



ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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September 29, 2011

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TRANSPORTATION MANAGEMENT PLAN AND ROADWAY ANALYSIS FOR THE CANTINAS CELEBRATION OF THE ARTS CAMP – LAKE NACIMIENTO AREA, SAN LUIS OBISPO COUNTY

Associated Transportation Engineers (ATE) staff has reviewed the project information and Lynch Canyon Road from Oak Shores Drive to the proposed Camp Entrance.

Project Description

Cantinas Celebration of the Arts Camp operation envisions an Organizational Camp with facilities and weekly and bi-weekly programs for up to 200 campers. The weekly programs will begin on Sunday and end on the following Saturday. This will require a counseling, administrative, maintenance and support staff of up to 100. The program is directed towards Christian church congregations and youth ministries. The Cantinas operational plan is to have various churches throughout central and southern California assemble groups of 40 to 50 persons to attend a one to two week program at the Arts Camp. The groups will be picked up by bus at their locations on Sunday morning and transported to the Cantinas property. Each bus will have Camp staff on board to facilitate the travel experience. In general, the travel time from the pickup point to the camp will be in the 4 to 5 hour range. Thus, the buses will arrive at the Arts Camp late morning and early Sunday afternoon. On Saturday, buses will depart the site between 10 AM and 2 PM.

The Camp will draw campers from the following geographic areas:

- Los Angeles Area
- Riverside/San Bernardino Area
- Fresno/Bakersfield Area
- Sacramento/Stockton Area
- Monterey Bay Area
- San Francisco/Oakland Area

It is anticipated that 52-55 seat tour buses will be utilized. Assuming each bus carries 50 campers and 2 or 3 accompanying staff members, the total number of buses required each week for arrivals would be 4. This would result in 4 buses in late morning and early afternoon on Sunday and 4 empty buses departing after passengers and gear are unloaded.

The departing campers will leave the site on Saturday, with permanent Camp staff remaining on-site until the campers depart. Although most program staff will be remaining on site throughout the summer operating season, in order to provide a conservative analysis of roadway use we have assumed that each week there may be up to 90 non-permanent staff members to be transported to the site, requiring two buses. Staffing will be scheduled to provide for departing staff to use the buses that brought the week's staff to the site. Therefore there would be 2 inbound and 2 outbound bus trips on Saturday for staff and 8 bus trips (4 in and 4 out) for the departing campers. There will be a one-way circulation on-site for the buses. (See Master Plan).

Lynch Canyon Road – Oak Shores Drive to Project Entrance.

The paved segment of Lynch Canyon Road ends just south of Oak Shores Drive. The transition from paved to graveled is shown on Exhibit 1. From the end of pavement to beyond the Project Entrance, Lynch Canyon Road is a graveled road that varies from 24+ feet to 12± feet at the cattleguards (Exhibit 2) and in other areas (Exhibit 3). Along the road, there are wide areas where vehicles can pull over and let opposing vehicles pass (Exhibit 4). This procedure is the common protocol when traversing a Lynch Canyon type of road. The width and alignment can accommodate a 52-55 passenger tour bus. Where there are low hanging tree limbs, trimming may be necessary. The tour bus operator will make an inspection trip on the route before agreeing to provide the bus service. A prudent driver travels this road in the 20 to 25 mph range. The sight distance at the curves and at the narrow sections of the road is adequate for drivers to adjust their speed and/or “pull over” to allow the opposing traffic to pass. Lynch Canyon Road crosses a drainage channel that has several large corrugated metal pipes to convey the water (Exhibit 5). There are wider areas on each side of this location where vehicles can wait for opposing traffic to cross the drainage. Various locations along the route are depicted on Exhibits 6-11. The proposed project entrance and the driveway leading up to the gate is shown on Exhibit 12 and on Exhibit 13, the Cantinas Ranch Master Plan.

Exhibit List/Descriptions (Exhibits attached)

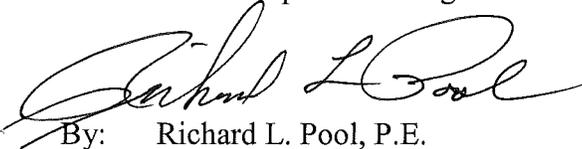
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| Exhibit 1 | Looking north at the end of pavement on Lynch Canyon Road south of Oak Shores Drive. |
| Exhibit 2 | Lynch Canyon Road at cattleguard. |
| Exhibit 3 | Wide area to narrower section of Lynch Canyon Road. |
| Exhibit 4 | Another cattleguard and approach area. |
| Exhibit 5 | Culverts in drainage on Lynch Canyon Road. Good sight distance for opposing traffic. |
| Exhibits 6-11 | Various locations along Lynch Canyon Road shows curves, sight distance and trees. |
| Exhibit 12 | From Lynch Canyon Road looking at project entrance location (gate). |
| Exhibit 13 | Cantinas Ranch Master Plan |

