

**TO:** James L. App, City Manager  
**FROM:** Robert A. Lata, Community Development Director  
**SUBJECT:** Theatre Drive Plan Line  
**DATE:** April 6, 2004

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**Needs:** For the City Council to consider adoption of a standard for the pavement width and alignment of new curb, gutter and sidewalk on Theatre Drive from the Target Center south to City limits.

**Facts:**

1. The City has processed a number of development projects along Theatre Drive between the Target Center and City limits to the south.
2. Significant constraints must be considered in the design of improvements to Theatre Drive in this corridor. Mature oak trees are located across the frontage of Pete Johnston Auto Sales and Mom's Muffler. There are existing curb and sidewalk improvements intermittently located between the Target Center and south City limits.
3. In response to the question of further improvements to Theatre Drive, the City retained Associated Transportation Engineers (ATE) to identify options for the roadway width standard for Theatre Drive from the Target Center south to City limits. In the attached report ATE has provided traffic analysis and four options for continued improvements to Theatre Drive.
4. It is key to note that all options identified by ATE include single northbound and southbound lanes along with a continuous left turn lane. The two lane collector roadway along with the center turning lane will provide a Level of Service C at 14,500 Average Daily Traffic (ADT). The current ADT in this area is approximately 6,300. Projected build-out ADT is estimated to be 11,000. These options provide less street width than the Target Center (because they do not include the second southbound lane that provides for deceleration and right turns into the Target Center).
5. Class II bikeways are identified for this corridor in the City's Bikeway Master Plan. The options presented in the ATE report vary as to the extent of provisions made for bike lanes.
6. On Wednesday, June 25, 2003 a workshop was held to receive input from business and property owners in the corridor. Participants included Pete Johnston, representatives of the Breiden family, and ownership of Boatman's furniture. Ottmar Thomas of San Luis Bay Motors and Barbara Durand also provided comments in letters.

7. At their meeting of July 25, 2003 the Streets and Utilities Committee heard requests for additional red curb in the area. That request was approved. As of today, the Boatman and San Luis Bay Motors frontages have red curb. Parking is still available across the frontage of Pete Johnston Chevrolet.
8. At a subsequent meeting of October 24, 2003 the Committee heard additional testimony regarding the options presented by ATE. Business owners along Theatre Drive expressed concern with the close proximity of southbound traffic to the existing curb as proposed in ATE Option C (Option C would maintain the existing curb alignment established in the County). They felt that Option C would undermine the safety advantages gained with the recent addition of red curbs.
9. At their meeting of January 23, 2004, the Streets and Utilities Committee heard additional testimony from business and property owners along the Theatre Drive corridor.
10. At their meeting of February 27, 2004, the Streets and Utilities Committee recommended the implementation of the Standard Lane Widths as outlined in the ATE report for future development along Theatre Drive with the exception that Option "B" Modified may be applied where significant obstructions, such as mature oak trees, exist and must be protected.

**Analysis  
and**

**Conclusion**

The business and property owners are generally interested in providing a street improvement that results in the maximum comfort and safety of their customers and therefore tend to favor the Standard Lane Widths produced by ATE.

Without some modification to the curb line associated with the Standard Lane Widths, both oak trees adjacent to Mom's Muffler would have to be removed. An Option B Modified was developed to provide the opportunity to save the oak trees. This modification proposes to route the southbound bike lane outside of the existing Theatre Drive roadway, therefore saving the trees while maintaining the more comfortable standard lane widths and sight distance for turning movements. Option B Modified can be reasonably transitioned into the Standard Lane Widths where necessary.

It should be noted that none of the options presented to the Streets and Utilities Committee included on-street parking. The property owners at the workshop commented that removal of on-street parking may be of some inconvenience, however they did not advocate further street widening to make room for parking.

**Policy**

**Reference:**

City Standard Details and Specifications  
City Bikeway Master Plan

**Fiscal****Impact:**

Improvements will be installed with the development of properties. New improvements across the frontages of Sky River RV and San Luis Bay Motors are conditions of previous Planned Development approvals and will be made upon adoption of the Theatre Drive Plan Line. The Pankey property was also the subject of an approved Planned Development, so improvements will be made on that frontage at the time of development.

Property owners of developed properties have advocated that the City pay for the widening since they installed the existing improvements when they originally established their businesses. No funding mechanism is in place to complete a comprehensive widening of Theatre Drive.

