

TO: James L. App, City Manager
FROM: Doug Monn, Public Works Director
SUBJECT: HWY 46W/101 Interchange Improvement Financing District – Traffic Analysis
DATE: April 3, 2007

NEEDS: For the City Council to consider a contract with Associated Transportation Engineers for Traffic Engineering Services.

- FACTS:**
1. The environmental documents for the Target Center recognized the need for future improvements to the interchange at Highways 101 and 46 West. The project was approved with an agreement to participate in these improvements.
 2. All projects since developed in the area of Theatre Drive and Ramada Drive have been subject to similar participation agreements.
 3. Since the time of development of the Target Center, the City has been working on plans for interchange improvements. The City has an approved Project Study Report (PSR) and is currently working on environmental documents.
 4. The first phase of improvements will be the realignment of Theatre Drive to intersect Highway 46 west of its current location. It is anticipated that this improvement will significantly improve access to/from properties in the Theatre Drive corridor.
 5. In the last year, the City has purchased 10 acres of commercial property to accommodate the realignment.
 6. To finance the improvements, a Community Facilities District involving properties benefiting from those improvements is needed.
 7. The City needs to measure the benefit of the interchange improvements.
 8. Associated Transportation Engineers will measure the benefit of the improvements in terms of traffic capacity and reduced delays, and to establish the share of benefit of properties in the Theatre Drive corridor.

**ANALYSIS &
CONCLUSION:**

Associated Transportation Engineers (ATE) proposes to analyze and present short term and long term measures of benefits of the realignment of Theatre Drive. In addition, ATE will determine the measure of benefit of Theatre Drive property owners in relation to all users of the interchange at Highways 101 and 46 West. As an option, ATE can analyze the impact of the Theatre Drive realignment on the on-going operation of the Target Center. This analysis will include recommendations of amenities to the Center as may be appropriate.

Even though recently developed properties in the Theatre Drive corridor have signed agreements to participate in the interchange improvements, these owners are not obligated to agree to any specified level of participation. In order for a Community Facilities District to be successful, it will be necessary to demonstrate its benefit. The ATE study will be useful in this regard.

The ATE proposal provides an option to specifically study the impact of the Theatre Drive realignment on the Target Center. Target Center access from what is now Gahan Place will be impacted by the rerouting of Theatre Drive. ATE proposes to quantify the impacts and recommend access modifications to improve the operation of the Center.

POLICY

REFERENCE: Adopted Circulation Element of the General Plan

FISCAL

IMPACT: Community Facilities District formation proceedings will be re-initiated to fund the construction of phased interchange improvements upon completion of preliminary special tax analysis. To complete the preliminary analysis, a traffic study to determine proportional benefit to each property owner arising out of the interchange improvements is highly desirable.

Costs incurred prior to CFD formation will be reimbursed from the sale of bonds supported by a property owner special tax assuming the CFD is formed and property owners approve the special tax. If not, the City will be forced to bear the burden of the interchange improvements.

The Council previously approved a Phase IA funding plan wherein cash resources in the amount of \$6.7 million were loaned from the Sewer Operations Fund to the Traffic Mitigation Fund to cover project expenditures estimated at \$10.2 million. This \$6.7 million was to be augmented by \$3.5 million that was already available and earmarked for the Phase 1A improvements.

- OPTIONS:**
- a. Adopt Resolution No. 07-xx authorizing the City Council to enter into an agreement with Associated Transportation Engineers for Traffic Engineering services and approving a budget appropriation in the amount of \$15,000 in relation to the formation of Community Facilities District for Highway 101-46W improvements.
 - b. Amend, modify, or reject the above option.