Summary and Conclusion

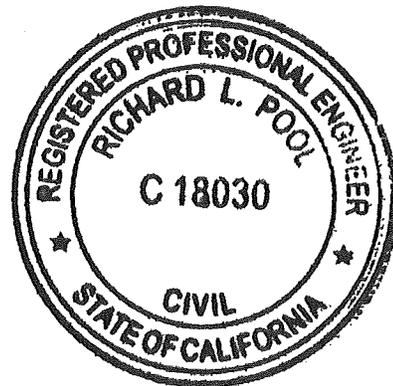
The operation plan for the Cantinas Celebration of the Arts Camp provides for the utilization of 52-55 passenger tour buses to transport the 200 campers from various pickup points in Central and Southern California. The program has the campers on the site from Sunday afternoon to Saturday mid morning. Program staff may be bused to and from the site on Saturday afternoons. The departing camper transportation will require 4 buses (4 in and 4 out) on Saturday and the arriving campers will require 4 buses (4 in and 4 out) on Sunday. The program staff change may require up to 2 buses (2 in and 2 out) on Saturday. Lynch Canyon Road from the end of pavement south of Oak Shores Drive is a graveled road with cattleguards, culverts and trees that constrain the width. The width is generally in the 15 to 18 foot range with some areas around 12 feet. This is a rural road that generally serves low intensity ranching. This is a low volume road with conditions that prudent drivers would traverse in the 20 to 25 mph range. There is adequate sight distance for drivers to see oncoming traffic with enough areas for one or the other drivers to "pull over" and let the opposing traffic to pass. There may be some locations where the bus company providing service will want to trim some of the low hanging branches. The number of buses and miscellaneous trips associated with the operation of the Cantinas Celebration of the Arts Camp will not significantly affect the operation of Lynch Canyon Road. The roadway configuration can accommodate a 52 to 55 passenger tour bus. It is not anticipated that the buses would cause damage to the roadway. The sight distance for vehicles entering and exiting the project entrance is sufficient for the prudent vehicle speed on Lynch Canyon Road.

It is my conclusion that the buses and miscellaneous traffic related to the Cantinas Celebration of the Arts Camp will not significantly affect the operation or maintenance of Lynch Canyon Road from Oak Shores Drive to the Project entrance.

Associated Transportation Engineers



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



Attachments – Exhibits as noted.

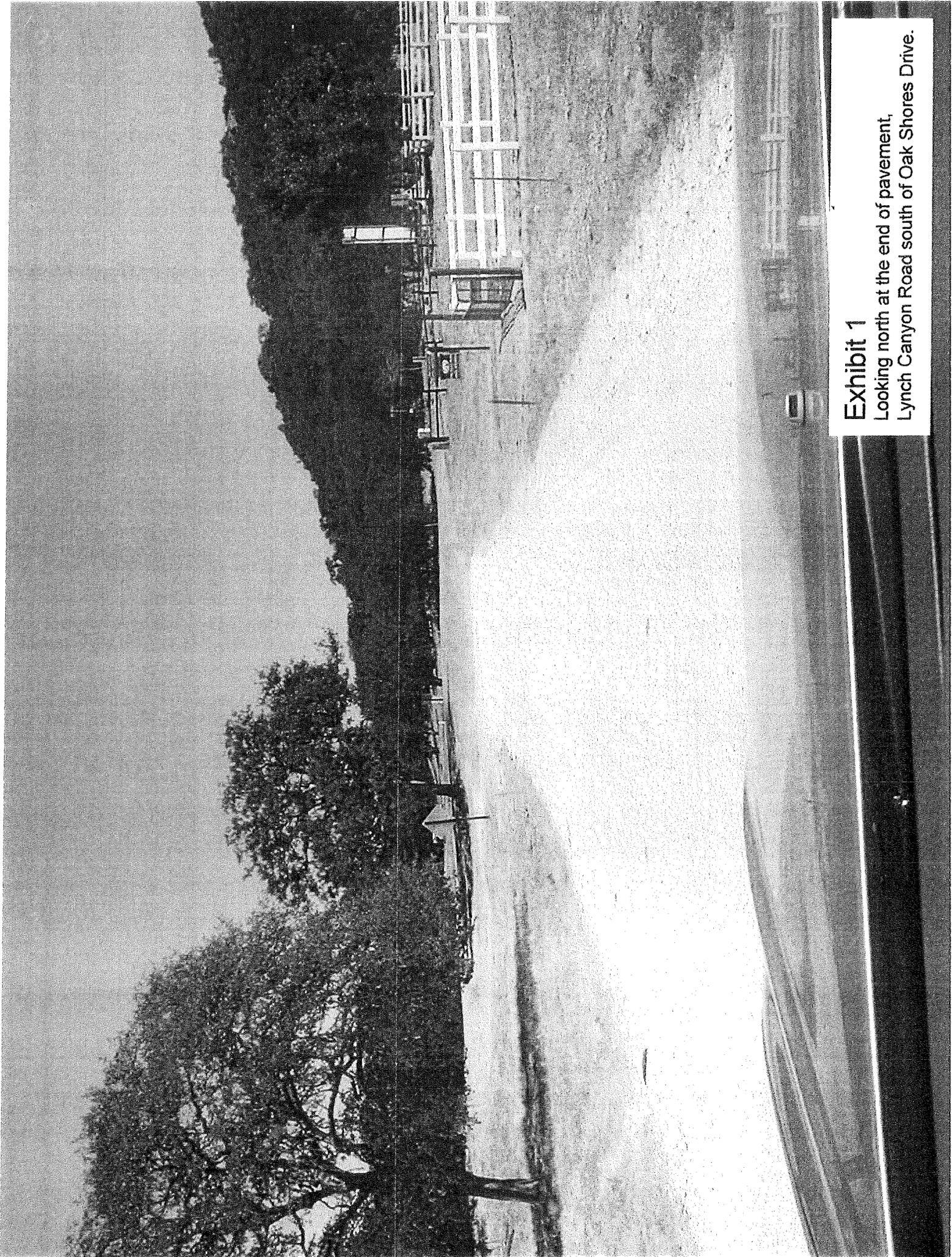


Exhibit 1
Looking north at the end of pavement,
Lynch Canyon Road south of Oak Shores Drive.