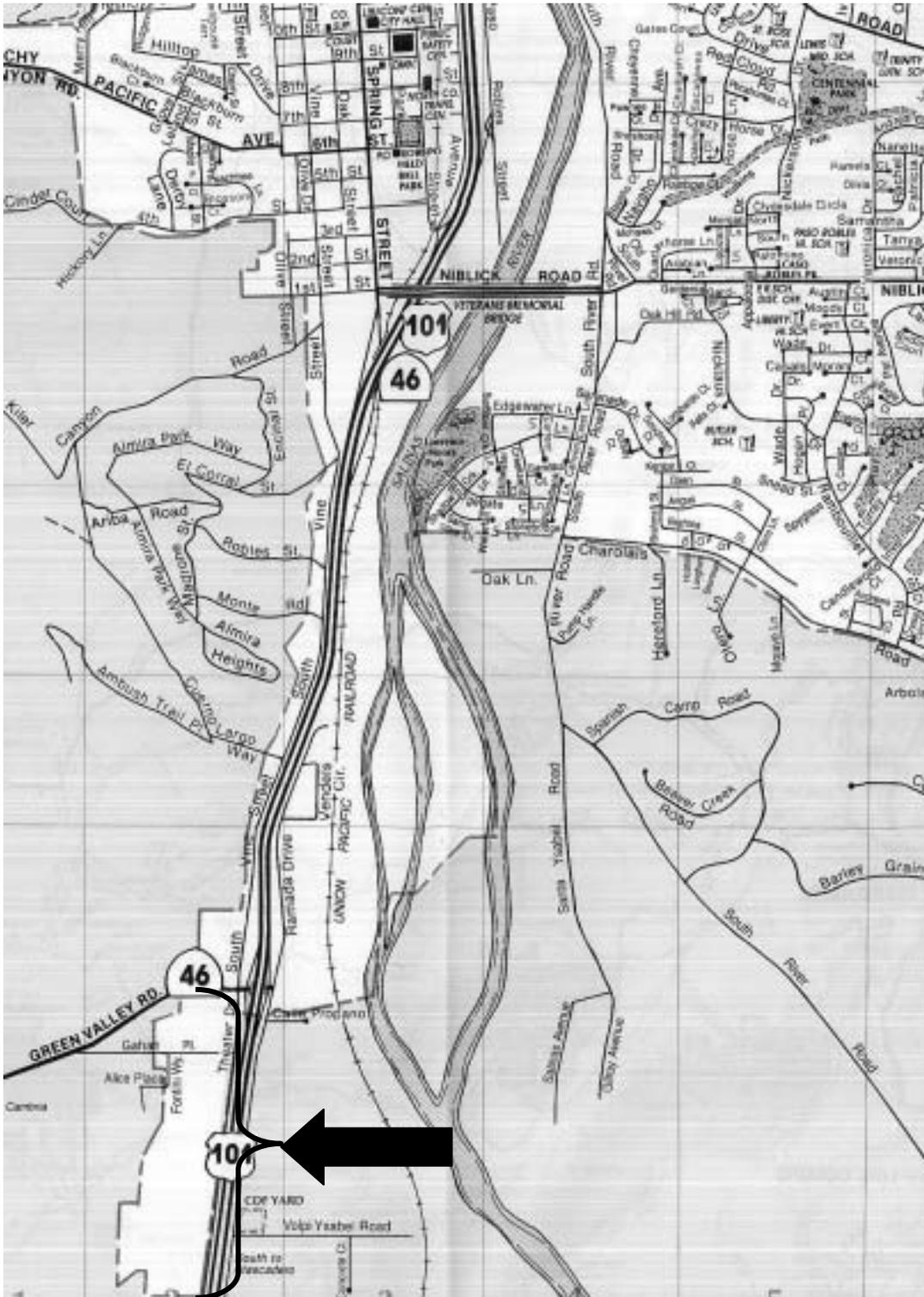
**Options:**

- a. Adopt Resolution No. 04-xx establishing a standard for the improvement of Theatre Drive from the Target Center to south City limits as shown on Exhibit "A" including standard lane widths, provisions for bike lanes and provisions for modifying the alignment of the bike lanes to avoid impacts to existing oak trees.
- b. Amend, modify or reject the above option.

Attachments: (2)

1. ATE Report
2. Exhibit "A"

# VICINITY MAP ~ SOUTH THEATRE DRIVE

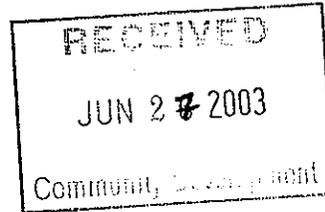




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May 1, 2003

02158L03.WP

Bob Lata  
City of El Paso De Robles  
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## TRAFFIC ANALYSIS FOR THE THEATER DRIVE CROSS SECTION, CITY OF PASO ROBLES, CALIFORNIA

ATE has completed the traffic analysis for the Theater Drive Cross Section Project. The current standard has been the basis for new property frontage improvements from Route 46 West to south of the Target Shopping Center. This improved sections accommodates four traffic lanes, including 1 northbound lane and 1 southbound lane for through traffic, as well as 1 northbound left-turn lane and 1 southbound right-turn lane for access to/from the commercial properties. The improved section also includes Class II bike lanes (painted on-street lanes).

### STUDY PURPOSE

The purpose of the study is to identify options for the roadway width standard for Theater Drive south of the Target Shopping Center. The study reviews the existing Theater Drive roadway widths and configurations from Route 46 West to the Route 101/Main Street interchange in the County. The analysis evaluates roadway width configurations on the basis of existing and future traffic volumes, safety and efficiency. On-street parking needs and/or prohibitions are considered as well as the presence of oak trees, existing roadway sections and frontage improvements, and other constraints in the area. The analysis also considers large vehicles that serve the area uses (semi trucks, Rvs, auto dealerships). Several options are provided with regards to traffic operations and the constraints along the roadway.

## EXISTING CONDITIONS

Theater Drive extends from Route 46 West in the City of Paso Robles on the north to Main Street in the Templeton area of the County of San Luis Obispo on the south. The City limit line is located about midway between Route 46 West and Main Street. Theater Drive is mostly a two-lane roadway between Route 46 West and Main Street. There are some sections where turn lanes are provided.

A field review was completed to determine the 2003 conditions, including roadway widths, presence of curb, gutter & sidewalk, land uses that front the roadway, etc. There are various segments of the roadway that have common characteristics. A scaled graphic layout plan has been developed for the various segments of roadway (graphic layout plan is enclosed). A brief description of each segment is provided below. Segments 1-8 are located within the City and Segment 9-13 are located in the County.

