an active transportation network that will provide viable non-vehicle travel options for residents. The project will support trips to schools, jobs, shopping, and other designations. It will also benefit Paso Robles' most disadvantaged residents. Niblick Road will be a 1.7 mile long, 4 to 5 lane arterial roadway and one of only two routes connecting downtown Paso Robles with the east side of the city across Highway 101, Salinas River, and Union Pacific Railroad tracks.

Niblick Road will be the location of three shopping centers and three schools. The project will provide a multi-use path, new sidewalks, accessibility improvements, and other improvements to better protect pedestrians and bicyclists from vehicle traffic to create a safer, more comfortable place to walk and bike.

The project will provide improved and safer bike and pedestrian pathways. Video cameras were set up in the field where bicycle and pedestrian volumes were counted by watching the videos. The projected volume counts were estimated using the California Active Transportation Benefit cost tool.</td></tr>
<tr><td>Notes:</td><td>
<table>
<tr><th>Category</th><th>Outputs</th><th>Unit</th><th>Total</th></tr>
<tr><td>Active Transportation</td><td>Pedestrian/Bicycle facilities constructed</td><td>LF</td><td>8,100</td></tr>
<tr><td>Active Transportation</td><td>Sidewalk</td><td>LF</td><td>2,800</td></tr>
<tr><td>ADA Improvements</td><td>Repair/upgrade curb ramp</td><td>EA</td><td>21</td></tr>
</table>
</td></tr>
</table>

EXHIBIT A

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised 19 Feb 2020 v8.01j - ATP)

General Instructions

Amendment (Existing Project) Y/N					**Date:**	7/9/25
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		
05		0523000057	3121	5084(022)		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Nominating Agency**	
SLO	LOCAL			City of Paso Robles	
				MPO	**Element**
				SLOCOG	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Ditas Esperanza	(805) 237-3861	ditas@prcity.com

Project Title

Niblick Road Complete and Sustainable Bike and Pedestrian Streets

Location (Project Limits), Description (Scope of Work)

Niblick Road from Spring Street to Creston to construct Active Transportation and Bike and Pedestrian safe access to school, as envisioned through a robust community workshops and as adopted by the City Council in July 2020.

Component	**Implementing Agency**
PA&ED	City of Paso Robles
PS&E	City of Paso Robles
Right of Way	City of Paso Robles
Construction	City of Paso Robles

Legislative Districts

Assembly:	33	**Senate:**	17	**Congressional:**	22

Project Benefits

Niblick Road is one of two roadways connecting downtown Paso Robles with the east side of the City, and is the location of three shopping centers and three schools. The project will provide a multi-use path, new sidewalks,accessiblity improvements, and other improvements to better protect pedestrians and bicyclists from vehicle traffic to create a safer, more comfortable place to walk and bike.

Purpose and Need

Niblick Road will be a major piece of an active transportation network that will provide viable non-vehicle travel options for residents. The project will support trips to school, jobs, shopping, and other designations and will benefit Paso Robles' most disadvantaged residents.

Category	**Outputs**	**Unit**	**Total**
Active Transportation	Pedestrian/Bicycle facilities constructed	LF	8,100
Active Transportation	Sidewalk	LF	2,800
ADA Improvements	Repair/upgrade curb ramp	EA	21

NHS Improvements	No		Roadway Class			Reversible Lane analysis	Yes
Inc. Sustainable Communities Strategy Goals	Yes			Reduces Greenhouse Gas Emissions	Yes		

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved			07/09/20	
Begin Environmental (PA&ED) Phase			11/01/23	11/01/23
Circulate Draft Environmental Document	**Document Type**	ND/FONSI	05/01/24	05/01/24
Draft Project Report			06/03/24	06/03/24
End Environmental Phase (PA&ED Milestone)			10/26/24	10/26/24
Begin Design (PS&E) Phase			01/01/25	12/31/25
End Design Phase (Ready to List for Advertisement Milestone)			06/25/26	06/25/26
Begin Right of Way Phase			06/01/21	06/01/21
End Right of Way Phase (Right of Way Certification Milestone)			07/01/21	07/01/21
Begin Construction Phase (Contract Award Milestone)			09/01/26	09/01/26
End Construction Phase (Construction Contract Acceptance Milestone)			02/16/29	02/16/29
Begin Closeout Phase			03/01/29	03/01/29
End Closeout Phase (Closeout Report)			06/29/29	06/29/29

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 7/8/25

District	County	Route	EA	Project ID	PPNO	
05	SLO	LOCAL		0523000057	3121	
Project Title:	Niblick Road Complete and Sustainable Bike and Pedestrian Streets					

Existing Total Project Cost ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									City of Paso Robles
PS&E									City of Paso Robles
R/W SUP (CT)									City of Paso Robles
CON SUP (CT)									City of Paso Robles
R/W									City of Paso Robles
CON									City of Paso Robles
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)			1,152					1,152	
PS&E				1,397				1,397	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						14,708		14,708	
TOTAL			1,152	1,397		14,708		17,257	

Fund No. 1:	**ATP**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)			922					922	6 month allocation time extension for PS&E to 12/31/2025
PS&E				1,118				1,118	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						11,766		11,766	
TOTAL			922	1,118		11,766		13,806	

Fund No. 2:	**City of El Paso de Robles**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)			230					230	
PS&E				279				279	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						2,942		2,942	
TOTAL			230	279		2,942		3,451	

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: El Paso De Robles, City of

PROJECT TYPE: Infrastructure - Large

PROJECT APPLICATION NO.: 5-El Paso De Robles, City of-1

PROJECT NAME: Niblick Road Complete and Sustainable Bike and Pedestrian Streets

PROJECT DESCRIPTION: Construct Active Transportation and Bike & Pedestrian safe access to school improvements as envisioned through robust community workshops and adopted by City Council in July 2020.

PROJECT LOCATION: Niblick Road from Spring Street to Creston Road, City of Paso Robles.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
$ 922	$ 1,118	$ -	$ 11,766	$ -	$ -
FY 23/24	FY 24/25	FY -	FY 26/27	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
17,257	13,806	3,451	-	3,451	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

APPLICATION INDEX PAGE

Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE:	IMPLEMENTING AGENCY'S NAME:		
5084	El Paso De Robles, City of		
IMPLEMENTING AGENCY'S ADDRESS	**CITY**		**ZIP CODE**
1000 Spring Street	Paso Robles	CA	93446
IMPLEMENTING AGENCY'S CONTACT PERSON:	**CONTACT PERSON'S TITLE:**		
Ditas Esperanza	Capital Projects Engineer		
CONTACT PERSON'S PHONE NUMBER:	**CONTACT PERSON'S EMAIL ADDRESS :**		
805-237-3861	ditas@prcity.com		

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA Number	05-5084R
Implementing Agency's State Caltrans MA Number	002376

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implemening agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? ☐ Yes ☒ No

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 1

Niblick Road Complete and Sustainable Bike and Pedestrian Streets

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words) **Words Remaining:** 27
(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Niblick Road is a 1.7-mile long, 4- to 5-lane arterial roadway and one of only two routes connecting downtown Paso Robles with the east side of the City across Highway 101, Salinas River, and Union Pacific Railroad tracks. It provides direct access to three shopping centers, three schools serving over 2,700 students, and several disadvantaged residential neighborhoods. There are bike lanes but they are not continuous and are not protected from high volume, high speed traffic. Sidewalks are five feet wide with no buffering from the roadway and are missing on one side of the street along the eastern half of the corridor. The project would replace the westbound bike lane and sidewalk along the north side of the street with a raised 10-foot wide multi-use path, providing vertical and horizontal separation from vehicle traffic and would complete the sidewalks along the south side of the street. This would provide a safer, more comfortable walking and bicycling facility for trips to jobs, shopping, schools, bus stops, and other essential daily activities. The project represents a significant step in the City's efforts to encourage a shift from vehicle transportation to active modes, is it will be a crucial corridor in the growing low stress active transportation network on the east side of the City, which includes trails, buffered bike lanes, and enhanced intersection crossings. This network would enhance transportation options for residents of all ages and abilities both now and in the future. Traffic volumes along Niblick Road are projected to increase by up to 67 percent by 2045, and the Niblick Road corridor improvements will provide a critical enhancement for a sustainable future.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)
Words Remaining: 1

Construct approximately 8,000LF of a raised two-way multi-use path with a raised separator, reconstruct 21 curb ramps to ADA standards, infill approximately 2,800LF of missing sidewalks to enhance bicyclist and pedestrian comfort and safety.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 1

Construct Active Transportation and Bike & Pedestrian safe access to school improvements as envisioned through robust community workshops and adopted by City Council in July 2020.

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 111

Niblick Road from Spring Street to Creston Road, City of Paso Robles.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found here. ☐ Yes ☒ No

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Attachment C Project Location.pdf

CITIES:
List all cities that this project will affect. All cities must be located within the State of California.

City Code: PSRS City Name: Paso Robles

PROJECT COORDINATES:
For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.
For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 35.62466 N / long. -120.66867 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format) Lat. N / long. W

Congressional District(s): 0 2 2

State Senate District(s): 0 1 7 **State Assembly District(s):** 0 3 3

Caltrans District:	5
County:	San Luis Obispo
MPO:	SLOCOG
RTPA:	None
Urbanized Zone Area (UZA) Population:	Project is located outside one of the large MPOs in a UZA with Pop > 5,000 and <= 50,000

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☐ Yes ☒ No

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure - Large

Will construction funds be requested for this project? ☒ Yes ☐ No
* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

FY 26/27 All construction items, including construction engineering. Funding will be from ATP and General Fund.

Indicate any of the following plans that your agency currently has: (Check all that apply)

☒ Bicycle Plan ☒ Pedestrian Plan ☐ Safe Routes to School Plan ☐ Active Transportation Plan ☐ None

☐ Other plans that include Bicycle and/or Pedestrian Improvements _____

Is your project in a current Plan? ☒ Yes ☐ No

PROJECT SUB-TYPE (check all Project Sub-Types that apply)**:**

☒ **Bicycle Transportation** % of Project 50 %

☒ **Pedestrian Transportation** % of Project 50 %

☒ **Safe Routes to School** ***(Also fill out Bicycle and Pedestrian Sub-Type information above)***

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☐ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

☐ **Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 1

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

School Name: Paso Robles High School
School Address: 801 Niblick Road, Paso Robles, CA 9346
District Name: Paso Robles Joint Unified
District Address: 800 Niblick Road, Paso Robles, CA 9346
Co.-Dist.-School Code: 4035754
School Type: 9 to 12
Project improvements maximum distance from school 1.00 mile

Total student enrollment: 2,177
Approximate # of students living along route proposed for improvement: 1,000
Percentage of students eligible for free or reduced meal programs** 40 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

A3 SRTS.pdf

Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

☒ **Bicycle Improvements**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 0 %
(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: 8,100 Linear Feet		Class 2: 0 Linear Feet	
	Class 3: 0 Linear Feet		Class 4: 0 Linear Feet	
Signalized Intersections:	New Bike Boxes: 0 Number		Timing Improvements: 0 Number	
Un-Signalized Intersections:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number		Roadway Segments: 0 Linear Feet	
Bike Share Program:	New Station: 0 Number		New Bikes: 0 Number	
Bike Racks/Lockers:	New Racks: 0 Number		New Secured Lockers: 0 Number	
Other Bicycle Improvements:	#1: _____ #: 0		#2: _____ #: 0	

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 3 %
(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): 2,800 Linear Feet	New (over 8' wide): 0 Linear Feet	
	Widen Existing: 0 Linear Feet	Reconstruct/Enhance Existing: 0 Linear Feet	
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet		
ADA Ramp Improvements:	New Ramp (none exist): 0 Number	Reconstruct Ramp to Standard: 21 Number	
Signalized Intersections:	New Crosswalk: 0 Number	Enhance Existing Crosswalk: 0 Number	
	Ped-Heads: 0 Number	Shorten Crossing: 0 Number	
	Timing Improvements: 0 Number		
Un-Signalized Intersections:	New Traffic Signal: 0 Number		
	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number	
	Shorten Crossing: 0 Number		
Mid-Block Crossing:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number	Roadway Segments: 0 Linear Feet	
Pedestrian Amenities:	Benches: 0 Number	Trash Cans: 0 Number	
	Shade Trees: 0 Number	Shade Tree Type: _____	
Other Ped Improvements:	#1: _____ #: _____	#2: _____ #: 0	

☐ **Multi-use Trail Improvements**

☐ **Vehicular-Roadway Traffic-Calming Improvements**

☐ **Non-Infrastructure Components**

☐ **Plan Type (only intended for Plans)**

Right of Way (R/W) Impacts (Check all that apply)

☒ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

☐ Program/Plan will likely have an open street/demonstration on state highway.

Part A5: Project Schedule

NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PA&ED Allocation" Date:	9/1/2023	
Notice to Proceed with Federally Reimbursable ATP Work:	10/31/2023	
Expected or Past Start Date for PA&ED activities:	11/1/2023	
Time to complete the separate CEQA & NEPA studies/approvals:	12 months	*(See note #2, above)*
Expected or Past Completion Date for the PA&ED Phase:	10/26/2024	

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PS&E Allocation" Date:	11/1/2024	
Notice to Proceed with Federally Reimbursable ATP Work:	12/30/2024	
Expected or Past Start Date for PS&E activities:	1/1/2025	
Time to complete the final Plans, Specification & Estimate:	18 months	
Expected or Past Completion Date for the PS&E Phase:	6/25/2026	

** Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for R/W activities:	6/1/2021	
Time to complete the R/W Engineering, Acquisition, and Utilities:	1 months	
Expected or Past Completion Date for the R/W Phase:	7/1/2021	

** PS&E and Right of Way phases can be allocated at the same CTC meeting.*

** Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:	7/1/2026	
Notice to Proceed with Federally Reimbursable ATP Work:	8/30/2026	
Expected Start Date for Construction activities:	9/1/2026	
Time to complete the Construction activities:	30 months	
Expected or Past Completion Date for the CON Phase:	2/16/2029	

Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	*ATP Allocation Year* *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	1,152	922	*23/24*	230	-	-	230	-
PS&E	1,397	1,118	*24/25*	279	-	-	279	-
R/W	-	-		-	-	-	-	-
CON	14,708	11,766	*26/27*	2,942	-	-	2,942	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	**17,257**	**13,806**		**3,451**	**-**	**-**	**3,451**	**-**

* *The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.*

** *Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)*

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over $1M must be eligible to receive federal funding. Agencies with projects under $1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding. A request for State-Only funds does not guarantee it will be received.

Do you believe your project warrants receiving state-only funding? ☒ Yes ☐ No

If "Yes", provide a brief explanation. (Max of 50 Words) **Words Remaining:** 33

Project was initiated and preliminary work completed with local funds. Leveraging funds will use City's General Fund.

If "Yes", applicants requesting SHA must also attach an "Exhibit 25-F"

Attachment J.pdf

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

Amendment (Existing Project) Y ☐ N ☒ Date: 6/15/2022

District	EA	Project ID	PPNO	MPO ID	Alt Project. ID/prg.
5					ATP

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SLO				El Paso De Robles, City of	
				MPO	Element
				SLOCOG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Ditas Esperanza	(805) 237-3861	ditas@prcity.com

Project Title

Niblick Road Complete and Sustainable Bike and Pedestrian Streets

Location (Project Limits), Description (Scope of Work)

Niblick Road from Spring Street to Creston Road, City of Paso Robles.