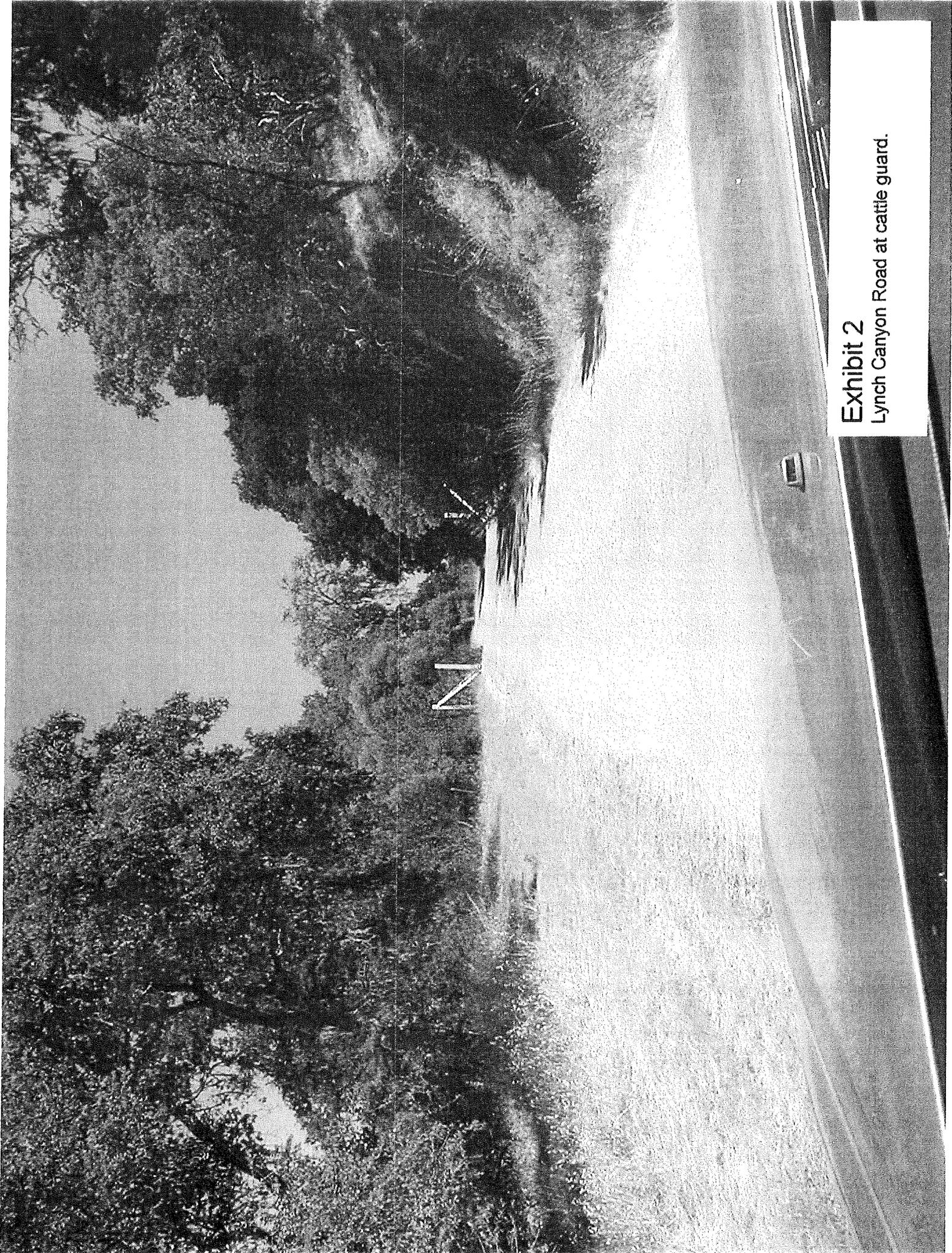


Exhibit 2

Lynch Canyon Road at cattle guard.