### City Segments

**Segment 1.** State Route 46 to Alexa Court. Distance  $\pm 350$  feet. Section Width  $\pm 66$  feet. 2 northbound lanes, 2 southbound lanes. Curb, gutter and sidewalk on west side of the roadway. Hampton Inn development on west side of roadway.

**Segment 2.** Alexa Court to Gahan Place. Distance  $\pm 430$  feet plus  $\pm 60$  transition to Segment 1. Section Width  $\pm 32$  feet. 1 northbound lane, 1 southbound lane. River Lodge Motel on west side of roadway.

**Segment 3.** Gahan Place to Target Center. Distance  $\pm 460$  feet. Section Width  $\pm 36$  feet. 1 northbound lane, 1 southbound lane. Curb, gutter and sidewalk on west side of roadway. Undeveloped portion of Target Center on west side of roadway.

**Segment 4.** Target Center Frontage. Distance  $\pm 930$  feet plus  $\pm 40$  foot transition to Segment 3. Section Width  $\pm 63$  feet. 1 northbound through lane, 1 northbound left-turn lane, 1 southbound through lane, 1 southbound right-turn lane. Curb, gutter and sidewalk on west side of roadway. Curb on east side of roadway. Developed portion of Target Center on west side of roadway.

**Segment 5.** Target Center to Pete Johnston's Auto. Distance  $\pm 270$  feet. Section Width  $\pm 33$  feet. 1 northbound lane, 1 southbound lane. Vacant parcel on west side of roadway.

**Segment 6.** Pete Johnston's Auto to Mom's Muffler. Distance  $\pm 540$  feet. Section Width  $\pm 35$  feet. 1 northbound lane, 1 southbound lane. On-street parking on west side of roadway. Curb, gutter and sidewalk on west side of roadway. Pete Johnston's Auto and Mom's Muffler on west side of roadway. There are two oak trees adjacent to roadway in this segment. The oak tree in front of Pete Johnston's Auto is 10-20 inches in diameter and

is located about 5 feet back of the curb line. The oak tree in front of Mom's Muffler is a mature tree that is 35-50 inches in diameter and is located about 10 feet back of the curb line.

**Segment 7.** Mom's Muffler to T.A.P.S. Auto. Distance  $\pm 210$  feet. Section Width  $\pm 32$  feet. 1 northbound lane, 1 southbound lane. Undeveloped parcel on west side of roadway where a project is under construction.

**Segment 8.** T.A.P.S. Auto to Paso Robles City Limits. Distance  $\pm 525$  feet. Section Width  $\pm 35$  feet. 1 northbound lane, 1 southbound lane. On-street parking on west side of roadway. Curb, gutter and sidewalk on west side of roadway. T.A.P.S. Auto, SLO Bay Motors, Furniture Center on west side of roadway.

#### County Segments

**Segment 9.** Paso Robles City Limits to 320 feet south. Distance  $\pm 320$  feet. Section Width  $\pm 39$  feet. 1 northbound lane, 1 southbound lane. On-street parking on west side of roadway. Curb, gutter and sidewalk on west side of roadway. Mobile Home Sales/Commercial on west side of roadway.

**Segment 10.** 320 feet south of Paso Robles City Limits to Rancho Paso Senior Housing. Distance  $\pm 320$  feet. Section Width  $\pm 28$  feet. 1 northbound lane, 1 southbound lane. Undeveloped parcel on west side of roadway.

**Segment 11.** Rancho Paso Senior Housing to RLC Plaza. Distance  $\pm 350$  feet plus 100 foot transition. Section Width  $\pm 38$  feet. 1 northbound lane, 1 southbound lane. On-street parking on west side of roadway. Curb, gutter and sidewalk on west side of roadway. Rancho Paso Senior Housing and RLC Plaza on west side of roadway.

**Segment 12.** RLC Plaza to south of Golden Meadow Drive. Distance  $\pm 1,115$  feet. This county segment contains various widths. The northerly segment is  $\pm 460$  feet long, 28-32 feet wide, and contains 1 northbound lane and 1 southbound lane. The improved section adjacent to Golden Meadow Drive is  $\pm 655$  feet long,  $\pm 42$  feet wide, and contains 1 northbound through lane, 1 northbound left-turn lane, and 1 southbound lane. Curb, gutter and sidewalk are present on west side of roadway. On-street parking is prohibited by red curb. The Los Robles Mobile Home Park and Golden Meadow Drive residential tracts are on the west side of the roadway.

**Segment 13.** South of Golden Meadow Drive to Main Street. Distance  $\pm 2,375$  feet. Section Width  $\pm 28$  feet. 1 northbound lane, 1 southbound lane. Templeton Cemetery and agricultural uses (grapes) on west side of roadway.

**EXISTING AND FUTURE TRAFFIC VOLUMES**

The traffic modeling completed by Omni-Means for the City and County was used to develop the future forecasts. The models include buildout of both the City of Paso Robles and the Templeton area of the County. Most of the parcels within the City along Theater Drive have been developed with regional commercial uses and the remaining undeveloped parcels are designated for regional commercial use. The parcels within the County include regional commercial, residential and agricultural uses.

It is noted that the Omni-Means models have been developed with commercial trip generation rates applied to the County parcels that are about 1/2 of the trip generation rates that are applied to the City parcels because of the low density commercial uses in place (lumber yards, storage yards, nurseries, etc.). Thus, the buildout traffic volumes could be higher if more intensive uses are developed in the County area.

The existing volume of traffic from Route 46 West to the Target Center is 7,200 ADT, from the Target Center to the City limit it is 6,300 ADT, and from the City limit to Main Street it is 4,400 ADT. The buildout traffic forecasts derived from the model are 13,100 ADT for the segment between Route 46 West and the Target Center, 11,000 ADT from the Target Center to the City limit, and 5,800 ADT from the City limit to Main Street. Table 1 summarizes the existing and buildout traffic forecasts.