Component	Implementing Agency
PA&ED	El Paso De Robles, City of
PS&E	El Paso De Robles, City of
Right of Way	El Paso De Robles, City of
Construction	El Paso De Robles, City of

Legislative Districts

Assembly:	, 3, 3	Senate:	, 1, 7	Congressional:	, 2, 2

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

Niblick Road is one of two roadways connecting downtown Paso Robles with the east side of the City, and is the location of three shopping centers and three schools. The project will provide a multi-use path, new sidewalks, accessibility improvements, and other improvements to better protect pedestrians and bicyclists from vehicle traffic to create a safer, more comfortable place to walk or bike.

Purpose and Need

Niblick Road will be a major piece of an active transportation network that will provide viable non-vehicle travel options for residents. The project will support trips to school, jobs, shopping, and other destinations and will benefit Paso Robles' most disadvantaged residents.

Category	Outputs/Outcomes	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Feet	8,100
Active Transportation	Sidewalk miles	Feet	2,800
ADA Improvements	Repair/upgrade curb ramp	Each	21

NHS Improvements:No	Roadway Class:	Reversible Lane Analysis: No

Inc. Sustainable Communities Strategy Goals:Yes Reduces Greenhouse Gas Emissions: Yes

Project Milestone	Existing	Proposed
Project Study Report Approved	7/9/2020	
Begin Environmental (PA&ED) Phase		11/1/2023
Circulate Draft Environmental Document (Document Type) ND/FONSI		5/1/2024
Draft Project Report		6/3/2024
End Environmental Phase (PA&ED Milestone)		10/26/2024
Begin Design (PS&E) Phase		1/1/2025
End Design Phase (Ready to List for Advertisement Milestone)		6/25/2026
Begin Right of Way Phase		6/1/2021
End Right of Way Phase (Right of Way Certification Milestone)		7/1/2021
Begin Construction Phase		9/1/2026
End Construction Phase		2/16/2029
Begin Closeout Phase		3/1/2029
End Closeout Phase (Closeout Report)		6/29/2029

Additional Information	**Date:**	6/15/2022

Project Programming Request (PPR)

Date: 6/15/2022

Project Information:

Project Title:	Niblick Road Complete and Sustainable Bike and Pedestrian Streets				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
5	San Luis Obispo	Local			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	1,152	0	0	0	0	**1,152**
PS&E	0	0	0	1,397	0	0	0	**1,397**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	14,708	0	**14,708**
TOTAL	**0**	**0**	**1,152**	**1,397**	**0**	**14,708**	**0**	**17,257**

Notes:

ATP Funds	Infrastructure Cycle 6								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	922	0	0	0	0	**922**	Caltrans
PS&E	0	0	0	1,118	0	0	0	**1,118**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	11,766	0	**11,766**	
TOTAL	**0**	**0**	**922**	**1,118**	**0**	**11,766**	**0**	**13,806**	

ATP Funds	Non-Infrastructure Cycle 6								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

ATP Funds	Plan Cycle 6								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

ATP Funds	Previous Cycle								Program Code
	Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Project Programming Request (PPR)

Date: 6/15/2022

Project Information:					
Project Title:	Niblick Road Complete and Sustainable Bike and Pedestrian Streets				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
5	San Luis Obispo	Local			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	230	0	0	0	0	**230**	El Paso De Robles, City of
PS&E	0	0	0	279	0	0	0	**279**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	2,942	0	**2,942**	
TOTAL	**0**	**0**	**230**	**279**	**0**	**2,942**	**0**	**3,451**	

Fund No. 3:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 4:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 5:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 6:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 7:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Part A7: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- **Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program?** ☐ Yes ☒ No
- **Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?** ☒ Yes ☐ No

If "Yes", explain why the other project cannot fund the proposed project. (Max of 200 Words) **Words Remaining:** 128

The City has been awarded funding from the Highway Safety Improvement Program (HSIP) for pedestrian crossing improvements at the intersection of Niblick Road and Appaloosa Drive. The funding was part of the pedestrian crossing set-aside portion of the HSIP program, which funds a maximum of $250,000 for crossing improvements. Due to the available budget and defined scope of the project, these funds cannot be used for the proposed improvements along Niblick Road.

- **Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?** ☐ Yes ☒ No

2. Consistency with an adopted regional transportation plan:

- **Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?** ☒ Yes ☐ No

The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

2019 SLOCOG RTP.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

3. Is the Implementing Agency Caltrans? ☐ Yes ☒ No

Part B: Narrative Questions

Question #1

QUESTION #1
DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ **This project does not qualify as a Disadvantaged Community.**

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

B1 Disadvantaged Communities.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

Select Option: Median Household Income

The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2015-2019 American Community Survey (ACS) (<$60,188). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: https://data.census.gov/cedsci/?intcmp=aff_cedsci_banner

Census Tract/Block Group/Place #	Population	MHI
101.02	6,937	43,569
102.02	5,178	55,299
102.04	6,712	67,194
102.05	4,653	78,261

Lowest median household income from above (autofill): $ **43,569** (to be used for qualifying as benefiting a DAC only)

Median household income by census tract for the community(ies) benefited by the project: $ **59,784.11**
(to be used for severity calculation only)

Must attach a copy of FactFinder ACS page for each census tract listed above. Attach all pages as one pdf.

B1 Median HH Income tracts.pdf

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words)

Words Remaining: 19

The land uses to the west, south, and east of the Niblick Road corridor meet the criteria for disadvantaged communities either using the statewide or regional definition. Census Tract 101.02 includes the western end of the project near downtown and has a median income of $43,569, the lowest in Paso Robles. Census Tract 102.02, southeast of the Niblick Road/Creston Road intersection at the eastern end of the project, is also classified as a disadvantaged neighborhood with a median income of $55,299. While the Census tracts between these two areas do not fall below 80 percent of the median income, approximately half of the land uses abutting this portion of the project have been identified as disadvantaged by SLOCOG; just south of Niblick Road the entire neighborhood is designated as disadvantaged.

Niblick Road is the most convenient and direct route for trips to work, school, and shopping destinations, as well as for other basic needs. In addition to the connection to downtown, there are three schools with over 2,700 students and three shopping centers with frontage along this 1.7-mile segment of Niblick Road. Other destinations along and near the corridor include local and regional bus stops, the Salinas River and Centennial Trails, as well as health service providers near the western terminus of the project. With 20,000 residents and over 7,000 jobs within a mile of the project, there is tremendous potential for Niblick Road to serve as a major active transportation corridor.

The street network on the eastern side of the City was designed to serve vehicle traffic, and the Niblick Road complete-street project is a critical piece of the City's efforts to redesign key corridors to serve all users. Highway 101, the Union Pacific Railroad tracks, and the Salinas River effectively split the City in two, and Niblick Road is one of only two pedestrian and bicycle routes linking the downtown area to the eastern side of the City. Traffic is intimidating to non-drivers as Niblick Road carries between 16,000 and 30,000 vehicles per day in the project area, with 85th percentile speeds of 42 to 47 mph.

The existing bike lanes provide no separation from the adjacent high-volume, high-speed traffic. The existing sidewalk is not buffered from the roadway, and it is incomplete along the south side of the street. By creating an off-street path along the north side of Niblick Road, buffered from the roadway, the project would provide a protected and comfortable facility for bicyclists and pedestrians of all ages and abilities, and the completion of the sidewalk along the south side of the street would enable residents in that area to more safely walk to nearby destinations.

Surveys conducted in 2019, 2020, and 2022 found residents to be strongly supportive of providing protected facilities, with 75 percent of respondents indicating that they would walk or bike more along the corridor if the proposed project were completed.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 282

Niblick Road provides a direct connection to two disadvantaged neighborhoods. The western 15 percent of the project is located within the disadvantaged community near the downtown, while a second disadvantaged community borders the eastern terminus at Creston Road and south site of Niblick Road. It will be particularly beneficial for residents on the west side of Highway 101, as this portion of the project includes the most popular destinations indicated in the survey – the downtown area and the shopping centers near the River Road intersection (including Walmart, Albertson's, and Kohl's). The improvements along the bridge will provide protection from the highest traffic volumes and vehicle speeds along the corridor. There are 12,115 residents within the two Census tracts defined as disadvantaged based on income, but using the regional disadvantaged community definition would increase this number substantially. Paso Robles High School, located one-half mile east of River Road, serves 2,177 students from throughout the City and the surrounding area. Niblick Road provides the most direct route from both disadvantaged communities to the school, and the upgrading of the existing five-foot sidewalk to a 10-foot multi-use path would not only add a buffer to protect students from vehicle traffic but would more safely and comfortably accommodate the large number of students traveling to and from school at peak times.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

Words Remaining: 154

Community engagement for the project was conducted in 2019 and 2020 through the Niblick Road Sustainable and Complete Streets Corridor Study and was followed up by a survey in 2022. The initial outreach effort included a four-day charrette, walking audit, and pop-up protected bike lane demonstration project, which were open to the public at large.

The in-person events were followed by an online survey in January 2020; over 50 percent of the 911 respondents indicated that they live within one-half mile of Niblick Road, much of which is designated as disadvantaged. The survey was designed to identify key concerns of people walking and biking along Niblick Road, the purpose of their trips, their primary destinations, and their opinions about the proposed improvements. Safety was identified as a primary concern, with 79 percent of respondents selecting improving it as their primary goal for the study. There was broad support for several project elements, as 86 percent supported elimination of the existing sidewalk gaps, and 60 percent recommended either a raised multi-use path or the addition of a striped buffer to provide protection for bicyclists.

A follow-up survey was conducted in 2022 and included a map to more precisely assess how many respondents live in disadvantaged areas. Of the 378 respondents, 92 indicated that they live in the disadvantaged Census tract in the downtown area. The survey also revealed that the downtown area was the most popular destination for both bicycling and walking, named by 79 percent and 51 percent of respondents, respectively. After evaluating the proposed improvements, 75 percent of respondents indicated they would walk or bike more along Niblick Road with the completion of the proposed improvements.

The City is actively works with developers to include low income and affordable housing options in new developments. There are over 400 existing and planned affordable housing units within one quarter mile of Niblick Road, 25% of the City's total. New active transportation facilities along Niblick Road will be critical mobility amenities for these residents in the long term, connecting disadvantaged residents to destinations to meet their daily needs.

Attach Documentation

B1 survey 2022-DAC summary.pdf

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Partially

E. Severity: (0 - 4 points)

a. Auto calculated

Part B: Narrative Questions

Question #2

QUESTION #2
POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-38 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
Paso Robles High School	2,177	1,000
Total	**2,177**	**1,000**

A. Statement of project need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
  - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words) **Words Remaining:** 2

Overview
A key challenge for local circulation in Paso Robles (City) is the barriers formed by US 101, the Union Pacific Railroad tracks, and the Salinas River. Collectively these barriers limit pedestrian and bicycle connections between downtown and most of the City because of their wide, continuous physical north-south alignment. Niblick Road, a four-lane east-west arterial roadway, is the southernmost of three routes that cross these barriers. The nearest alternative pedestrian and bicycle crossing at 13th Street is almost one mile to the north. The western end of Niblick connects to downtown, City Hall, schools, and a mix of high- and low-density housing, and the eastern side features a mix of low- to high-density housing, shopping, and schools. The corridor would especially benefit several disadvantaged neighborhoods whose residents lack access to high quality pedestrian, bicycle, and transit facilities. These neighborhoods are scattered throughout the project area including the downtown and eastern side residential neighborhoods along the south side of Niblick Road.

Existing Facilities
The Niblick Road area was primarily developed in the 1970s and 1980s, with a transportation network designed to primarily serve vehicle traffic. Niblick Road consists of a four to five lane road with traffic volumes ranging from 16,300 to 29,800 vehicles per day. Corridor speeds range from 42 to 47 mph, with the highest volumes and speeds recorded on the Niblick bridge over US 101/railroad/river barriers. Niblick Road includes Class II bike lanes, but due to the speeds and lack of protective barriers it is a high traffic stress environment for bicyclists. Pedestrian facilities are incomplete, as the one-half mile long segment along the southern side of Niblick Road between Bearcat Lane and Creston Road lacks sidewalks. The existing sidewalks are narrow and adjacent to the roadway, without landscaping or a parking lane.

Access to Key Destinations
The Niblick Road Corridor Project will provide active transportation opportunities for all residents. Niblick Road provides crucial connections between, schools, jobs, shopping, and transit. There are an estimated 20,000 residents and 7,000 jobs located within one-half mile of the project corridor and the abutting land uses have the potential to generate a high number of pedestrian and bicycle trips. There are three schools on Niblick Road – Paso Robles High School, Liberty High School, and Almond Acres Charter Academy – requiring over

2,700 students to travel to school along the corridor each day.

There are five affordable housing projects with 305 existing or approved affordable units within one-quarter mile of Niblick Road. A site near the Spring Street intersection was identified in the City's Housing Element for 120 low-income housing units, bringing the potential number of units to 425. A map of affordable housing sites is provided in Attachment K.

The project corridor also includes three shopping centers offering a broad range of goods and services and employment opportunities for residents, with stores including a Walmart, Albertson's and Food 4 Less supermarkets, Kohl's and JC Penney department stores, and a CVS drugstore. The two shopping centers located near River Road are within walking distance from disadvantaged neighborhoods west of the US 101/railroad/river barrier and south of Niblick Road. A third shopping center is located at the eastern end of the project area. Other project area destinations include two medical facilities near the western end and 11 bus stops. These transit facilities serve the local Paso Express Routes A and B, as well as San Luis Obispo Regional Transit Authority (RTA) Route 9 and Monterey-Salinas Route 84, which provide critical connections elsewhere in San Luis Obispo and Monterey Counties.

Public Health Concerns
The lack of access to physical activity opportunities has resulted in health challenges for area residents. According to the Healthy Places Index (HPI), Census Tract 101.02 (including the western portion of the project area) ranks in the 23rd percentile overall (better than only 22 percent of Census Tracts). Two other tracts abutting the project area –102.04 and 102.05 – rank in the 8th and 21st percentile for active commuting, respectively. A map of these areas is presented in Attachment K.

Planning for Growth
Substantial future development is planned for and currently approved around the Niblick Road corridor. Future traffic volumes along Niblick are expected to range from 27,000 to 37,000 vehicles per day, 25 to 67 percent higher than today. The City is focused on enhancing nonvehicle transportation options to support a sustainable future and help accommodate this growth. All approved and proposed housing projects must include a mix of housing types and bicycle and pedestrian facilities. The City recently approved two large housing projects on the Niblick Road Corridor's east end. Both projects include new bicycle and pedestrian paths, Class II bike lanes and a complete sidewalk network. When combined with the Niblick Road Corridor project, these facilities will provide a seamless connection between the City's eastern and western end.