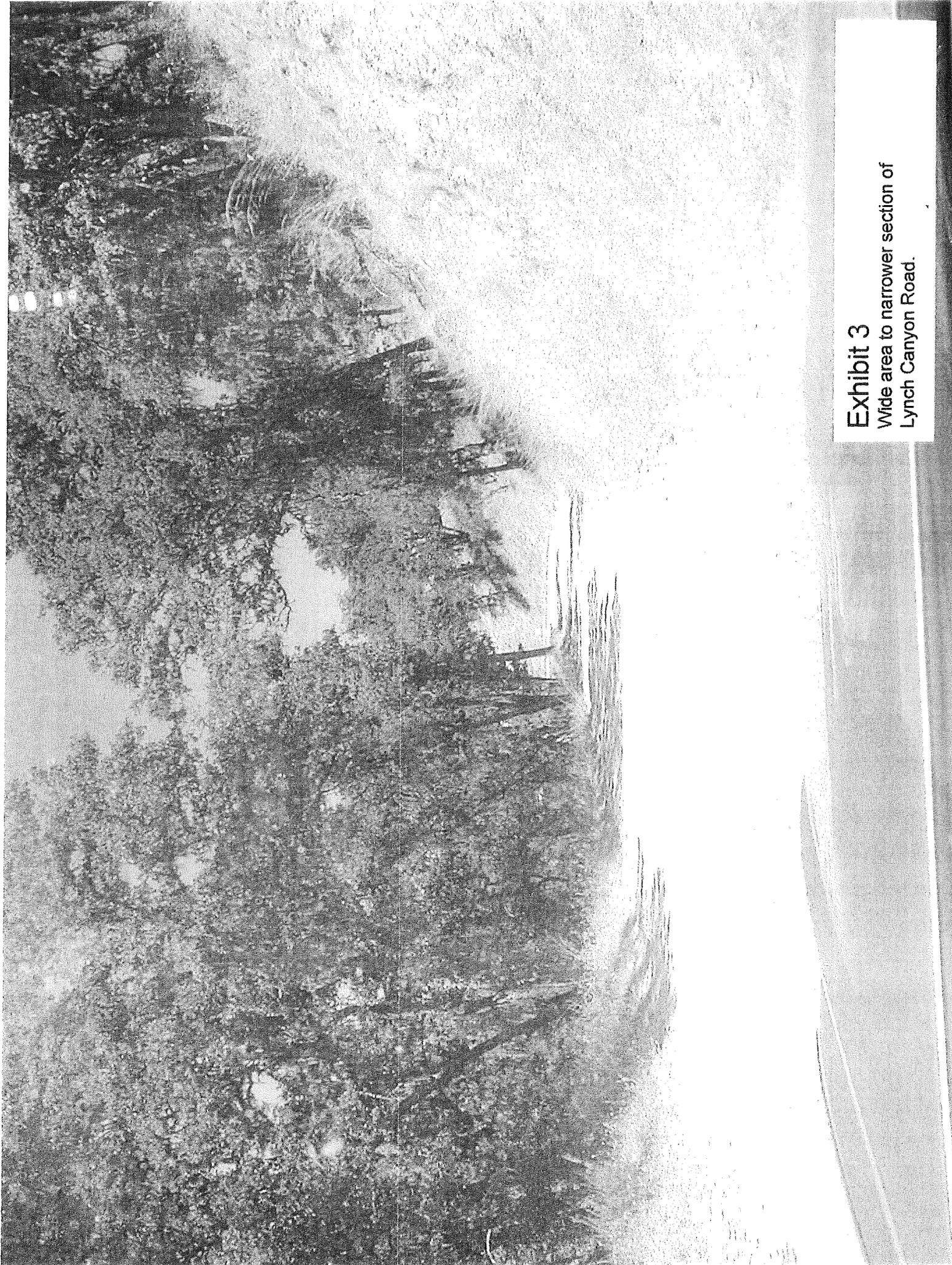


Exhibit 3

Wide area to narrower section of Lynch Canyon Road.

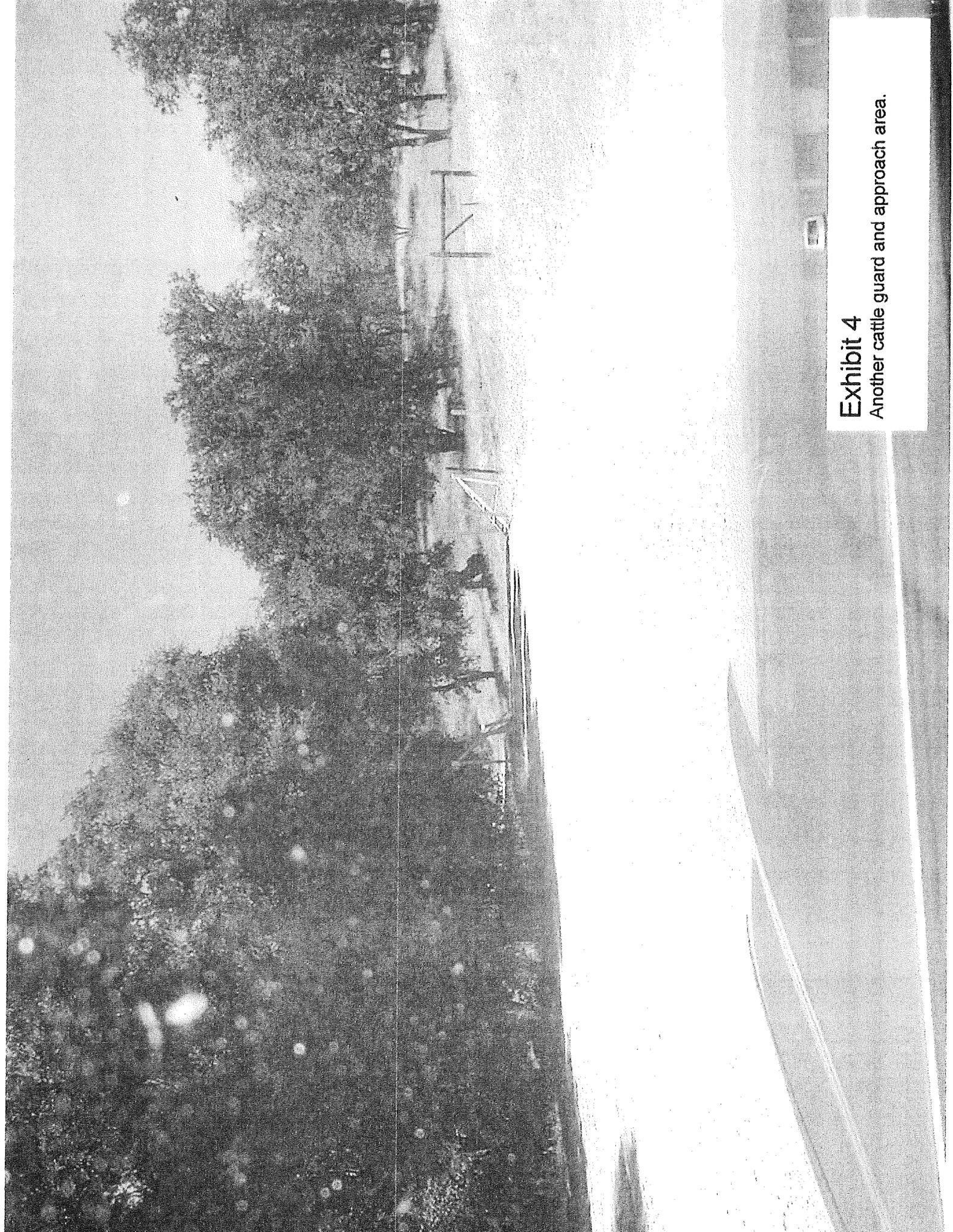


Exhibit 4
Another cattle guard and approach area.

