



# Memorandum Engineering Division

November 5, 2014

**To:** Planning Commission  
**From:** Tom Frank, Transportation Engineering Manager *TF*  
**Subject:** Avenida La Pata Striping  
**Copies:** William E. Cameron, Public Works Director / City Engineer  
Thomas Bonigut, Assistant City Engineer

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## ISSUE:

**A request to consider adopting a resolution approving the restriping of Avenida La Pata .**

## BACKGROUND:

Avenida La Pata south of Avenida Pico (refer to Attachment A) is scheduled for rehabilitation and restriping in the spring of 2014. Consistent with the City's General Plan to implement complete streets concepts where feasible, staff investigated options for reconfiguring the lane alignments to best balance the street for all users. The configuration of streets impacts the surrounding community. As such, wide roads promote higher vehicular speeds<sup>1</sup>, and higher speeds may negatively influence the safety and quality of life for the adjacent neighborhood.

Avenida La Pata is a secondary arterial street with an average daily traffic (ADT) volume of 9,000 vehicles per day with a significant percentage of truck traffic which serves the Rancho San Clemente Business/Industrial Park. Also, there is occasional overflow of parking onto Avenida La Pata near Calle Amanecer during services held at Heritage Christian Fellowship Church. The Church service times are during periods with very low traffic conditions and during those periods the City has permitted the church to cover the No Parking signs on Avenida La Pata during the needed periods.

Staff understands the importance of community input for street improvements that affect the functionality and character of neighborhoods. Staff also recognizes the importance to design the roadway to best balance the needs of the users of the roadway include those that may not live directly adjacent to the roadway. With this opportunity, staff has developed a striping plan that better balances the street by reducing vehicular travel lanes from 12 to 15 feet down to 11 feet and use the extra width to establish buffered bike lanes along the majority of the street segment as shown on Exhibit B.

A summary of the benefits of the options follows:

Benefits

- a) Increased potential for traffic speed reduction due to increased perceived “friction” resulting from the narrowing of lanes from up to 15 feet to 11 feet.
- b) The buffered bike lanes provide a more inviting environment and more room for bicyclists
- c) Improved sustainability due to lower long term maintenance costs related to reduced vehicle travel lane area.
- d) The proposed buffered bicycle lanes will provide an additional 5 feet of space outside the vehicle lanes when parking on Avenida La Pata.

**RECOMMENDATION:**

STAFF RECOMMENDS THAT the Planning Commission approve the restriping of Avenida La Pata, subject to the attached Resolution.

**Attachments:**

- A. Location Map
- B. Proposed Avenida La Pata Striping Elevations
- C. Resolution No. PC 14-045

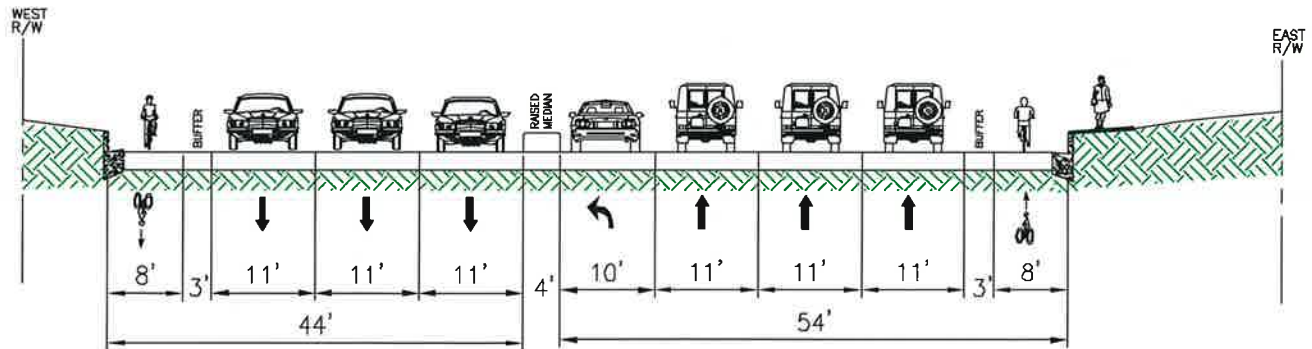
**Footnotes:**

- 1. Fitzpatrick, Kay et al, “Design Factors That Affect Driver Speed on Suburban Arterials,” Research Report 1769-3, Texas Transportation Institute, June 2000

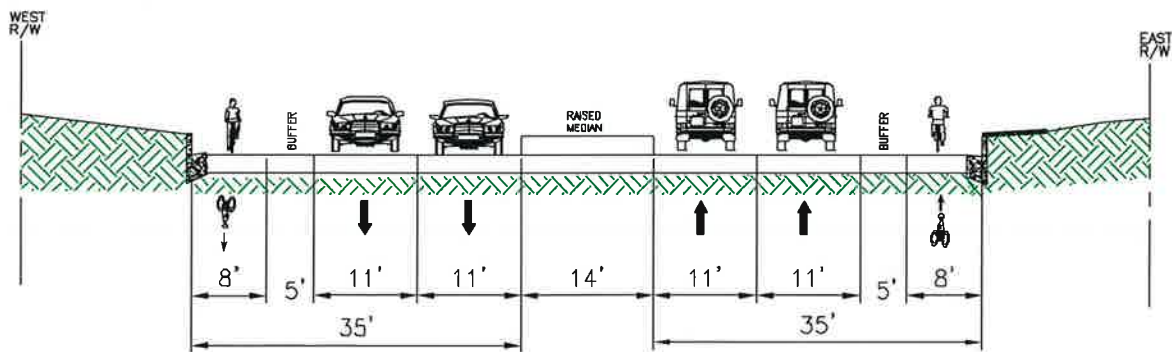
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# PROPOSED AVENIDA LA PATA STRIPING



AVENIDA LA PATA at AVENIDA PICO



TRAFFIX DEVICES to SKATE PARK DRIVEWAY

**RESOLUTION NO. PC 14-045**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF  
SAN CLEMENTE, CALIFORNIA, APPROVING THE RESTRIPING OF  
AVENIDA LA PATA**

**WHEREAS**, the City is scheduling the resurfacing of Avenida La Pata south of Avenida Pico in the spring of 2015; and

**WHEREAS**, the City investigates options for reconfiguring the lane alignments to balance the street for all users when resurfacing streets; and

**WHEREAS**, the City's engineering team developed a striping plan that better balances the street by reducing vehicular travel lanes from 12 to 15 feet down to 11 feet and using the remaining width to establish buffered bike lanes along the majority of the street.

**NOW, THEREFORE**, the Planning Commission of the City of San Clemente hereby resolves as follows:

**Section 1:** The project is in conformance with the City's General Plan Mobility and Complete Streets Element goal to create a balanced transportation network that provides mobility and access for all modes of travel, including motor vehicles, transit, bicyclists, pedestrians, and rail traffic; and

**Section 2:** The Planning Commission of the City of San Clemente hereby approves the restriping of Avenida La Pata per the ATTACHMENT B.

**PASSED AND ADOPTED** at a regular meeting of the Planning Commission of the City of San Clemente on November 5, 2014.

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Chair

**TO WIT:**

**I HEREBY CERTIFY** that the foregoing resolution was duly adopted at a regular meeting of the Planning Commission of the City of San Clemente on November 5, 2014, and carried by the following roll call vote:

**AYES:**           COMMISSIONERS:  
**NOES:**           COMMISSIONERS:  
**ABSTAIN:**       COMMISSIONERS:  
**ABSENT:**        COMMISSIONERS:

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Secretary of the Planning Commission