**Table 1  
Theater Drive Traffic Forecasts**

Segment	Average Daily Traffic Volume	
	Existing	Buildout
Rt 46 West to Target Center	7,200	13,100
Target Center to City Limit	6,300	11,000
City Limit to Main Street	4,400	5,800

Source: Paso Robles Traffic Model and Templeton Area Traffic Model, as provided by Omni-Means Consultants.

## **ROADWAY CLASSIFICATION AND CARRYING CAPACITY**

Theater Drive is designated as a collector roadway in the City's Circulation Element. The capacity for a 2-lane collector roadway with standard lanes and no center left-turn lane is 13,500 ADT, with a LOS C threshold of 10,500 ADT. The projected traffic volume within the City area will range from 11,000 to 13,100 ADT at buildout, thus providing a 2-lane roadway without a center left-turn lane would yield LOS D-E. The capacity for a 2-lane collector roadway with standard lanes and a center left-turn lane is 18,000 ADT, with a LOS C threshold of 14,500 ADT. It will be necessary to provide a 2-lane collector roadway with a center left-turn lane in order to maintain LOS C under buildout conditions. The center left-turn lane would provide access to/from the commercial driveways without obstructing through traffic using the roadway.

Widening the section south of the Target Center for the center left-turn lane would also enhance safety (lower accident rates as well as reduced response times for police, fire, and emergency services). Studies of center left-turn lanes have found that accidents are reduced by about 30%. For these reasons, all of the roadway width options include a minimum of 1 lane in each direction plus the center left-turn lane.

## **ROADWAY WIDTH OPTIONS**

The enclosed plan shows the existing roadway configuration for Theater Drive from Route 46 West to Main Street along with several options for future configurations. The options consider future traffic volumes, levels of service, safety, semi trucks and recreational vehicles, on-street parking, effects on oak trees, and existing roadway sections and frontage improvements. Several of the roadway options have lane widths that are less than the City's 12-foot standard. These options (Options A, B & C) include 10- and 11-foot lane widths, which would have reduced capacities.

### **Route 46 West to Target Center**

The roadway width for Theater Drive between Route 46 West and Pete Johnston's Auto is common amongst all of the options. These segments will carry the highest level of traffic and two of the five segments are already developed with 4 lanes. Segment 2 (fronting the River Lodge Motel), Segment 3 (fronting an undeveloped northeast portion of the Target Center), and Segment 5 (fronting a vacant parcel between the Target Center and Pete Johnston's Auto) could be widened when those parcels are developed (or redeveloped).

The 4-lane section between Route 46 West and the south end of the segments would then contain 1 northbound lane and 1 southbound lane for through traffic, as well as 1 northbound left-turn lane and 1 southbound through + right-turn lane for access to/from the commercial properties. The northbound left-turn lane and southbound through + right-turn lane would provide for turning movements to/from the commercial uses on the west side

of the roadway without stopping through traffic on Theater Drive. The 4-lane section fronting the Target Center would extend across the undeveloped parcel between the Target Center and Pete Johnston's Auto with the outside lane in the southbound direction becoming a right-turn only lane at the last driveway serving that development. Standard lane widths, shoulders, and Class II bike lanes would be provided between Route 46 West and Pete Johnston's Auto.

### **Standard Lane Widths**

Description. The enclosed plan shows the roadway section with standard lane widths. The 3-lane section from Pete Johnston's Auto to the City limits is 46 feet wide and comprised of a 12-foot northbound travel lane, a 12-foot southbound lane, a 12-foot center left-turn lane, and 5-foot bike lanes. This section is consistent with the County's rural collector standard, which is also 46 feet wide and configured with the same lanes.

Level of Service. The 4-lane segments of Theater Drive from Route 46 West to Pete Johnston's Auto would operate at LOS B or better with buildout volumes. The capacity for a 2-lane collector roadway with standard lanes and a center left-turn lane is 18,000 ADT, with a LOS C threshold of 14,500 ADT. The 3-lane segments from Pete Johnston's Auto to the City limits are forecast to carry 11,000 ADT and would operate at LOS B with a volume-to-capacity (V/C) ratio of 0.61.

Large Vehicles. Standard lane widths are designed to accommodate large vehicles. The regional commercial uses in the area require deliveries by large trucks and there is also a need to accommodate recreational vehicles on Theater Drive.

Bike Facilities. Class II bike lanes, painted on-street lanes separated from the vehicular lanes, are included in this option. Theater Drive is designated as a bike route by the County and Theater Drive-Vine Street provides the link to the City of Paso Robles to the north.

Transitions. The 4-lane section fronting the Target Center would extend across the undeveloped parcel between the Target Center and Pete Johnston's Auto with the outside lane in the southbound direction becoming a right-turn only lane at the last driveway serving that site. The existing section provided within the County south of the City limit line is 39 feet. The City would need to transition its section to the County's existing section if built prior to the County development.

On-Street Parking. On-street parking would not be provided under this option. There is some existing on-street parking on the west side of roadway in front of Pete Johnston's Auto and Mom's Muffler in Segment 6 as well as in front of T.A.P.S. Auto in Segment 8. An additional 8-foot of widening would be required to provide the on-street parking in these areas. At present, the roadway in front of Pete Johnston's Auto is used as a vehicle drop off

area in the morning prior to opening of the business and parked vehicles were observed in this area.

