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Focused Traffic Impact Analysis for the Pullman Lofts

Dear Mr. Brueggemann;

As requested, Whitlock & Weinberger Transportation, Inc. (W-Trans) has prepared a traffic study relative to the proposed Pullman Lofts to be located on Wilson Street between Eighth and Ninth Streets in the City of Santa Rosa. The purpose of this letter is to show that the proposed project does not generate a sufficient number of trips to warrant an operational analysis; to evaluate existing conditions, site access, and availability of facilities for alternative modes of transportation; and to recommend any improvements necessary to maintain acceptable traffic conditions.

Existing Conditions

The study area consists of Wilson Street between Eighth and Ninth Streets in the City of Santa Rosa. Wilson Street generally runs north-south and is nearly parallel to the SMART railroad tracks at the project site. Along the project frontage Wilson Street has two 15-foot travel lanes and a posted speed limit of 25 miles per hour (mph). The Wilson Street/Ninth Street intersection is stop-controlled on all legs and has crosswalks on the southbound, westbound, and northbound approaches. Wilson Street/Eighth Street is stop-controlled on the eastbound and westbound Eighth Street approaches and has crosswalks on all approaches. There is a Class I paved bike path between the railroad tracks and the project site and there are sidewalks on the north, east and south sides of the proposed project area.

Project Description

The proposed project would be a new 72-unit apartment complex bound by Wilson Street, Eighth Street, Ninth Street and the railroad tracks. Site access would be via a driveway on Ninth Street. The proposed project includes an underground parking garage and converting the existing commercial building on the north end of the site to a community room and a small space that could potentially be used for a coffee shop or art studio.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 9th Edition, 2012 for "Apartment" (ITE LU #220). It was assumed that the trip generation for the remaining small commercial space would be less than the trip generation for the existing commercial use, so this space was not included in the analysis. The resulting trip generation is shown in Table 1.

Table I
Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Proposed											
Apartment	72 units	6.65	479	0.51	37	7	30	0.62	45	29	16

As shown in Table I, the project would generate fewer than 50 peak hour trips (37 during the a.m. peak hour and 45 during the p.m. peak hour), so under the criteria included in the City's *Standard Guidance for the Preparation of Traffic Impact Analysis*, a traffic impact analysis is not required. Further, because the added trips would be predominantly on City streets, with a limited number on nearby State facilities, and due to the recent reconstruction of these facilities to provide additional capacity, no analysis is required under Caltrans traffic study guidance. The following information is provided, however, for the benefit of the environmental clearance review process.

Access Analysis

Site Access

Access to the project would be provided by a driveway on Ninth Street between Wilson Street and the railroad tracks.

Sight Distance

Sight distance along Ninth Street at the project driveway was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for minor street approaches that are a driveway are based on stopping sight distance. The approach travel speed is used as the basis for determining the recommended sight distance. Additionally, the stopping sight distance needed for a following driver to stop if there is a vehicle waiting to turn into a side street or driveway is evaluated based on stopping sight distance criterion and the approach speed on the major street.

For an approach speed of 25 mph, which is the posted speed limit on Ninth Street, the minimum stopping sight distance required for the proposed driveway is 150 feet. While sight lines are generally adequate, it was noted that because of the vertical curve over the railroad tracks it will be necessary to prohibit parking along Ninth Street between the proposed driveway and the railroad tracks.

Alternative Modes

Given the proximity to the downtown area east of the site and the future SMART station one-quarter mile south of the site, it is reasonable to assume that some project residents would want to walk and/or bicycle to reach the nearby shopping and transportation facilities.

Pedestrian Facilities

Sidewalks exist along all project frontages, but the curb return on the project site corner of Wilson Street and Ninth Street appears not to be Americans with Disability Act (ADA) compliant. Further, there are driveways along the Wilson Street frontage that are no longer utilized and should be converted to standard

sidewalks. Residents would be able to access the all-weather path/bike trail leading to the SMART station from sidewalks on Eighth and Ninth Streets

Bicycle Facilities

Existing bicycle facilities, including bike lanes on streets, together with shared use of minor streets provide adequate access for bicyclists. Class II bicycle facilities are available on segments of Ninth Street and Class II and III bicycle facilities are proposed on Wilson Street and the surrounding area. The Santa Rosa Creek Trail and Joe Rodota Trail are Class I bike paths that intersect with the newly constructed bike path which leads to the SMART station.

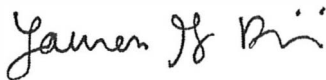
The proposed elimination of parking along the project's Ninth Street frontage has the added benefit of opening up sight lines where the trail crosses Ninth Street. Parked vehicles proximate to the trail crossing can block sight lines, which is undesirable for pedestrians, the most vulnerable users of the transportation system.

Conclusions and Recommendations

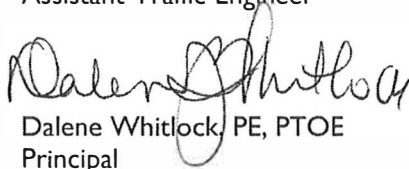
- The proposed 72-unit apartment complex is expected to generate an average of 479 trips on a weekday, including 37 during the morning peak hour and 45 during the evening peak hour. Because it generates fewer than 50 peak-hour trips, a full traffic impact analysis was not performed.
- Pedestrian facilities serving the project site are expected to be adequate with completion of improvements such as driveway closures and ramp modifications.
- Bicycle facilities serving the project site are adequate.
- Access to and egress from the site via the project driveway on Ninth Street are expected to function acceptably.
- Adequate sight distance will be available upon elimination of parking between the railroad tracks and the project driveway.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,



Lauren Davini, EIT
Assistant Traffic Engineer



Dalene Whitlock, PE, PTOE
Principal



DJW/lgd/SRO347.L1