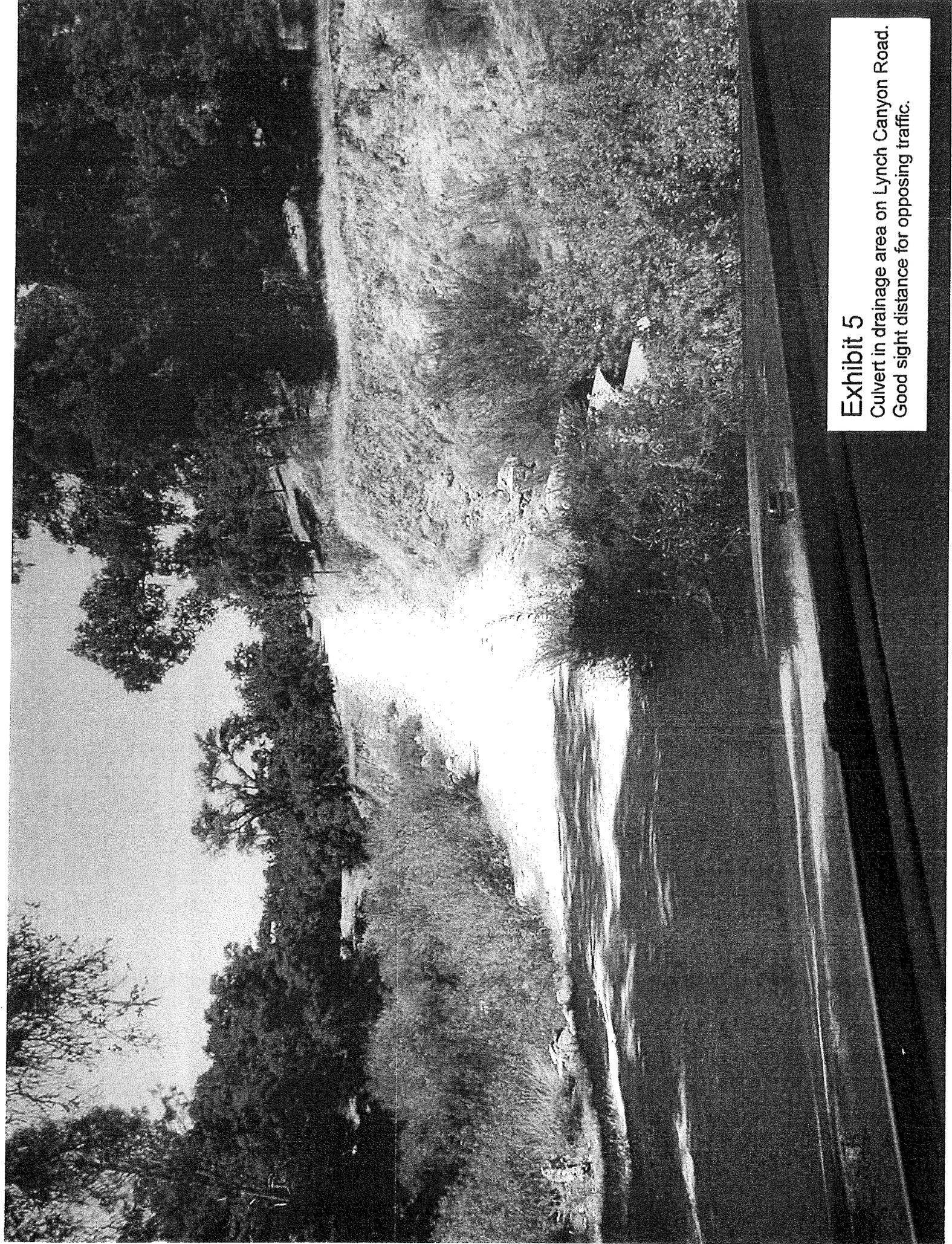


Exhibit 5
Culvert in drainage area on Lynch Canyon Road.
Good sight distance for opposing traffic.