The Niblick Road Corridor Project is also a key connector for the City's low traffic stress network. The City recently secured funding to implement a complete streets project along Creston Road, the other major arterial street in the area that connects to Niblick Road. The City has already approved two multi-family projects along the Creston Corridor and has an application for a third 100-unit project. The Niblick/Creston connection will provide key pedestrian connections for these Creston Road residents. A map of existing and planned active transportation facilities near the project site is provided in Attachment K.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Closes a gap? ☒ Yes ☐ No

No. of gaps: 1 Total length of gap(s) (feet): 2,800

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

a. Must provide a map of each gap closure identifying gap and connections.

B2 Sidewalk Gap.pdf

b. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destinations must be identified*. (Max of 150 Words)

Words Remaining: 3

The Niblick Road Corridor has a one-half mile long sidewalk gap between the High School and residential, and shopping areas to the east. The completion of the sidewalks along the south side of Niblick Road would connect residents to Paso Robles High School and Liberty High School via the existing sidewalk to the west. Residents would also be able to access eastern destinations including the shopping center at the northeast corner of the Creston Road intersection, which includes a supermarket. The new sidewalk would also provide access to bus stops along the corridor, by decreasing the distance traveled to access an eastbound sidewalk. The gap closure would also decrease the number of times that residents would need to cross the street and would therefore decrease the potential for accidents. This Gap Closure is identified in the City's Pedestrian and Bicycle Plan and Niblick Road Complete Streets Plan.

2. Creates new routes? ☐ Yes ☒ No

3. Removes barrier to mobility? ☐ Yes ☒ No

4. Other improvements to existing routes? ☒ Yes ☐ No

a. Must provide a map of the new improvement location.

B2 improve existing.pdf

b. Explain the improvement. (Max of 150 Words)

Words Remaining: 40

The project features a redesign of Niblick Road to include a 1.7-mile long, two-way 10-foot-wide multi-use path along its north side. The multi-use path would be constructed at the height of the sidewalk, from Spring Street to Creston Road. The multi-use path will include a landscape buffer strip to separate users from vehicle traffic. The existing eastbound bike lane would be retained and enhanced through the addition of a striped buffer and green pavement markings to highlight conflict points with vehicle traffic. Vehicle lane widths would be reduced from 12 feet to 11 feet to encourage reduced speeds. Speeding is a major cause of all accident types along the corridor.

c. Describe how the project links or connects, or encourages use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destinations must be identified*. (Max of 150 Words)

Words Remaining: 1

The Niblick Road Corridor Project will provide a direct connection from neighborhoods to destinations along Niblick Road including Paso Robles High School, three shopping centers, two medical facilities, and 11 bus stops, as well as nearby destinations such as downtown (see Attachment K). The project will provide separated bike and pedestrian path, which are preferred by families, the elderly, and disabled. In addition, the project will provide recreational connections to the Salinas River Open Space and Centennial Park, which exist but are not connected. Most significantly, the new path directly connects to several disadvantaged neighborhoods and would provide a safer, more comfortable connection between the eastern and western portions of the City along the bridge over US 101, where traffic volumes, speeds, and accidents are the highest. In addition, the project will provide direct connections to transit for residents who do not own cars and rely on public transport.

5. Implements a non-infrastructure program? ☐ Yes ☒ No

Part B: Narrative Questions

Question #3

QUESTION #3
POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J**

   Combine the various maps/summaries into one PDF file and attach it in the field below.

   #3A - ATP Maps & Summary Data and Detailed Crash Report Combined.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

   The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

   (Max of 200 Words) (optional) **Words Remaining:**

   Data and methodologies Attachment (optional)

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

   How many years of collision data were used in the Heat Maps and collision summaries: 11

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	0	0	0	0
Injuries	8	11	19	1.73
Total	**8**	**11**	**19**	1.73

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:
- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words) **Words Remaining:** 150

The City's Local Road Safety Plan (LRSP), adopted in 2021, identified key priorities and focus areas to address citywide traffic safety concerns. Safety concerns on Niblick Road were highlighted throughout the LRSP, as it includes the City's top two high incident road segments and four of the ten intersections with the highest number of collisions. Citywide, speeding was identified as the most common cause of collisions, and Niblick Road was one of the two highest concentrations of speeding-related crashes.

Recommendations for the Niblick Road corridor emphasized the need to address speeding, recommended narrowing lanes, designing facilities that would protect bicyclists, and adding green pavement markings at intersection approaches and conflict points in accordance with recommendations identified in the Niblick Road Corridor Plan.
The Transportation Injury Mapping System (TIMS) database affirmed the findings of the corridor plan and the LRSP. An evaluation of the collision history from 2011 through 2021 found that that 19 pedestrian and bicyclist injury collisions occurred within the project area, 11 involving bicyclists and eight involving pedestrians. Primary collision factors were identified for nine of the 11 bike collisions, and for five of these collisions the primary collision factor was wrong way riding. For the remaining collisions, two resulted from motorists improperly turning right on red, one was the result of a turning motorist failing to yield, and one was the result of speeding. For the pedestrian injury collisions, primary collision factors were identified for seven of the eight injury collisions. Five of the collisions involved drivers failing to yield to pedestrians, either at intersections or driveways. Of the 19 people injured in these collisions, nine were children, two of whom experienced severe injuries.

Of the 19 collisions, nine occurred between Woodland Plaza Shopping Center and the Niblick Road/South River Road intersection. Four pedestrian collisions occurred in the area were caused by pedestrians right-of-way violations. Further, three out of five bicycle collisions occurred between drivers turning across the path of through bicyclists, indicating right-of-way issues in this area. In addition to the Woodland Shopping Center, a collision pattern was also identified at Melody Drive, where three crashes occurred, all of which were bicycle involved crashes. Two of three collisions were caused by bicyclists traveling against traffic.
The TIMS data alone do not adequately convey the safety concerns along the Niblick Road corridor. Despite the presence of destinations that would be expected to generate large numbers of active transportation trips, the number of bicyclists is minimal. This was shown in counts collected in 2019 at four intersections in the project area, which documented an average of one bicyclist per hour during morning peak commute times and six bicyclists per hour in the afternoon. The number of pedestrians was considerably higher, with a peak of 39 during morning peak hour and 72 per hour in the afternoon. The bicycle injury collisions appear to be occurring at a far higher rate than would be expected based on the few bicyclists actually observed in the area.

While treatments such as buffered bike lanes would likely help reduce bicycle collisions by creating separation between bicyclists and vehicle traffic, many people are intimidated by riding so close to traffic, especially where speeding is so prevalent. The raised sidewalk-level path would offer a vertical barrier and a higher level of protection, making bicycling a more attractive mobility option for residents of all ages and abilities. The addition of green pavement markings at major intersections and commercial driveways will help drivers and path users to better anticipate conflict points, which should help reduce collisions related to turning movements and drivers failing to yield to pedestrians and bicyclists. The installation of sidewalks along the south side of Niblick Road would offer a considerably safer place for nearby residents, especially people with disabilities or mobility challenges and would help keep children out of the street.
The proposed two-way multi-use trail along the north side of the street would serve more high demand destinations in the corridor – including downtown, Woodland Shopping Center, Paso Robles High School, Almond Acres Charter School, and the Food 4 Less shopping center - and thereby reduce the number of pedestrians and bicyclists needing to cross Niblick Road.

Over 2,700 school children travel the corridor each day, and even a relatively small percentage increase in bicycling to school would result in a large increase in the number of daily bicycle trips. For the large low-income population living along much of the corridor, the path would become a much safer mobility alternative to driving.

B. Safety Countermeasures (10 points max)
Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users? ☒ Yes ☐ No

a. Current speed and/or volume: (Max of 200 Words) **Words Remaining:** 115

Traffic volumes on Niblick Road range from approximately 16,000 to 30,000 vehicles per day, with the highest volumes between Spring Street and River Road and the lowest volumes at the eastern end of the project area. The speed limit is 40 mph west of Paso Robles High School and 35 mph between the high school and Creston Road. Based on the speed survey conducted in August 2019, 85th percentile speeds ranged from 42 mph west of Appaloosa Drive to 47 mph east of Spring Street.

b. Anticipated speed and/or volume after project completion : (Max of 200 Words) **Words Remaining:** 158

Travel lanes will be narrowed to provide space for the multi-use path and buffer, as recommended in the City's LRSP. With speeding a well-documented problem in the Niblick Road corridor, the narrower lanes are expected to encourage speed reduction throughout the corridor.

2. Improves sight distance and visibility between motorized and non-motorized users? ☒ Yes ☐ No

a. Current sight distance and/or visibility issue: (Max of 200 Words) **Words Remaining:** 122

Wrong-way bicycling was identified as the most frequent primary collision factor for bicycle injury collisions along Niblick Road in the TIMS collision records. All five collisions occurred at intersections or commercial driveways. As bicycling speeds are faster than walking, drivers have less time to react in a situation where bicyclists are approaching from an unexpected direction. Drivers failing to yield to pedestrians was also reported in the collision records, indicating that enhanced visibility could be an effective countermeasure.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words) **Words Remaining:** 113

The proposed raised multi-use path with a buffer on the north side of Niblick Road will be complemented by the addition of green pavement markings at intersections and major commercial driveways. The pavement markings will help raise the awareness of drivers to the potential presence of bicyclists approaching intersections and driveways from both directions, making them more likely to be seen. They also have the benefit of raising awareness among bicyclists and pedestrians, to encourage caution where they would expect to cross the path of vehicle traffic.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users? ☒ Yes ☐ No

a. Current conflict point description: (Max of 200 Words) **Words Remaining:** 7

For several locations, the lack of facilities creates a conflict by placing pedestrians and bicyclists in close proximity to vehicle traffic. There are no sidewalks along the south side of Niblick Road from east of Bearcat Lane to Creston Road, requiring pedestrians to navigate across vegetation or use the bike lane in the roadway. The lack of a continuous, accessible route is is particularly challenging for people with disabilities, and others with mobility issues. The gap in the bike lanes along the frontage of the Woodland Shopping Center is also problematic, resulting in bicyclists sharing the travel lanes with vehicle traffic.

There are conflict points associated with the existing bike lanes, which are five feet wide, the minimum required by the Caltrans Highway Design Manual. The bike lanes are immediately adjacent to the vehicle lanes, so drivers or bicyclists veering close to the edge lines are at risk for a collision. With 85th percentile speeds of 42 to 47 mph, bicyclists or pedestrians involved in a collision are at high risk for a severe injury. Intersections and driveways are also potentially problematic, as turning vehicles cross the path of through bicyclists and pedestrians.

b. Improvement that addresses conflict point: (Max of 200 Words) **Words Remaining:** 38

Along the Niblick Bridge crossing US 101, the Salinas River, and Union Pacific Railroad tracks, the proposed multi-use path would be built at curb level above the roadway, with the curb and railing providing a protective barrier. For the remainder of the corridor, a buffer area from the roadway would provide separation from vehicle traffic; the buffer will typically be three feet wide but wider in a locations where additional right-of-way is available. Green bicycle pavement markings proposed at large intersections such as Woodland Shopping Center entrance and South River Road will make bicycle movements more predictable and raise awareness of potential conflict areas for road users. Additionally, the construction of new sidewalk on the south side of the street from east of Bearcat Lane to Creston Road will be provide a continuous sidewalk along the entire south side of Niblick Road. The eastbound bike lane would be retained which, in addition to benefiting bicyclists, would help buffer pedestrians from vehicle traffic.

4. Improves compliance with local traffic laws for both motorized and non-motorized users? ☒ Yes ☐ No

a. Which Law: Failure to Yield

b. How will the project improve compliance: (Max of 200 Words) **Words Remaining:** 166

The construction of a multi-use path with green pavement markings at major intersections and commercial driveways will highlight the presence of pedestrians, helping drivers to anticipate their presence as they turn across the path.

5. Addresses inadequate vehicular traffic control devices? ☐ Yes ☒ No

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks? ☒ Yes ☐ No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 200 Words) **Words Remaining:** 139

There are several inadequate facilities in the Niblick Road corridor: 1) sidewalk gap on the south side of Niblick Road east of Bearcat Lane to Creston Road , 2) discontinuous bicycle lanes on both sides of Niblick Road along the Woodland Shopping Center frontage, and 3) bicycle lanes adjacent to vehicle lanes, close to heavy traffic volumes traveling at high speeds.

b. How are they inadequate? (Max of 200 Words) **Words Remaining:** 94

Along the sidewalk gap on Niblick Road, pedestrians are forced to travel across private yards, bicycle lanes, or travel lanes, which is uncomfortable and a safety concern pedestrians, resulting in potential conflicts with motorists or bicyclists.

Similarly, the discountinous bike lanes along Woodland Shopping Center frontage require bicyclists to share the travel lane with motorists; due to several driveways in this area, there can be conflicts between turning vehicles and bicyclists proceeding straight. Along the remainder of the corridor, the bike lanes are continuous, but they are the minimum acceptable width and immediately adjacent to travel lanes, resulting in a high traffic stress environment for users.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:** 76

The project will contruct new sidewalk along the south side of Niblick Road from east of Bearcat Lane to Creston Road, creating continuous sidewalks throughout the corridor. The eastbound bike lanes will be retained for bicyclists who prefer to ride in a mixed traffic environment, and bike lanes will be added along the Woodland Shopping Center frontage, resulting in a continuous facility.

To provide pedestrians and bicyclists with greater protection from traffic, a raised multi-use path will be constructed on the north side of the roadway along entire length of the corridor. Path users will be at curb level, providing protection from vehicle traffic and the buffer will offer greater horizontal separation from vehicle traffic, providing a more comfortable place to walk or bike.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users? ☒ Yes ☐ No

a. List of behaviors: (Max of 200 Words) **Words Remaining:** 160

The TIMS collision records identified behaviors including wrong way bicycle riding and drivers not yielding to pedestrians. Speed surveys determined that speeding vehicles are a chronic concern throughout the corridor, and this was supported by the analysis in the LRSP.

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words) **Words Remaining:** 142

The proposed protected multi-use path will increase separation between non-motorized users and motorists and allow bicyclists to travel in either direction on the north side. The use of gren pavement parkings to highlight conflict zones at intersections and driveways will better alert motorists to the potential presence of pedestrians and bicyclists, which is expected to improve yielding behavior.

Part B: Narrative Questions

Question #4

QUESTION #4
PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 400 words)

Words Remaining: 3

The proposed improvements were identified through the Niblick Road Sustainable and Complete Streets Corridor Plan, which was completed in 2020. While the City's bicycle and pedestrian plan had recommended striping enhancements and incremental improvements to the existing Niblick Road bike lanes, the corridor plan opened up new possibilities and generated conceptual designs with a greater emphasis on creating a safer and more comfortable user experience for pedestrians and bicyclists.

The corridor plan effort included an intensive, multi-faceted community engagement process that focused on identifying the community's key concerns and soliciting preferences among three alternative design concepts. Designs were based on assessment of the existing active transportation infrastructure; current and future traffic conditions; demand for walking and biking trips from nearby land uses; safety; and community desires. Feasibility was considered, as each alternative design remained within the available publicly-owned right-of-way. Given the anticipated future growth in the area, the community sought to retain the corridor's vehicle capacity. So while the preferred plan did not reduce the number of travel lanes, the recommended multi-use path would provide pedestrians and bicyclists with considerably more protection from vehicle traffic compared to existing conditions.
The scope of the corridor plan included a 0.7-mile segment of Sherwood Road from Creston Road to Fontana Road, which is a direction continuation of Niblick Road. The proposed ATP project was identified as the near-term priority for implementation due to its connections to high-demand land uses. Since the benefits of the Sherwood Road improvements would largely be realized from the incoming development in that area, the City plans to complete this portion of the project with support through transportation impact fees and conditions of approval for incoming development.

