

# 2013 Templeton Traffic Circulation Study Annual Update

Companion Report by Templeton Area Advisory Group  
October 7, 2013 – TAAG Circulation Committee Draft



Photo by Jamie Enns

## **In the Way of the Bennett Road Extension 1862 – 2005**

The Templeton Road Impact Fee program was developed in 1991. Every five years, the Templeton Traffic Circulation Study undergoes a comprehensive update. Law mandates this. Such was the case in 2009 and the next comprehensive review is scheduled for 2014. Between major updates annual reports are prepared.

This year's TAAG companion report calls attention to items of importance during the last twelve months. It is a 4-page abbreviated report. Please consult the 2012 report, which contains a compendium of useful circulation information, generally thought of as institutional information, as well as the status of community goals. These and other materials have not carried over into this report. The 2012 report is 31-pages and is posted on TAAG's website at [TAAGinfo.org](http://TAAGinfo.org).

## Templeton Area Advisory Group Recommendations

### **Main Street Interchange Interim Improvements**

The Main St. interchange continues to concern Templeton residents. Often vehicles stack up on the northbound off ramp as motorists attempt to turn left at that exit but must wait for an opening in both westbound and eastbound Main St. vehicles as well as watching for Ramada Drive vehicles turning right. Much of this traffic is headed to the Target center, a development outside of the Templeton Traffic circulation study but definitely affecting the circulation study area.

For the past several years TAAG has requested a short term traffic fix to this problem, perhaps a strategically placed stop sign or two. There have been at least two studies, spending close to \$100,000, funded from the Area C traffic funds. Monies from the Area C account is being used; 50% of which is owed from the Area A/B account. Now that these studies have been completed, TAAG has been informed there is nothing that can be done due to the existing deficiency with the tight diamond intersection design exacerbated by the closeness of Ramada Drive to that interchange.

### **Purpose of Area C and its Road Impact Fees**

The original concept of a charging development for needed improvements to area roads was understood by most citizens to be a reasonable way of making development pay for the effects of their projects. That was assumed by most to mean adding lanes and traffic lights where needed. Now it seems development must pay to study existing deficiencies and then pay to overcome them.

TAAG is concerned that the fees being so high might diminish the recovery in our area. One reason the fees are so high is the necessity of resolving the Main St. issue when the features on the ground we have courtesy of a Cal Trans design years ago are almost impossible to solve without a large capital investment.

### **Vineyard Interchange Debt Schedule**

Paying back a \$7.3 million county bond, called Certificates of Participation (COPs), for the construction of Vineyard Interchange improvements completed in 2009 is a growing concern of Templeton residents. COP payments are paid from road impact fees collected when new development occurs. However the rate of incoming fees has dropped sharply requiring additional borrowing.

In 2009 Area A and Area B fees were adjusted for a 15-year payback period. However since then fees collected barely cover the approximate \$450,000 annual debt service on a 30-year payback schedule (\$13.5 million). Monies in the Area A/B accounts were insufficient to make the most recent debt payment. Therefore a \$207,000 shortfall was borrowed from the Public Works' General Fund Roads Account, another interest bearing loan.

Lastly, Main Street Interchange studies have been funded solely from Area C and are supposed to be funded 50% from Area A/B accounts. This indebtedness is now about \$50,000. Budgeted Area C projects will increase this indebtedness to about \$250,000.

Debt payment priority for the Area A/B accounts is the COP bond, followed by Public Work's Road Fund, and lastly the Area C account. Templeton residents are concerned that raising road impact fees to cover this debt will further hamper economic recovery. Due to expanding debt they are also concerned about road projects in Area A/B being delayed long past 2038, which is when the COPs will be paid off.

### **Templeton – Atascadero Frontage Road**

TAAG prefers that a future frontage road connect the commercial areas of Main Street in Templeton to El Camino in Atascadero. TAAG does not support County Public Works' suggestion that a frontage road be constructed on the west side of Highway 101 through residential neighborhoods in Templeton and Atascadero.

This has been reviewed by TAAG in the past. For more supporting rational, please see the [TAAG 2012 Circulation Companion Report](#).

Having trouble locating this report...

### **Capital Improvement Projects – Additional Projects list**

Projects on this list are funded from sources other than road impact fees. Funding sources may include the county General Fund and /or grants or special programs.

TAAG recommends changing the priority of these projects so that those associated with flood control are higher than others on the list are. The priority order recommended by TAAG is:

1. 12-03 Main Street at Toad Creek. Raise street elevation and Increase culvert capacity.
2. 12-01 Salinas Avenue. Correct existing culvert flooding problems.
3. 12-02 Godell Street. Correct existing flooding problems.
4. 12-04 Main Street near Gibson Road. Install storm drain where none exist today.

## **Pedestrian Paths – Bikeways – Multi-use Trails**

### **Vineyard Estates-Santa Rita Meadows Multi-use Trails**

These county trail easements were conditions of development for two projects – Santa Rita Meadows and Vineyard Estates. Some trails are open to the public; some have yet to be implemented.

There is a plan underway to develop a segment of trail between Malvasia and Paseo Excelsus located within the Vineyard Estates' open space parcel. Funding has been secured from a number of sources – Templeton Recreation Foundation, SLOPOST and private citizen donations. The Vineyard Homeowners Association is working closely with County Parks on this project.

**Templeton Community Services District’s Blue Ribbon Committee on Parks and Recreation Report**

The committee’s report was presented to TAAG. Contents of the report include a recent community survey, demographic profile, an updated inventory of existing facilities, funding sources and committee recommendations. TAAG participated on the committee.

Here are the results of the community survey. Walking /jogging /hiking along streets and trails was the most active recreation currently pursued. It ranked highest in its importance to the community and where money should be allocated in the future. This survey yielded similar results as those reported in 2004.

Reference to a survey needs the survey for review. This could be incorrect information, or completely irrelevant, and should not be



**Templeton-Atascadero Connector**

The Templeton to Atascadero Connector project, a Class I multi-use pedestrian/ bicycle pathway, has been absorbed into the Anza Trail – Salinas River Master Trail Plan activity. See below.

Preliminary design and environmental studies will begin once the Salinas River Trail alignment is determined. Engineering will begin once the North County Salinas River Trail Master Plan is complete. Funding for the preliminary engineering includes \$200,000 in Transportation Enhancement grant funding, and \$40,000 in matching funds from county Parks PFF’s.

**Anza Trail - Salinas River Corridor Master Plan**

The San Luis Obispo Council of Governments’ (SLOCOG) received a grant in 2011 for the preparation of an Anza Trail – Salinas River Corridor Master Plan. The corridor extends from Santa Margarita to San Miguel, approximately 35 miles. The steering committee for the project is City of Paso Robles, City of Atascadero, County Parks, National Park Service, CalTrans and SLOCOG.

The third public workshop was conducted in July. Conceptual routes for the 35-mile trail corridor consisting of five segments was presented. Templeton is segment 3. In addition there were various independent displays where the public could comment on trail types, generalized locations and other experiential preferences. For the most current information see [salinasrivertrail.com](http://salinasrivertrail.com) .

The TAAG Circulation Committee prepared this report for TAAG.  
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The Committee wishes to thank Bill Hockey and Rex Swam, who responded to the committee’s request at a TAAG meeting for comments prior to preparing this year’s report.