Exhibit 6

Lynch Canyon Road, Various Locations





Exhibit 7

Lynch Canyon Road, Various Locations

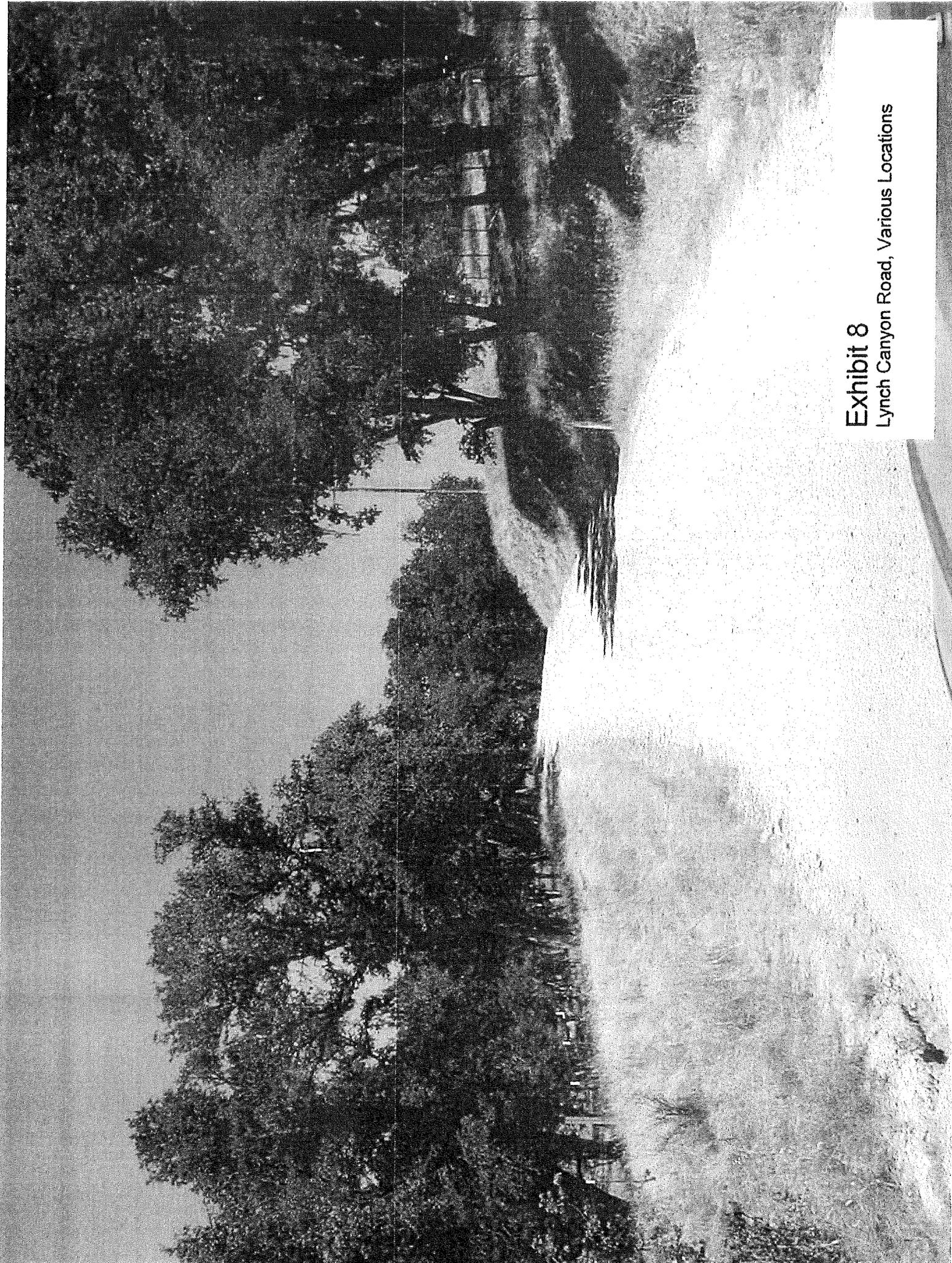


Exhibit 8
Lynch Canyon Road, Various Locations

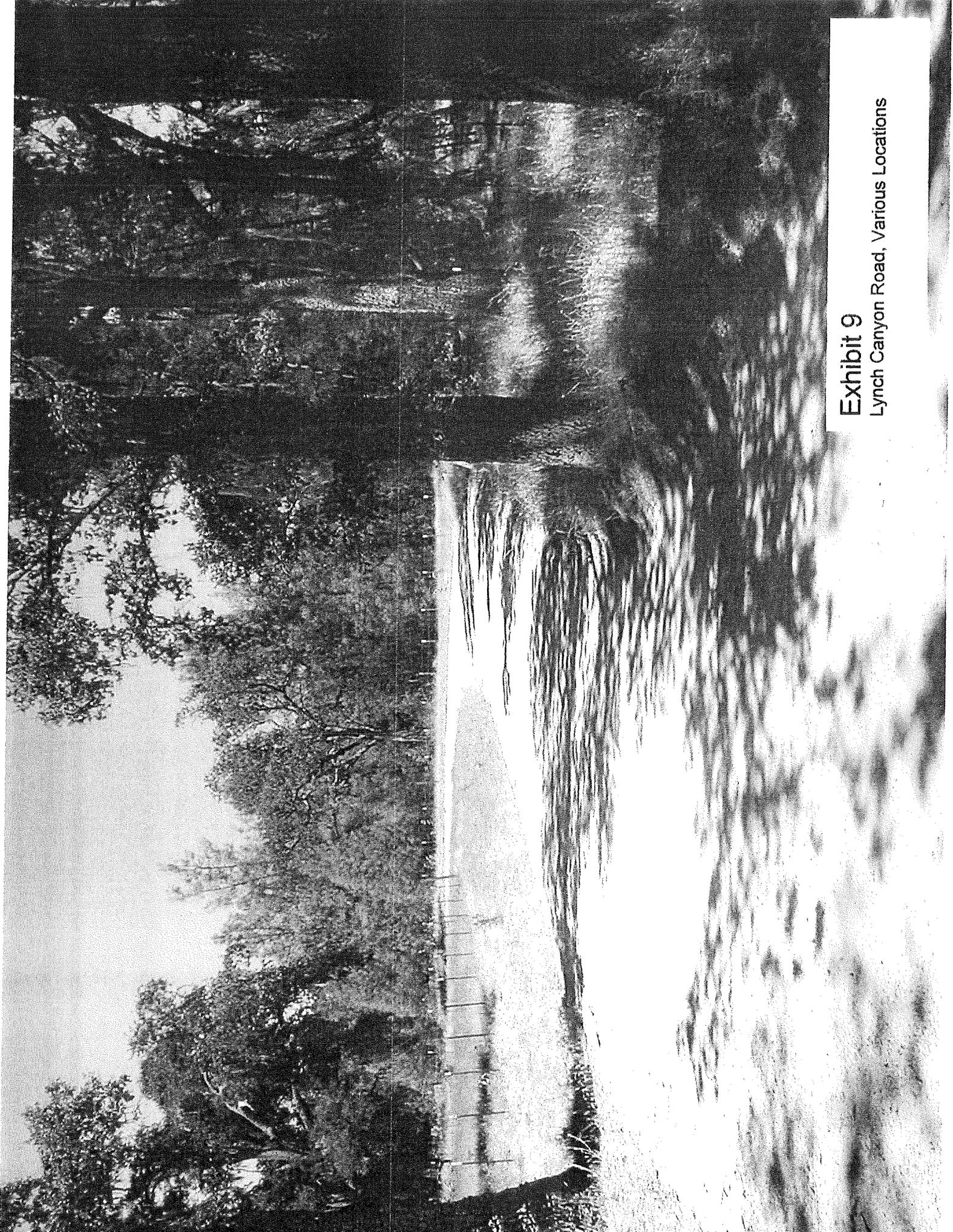


Exhibit 9
Lynch Canyon Road, Various Locations