Since the completion of the corridor plan, the City has conducted related planning efforts. In 2021, the City completed its Local Roadway Safety Plan, which cited four Niblick Road intersections among the 10 with the highest collision rates and recommended bicycle facility enhancements among the countermeasures. In 2022, the City conducted an additional community engagement survey to complement a survey from the corridor plan effort. While half of respondents to the original survey indicated that they lived within one-half mile of the project, this follow-up survey placed an additional emphasis on collecting input from residents in disadvantaged neighborhoods. Residents of these areas made up 92 of the 400 total responses, demonstrating support from that community for the preferred plan.

B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (3 points max) (Max of 600 words)

Words Remaining: 170

The community engagement effort for the Niblick Road corridor plan took place in 2019 and early 2020, so it was completed prior to the onset of the COVID-19 pandemic. A supplementary survey was conducted in 2022 to reaffirm the recommendations and included a targeted effort to solicit input from disadvantaged residents impacted by the project. Key elements of the engagement effort included:
Charrette: The corridor plan included an intensive four-day planning and design charrette. The charrette included two public presentations and interactive discussion groups, as well as a walking audit to review existing conditions and identify key issues, and a pop-up demonstration project of protected bike lanes along Niblick Road to enable residents to directly experience the alternatives under consideration. With Paso Robles High School located in the center of the corridor, the City conducted an interactive session with a student engineering class to analyze key corridor issues and include their input in the alternatives development. During the charrette's closing workshop, participants were presented with three design alternatives and asked to vote for their preferred option.

Survey: To extend the outreach to a broader scale, an online survey was circulated throughout the community, including the three design alternatives were circulated that was distributed from January 2 through January 21, 2020. The survey generated 916 responses, and approximately 50 percent of respondents indicated that they live within one-half mile of Niblick Road, an area which is largely identified as disadvantaged by either statewide or regional criteria. Respondents were asked to vote from among the three design alternatives. The survey was made available in English and Spanish, as the Hispanic population in the Census tracts abutting the project ranges from 36 to 57 percent.
Stakeholders: A Stakeholder Working Group was formed to bring together a broad range of community interests, including agency staff as well as bicycle and pedestrian advocates, business owners, several residents, and school staff.

Public Meetings: Two presentations were conducted at City Council meetings in 2020 to receive input from Councilmembers and the public

on the draft designs, and the concept plans were revised based on the input received.

Supplementary online survey: An additional survey was conducted in 2022, generating 428 responses. The intent of this survey was to solicit input more directly from the disadvantaged neighborhoods in the project area, particularly near the western end of the project; 92 responses were received from residents of Census Tract 101.02, the lowest income part of the study area that includes downtown. The survey reaffirmed the key issues and priorities for residents as well as support for the previously identified alternative.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (2 points max)
(Max of 400 words)

Words Remaining: 7

A key theme of the engagement process was the trade-offs between driving and active transportation, given Niblick Road's current traffic volumes and anticipated future growth. The project team received comments throughout the four-day charrette during the workshops, walking audit, and demonstration project. The broadest source of community input came through two online surveys, which were available in English and Spanish. The initial survey conducted for the corridor plan generated responses from 916 residents, of whom 50 percent lived within one-half mile of Niblick Road. Safety was identified by 79 percent of respondents as the most important plan goal. When presented with three design alternatives, 60 percent supported providing greater protection for active transportation by constructing a sidewalk-level path or adding a striped buffer to the bike lanes. Within this group, more than twice as many respondents preferred the path option, which the final plan identified as the preferred alternative. This alternative was also supported by the City Council, which subsequently committed $3.5 million in matching funds for the project. Stakeholders endorsing this alternative include the Hispanic Business Association, Paso Robles Housing Authority, Regional Transit Authority, Paso Robles Joint Unified School District, and Bike SLO County.

The community feedback resulted in a selected design that would upgrade the City's previous plans by providing substantially greater protection and a more comfortable walking and biking experience. Instead of just enhancing the existing bike lane striping, the proposed ATP project would establish a sidewalk-level Class I path, including a buffer from traffic. While the roadway lane widths would be slightly reduced, current vehicle capacity would be retained, since even with a large shift toward active modes, the volume of vehicle traffic would increase to some degree.

The 2022 follow-up survey reaffirmed the plan priorities and the potential for the recommended design. There was a total of 428 responses, including 92 from the project area's disadvantaged community. Disadvantaged residents expressed similar concerns about the existing conditions as residents citywide, with the top issues being the lack of separation between sidewalks and traffic, narrow sidewalks, proximity of bike lanes to traffic, and narrow bike lanes. Given that the proposed project addresses these concerns and the large number of residents within walking or biking distance of commercial land uses and schools, it is expected that the proposed improvements would result in a significant increased in active transportation along Niblick Road.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)
(Max of 400 words)

Words Remaining: 75

As the project continues to advance through the design process and construction, community engagement will be ongoing. The project will potentially impact traffic circulation and access to key destinations in the corridor, in terms of both the details of the project design as well as construction phase impacts; this may include access to transit stops and the southbound Highway 101 on-ramps from Niblick Road. The City will therefore work with a broad range of community stakeholders including residents as well as representatives of schools, shopping centers, the San Luis Obispo Regional Transit Authority, and Caltrans.

Additional input on the project will be important as part of the project design process, as site-specific details are finalized. The previously assembled Stakeholder committee will be reconvened and provided updates and an opportunity to provide input. Public presentations will be provided to inform the public of project updates and to receive comments, both through delivering presentations to interested community groups as well as official City bodies including the City Council.

Public input will be solicited more broadly through online surveys, as this approach has proven to be an effective means of collecting input from the community throughout the development of this project, generating over 1300 responses to date. A project schedule, milestones, and updates and will also be posted online on a web site dedicated to this project and distributed through press releases and social media outlets. Information will also be periodically distributed through the school district and community-based organizations, including Bike SLO County. Communications will also be provided to the community to ensure that residents and businesses are informed about the impacts of project construction, particularly where lane closures are required or where there would be temporary driveway impacts.

With the completion of project construction, the City will coordinate with the school district as well as the regional Safe Routes to School program operated by SLOCOG to provide educational information about the new facilities and to encourage usage.

E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan.(1 point max)
(Max of 300 words)

Words Remaining: 32

The proposed project was developed through the Niblick Road Complete and Sustainable Streets Plan, which was undertaken after the adoption of the City's bicycle and pedestrian plan. This ATP application includes most of the elements of the preferred plan identified in the recommendations. Most of the public engagement process described above was associated with this planning effort, which took place in 2019 and 2020:

Charrette: The corridor plan included an intensive four-day planning and design charrette. The charrette included two public presentations and interactive discussion groups, a walking audit to review existing conditions and identify key issues, and a pop-up demonstration project of protected bike lanes along Niblick Road so residents could gain a direct experience of the alternatives being considered. The project team also held an interactive session with a student engineering class at Paso Robles High School to analyze corridor issues and generate additional design ideas. During the charrette's closing workshop, participants were presented with three design alternatives and asked to vote for their preferred option.

Stakeholders: A Stakeholder Working Group was formed, consisting of members that included agency staff, bicycle and pedestrian advocates, business owners, several residents, and school staff.

Survey: An online survey was developed and distributed from January 2 through January 21, 2020, generating 916 responses. Respondents were asked to vote from among the three design alternatives. The survey was made available in English and Spanish, as the Hispanic population in the Census tracts abutting the project ranges from 36 to 57 percent.

Public Meetings: Two presentations were conducted at City Council meetings in 2020 to receive input from Councilmembers and the public.

Attach the applicable plan page with the project highlight:

Niblick plan-reso and recs.pdf

Attach any applicable Public Participation & Planning documents:

B4 Public Outreach and Planning.pdf

Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question, consider the following:

- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
    - What is the current stress level? (low, medium, or high?)
    - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
    - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
    - Does the project expand on or create a low-stress network?

(Max of 700 words) **Words Remaining:** 60

The Niblick Road corridor serves several key functions in the local circulation system. It is one of three routes connecting the east side of Paso Robles to downtown, it provides direct access to southbound Highway 101, it hosts three major shopping centers, and it is a primary access route to Paso Robles High School, which serves over 2100 students. Traffic volumes are currently high and are projected to increase substantially with future growth. In 2019, volumes along the project segments of Niblick Road ranged from 16,000 to 30,000 vehicles per day, with the heaviest volumes at the western end of the corridor. Speeding has been identified as a chronic problem, with 85th percentile speeds of 42 to 47 mph and speeding identified as the primary collision factor in 50 percent of the recorded collisions. Traffic projections from the City's General Plan indicate that by 2045 traffic along the project segment will range from 27,000 to 37,000 vehicles per day, with the largest increases in traffic at the eastern end of the project area.

While Niblick Road was intended to serve high volumes of traffic, the presence of schools, commercial uses, and the growing residential areas highlight the need to serve active transportation. The existing bike lane along Niblick Road meets the minimum required width of five feet and is immediately adjacent to the vehicle travel lanes. As a result, according to the Bicycle Level of Traffic Stress (LTS) method, the corridor rates an LTS 3, which is considered appropriate for experienced bicyclists. This group makes up less than 10 percent of the population, severely limiting the potential to achieve significant mode shift in this corridor. Despite the high potential demand for walking and biking trips associated with the nearby schools and commercial land uses, based on current and future traffic estimates it is unlikely that there will be a significant increase in bicycling unless there are pedestrian- and bike-friendly enhancements to the transportation infrastructure.

By addressing the major concerns of potential bicyclists and pedestrians, the City is actively working to increase walking and bicycling rates that far exceeds the anticipated rate of growth in the area. While the City's most recent bicycle and pedestrian plan recommended the addition of striped buffers to provide separation from vehicle traffic, the City has opted to pursue a design that provides a greater degree of protection for users by constructing a grade-separated Class I path. This greater level of protection builds on the City's larger efforts to create a lower-stress bicycle network in this part of the City. This includes the current effort to implement complete street improvements along the Creston Road corridor, which would add a striped buffer to the existing bike lanes to provide separation from traffic for bicyclists and providing enhanced pedestrian crossings at four locations. Other low-stress facilities in the area are the Centennial Trail, Salinas River Trail, and the Charolais Corridor, which combined offer over four miles of Class I paths. The City's future plans are to extend the Niblick Road multi-use path east along Sherwood Road, further expanding this network.

The Class I path would be located entirely within the public right-of-way and includes additional elements to address potential safety concerns. It would be constructed at sidewalk level, above the roadway, providing additional protection and enhanced visibility. Along the bridge that crosses over Highway 101, the Salinas River, and the railroad tracks – where speeds and volumes are highest – the design includes a protective railing. In terms of pedestrian access, since the path would replace sidewalks adjacent to the roadway, inclusion of a three-foot buffer between the path and roadway would provide additional separation from vehicle traffic to enhance safety. The project will also include new signage and striping to enhance safety. The project will also be fully accessible with appropriate ramps at roads and other connections.

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements. (Max of 500 words)

Words Remaining: 63

The east side of Paso Robles features land use and street network patterns common to many suburban communities. In comparison to the grid street network of the historic downtown, the streets were designed to accommodate high volumes of traffic at relatively high speeds. While bike lanes were provided along arterial streets such as Niblick Road, most bicyclists are intimidated by riding alongside vehicles under such conditions. In addition, parents are not likely to allow their children to ride their bike, or sometimes walk, to school. Sidewalks were provided along most of the corridor, but at a standard five feet width without any buffering from the roadway. While previous plans called for enhancing the Niblick Road corridor by adding a striped buffer between the travel lanes and bike lanes, this approach would likely benefit the less than 10 percent of bicyclists who feel comfortable navigating such heavily used roadways. With the high rate of growth anticipated for the area, and the future increases in traffic, these challenging conditions would continue to degrade over time.

Given the large number of students and the commercial land uses along the corridor, the City adopted the Niblick Road Corridor plan, which is a complete-street approach. The City's complete streets plan will serve the largest group of users under current conditions and into the future. The proposed project places a greater priority on creating a low-stress environment for users to achieve the desired shift toward the use of active transportation. Most significantly, the project reallocates the available public right-of-way to create a more comfortable and convenient facility for bicycling and walking, creating a grade-separated, buffered path to provide users with more protection and separation from vehicle traffic. The project design also includes several safety-focused elements. Where the path crosses side streets, curb radii were reduced to shorten crossing distances and reduce the speed of turning vehicles. In addition to the multi-use path to accommodate most users, the eastbound bike lane would be retained to reduce potential conflicts between path users and higher speed bicyclists. Innovative design treatments were also included from the National Association of City Transportation Officials (NACTO) design guide, such as the use of colored pavement in bike lanes to highlight conflict zones at intersections, driveways, and bus pullouts.

Roundabouts were identified as potential traffic control options for the currently signalized intersections of Niblick Road at Spring Street, the driveways to the shopping centers east of the Highway 101 bridge, and River Road. A roundabout evaluation would require a more detailed analysis and was beyond the scope of the corridor study. These were therefore identified for future study by the City.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining:

Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment. Address the potential for this project to support existing and planned housing, especially affordable housing. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) **Prohousing Designation Program** and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, explain why it is not a concern. If applicable, include discussion of the transformative nature of the non-infrastructure component. (Max of 750 words)

Words Remaining: 276

Many trips along the Niblick Road corridor are currently short enough to bike or walk. However, walking or biking is generally an unappealing option. This is especially true for trips that require crossing the bridge over Highway 101 between Spring Street and River Road. The project will transform the auto-focused Niblick Road corridor into a complete street, creating a pedestrian- and bike-friendly corridor for trips to school, shopping, work, and recreation. It will particularly benefit the City's most disadvantaged residents, who will be able to more easily meet many of their daily needs, especially connections to the wider area. The Niblick Road corridor is unique in the number of high use destinations, its importance to the City's street network, and as one of only three routes that cross Highway 101. Niblick Road is the most critical corridor for developing a low-stress active transportation network on the east side of Paso Robles. The proposed Class I path, crossing improvements, and sidewalk gap closures will not only provide the City's disadvantaged residents with safer, more comfortable access to schools, jobs, shopping, and recreation, but they will serve as a spine for a larger network serving the surrounding areas. The east side currently features the Centennial Trail, Salinas River Parkway Trail, and Charolais Corridor, which provide over four miles of active transportation routes protected from vehicle traffic. The City is currently implementing complete-street improvements to the nearby Creston Road corridor, adding new buffers to the existing bike lanes, eliminating sidewalk gaps, and enhancing several pedestrian crossings. As a straight route providing a direct connection to numerous destinations, the redesign of Niblick Road as a complete street will be a major step toward tying together these other active transportation facilities into an interconnected network. Ultimately this network will continue to grow, as the Class I path along Niblick Road is planned to extend further east along Sherwood Road to Fontana Road, and further still to a ring path around the City.