Existing Roadway Sections. The standard lane widths would require reconstruction of existing curb, gutter and sidewalk from Pete Johnston's Auto to the City limits (as well as some in the County area to the south).

Oak Trees. The standard lane widths would require removal of the oak trees (2) adjacent to Pete Johnston's Auto and Mom's Muffler. The oak in front of Pete Johnston's Auto is 10-20 inches in diameter and the oak in front of Mom's Muffler is a mature tree that is 35-50 inches in diameter.

### **Option A**

Option A is the same as the standard lane width option from Route 46 West to Pete Johnston's Auto. This option, which is shown on the enclosed plan, includes a 3-lane section from Pete Johnston's Auto to the City limits that is 41 feet wide. Option A is comprised of 11-foot northbound and southbound travel lanes, a 10-foot center left-turn lane, a 4-foot bike lane on the east side and a 5-foot bike lane on the west side. The narrower lanes provided in this option would remove the smaller oak tree in front of Pete Johnston's Auto and save the large oak tree in front Mom's Muffler. This option requires a meandering sidewalk behind the oak tree (see enclosed plan).

The 11-foot travel lanes would have a reduced carrying capacity. According to information published by the American Association of State Highway and Transportation Officials (AASHTO), 11-foot travel lanes have 93% of the carrying capacity of standard lanes.<sup>1</sup> Thus, for the segments from Pete Johnston's Auto south, the roadway capacity will be 16,740 ADT, with a LOS C threshold of 13,480 ADT. The 3-lane segments from Pete Johnston's Auto to the City limits are forecast to carry 11,000 ADT and would operate at LOS B (V/C 0.66).

According to AASHTO, there are circumstances where lanes less than 12 feet wide can be used. In urban areas where pedestrian crossings, right-of-way, or existing developments become stringent controls, the use of 11-foot lanes is accepted. The roadway section would provide for large vehicles but maneuvers become more difficult. Class II painted on-street bike lanes would be provided for bicyclists.

As with the standard lane widths, the 4-lane section fronting the Target Center would extend across the undeveloped parcel between the Target Center and Pete Johnston's Auto with the

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<sup>1</sup> A Policy on Geometric Design of Highway and Streets, American Association of State Highway and Transportation Officials, Third Edition, 1994, Fourth Edition 2000.

outside lane in the southbound direction becoming a right-turn only lane at the last driveway serving that site. The existing section provided within the County at the City limit line is 39 feet so the transition from the 41 feet provided under Option A would be minimal.

This option would required reconstruction of the existing curb, gutter and sidewalk from Pete Johnston's Auto to the City limits. On-street parking would not be provided under this option. An additional 8-foot of widening would be required to provide the on-street parking in front of Pete Johnston's Auto and Mom's Muffler. Providing parking in front of Mom's Muffler would require removal of the large oak tree.

### **Option B**

Option B is also the same as the standard lane width option from Route 46 West to Pete Johnston's Auto. As shown on the enclosed plan, this option includes a 3-lane section from Pete Johnston's Auto to the City limits that is 39 feet wide. Option B is comprised of 10-foot northbound and southbound travel lanes, a 10-foot center left-turn lane, a 4-foot bike lane on the east side and a 5-foot bike lane on the west side. This option would save the two oak trees adjacent to Pete Johnston's Auto and Mom's Muffler. A meandering sidewalk would be required behind the oak trees (see enclosed plan).

The 10-foot travel lanes have 84% of the carrying capacity of standard lanes (AASHTO). Thus, for the segments from Pete Johnston's Auto south, the roadway capacity will be 15,120 ADT, with a LOS C threshold of 12,170 ADT. The 3-lane segments from Pete Johnston's Auto to the City limits are forecast to carry 11,000 ADT and would operate at LOS C (V/C 0.73).

The 10-foot lanes would provide for large vehicles but it becomes more difficult for maneuvers. This option includes Class II painted on-street bike lanes for bicyclists. As with the other options, the 4-lane section fronting the Target Center would extend across the undeveloped parcel between the Target Center and Pete Johnston's Auto (with the outside lane in the southbound direction becoming a right-turn only lane at the last driveway serving that site). The existing section provided within the County at the City limit line is 39 feet and Option B would be 39 feet so no transition would be required (other than restriping in the County section to provide the center left-turn lane and bike lanes).

This option would required reconstruction of the existing curb, gutter and sidewalk from Pete Johnston's Auto to the City limits. As with Option A, this option does not include on-street parking. Providing on-street parking in front of Pete Johnston's Auto would require removal of the smaller oak tree and providing on-street parking in front of Mom's Muffler would require removal of the larger oak tree.

### Option C

Option C is also the same as the standard lane width option from Route 46 West to Pete Johnston's Auto. Option C also includes a 3-lane section from Pete Johnston's Auto to the City limits (see enclosed plan). This option is 36 feet wide, comprised of 13-foot northbound and southbound travel lanes, and a 10-foot center left-turn lane. The option includes Class III bike facilities, where signs are provided designating the bike route and bicyclists share the road with motor vehicles. The advantages to this option is that the two oak trees adjacent to Pete Johnston's Auto and Mom's Muffler would be saved and the existing curb, gutter and sidewalk from Pete Johnston's Auto to the City limits would remain in place (no reconstruction required). The disadvantages are that the narrow lanes and reduced shoulders have a lower carrying capacity and that the bike facility would be a Class III (bicyclists share the road with motor vehicles).

This option would have 81% of the carrying capacity of standard lanes (AASHTO). Thus, for the segments from Pete Johnston's Auto south, the roadway capacity will be 14,580 ADT, with a LOS C threshold of 11,740 ADT. The 3-lane segments from Pete Johnston's Auto to the City limits are forecast to carry 11,000 ADT and would operate at LOS C (V/C 0.75).

