

We understand that during the Planning Commission hearing on your project there were two issues relative to traffic that you would like for us to address. Following are the issues as well as some additional information to address them.

1. Is there the possibility to lengthen the queue line, west bound, to turn into the project? Can this queue go to 3 or 4 cars?

The existing configuration of the west leg at First Street/Freeway Drive includes a 100-foot eastbound left-turn pocket at the traffic signal that transitions into a two-way left-turn lane that could be used by project residents for left-turn access from First Street to the site. It would be possible to extend the two-way left-turn lane easterly by reducing the length of the eastbound left-turn pocket and adding that length to the two-way left-turn lane. Our analysis indicates that the 95th percentile queue for the westbound left turn is expected to be a maximum of 37 feet. Even with the addition of traffic from the apartments currently under construction on the northwest corner of the intersection there would be few added left turns during peak traffic periods as most work-related trips would be to/from SR 29 to the east, therefore entering via a right turn. This change could be accomplished through a minor change in the striping.

2. How does this project not have a measurable effect on the traffic load?

Based on standard trip generation rates the project would be expected to generate 18 trips during the morning peak hour and 22 during the evening peak hour. The allocation resulted in 85 percent of trips being added to various movements at the intersection of First Street/Freeway Drive, including 80 percent to/from east of the intersection on First Street and 5 percent to/from south of the intersection on Freeway Drive. Because the trips are dispersed among four movements, including eastbound through and right turns, westbound throughs and northbound left-turns, the number of added trips on any single movement is 10 or less, with most trips added to the through movements on First Street. The analysis indicates that average delays would be expected to decrease upon adding project-generated traffic, and as explained in the traffic study, this is due to the fact that nearly all the project-generated trips are being added to the east-west through movements and these movements have average delays that are lower than that for the intersection as a whole, thereby bringing the overall average down slightly.

In terms of the project's long-term impact, because the project is consistent with the site's zoning and land use designation, long-range planning efforts such as demand modeling would have included assumptions regarding development of the site that are very similar to what is being proposed. The project's traffic impacts on the regional transportation system have therefore been accounted for in such long-range planning and facilities should already be sized appropriately to accommodate trips associated with this project.

I hope this information is useful in responding to the City's questions, and I will be preparing to address these issues and any others that might arise during the hearing on June 20.

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