Prepared by: John Falkenstien, City Engineer

Attachments (2)

- 1) Proposal from Associated Transportation Engineers
- 2) Resolution



ASSOCIATED TRANSPORTATION ENGINEERS

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Richard L. Pool, P.E.
Scott A. Schell, AICP

Paso Robles

MAR 21 2007

Planning Division

March 19, 2007

07525P01.WP

John Falkenstein, City Engineer
City of Paso Robles
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SCOPE OF WORK AND COST ESTIMATE TO PREPARE A TRAFFIC ANALYSIS FOR THE THEATRE DRIVE RELOCATION PROJECT, PASO ROBLES, CALIFORNIA

Associated Transportation Engineers (ATE) is submitting this scope of work and cost estimate to prepare a traffic analysis for the Theatre Drive Relocation Project. It is understood that the purpose of the study is to demonstrate the level of service improvement associated with improving the west side of the U.S. Highway 101/State Route 46 West interchange. The study will provide traffic operational information for the interchange for the following scenarios:

Traffic Scenarios

1. Existing Conditions
2. Near Term Conditions (assuming development of the approved but not yet constructed development projects)
3. Near Term Conditions + Theatre Drive-Vine Street Realignment
4. Near Term Conditions + Theatre Drive-Vine Street Realignment + Westside Roundabout

Traffic counts will be collected during the weekday P.M. peak hour period at the study-area intersections, which are listed below:

Intersections

SR 46W/Theatre-Vine
SR 46W/Hwy 101 SB
SR 46W/Hwy 101 NB
SR 46W/Ramada

The traffic report will also discuss how the proposed widening of Theatre Drive between SR 46W and the City limits will improve traffic operations. The widening will provide 1 lane in each direction, a center left-turn lane, and bike lanes.

The traffic report will also include a discussion and summary of the traffic model and traffic share analyses prepared for the PSR related to the City, County and Regional traffic. The City share will be further analyzed to identify the Theatre Drive business corridor share.

Traffic counts will also be collected during the weekday P.M. peak hour period at the Theatre Drive/Alexa Count and Theatre Drive/Gahan Place intersections. This data may or may not be included in the traffic report but will be provided to the City for their use and can be used for the PS&E that is underway.

SCOPE OF WORK

Associated Transportation Engineers proposes to furnish the traffic engineering and related technical services necessary to prepare the study. The services to be provided are listed in the following tasks.

Existing Conditions

1. Collect P.M. peak hour turning movements at the U.S. 101/SR 46W interchange as well as at the Theatre Drive/Alexa Count and Theatre Drive/Gahan Place intersections. Counts will be collected during the Tuesday-Thursday P.M. peak period.
2. Calculate Existing weekday P.M. peak hour levels of service for the intersections at the U.S. 101/SR 46W interchange using the SYNCHRO/Highway Capacity Manual Operations model developed previously by Caltrans/ATE. This model considers the operational characteristics of the interchange (e.g. lane widths, truck traffic, signal timing, etc.)

Near-Term Conditions

1. Assign traffic to the U.S. 101/SR 46W intersections for the approved but not yet constructed developments in the area. A list of approved but not yet constructed developments is to be provided by the City.
2. Calculate Near-Term weekday P.M. peak hour levels of service for the U.S. 101/SR 46W intersections assuming the existing + approved projects traffic forecasts. Compare to Existing levels of service for reference.

Near Term Conditions + Theatre Drive-Vine Street Realignment

1. Assign Near Term traffic volumes to the U.S. 101/SR 46W intersections assuming that Theatre Drive and Vine Street are realigned to the west, pursuant to the plan that is moving forward.
2. Calculate P.M. peak hour levels of service for the U.S. 101/SR 46W intersections assuming the Near Term traffic volumes with Theatre Drive and Vine Street realigned to the west. Compare to Existing and Near Term levels of service for reference.

Near Term Conditions + Theatre Drive-Vine Street Realignment + Westside Roundabout

1. Assign Near Term traffic volumes to the U.S. 101/SR 46W intersections assuming the Theatre Drive-Vine Street realignment + the roundabout on the westside of the interchange (roundabout at U.S. 101 SB Ramps/SR 46W).
2. Calculate Near-Term weekday P.M. peak hour levels of service for the U.S. 101/SR 46W intersections assuming the Near Term traffic with Theatre-Vine realignment and the roundabout on the westside of the interchange. Compare to other scenarios.