While there is currently a significant need for improved active transportation infrastructure, that need is expected to increase substantially. The City's Housing Element forecasts a 33 percent increase in the City's population between 2020 and 2045. As much of the remaining developable area is on the east side of the City, many future residents of the area will rely on Niblick Road as their primary connection to destinations throughout Paso Robles. In addition to increased residential development, the area just east of the project is identified in the City's Land Use element as a business park, which would become a commute destination. The City's General Plan projects that by 2045 traffic volumes at the western end of Niblick Road will increase from 30,000 to over 37,000, but at the eastern end the rate of increase will be more dramatic, from 16,000 to over 27,000 trips per day.

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project.

As you address this question consider items like the following:
- Transit
- The overall non-motorized network
- Land Use
- Local policies and/or ordinances

Please attach documentation that supports the transformative nature of the project. This could include:
- The meeting minutes voting to fund the project, or
- The approved environmental document, or
- An HCD Prohousing Designation certification or a copy of the submitted application form, or
- A local Housing Element that is in compliance with the State Housing Element Law, or
- Other important documentation demonstrating the transformation

(Max of 600 words)

Words Remaining: 5

The City has successfully secured funding for improvements that complement the proposed Niblick Road complete-street improvements, including infrastructure and housing projects. These efforts have been driven by transportation policies that have consistently emphasized the City's commitment to shifting trips from vehicle travel to active transportation, reducing vehicle miles traveled, and relying on incoming development to support the ongoing development of a citywide network of complete streets. Supportive projects and policies are described below.

Projects

• Niblick Road/Appaloosa Drive Crossing Improvements: The City secured funding to implement pedestrian crossing improvements at the intersection of Niblick Road/Appaloosa Drive, one block west of the high school entrance. The project includes construction of a wider median, curb extensions, and installation of rectangular rapid flashing beacons.
• Creston Road Complete Streets Improvements: The City has recently secured funding to implement complete street improvements along Creston Road, which intersects Niblick Road at the eastern end of the project. Creston Road is the only corridor other than Niblick Road that connects the east side of the City with the downtown area across Highway 101, and provides access to four schools and two shopping centers. The project includes the addition of a striped buffer to existing bike lanes, elimination of sidewalk gaps, and enhancement of several uncontrolled pedestrian crossings.
• 1401 Creston Road: A 200-home development adjacent to the Food 4 Less, frontage improvements include bike lanes and sidewalks.
• Riverwalk Terrace: Entitlements have been approved and the City's Housing Authority is currently seeking funding for the Riverwalk Terrace project at 110 Niblick Road, which would provide 79 residential units for low- and very low-income seniors. Residents would be close to the proposed Niblick Road path as well as the Salinas River Trail and the Woodland Plaza II shopping center.

Policies
• Local Roadway Safety Plan: In 2022, the City completed a Local Road Safety Plan, which identified Niblick Road active transportation improvements as a priority. The LRSP includes a Vision Zero statement indicating its commitment to eliminate traffic-related fatalities and severe injury collisions.
• General Plan Circulation Element: Policy CE-1A calls for revision of the City's Circulation Master Plan and to "establish safe pedestrian and bicycle paths for children and their parents to schools and other major destinations such as Downtown, retail, and job centers." The policy also calls for maintenance of a traffic impact fee program to require incoming development to contribute to facilities to serve pedestrians and bicyclists as well as other modes of transportation.
• General Plan Circulation Element: Policy CE-1B of the Circulation Element indicates the City's commitment to reducing vehicle miles traveled (VMT) through the development of safe, convenient pedestrian and bicycle infrastructure. The policy supports requiring new development and redeveloped areas to include sidewalks and provide connections to destinations such as downtown.
• General Plan Land Use Element: The General Plan designated the area southeast of the Niblick Road/Creston Road intersection as a business park. The Niblick Road-Sherwood Road corridor would serve as a gateway to this area and would be expected to generate a substantial number of work commute trips. The proposed Niblick Road improvements would establish an active transportation corridor to support walking and bicycling commute trips to the site.
• Bicycle and Pedestrian Plan: The Plan includes numerous policies supporting the development of the Niblick Road complete-street improvements, noting that "the City shall provide safe bicycle and pedestrian routes between major destinations such as, retail, entertainment and services, employment centers, neighborhoods, transit, schools and parks." This plan also lays out the framework for a future ring path and path connections throughout the City.

TRANSFORMATIVE-ALL.pdf

Part B: Narrative Questions

Question #7

QUESTION #7
SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer’s Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $230 Designate the Funding Type: General Fund

PS&E Phase Project Delivery Costs:
Leveraging Funding: $279 Designate the Funding Type: General Fund

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type:

Construction Phase Project Delivery Costs:
Leveraging Funding: $2,942 Designate the Funding Type: General Fund

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $0 Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:
Total Project Costs: $17,257
Leveraging Funding: $3,451
% of Total Project 20.00 %

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment
Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding

Niblick leveraging doc.pdf

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project. (Max of 100 Words)

Words Remaining:

Part B: Narrative Questions

Question #9

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (-5 to 0 POINTS)

- ☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- ☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- ☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

CCC.pdf

Attach submittal email, response email and any attachment(s) from the CALCC:

LCC.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- ☒ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

Words Remaining: 87

Per the attached email, the CCC has indicated it could provide landscaping services.

- ☐ No corps can participate in the project. (0 points)
- ☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
  - ☐ the CCC ☐ the CALCC ☐ the Tribal Corps (if applicable)

Part B: Narrative Questions

Question #10

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.

Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations.

Application Signature Page (Required for all applications) **Attachment A**

Attachment A.pdf

Engineer's Checklist (Required for Infrastructure & Combo Projects) **Attachment B**

Attachment B.pdf

Project Location Map (Required for all applications) **Attachment C**

Attachment C Project Location.pdf

Project Layout/Plans showing existing and proposed conditions **Attachment D**
(Required for all Infrastructure Projects)

Attachment D Niblick Rd Plan-Cross-Sections.pdf

Photos of Existing Conditions (Required for all applications) **Attachment E**

Attachment E existing conditions.pdf

Project Estimate (Required for all Infrastructure Projects) **Attachment F**

Attachment F Engineers Estimate.pdf

Non-Infrastructure Work Plan (Exhibit 25-R) **Attachment G**
(Required for all projects with Non-Infrastructure Elements)

Plan Scope of Work (Exhibit 25-Plan) **Attachment H**
(Required for all Plan Projects)

Letters of Support (10 maximum) and Support Documentation **Attachment I**
(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

Attachment I-letters of support Niblick.pdf

Exhibit 25-F State Funding **Attachment J**

Attachment J.pdf

Additional Attachments **Attachment K**
(Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)

Attachment K.pdf

Active Transportation Program
Benefits Form

EXHIBIT C

Project Information	
Project Title: Niblick Road Complete and Sustainable Bike and Pedestrian Streets	Date: July 16, 2025
Project Identifier (EA, PPNO, etc): PPNO 3121 MPO ID 5084(022)	

Contact Information	
Nominating Agency: City of El Paso de Robles	Agency Completing Form: City of El Paso de Robles
Contact Person: Ditas Esperanza, P.E Phone: (805) 237-3861	Contact Person: Ditas Esperanza, Phone: (805) 237-3861
Email Address: Ditas@prcity.com	Email Address: Ditas@prcity.com

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	* 27 ADV	34 ADV	2030
	Pedestrian Counts	Each	* 442 ADV	553 ADV	2030

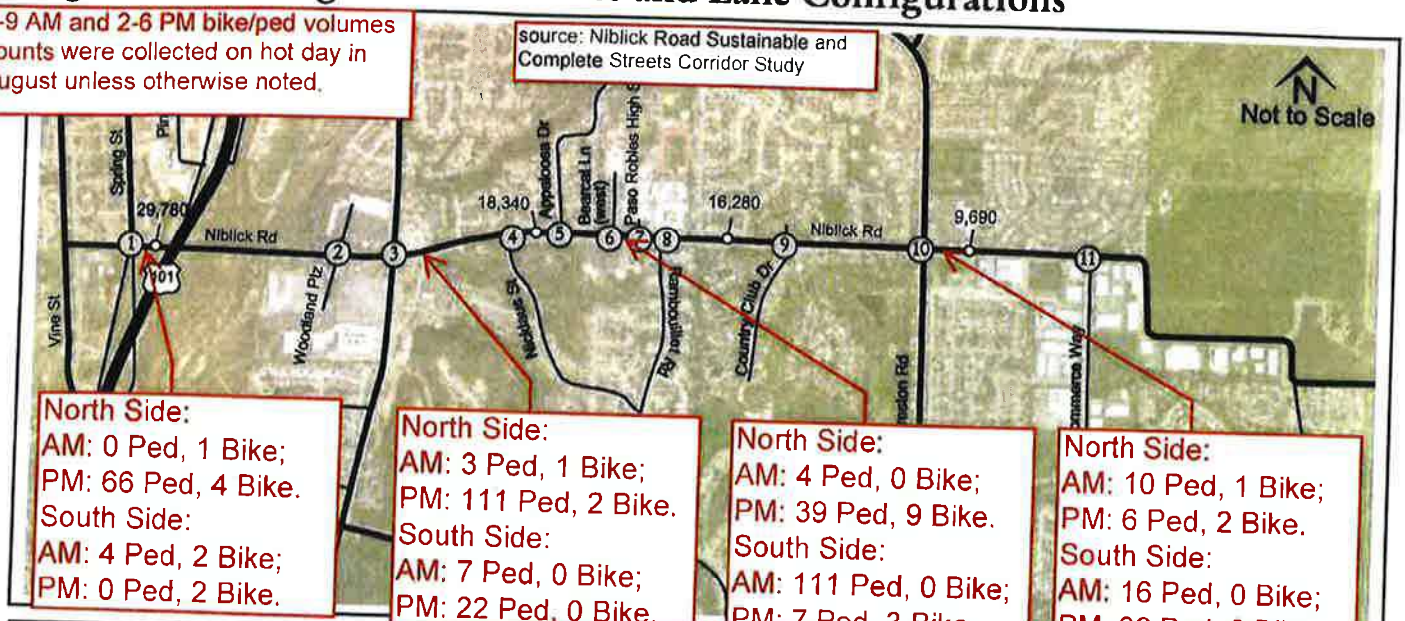
In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

Improved and safer bike and pedestrian pathways. Current counts data sheets per attached. Video cameras were set up in the field and then the bicylce and pedestrian volumes were counted by watching the videos. The projected volume counts was estimated using the California Active Transportation Benefit cost tool.
* See attached summary sheet of existing counts at each location. ADV = Average Daily Volume.

Figure 1: Existing Traffic Volumes and Lane Configurations

7-9 AM and 2-6 PM bike/ped volumes counts were collected on hot day in August unless otherwise noted.

source: Niblick Road Sustainable and Complete Streets Corridor Study

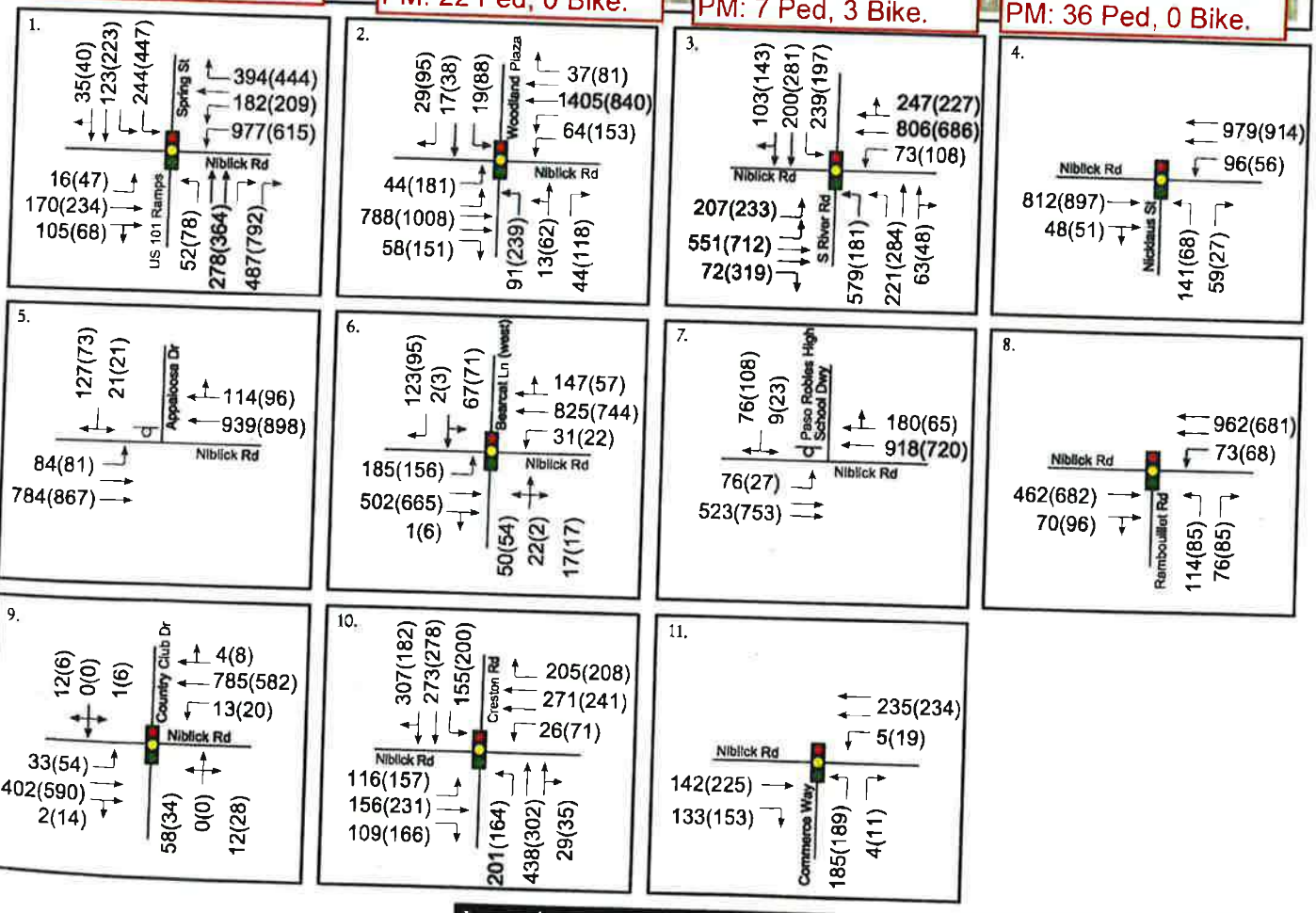


North Side:
AM: 0 Ped, 1 Bike;
PM: 66 Ped, 4 Bike.
South Side:
AM: 4 Ped, 2 Bike;
PM: 0 Ped, 2 Bike.

North Side:
AM: 3 Ped, 1 Bike;
PM: 111 Ped, 2 Bike.
South Side:
AM: 7 Ped, 0 Bike;
PM: 22 Ped, 0 Bike.

North Side:
AM: 4 Ped, 0 Bike;
PM: 39 Ped, 9 Bike.
South Side:
AM: 111 Ped, 0 Bike;
PM: 7 Ped, 3 Bike.