Bicyclists would share the road with motor vehicles and if there is a significant amount of bicycle traffic it could hinder motor vehicle traffic when bicyclist "claim the lane." In addition, vehicles slowing to make right turns from Theater Drive will slow the through traffic since the lane would be 13 feet (12-foot lane + 1-foot shoulder) and would not contain the bike lane that is provided under the other options (striped bike lanes allow motor vehicles to enter them for a short distance prior to making a right turn from the roadway). Finally, disabled motor vehicles would slow or stop through traffic since the lane is 12 feet wide with a 1-foot shoulder.

As with Options A and B, the 10-foot center turn lane would provide for large vehicles but it becomes more difficult for maneuvers. The 4-lane section fronting the Target Center would extend across the undeveloped parcel between the Target Center and Pete Johnston's Auto. The existing section provided within the County at the City limit line is 39 feet so the transition from the 36 feet provided under Option C would be minimal. On-street parking would not be provided. Providing on-street parking in front of Pete Johnston's Auto would require removal of the smaller oak tree and providing on-street parking in front of Mom's Muffler would require removal of the larger oak tree. Vehicles maneuvering to/from the on-street parking spaces would slow or stop through traffic since the travel lane is 12 feet wide with a 1-foot shoulder.

### SUMMARY

The study identified options for the roadway width standard for Theater Drive south of the Target Shopping Center. The analysis evaluated several roadway width options while

considering future traffic volumes, levels of service, safety, semi trucks and recreational vehicles, on-street parking, effects on oak trees, and existing roadway sections and frontage improvements. Table A, attached, summarizes the evaluations.

LOS B would be provided by the 12-foot standard lane widths as well as Option A. LOS C would be provided by Options B & C. The 12-foot standard lane widths has the highest carrying capacity and includes Class II bike lanes, but would require removal of the two oak trees adjacent to Pete Johnston's and Mom's Muffler as well as reconstruction of the existing curb, gutter and sidewalk from Pete Johnston's Auto to the City limits. Option A has 11-foot northbound and southbound travel lanes, a 10-foot center left-turn lane, and Class II bike lane. The narrower lanes provided in this option would save the 35-50 inch oak tree in front Mom's Muffler by providing a meandering sidewalk behind the oak tree. This option would require reconstruction of the existing curb, gutter and sidewalk from Pete Johnston's Auto to the City limits.

Option B has 10-foot northbound and southbound travel lanes, a 10-foot center left-turn lane, and Class II bike lane. The narrower lanes provided in this option would save the two oaks trees in front of Pete Johnston's Auto and Mom's Muffler. This option would also require reconstruction of the existing curb, gutter and sidewalk from Pete Johnston's Auto to the City limits. Option C has 13-foot northbound and southbound travel lanes, a 10-foot center left-turn lane. The advantages to this option is that both of the oak trees adjacent to Pete Johnston's Auto and Mom's Muffler would be saved and the existing curb, gutter and sidewalk from Pete Johnston's Auto to the City limits would remain in place (no reconstruction required). The disadvantages include the reduction in capacity and that the bike facility would be a Class III, where bicyclists share the road with motor vehicles. Bicycle traffic could hinder motor vehicle traffic when bicyclists claim the lane, and vehicles slowing to make right turns from Theater Drive would slow the through traffic since there is a minimal shoulder area.

This concludes our traffic analysis for the Theater Drive Cross Section Project. Our thanks to you and your staff for the assistance provided during the course of the study.

Associated Transportation Engineers

  
By: Richard L. Pool, P.E.  
President

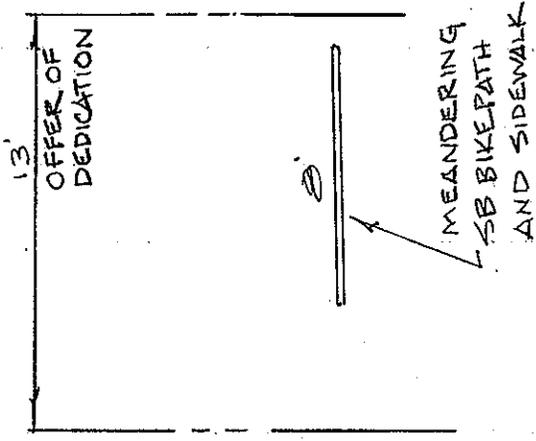
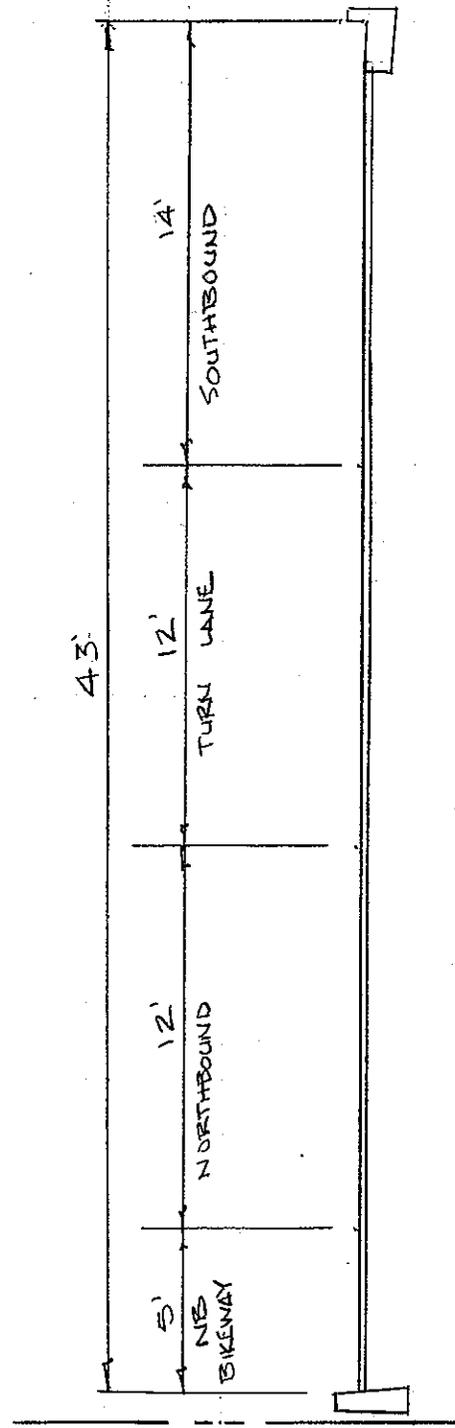
RLP/DLD