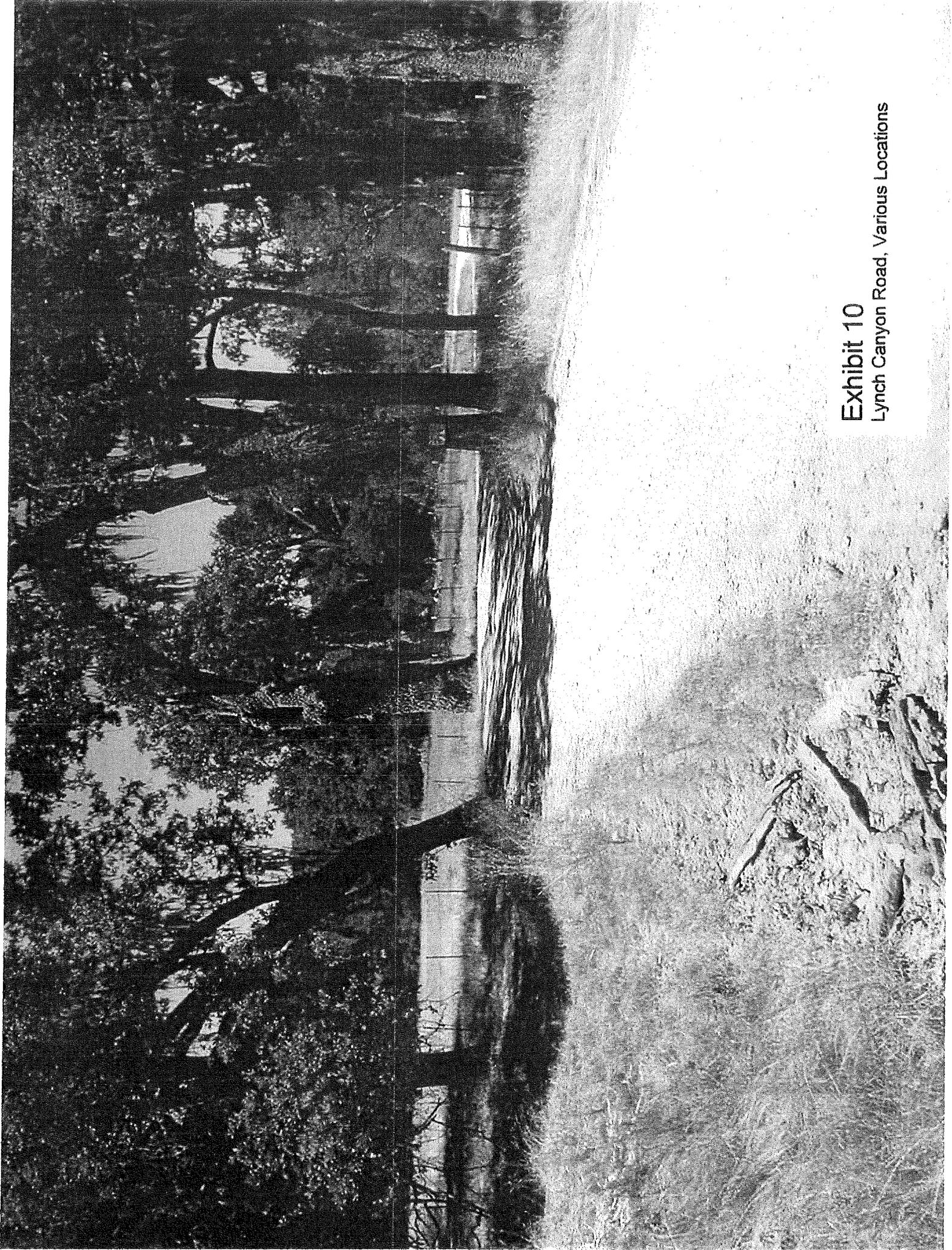


Exhibit 10
Lynch Canyon Road, Various Locations

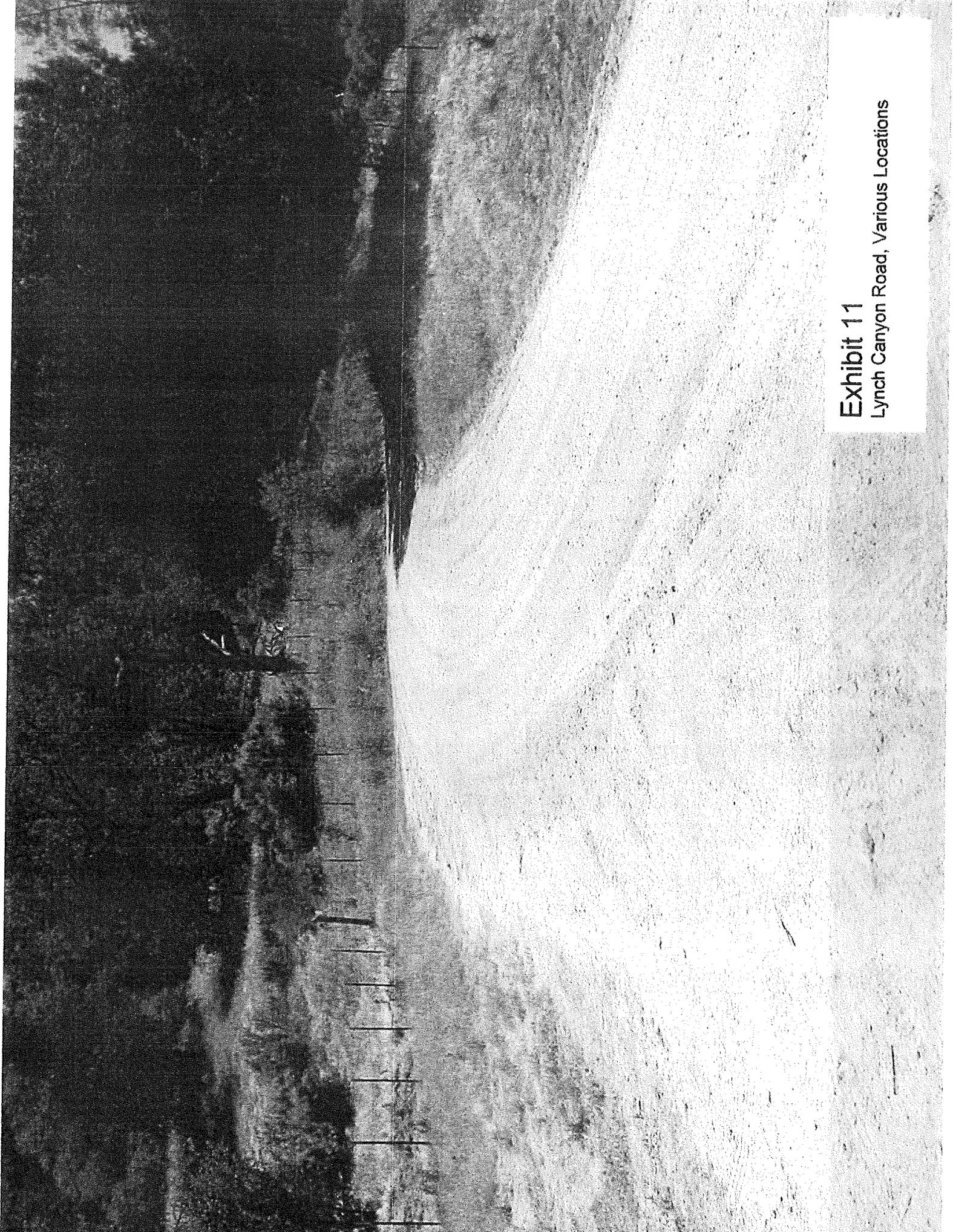


Exhibit 11

Lynch Canyon Road, Various Locations

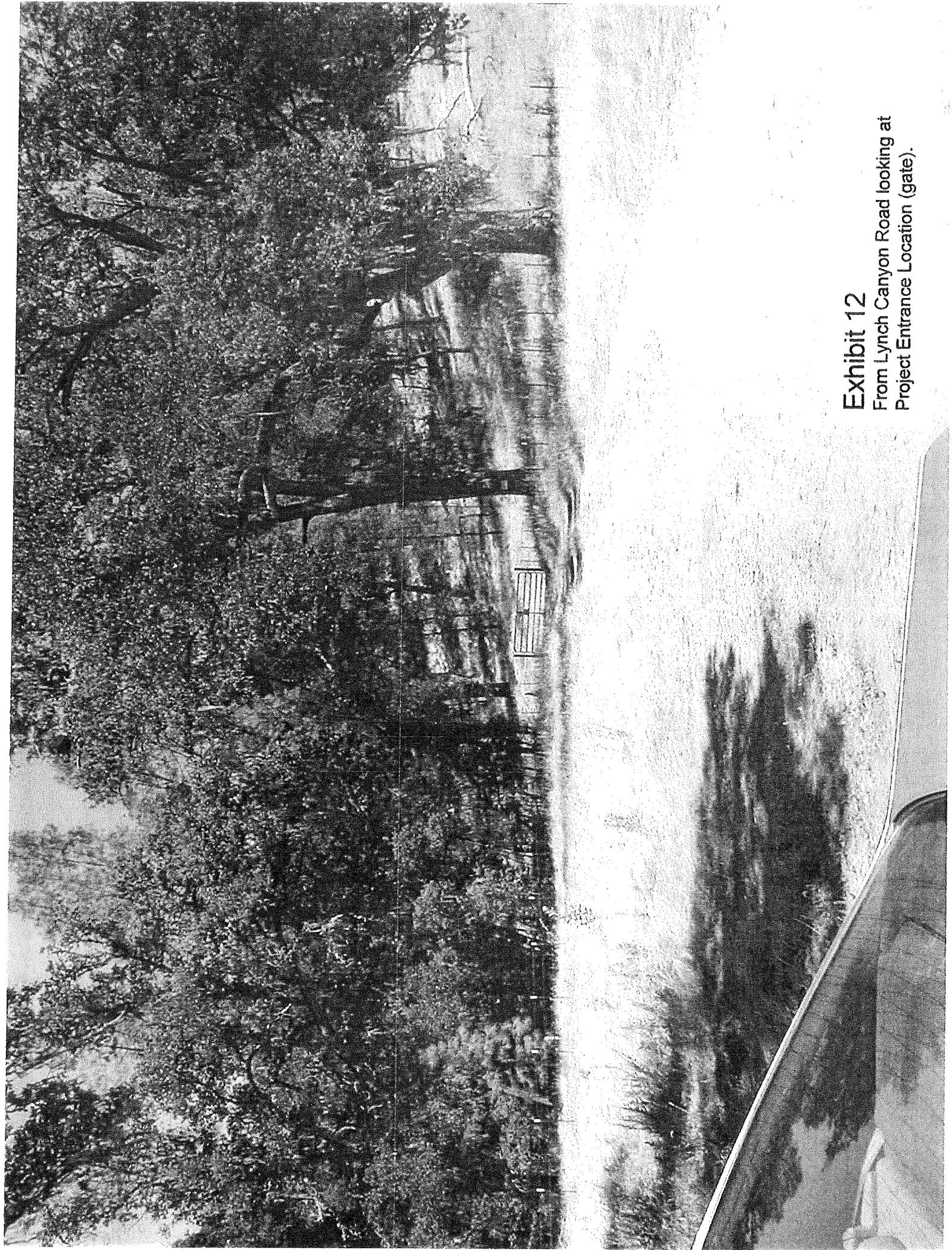
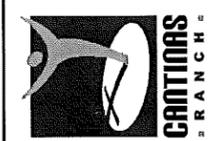


Exhibit 12
From Lynch Canyon Road looking at
Project Entrance Location (gate).



Cantinas Ranch Camp
OVERALL SITE PLAN

C.1



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JIM DUFFY ARCHITECTURE
green by design
AN AFFILIATE OF JIM DUFFY ARCHITECTURE

Exhibit 13