North Side:
AM: 10 Ped, 1 Bike;
PM: 6 Ped, 2 Bike.
South Side:
AM: 16 Ped, 0 Bike;
PM: 36 Ped, 0 Bike.



Legend:

- Traffic Signal
- xx(yy) - AM(PM) Peak Hour Traffic Volumes
- o— - Average Daily Traffic Volume
- Stop Sign
- (17) - Study Intersection

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

October 2019

Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

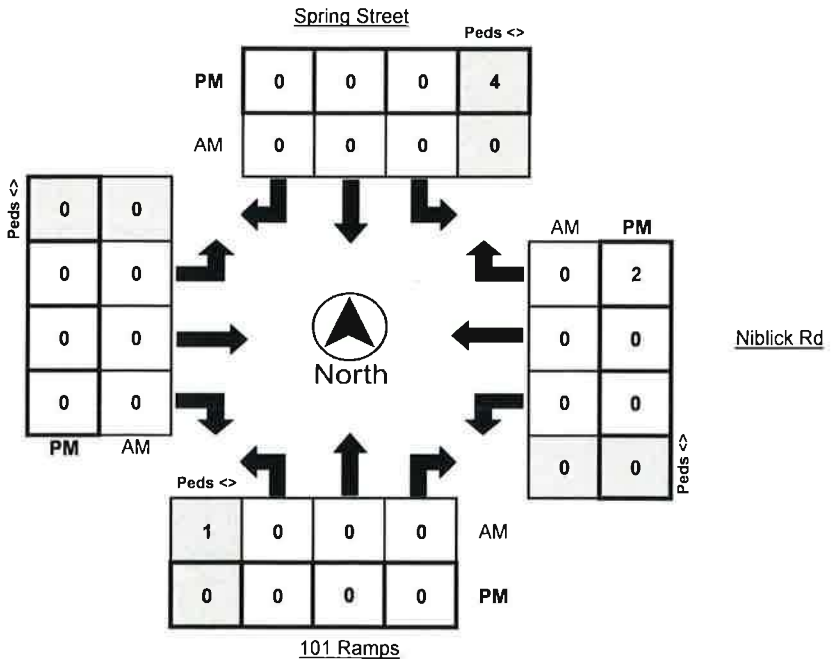
LOCATION Niblick Rd @ Spring St / 101 Ramps
LATITUDE 35.6153
COUNTY San Luis Obispo
LONGITUDE -120.6905
COLLECTION DATE Tuesday, August 27, 2019
WEATHER Clear

Time	Northbound Bikes Left	Thru	Right	N.Leg Peds	Southbound Bikes Left	Thru	Right	S.Leg Peds	Eastbound Bikes Left	Thru	Right	E.Leg Peds	Westbound Bikes Left	Thru	Right	W.Leg Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
TOTAL	0	0	0	0	0	0	0	4	0	2	0	0	0	1	0	0

Time	Northbound Bikes Left	Thru	Right	N.Leg Peds	Southbound Bikes Left	Thru	Right	S.Leg Peds	Eastbound Bikes Left	Thru	Right	E.Leg Peds	Westbound Bikes Left	Thru	Right	W.Leg Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:00 PM - 4:15 PM	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	2	66	0	1	0	0	0	0	0	0	0	0	4	0

PEAK HOUR	Northbound Bikes Left	Thru	Right	N.Leg Peds	Southbound Bikes Left	Thru	Right	S.Leg Peds	Eastbound Bikes Left	Thru	Right	E.Leg Peds	Westbound Bikes Left	Thru	Right	W.Leg Peds
7:15 AM - 8:15 AM or 7:30 AM - 8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0

	Bikes	Peds
AM Peak Total	0	1
PM Peak Total	2	4



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

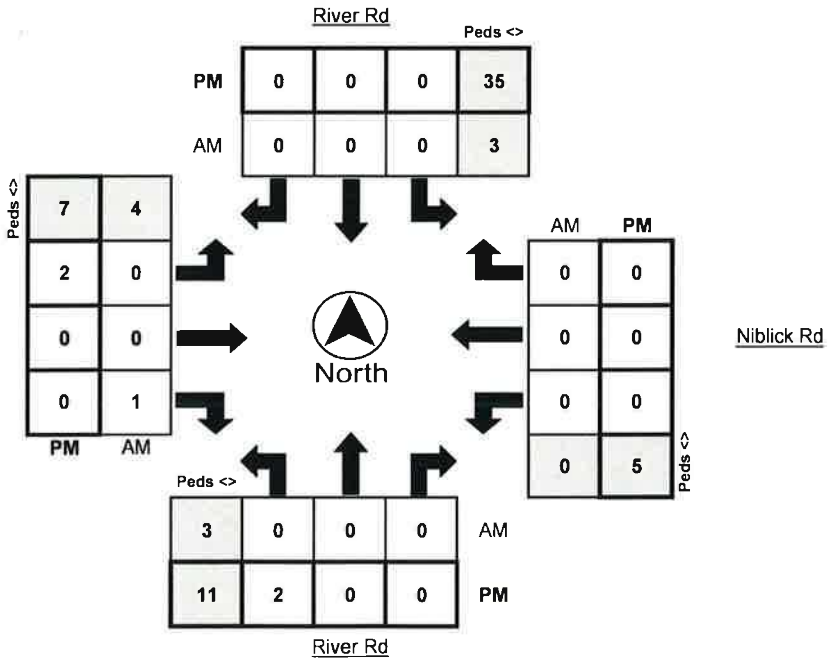
LOCATION Niblick Rd @ River Rd
LATITUDE 35.6150
COUNTY San Luis Obispo
LONGITUDE -120.6802
COLLECTION DATE Tuesday, August 27, 2019
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
7:45 AM - 8:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45 AM - 9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	0	3	0	1	0	7	0	0	1	0	0	0	1	4

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	1	0	0	5	0	0	0	0	1	0	0	0	0	0	0	1
3:15 PM - 3:30 PM	0	0	0	24	0	0	0	7	0	0	0	3	0	0	0	6
3:30 PM - 3:45 PM	1	0	0	3	0	0	0	4	0	0	0	2	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	1	0	0
4:00 PM - 4:15 PM	0	0	0	45	0	1	0	2	0	0	0	1	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
4:30 PM - 4:45 PM	0	0	0	15	0	0	0	1	0	0	0	2	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2
5:30 PM - 5:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	1
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
TOTAL	2	0	0	111	0	2	0	22	2	0	1	12	0	2	0	11

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:15 AM - 8:15 AM	0	0	0	3	0	0	0	3	0	0	1	0	0	0	0	4
2:45 PM - 3:45 PM	2	0	0	35	0	0	0	11	2	0	0	5	0	0	0	7

	Bikes	Peds
AM Peak Total	1	10
PM Peak Total	4	58



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

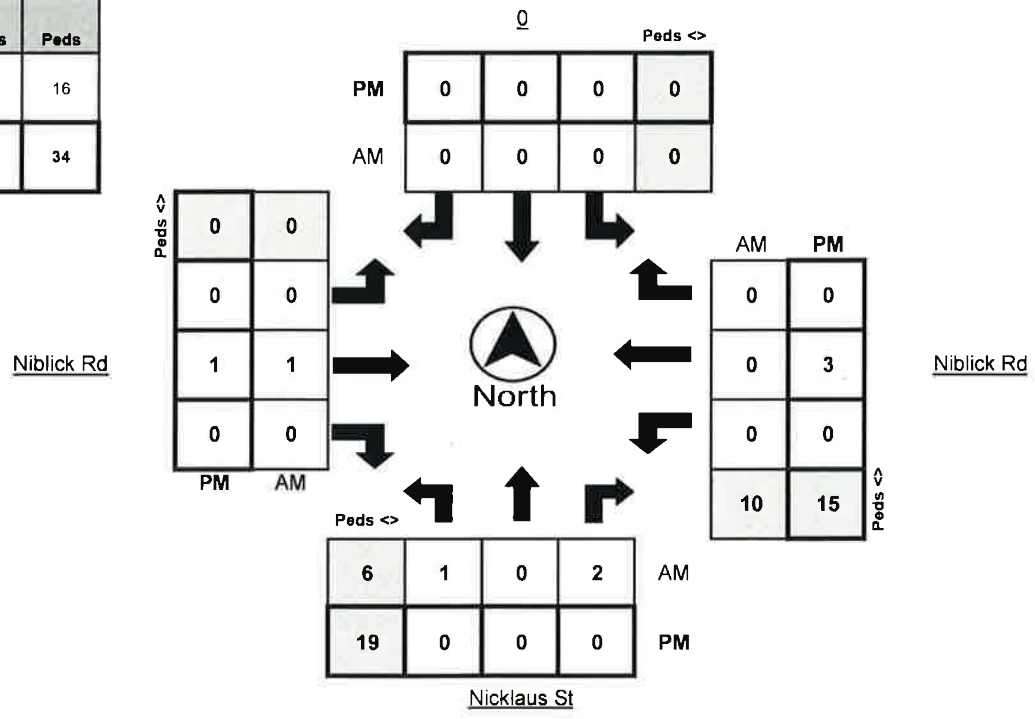
LOCATION Niblick Rd @ Nicklaus St
LATITUDE 35.6158
COUNTY San Luis Obispo
LONGITUDE -120.6757
COLLECTION DATE Tuesday, August 27, 2019
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:15 AM - 7:30 AM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0
8:00 AM - 8:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
8:15 AM - 8:30 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:30 AM - 8:45 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:45 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	1	0	2	0	0	0	0	6	0	1	0	10	0	0	0	0

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:15 PM - 2:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM - 2:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	10	0	1	0	9	0	2	0	0
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	8	0	0	0	6	0	1	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	0	0	0	0	0	0	0	19	0	1	0	15	0	3	0	0

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:15 AM - 8:15 AM	1	0	2	0	0	0	0	6	0	1	0	10	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	19	0	1	0	15	0	3	0	0

	Bikes	Peds
AM Peak Total	4	16
PM Peak Total	4	34



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

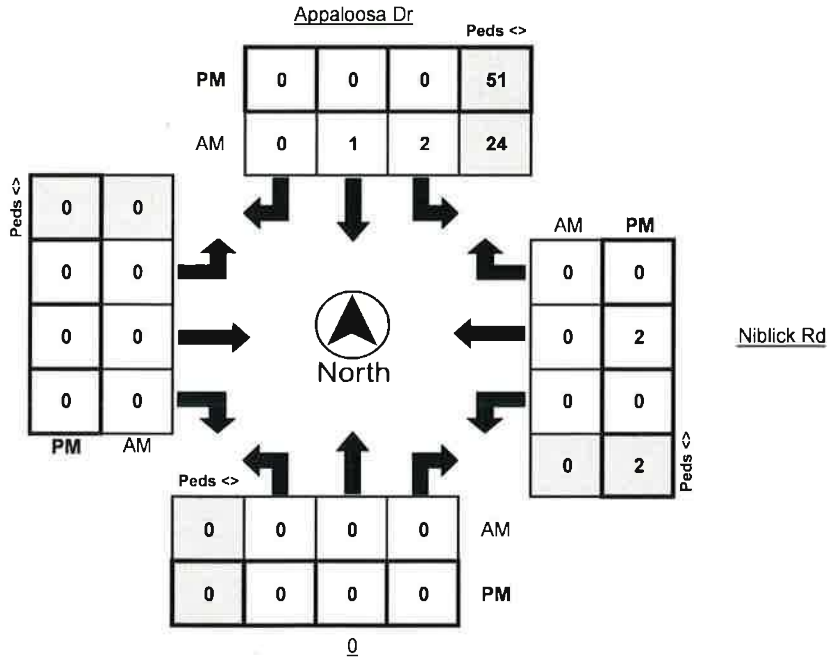
LOCATION Niblick Rd @ Appaloosa Dr
LATITUDE 35.6158
COUNTY San Luis Obispo
LONGITUDE -120.6734
COLLECTION DATE Tuesday, August 27, 2019
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	13	1	1	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	36	2	1	0	0	1	0	0	0	0	0	0	0

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	50	0	0	0	0	0	0	0	0	0	1	0	0
3:15 PM - 3:30 PM	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 PM - 4:15 PM	0	0	0	52	0	0	0	0	0	0	0	0	0	3	0	0
4:15 PM - 4:30 PM	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	15	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	135	0	2	0	0	1	0	0	4	0	7	0	0

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:15 AM - 8:15 AM	0	0	0	24	2	1	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	51	0	0	0	0	0	0	0	2	0	2	0	0

	Bikes	Peds
AM Peak Total	3	24
PM Peak Total	2	53



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Morro Bay, CA 93442

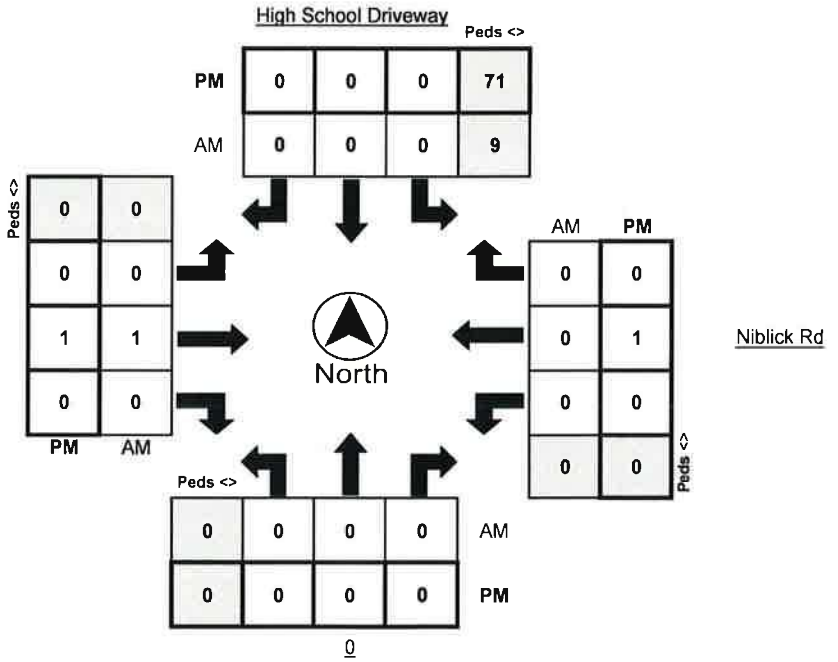
LOCATION Niblick Road @ High School Driveway
LATITUDE 35.6158
COUNTY San Luis Obispo
LONGITUDE -120.6701
COLLECTION DATE Tuesday, August 27, 2019
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	16	0	0	0	0	0	1	0	0	0	0	0	0

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	15	0	0	0	0	0	1	0	0	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	80	0	0	0	0	0	1	0	0	0	5	0	0

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:15 AM - 8:15 AM	0	0	0	9	0	0	0	0	0	1	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	71	0	0	0	0	0	1	0	0	0	1	0	0