enclosure: Conceptual Lane Configurations (2 copies)

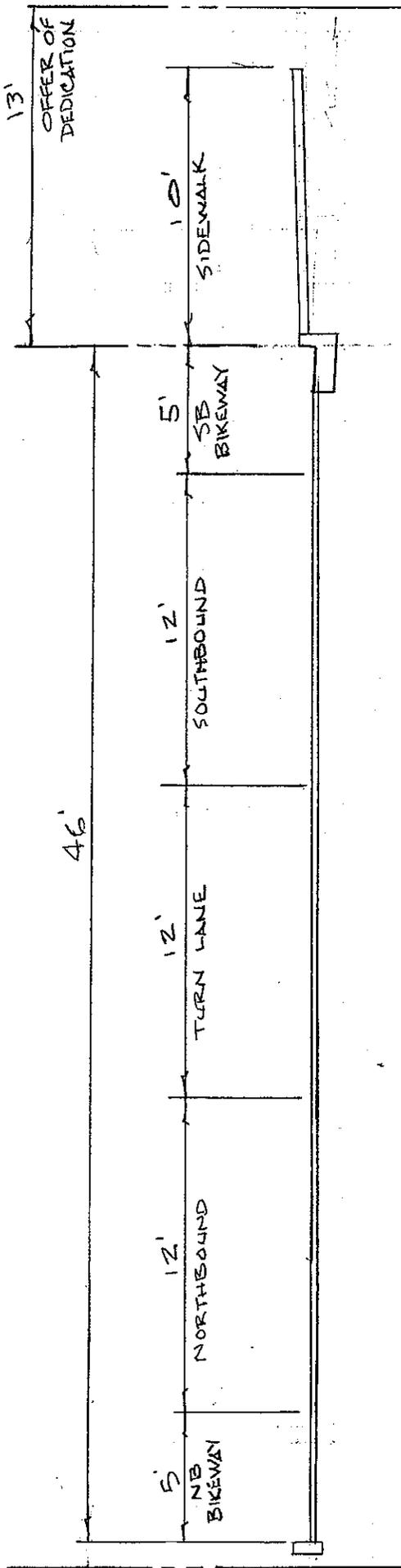


**Table A**  
**Theater Drive Cross Section Project**  
**3-Lane Option Summary - Pete Johnston's Auto to City Limits**

Option	Roadway Configuration	LOS C Threshold	V/C / LOS	Large Vehicles?	Bicyclists?	Oak Trees?	Existing Roadway Sections?
Standard Lane Widths	46 feet wide. Contains 12-foot travel lanes + 12-foot center left-turn lane + 5-foot bike lanes.	14,500 ADT	0.61 / LOS B	Accommodated by standard lane widths.	Class II on-street lanes.	Removes 2 oaks adjacent to Pete Johnston's and Mom's Muffler.	Requires reconstruction of curb, gutter and sidewalk from Pete Johnston's to the City limits.
Option A	41 feet wide. Contains 11-foot travel lanes + 10-foot center left-turn lane + 4/5-foot bike lanes.	13,760 ADT	0.66 / LOS B	10/11-foot lanes make maneuvers more difficult.	Class II on-street lanes.	Removes 1 oak adjacent to Pete Johnston's.	Requires reconstruction of curb, gutter and sidewalk from Pete Johnston's to the City limits.
Option B	39 feet wide. Contains 10-foot travel lanes + 10-foot center left-turn lane + 4/5-foot bike lanes.	12,170 ADT	0.73 / LOS C	10-foot lanes make maneuvers more difficult.	Class II on-street lanes.	No oak trees removed.	Requires reconstruction of curb, gutter and sidewalk from Pete Johnston's to the City limits.
Option C	36 feet wide. Contains 13-foot travel lanes + 10-foot center left-turn lane.	11,740 ADT	0.75 / LOS C	10/13-foot lanes make maneuvers more difficult.	Class III. Bicycles share road with motor vehicles.	No oak trees removed.	Retains existing curb, gutter and sidewalk from Pete Johnston's to the City limits.



OPTION B MODIFIED



STANDARD LANE WIDTHS

RESOLUTION NO. 04-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES  
ADOPTING CITY STANDARD DETAILS FOR THEATRE DRIVE

WHEREAS, the Planning Commission has approved a number of projects along Theatre Drive between the Target Center and City limits to the south; and

WHEREAS, the City retained Associated Transportation Engineers to identify options for the roadway width standard for Theatre Drive from the Target Center south to City limits; and

WHEREAS, on June 25, 2003, a workshop was held to receive input from business and property owners in the Theatre Drive corridor; and

WHEREAS, at their meetings of October 24, 2003 and January 30, 2004, the Streets and Utilities Committee heard additional testimony from business and property owners along Theatre Drive; and

WHEREAS, the adoption of improvement standards for Theatre Drive is exempt from environmental review in accordance with Section 15061(b)(3) of the Guidelines to Implement the California Environmental Quality Act. The Standard will not have a significant effect on the environment.