Theatre Drive

1. Provide brief discussion of existing and future traffic volumes and operations on the segment of Theatre Drive between SR 46W and the City limits. Compare levels of service/operations with and without planned widening. The widening will provide 1 lane in each direction, a center left-turn lane, and bike lanes.

Regional/County/City Shares

1. Provide discussion and summary of the traffic model and City, County and Regional traffic share analyses prepared for the PSR prepared by Omni-Means using the Paso Robles-Templeton model. The City share will be further analyzed to identify the Theatre Drive business corridor share.

Traffic Report

1. Prepare draft traffic report summarizing the analyses and submit to the City of Paso Robles.
2. Address comments submitted on the draft report and prepare final traffic report. Submit 1 bound, 1 unbound, and 1 electronic copy to the City of Paso Robles.

OPTIONAL ITEM

The realigned Theatre Drive will redistribute traffic at the Target Center. The optional item would address access/circulation affects to the shopping center. Traffic counts will be collected during the weekday P.M. peak hour period at the driveways that serve the Target Center. Shopping center traffic will be assigned assuming the realigned Theatre Drive and the center's driveways and on-site circulation system will be evaluated. Changes to the shopping center's access/circulation system will be recommended as appropriate. The cost for the optional items will be \$2,400.

PERSONNEL AND REFERENCES

Richard L. Pool, PE, will be the Principal in Charge of the proposed project and Dan Dawson will be the Project Manager responsible for the technical analyses and preparation of the report. Other ATE staff will be assigned as necessary to complete the technical analyses.

SCHEDULE AND FEES

ATE can begin work on the project on April 2, 2007 and the analyses and report will be completed within 20-30 working days. Our fee for the work will be **\$11,950**. The cost for the optional items will be **\$2,400**, bringing the total cost to **\$14,350** if the City chooses to include the optional item. Work required in addition to that outlined in the above work scope will be undertaken on a time-and-materials basis according to the rates shown in the attached fee schedule when authorized in writing by the City of Paso Robles. Invoices are due and payable within 30 days of the date of the invoice.

We appreciate the opportunity to provide you with this proposal and look forward to beginning the project.

Associated Transportation Engineers

 FUR:

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

RLP/DLD

Attachment: ATE Fee Schedule (2007)

RESOLUTION NO. 07-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
TO AUTHORIZE A CONTRACT WITH ASSOCIATED TRANSPORTATION ENGINEERS FOR
TRAFFIC ENGINEERING SERVICES

WHEREAS, since the development of the Target Center, all land developments in the Theatre Drive corridor have been subject to agreements to participate in improvements at the 101/46 interchange; and

WHEREAS, the first phase of said improvements will be the improvement and realignment of Theatre Drive; and

WHEREAS, access to/from properties in the Theatre Drive corridor will be significantly enhanced as a result of said improvements; and

WHEREAS, a Community Services District involving properties in the Theatre Drive corridor is needed to finance said improvements; and

WHEREAS, the City needs to measure the benefit of the interchange improvements; and

WHEREAS, Associated Transportation Engineers has provided a proposal to measure the benefit of the improvements in terms of traffic capacity and reduced delays, and to establish the share of benefit of properties in the Theatre Drive corridor.

THEREFORE BE IT HEREBY RESOLVED by the City Council of the City of El Paso de Robles to approve a one time budget appropriation from the Hwy101/46W CFD Fund in the amount of \$15,000 to budget account 309-710-5224-222 for fiscal year 2007.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 3rd day of April 2007 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Frank R. Mecham, Mayor

ATTEST:

Deborah D. Robinson, Deputy City Clerk