	Bikes	Peds
AM Peak Total	1	9
PM Peak Total	2	71



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

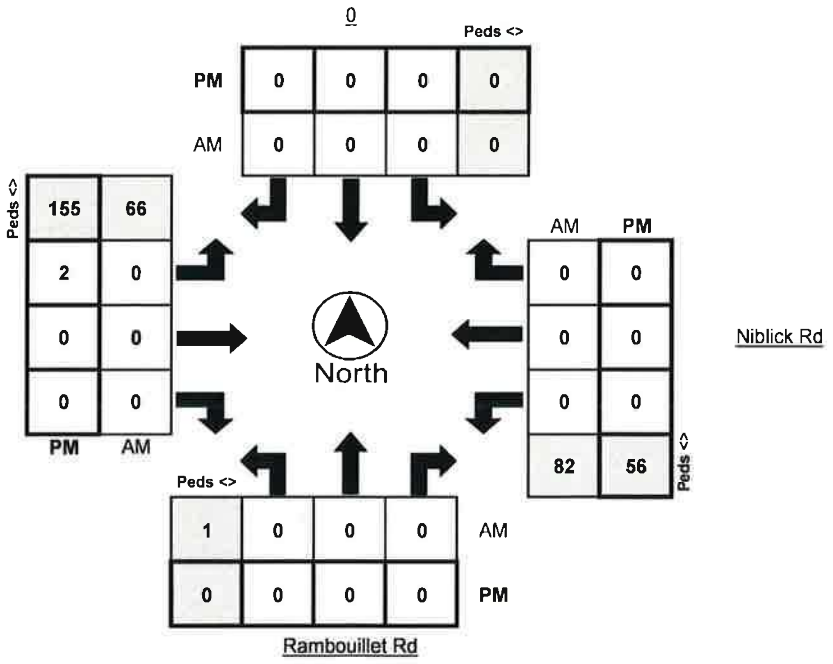
LOCATION Niblick Rd @ Rambouillet Rd
LATITUDE 35.6158
COUNTY San Luis Obispo
LONGITUDE -120.6692
COLLECTION DATE Tuesday, August 27, 2019
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	36
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	20
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	2
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	0	0	0	0	0	0	1	0	0	0	85	0	1	0	70

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 PM - 3:15 PM	0	0	0	0	0	0	0	0	1	0	0	46	0	0	0	127
3:15 PM - 3:30 PM	0	0	0	0	0	0	0	0	1	0	0	7	0	0	0	19
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	3	3	0	0	57	0	5	0	167

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	1	0	0	0	82	0	0	0	66
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	2	0	0	56	0	0	0	155

	Bikes	Peds
AM Peak Total	0	149
PM Peak Total	2	211



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

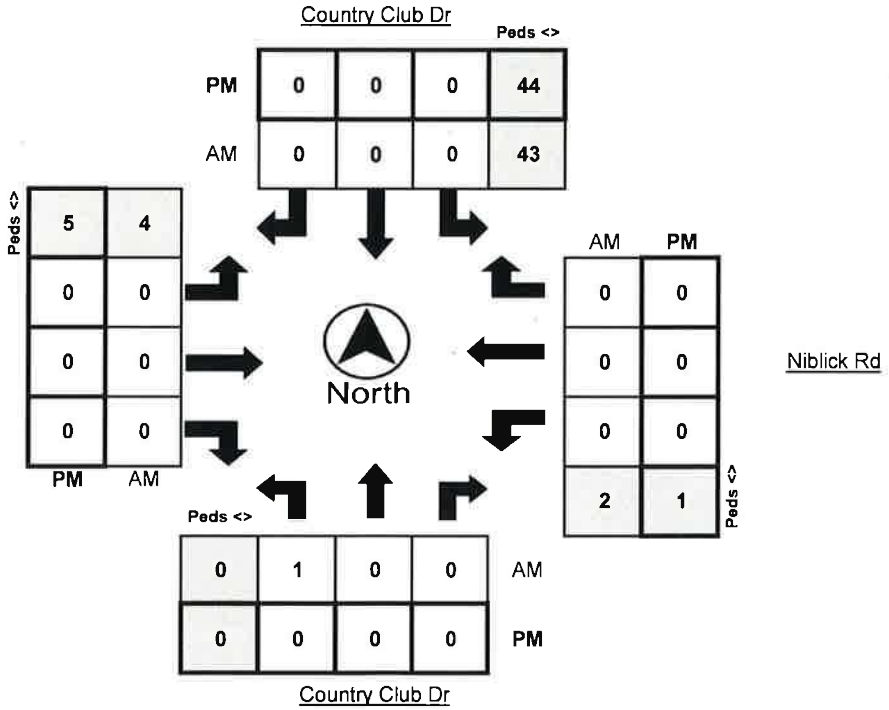
LOCATION Niblick Rd @ Country Club Dr
LATITUDE 35.6157
COUNTY San Luis Obispo
LONGITUDE -120.6647
COLLECTION DATE Tuesday, August 27, 2019
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:15 AM - 7:30 AM	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0
7:30 AM - 7:45 AM	1	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM - 8:15 AM	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM - 8:30 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:30 AM - 8:45 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:45 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	1	0	0	43	0	0	0	0	0	0	0	2	0	0	0	4

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:15 PM - 2:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM - 2:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:45 PM - 3:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	20	0	0	0	0	0	0	0	1	0	0	0	1
3:15 PM - 3:30 PM	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	4
3:30 PM - 3:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	0	0	0	44	0	0	0	0	0	0	0	1	0	0	0	5

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:15 AM - 8:15 AM	1	0	0	43	0	0	0	0	0	0	0	2	0	0	0	4
2:45 PM - 3:45 PM	0	0	0	44	0	0	0	0	0	0	0	1	0	0	0	5

	Bikes	Peds
AM Peak Total	1	49
PM Peak Total	0	50



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www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

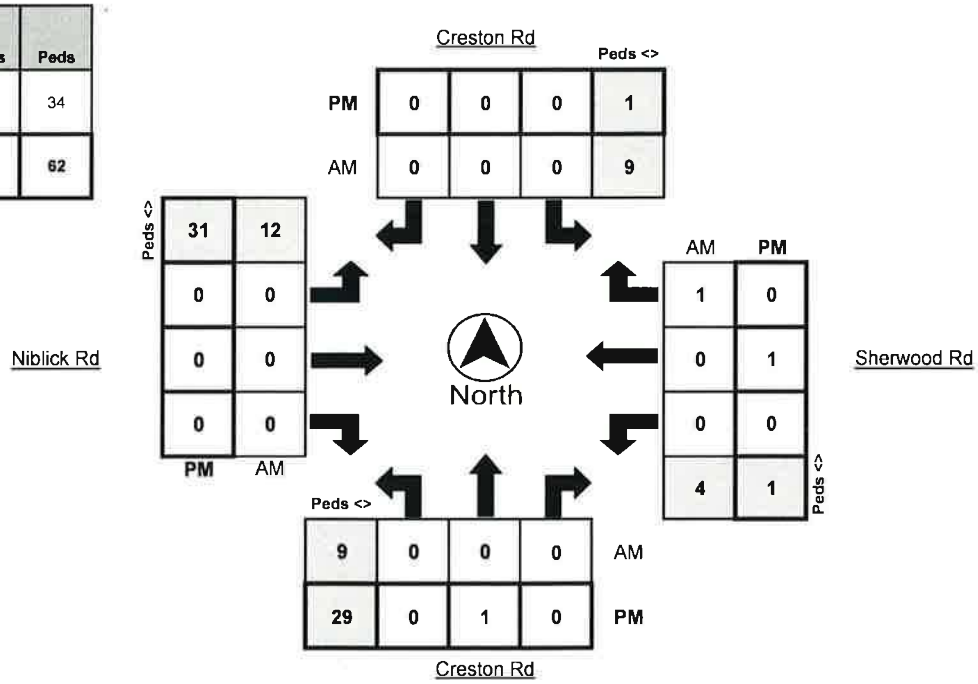
LOCATION Creston Rd @ Niblick Rd
LATITUDE 35.6157
COUNTY San Luis Obispo
LONGITUDE -120.6591
COLLECTION DATE Thursday, January 24, 2019
WEATHER Clear

Time	Northbound Bikes Left	Thru	Right	N.Leg Peds	Southbound Bikes Left	Thru	Right	S.Leg Peds	Eastbound Bikes Left	Thru	Right	E.Leg Peds	Westbound Bikes Left	Thru	Right	W.Leg Peds
7:00 AM - 7:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	5
7:15 AM - 7:30 AM	0	0	0	3	0	0	0	4	0	0	0	3	0	0	0	5
7:30 AM - 7:45 AM	0	0	0	5	0	0	0	2	0	0	0	1	0	0	0	3
7:45 AM - 8:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	2
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	2
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	10	0	0	0	16	0	0	0	7	0	0	1	20

Time	Northbound Bikes Left	Thru	Right	N.Leg Peds	Southbound Bikes Left	Thru	Right	S.Leg Peds	Eastbound Bikes Left	Thru	Right	E.Leg Peds	Westbound Bikes Left	Thru	Right	W.Leg Peds
2:00 PM - 2:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:30 PM - 2:45 PM	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM - 3:15 PM	0	1	0	0	0	0	0	5	0	0	0	1	0	0	0	6
3:15 PM - 3:30 PM	0	0	0	1	0	0	0	15	0	0	0	0	0	1	0	13
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	11
3:45 PM - 4:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3
4:00 PM - 4:15 PM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1
4:15 PM - 4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM - 4:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
TOTAL	0	2	0	6	0	0	0	36	0	0	0	7	0	2	0	48

PEAK HOUR	Northbound Bikes Left	Thru	Right	N.Leg Peds	Southbound Bikes Left	Thru	Right	S.Leg Peds	Eastbound Bikes Left	Thru	Right	E.Leg Peds	Westbound Bikes Left	Thru	Right	W.Leg Peds
7:15 AM - 8:15 AM	0	0	0	9	0	0	0	9	0	0	0	4	0	0	1	12
2:45 PM - 3:45 PM	0	1	0	1	0	0	0	29	0	0	0	1	0	1	0	31

	Bikes	Peds
AM Peak Total	1	34
PM Peak Total	2	62



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Turning Movement Report

Prepared For:
Central Coast Transportation Consulting
895 Napa Avenue, Suite A-6
Morro Bay, CA 93442

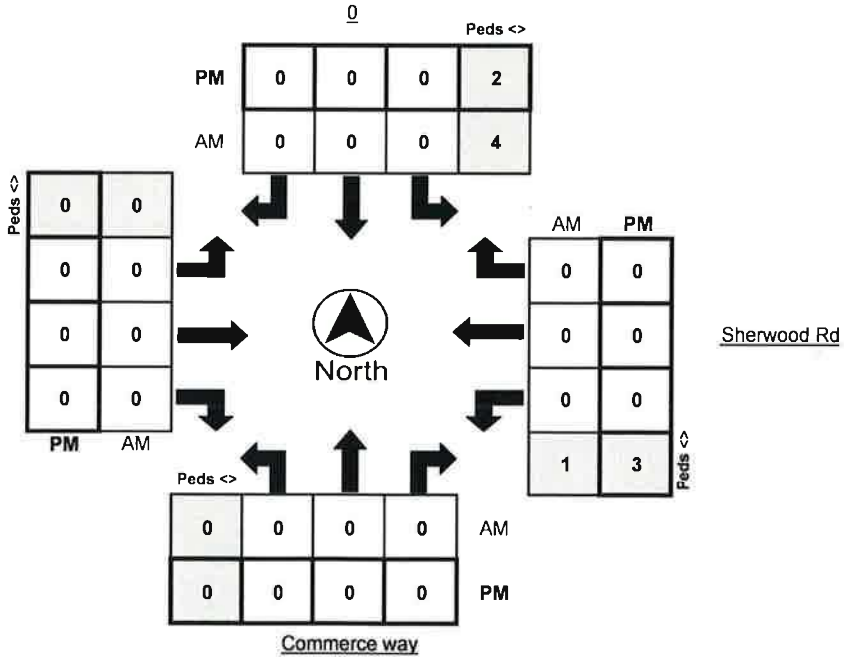
LOCATION Sherwood Rd @ Commerce Wy
LATITUDE 35.6157
COUNTY San Luis Obispo
LONGITUDE -120.6523
COLLECTION DATE Thursday, January 24, 2019
WEATHER Clear

Time	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0

Time	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
2:00 PM - 2:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
2:15 PM - 2:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	0

PEAK HOUR	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:15 AM - 8:15 AM	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0
2:45 PM - 3:45 PM or 3:00 PM - 4:00 PM	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0

	Bikes	Peds
AM Peak Total	0	5
PM Peak Total	0	5



Project Details

Project ID: 686d7f3c7a75434a2b40d104
Project Created: 2025-07-08T20:27:40.297Z
Project Name: Niblick Road Complete and Sustainable Bike and Pedestrian Enh
Project Developer: City of Paso Robles
Project Cost: $17,257,000
Project Time Frame: 20 years
Project Type: Infrastructure
Active Travel Type: Pedestrian and Bicyclist
Transit Type: Connections to transit stops

Project Reach:

Number of Intersections: 17
Length: 13,029 ft (2 mi)

Project-Level Active Travel
Estimated Average Daily Bike Miles Traveled (BMT)

		Daily Bike Miles Travelled (BMT)	Daily BMT / Capita	Daily BMT / Jobs
Existing		388	0.058	0.238
Increase in Active Travel	Car Shift	97	0.015	0.059
	Route Shift	323	0.048	0.198
	Induced Travel	65	0.01	0.04
	Shift from Other Modes	65	0.01	0.04
	Total	550	0.082	0.337
Projected (Existing + Increase)		938	0.141	0.574

Estimated Average Daily Walk Miles Traveled (WMT)

		Daily Walk Miles Traveled (WMT)	Daily WMT / Capita	Daily WMT / Jobs
Existing		1,857	0.28	3
Increase in Active Travel	Car Shift	31	0.005	0.056
	Route Shift	7	0.001	0.013
	Induced Travel	10	0.002	0.018
	Shift from Other Modes	44	0.007	0.081
	Total	92	0.014	0.168
Projected (Existing + Increase)		1,949	0.294	4

Project-Level Quantitative Benefits
Safety

Mode	Outcome	20 Year Benefit	20 Year Benefit / Capita	20 Year Benefit / Jobs
Bike	Crashes	11	0.002	0.011
	Injuries	11	0.002	0.011
	Deaths	0	0	0
Pedestrian	Crashes	3	0.001	0.003
	Injuries	3	0.001	0.003
	Deaths	0	0	0
Combined	Crashes	5	0.001	0.005
	Injuries	2	0	-0.001
	Deaths	0	0	0

Mode	Outcome		Benefit	Benefit / Capita	Benefit / Jobs
Bike	Crashes	Current Rate per 1000 volume	0.918	0.953	1
		Estimated After-project Rate per 1000 volume	0.816	0.848	1
	Injuries	Current Rate per 1000 volume	0.918	0.953	1
		Estimated After-project Rate per 1000 volume	0.816	0.848	1
	Deaths	Current Rate per 1000 volume	0	0	0
		Estimated After-project Rate per 1000 volume	0	0	0
Pedestrian	Crashes	Current Rate per 1000 volume	0.062	0.061	0.03
		Estimated After-project Rate per 1000 volume	0.077	0.076	0.037
	Injuries	Current Rate per 1000 volume	0.062	0.061	0.03
		Estimated After-project Rate per 1000 volume	0.077	0.076	0.037
	Deaths	Current Rate per 1000 volume	0	0	0
		Estimated After-project Rate per 1000 volume	0	0	0
Combined	Crashes	Current Rate per 1000 volume	0.107	0.106	0.054
		Estimated After-project Rate per 1000 volume	0.116	0.116	0.063
	Injuries	Current Rate per 1000 volume	0.107	0.106	0.054
		Estimated After-project Rate per 1000 volume	0.125	0.125	0.063
	Deaths	Current Rate per 1000 volume	0	0	0
		Estimated After-project Rate per 1000 volume	0	0	0