WHEREAS, at their meeting of April 6, 2004, the City Council held a public hearing to consider the adoption of improvement standards for Theatre Drive.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED as follows:

SECTION 1. That the City Council of the City of El Paso de Robles does hereby establish a Standard Drawing for Theatre Drive as shown on the attached Exhibit "A".

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 6th day of April, 2004, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

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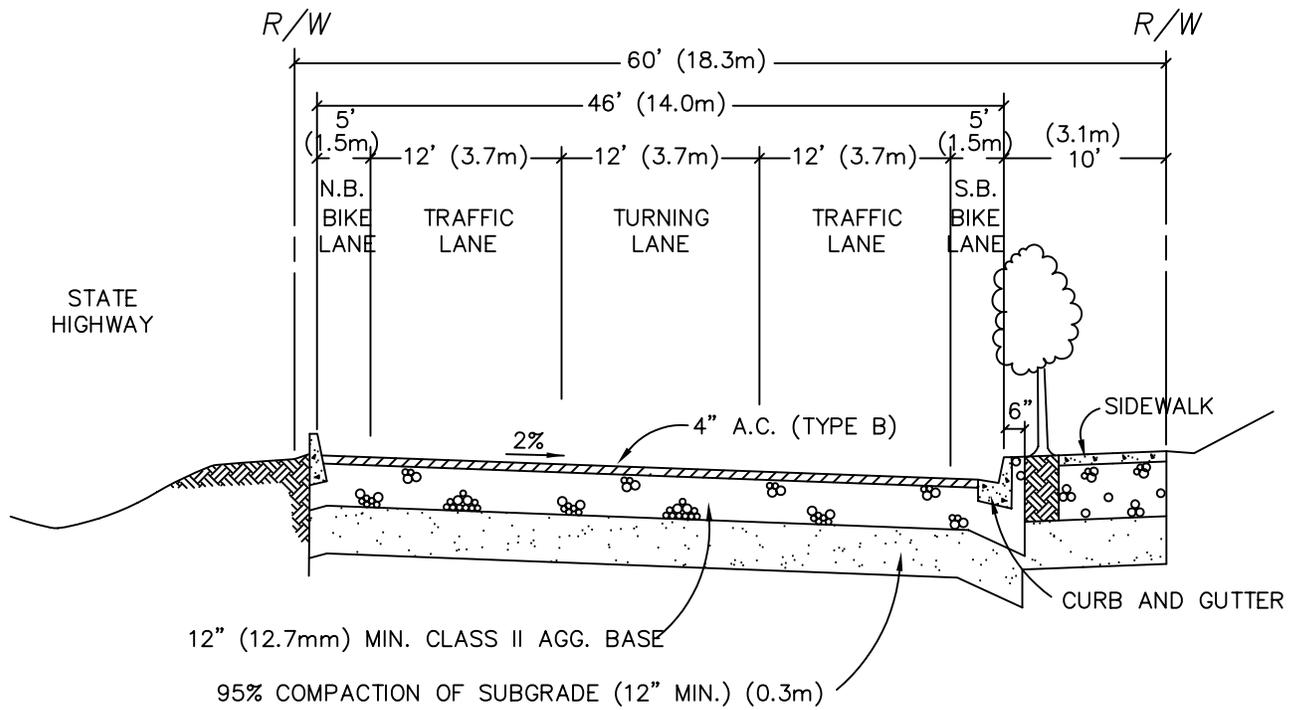
Frank R. Mecham, Mayor

ATTEST:

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Sharilyn M. Ryan, Deputy City Clerk

REVISIONS			
DESCRIPTIONS	BY	DATE	APPROVED



TRAFFIC INDEX: 7.0  
DESIGN SPEED: 35 MAX.  
(56.5km per hour)

NOTES:

1. SUBGRADE AND AGGREGATE BASE UNDER CURB, GUTTER, AND STREET IS TO BE COMPACTED AT 95%.
2. AREA UNDER SIDEWALK TO BE COMPACTED AT 90%.
3. ASPHALT CONCRETE TO BE USED SHALL BE TYPE "B" 3/4 INCH AR 8000. (4-INCH MINIMUM, COMPACTED AT 95%)
4. FINAL STREET STRUCTURE SECTION SHALL BE BASED ON "R" VALUE OBTAINED IN THE FIELD AND SHALL BE APPROVED BY THE CITY ENGINEER. HOWEVER, THE BASE THICKNESS SHALL BE 12 INCH MIN.
5. THE SOUTHBOUND BIKEWAY MAY BE RELOCATED TO AVOID MATURE OAK TREES OR OTHER SIGNIFICANT OBSTRUCTIONS.
6. STREET TREES SHALL BE INSTALLED IN ACCORDANCE TO THE CITY STREET TREE ORDINANCE OR AS DIRECTED BY THE PLANNING COMMISSION.

DRAWN BY: JAC	CITY OF PASO ROBLES ENGINEERING DIVISION	DRAWING NO.
DESIGNED BY: JF		A-30
DATE: 03/26/04	THEATRE DRIVE (2000 FEET S/O GAHAN DRIVE TO CITY LIMITS)	
FILE NAME: PR-A-30.DWG		