VMT and Emissions

20 Year Vehicle Miles Traveled (VMT) Reductions	20 Year VMT Reductions / Capita	20 Year VMT Reductions / Jobs
774,279	116	888

	20 Year Emission Reductions (Grams)	20 Year Emission Reductions (Grams) / Capita	20 Year Emission Reductions (Grams) / Jobs
Greenhouse Gasses			
CO2	209,109,500	31,447	239,778
CH4	1,749	0.263	2
N2O	3,891	0.585	4
Total C02 Equivalent	210,189,490	31,610	241,016
Air Toxins			
NOx	34,248	5	39
PM 2.5	994	0.149	1
PM 10	1,075	0.162	1
NH3	26,298	4	30
CO	508,304	76	583
SOx	2,066	0.311	2

Physical Activity

	20 Year Marginal Metabolic Equivalent of Task (MMET) Increase	20 Year MMET Increase / Capita	20 Year MMET Increase / Jobs
Bicyling	560,664	84	343
Walking	364,166	55	667
TOTAL	924,830	139	1,011

General Benefits

Theme	Description
Safety	Elements from this project are likely to increase safety for walking and bicycling by directly reducing crashes, injuries, deaths, or by other factors like reducing car speeds that in turn will increase safety.
Increasing Active Travel	Elements from this project are likely to increase walking or bicycling or both. Increasing walking and bicycling is a key way to achieve social benefits from increasing physical activity and reducing vehicle miles traveled. Additionally, increasing walking and bicycling is known to increase safety (the phenomenon known as "safety in numbers").
Encouragement and Education	Consider including non-infrastructure elements to increase the potential for social benefits from the project. Although the benefits from non-infrastructure elements cannot be quantified at the project level at this time, benefits are likely.
Context	The project context is very important for describing the expected benefits of active transportation projects. The quantitative calculations below consider the estimated existing miles of walking and bicycling through the project reach, but do not consider how a project's context might modify the calculations.
Economic Activity	Evidence suggests that generally active transportation projects are likely to have slightly positive or non-significant economic impacts on nearby businesses and slightly positive effects on housing prices. However, because economic impacts are difficult to quantify and are likely more context dependent than other benefits, this tool does not report quantiative estimates.
Other Costs and Benefits	A number of other costs and benefits are likely to accrue from active transportation projects that are not reported below because there is either a lack of evidence or the evidence is inconclusive. Please see the supporting literature review for details about other potential costs and benefits.
Physical Activity	Some of the increase in active travel expected from your project is likely to be associated with new active travel (where people shift from other modes of travel). This increase in physical activity reduces the risk of several prevalent diseases.
VMT Reductions (and emissions)	A small fraction of the increase in active travel expected from your project is likely to be associated with reduced car use and reduced emissions. Reducing car use has downstream benefits of reducing air pollutants and greenhouse gas emissions. Note: the change in air pollutant exposure from shifting from non-active travel modes to active travel modes is uncertain with some evidence suggesting increases and some suggesting decreases. We have intentionally ignored this factor.

Element Specific General Benefits

Infrastructure Element	Benefits	Sources
Off-street multiuse or bike path (sidepaths included, Class I)	Multi-use or off-street paths are generally preferred over all other bike infrastructure. Living near paths may increase physical activity and raise residential property values. Conflicting evidence of safety of multi-use paths indicates that general safety outcomes are uncertain, and context (especially about intersections with roads) is likely to determine crash reduction.	Kaczynski et. al. (2007, 2009); Broach et al. (2012); Fitch & Handy (2020)
Sidewalk	New sidewalks have been associated with lower crash risks that vary by context. They are also associated with increases in pedestrian volume between 12 and 33%. The higher end is achieved in places where there is greater demand for walking such as in commercial areas.	Berhanu (2003); Guo (2009); Barnes & Schlossberg (2013); Guo& Loo (2013); Wu & Gan (2019)
Lighting	Improving lighting along active transportation routes has been associated with a 32-55% reduction in crashes, 22-32% reduction in injuries, 66% reduction in deaths, and 27% (9-47%) reduction in crime. It also leads to perceived safety improvements and, in turn, more active mode share.	Siddiqui et al. (2006); Welsh & Farrington (2008); Beyer & Ker (2009); Wanvik (2009); Park & Garcia (2019)
Crosswalk	While marked crosswalks alone have not been directly associated with safety benefits, they can result in safety improvements when combined with other interventions including signals or flashing beacons. Marked crosswalks have been showed to increase pedestrian channeling which reduces variation in crossing behavior.	Zegeer et. al. (2001); Sisiopiku & Akin (2003); Poswayo et al. (2019)
Dynamic Speed Display Sign	Dynamic speed display signs reduce mean speed between 1-12 mph or 3-10%, reduce 85th percentile speed by 3-8%, and reduce percent of cars exceeding speed limits by 13-48%. These effects have been greatest in school zones. However, effects tend to decline over time.	Ullman & Rose (2005) , Cruzado & Donnell (2009); Gehlert et al. (2012); Jeihani at al. (2012)
Buffered Bike Lane (Class II)	Buffered bike lanes have been shown to increase bicyclist comfort, are preferred on bike routes, and have increased bicycling volumes by between 71 and 271%. In some contexts, buffered bike lanes have led to sustained increases in cycling year after year. Although evidence for the safety benefits specific to buffered bike lanes is lacking, narrower vehicle travel lanes and wider bike lanes are likely to increase safety beyond that of conventional bike lanes.	Goodno et al. (2013); Monsere et al. (2014); Morrison et al. (2019); Fitch & Handy (2020)
Conventional Bike Lane (Class II)	New conventional bike lanes have been associated with reductions in crashes from 5-66% and injury reductions between 60-78%. Conventional bike lanes almost always increase bicycling by approximately 22% on average with a wide range between 21% decrease to a 262% increase. They result in greater perceptions of safety, comfort, and willingness to bicycle.	Broach et al. (2012); Teschke et al. (2012); Clark et al. (2019); Goerke et al. (2019); Mölenberg, F. et al. (2019); Morrison et al. (2019); Fitch & Handy (2020)
Lane Narrowing	Lane narrowing has mixed results for speed, safety perceptions and outcomes depending on study and context. One study in rural areas showed a 3.5-4.8 mph reduction in average speed and a 31% reduction in fatal and injury-only crashes.	Lee & Abdel-Aty (2005); Gross, F. et. al. (2009); Rista et al. (2018); Morrison et al. (2019); Turner et al. (2019)
Traffic Signal	New traffic signals have been associated with 19-24% reductions in pedestrian injuries. The lower end of this range has been achieved using half-red phasing while the higher end of this range has been achieved using full-red phasing as well as by protecting left turns.	Stipancic et al. (2020)
Signal Phasing	Different signal phasing schemes are associated with different benefits. Full-red signal phasing schemes have resulted in 24% reductions in	Harkey et al. (2008); Monsere et al. (2019);

Infrastructure Element	Benefits	Sources
	injuries while half-red signal phasing schemes have resulted in 19% reductions. Protected left turns has also resulted in safety benefits for cyclists and pedestrians.	Stipancic et al. (2020)
Bike Box (turn or cue)	Bike boxes have been associated with increased perceptions of safety and improved movements through intersections among bicyclists with fewer traffic conflicts. However, evidence for change in bicycling or safety outcomes is lacking.	Dill et al. (2012); Wang & Akar (2018)

Project Level Benefit Uncertainty
Project-Level Active Travel
Estimated Average Daily Bike Miles Traveled (BMT)

		Daily Bike Miles Travelled (BMT)			Daily BMT / Capita			Daily BMT / Jobs		
		Lower	Mean	Upper	Lower	Mean	Upper	Lower	Mean	Upper
Existing		388	388	388	0.058	0.058	0.058	0.238	0.238	0.238
Increase in Active Travel	Car Shift	7	97	187	0.001	0.015	0.028	0.004	0.059	0.114
	Route Shift	22	323	623	0.003	0.048	0.093	0.014	0.198	0.381
	Induced Travel	4	65	125	0.001	0.01	0.019	0.003	0.04	0.077
	Shift from Other Modes	4	65	124	0.001	0.01	0.019	0.003	0.04	0.076
	Total	38	550	1,059	0.006	0.082	0.159	0.023	0.337	0.649
Projected (Existing + Increase)		426	938	1,447	0.064	0.141	0.217	0.261	0.574	0.886

Estimated Average Daily Walk Miles Traveled (WMT)

		Daily Walk Miles Traveled (WMT)			Daily WMT / Capita			Daily WMT / Jobs		
		Lower	Mean	Upper	Lower	Mean	Upper	Lower	Mean	Upper
Existing		1,857	1,857	1,857	0.28	0.28	0.28	3	3	3
Increase in Active Travel	Car Shift	16	31	44	0.002	0.005	0.007	0.029	0.056	0.08
	Route Shift	4	7	10	0.001	0.001	0.002	0.007	0.013	0.019
	Induced Travel	5	10	14	0.001	0.002	0.002	0.01	0.018	0.027
	Shift from Other Modes	23	44	63	0.003	0.007	0.01	0.042	0.081	0.116
	Total	48	92	132	0.007	0.014	0.02	0.088	0.168	0.241
Projected (Existing + Increase)		1,905	1,949	1,989	0.288	0.294	0.3	3	4	4

Project-Level Quantitative Benefits
Safety

			Benefit			Benefit / Capita			Benefit / Jobs		
Mode	Outcome		Lower	Mean	Upper	Lower	Mean	Upper	Lower	Mean	Upper
Bike	Crashes	Change in Crashes	4	11	15	0.001	0.002	0.002	0.004	0.011	0.014
		Current Rate per 1000 volume	0.918	0.918	0.918	0.953	0.953	0.953	1	1	1
		Estimated After-project Rate per 1000 volume	1	0.816	0.614	1	0.848	0.638	2	1	0.867
	Injuries	Change in Injuries	4	11	15	0.001	0.002	0.002	0.004	0.011	0.014
		Current Rate per 1000 volume	0.918	0.918	0.918	0.953	0.953	0.953	1	1	1
		Estimated After-project Rate per 1000 volume	1	0.816	0.614	1	0.848	0.638	2	1	0.867
	Deaths	Change in Deaths	0	0	0	0	0	0	0	0	0
		Current Rate per 1000 volume	0	0	0	0	0	0	0	0	0
		Estimated After-project Rate per 1000 volume	0	0	0	0	0	0	0	0	0

Mode	Outcome		Benefit			Benefit / Capita			Benefit / Jobs		
			Lower	Mean	Upper	Lower	Mean	Upper	Lower	Mean	Upper
Pedestrian	Crashes	Change in Crashes	3	3	4	0	0.001	0.001	0.002	0.003	0.004
		Current Rate per 1000 volume	0.062	0.062	0.062	0.061	0.061	0.061	0.03	0.03	0.03
		Estimated After-project Rate per 1000 volume	0.074	0.077	0.078	0.074	0.076	0.077	0.036	0.037	0.038
	Injuries	Change in Injuries	3	3	4	0	0.001	0.001	0.002	0.003	0.004
		Current Rate per 1000 volume	0.062	0.062	0.062	0.061	0.061	0.061	0.03	0.03	0.03
		Estimated After-project Rate per 1000 volume	0.074	0.077	0.078	0.074	0.076	0.077	0.036	0.037	0.038
	Deaths	Change in Deaths	0	0	0	0	0	0	0	0	0
		Current Rate per 1000 volume	0	0	0	0	0	0	0	0	0
		Estimated After-project Rate per 1000 volume	0	0	0	0	0	0	0	0	0

Mode	Outcome		Benefit			Benefit / Capita			Benefit / Jobs		
			Lower	Mean	Upper	Lower	Mean	Upper	Lower	Mean	Upper
Combined	Crashes	Change in Crashes	3	5	-0.427	0	0.001	0	0.003	0.005	-0.001
		Current Rate per 1000 volume	0.107	0.107	0.107	0.106	0.106	0.106	0.054	0.054	0.054
		Estimated After-project Rate per 1000 volume	0.109	0.116	0.091	0.108	0.116	0.091	0.057	0.063	0.05
	Injuries	Change in Injuries	-4	2	3	-0.001	0	0	-0.005	-0.001	0
		Current Rate per 1000 volume	0.107	0.107	0.107	0.106	0.106	0.106	0.054	0.054	0.054
		Estimated After-project Rate per 1000 volume	0.1	0.125	0.121	0.099	0.125	0.121	0.048	0.063	0.064
	Deaths	Change in Deaths	0	0	0	0	0	0	0	0	0
		Current Rate per 1000 volume	0	0	0	0	0	0	0	0	0
		Estimated After-project Rate per 1000 volume	0	0	0	0	0	0	0	0	0

VMT and Emissions

20 Year Vehicle Miles Traveled (VMT) Reductions			20 Year VMT Reductions / Capita			20 Year VMT Reductions / Jobs		
Lower	Mean	Upper	Lower	Mean	Upper	Lower	Mean	Upper
207,042	774,279	1,325,174	31	116	199	343	888	1,405

	20 Year Emission Reductions (Grams)			20 Year Emission Reductions (Grams) / Capita			20 Year Emission Reductions (Grams) / Jobs		
	Lower	Mean	Upper	Lower	Mean	Upper	Lower	Mean	Upper
Greenhouse Gasses									
CO2	55,915,775	209,109,500	357,889,516	8,430	31,447	53,799	92,540	239,778	379,454
CH4	468	1,749	2,993	0.071	0.263	0.45	0.774	2	3
N2O	1,040	3,891	6,659	0.157	0.585	1	2	4	7
Total C02 Equivalent	56,204,563	210,109,490	359,737,911	8,474	31,610	54,077	93,018	241,016	381,414
Air Toxins									
NOx	9,158	34,248	58,616	1	5	9	15	39	62
PM 2.5	266	994	1,701	0.04	0.149	0.256	0.44	1	2
PM 10	288	1,075	1,840	0.043	0.162	0.277	0.476	1	2
NH3	7,032	26,298	45,009	1	4	7	12	30	48
CO	135,920	508,304	869,959	20	76	131	225	583	922
SOx	553	2,066	3,537	0.083	0.311	0.532	0.914	2	4

Physical Activity

	Marginal Metabolic Equivalent of Task (MMET) Increase			MMET Increase / Capita			MMET Increase / Jobs		
	Lower	Mean	Upper	Lower	Mean	Upper	Lower	Mean	Upper
Bicyling	36,758	560,664	1,350,562	6	84	203	23	343	827
Walking	304,000	364,166	975,333	46	55	147	557	667	1,787
TOTAL	340,758	924,830	2,325,894	51	139	350	580	1,011	2,614