



September 17, 2019

OEG Ref 19-803

Mr. Steven Orozco  
 Project Manager  
 Peoples' Self-Help Housing  
 3533 Empleo St  
 San Luis Obispo, CA 93401

Subject: 246 Bennett Way in Templeton - 28-unit Project Peoples' Self-Help Housing (PSHH)  
 Trip Generation Analysis, Speed Survey and Stopping Sight Distance Report

Dear Mr. Orozco:

Orosz Engineering Group, Inc. (OEG) has prepared the following letter report for a trip generation and sight distance analysis, for the subject project. Based on the project description provided, the primary access from Bennett Way will be south of Las Tablas Road.

**Trip Generation Analysis**

The project consists of 28 1-3 bedroom residential dwelling units. Trip generation for the project was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 10<sup>th</sup> Edition. For this project, the land use code that most closely matches the project is Land Use Code 220 - Low-rise Multifamily Housing. This land use includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Based this land use code, the corresponding trip generation rates and subsequent trip generation estimate are summarized in Table 1 below.

**Table 1**  
**Peoples' Self-Help Housing Bennet Way Project**  
**Trip Generation**

Rates				ITE	ADT	AM Peak Hour			PM Peak Hour		
				Code		In	Out	Total	In	Out	Total
Multifamily Residential	28	Units	220	6.31	0.11	0.35	0.46	0.43	0.25	0.68	
	(Low Rise)										
Trips	28	Units		177	3	10	13	12	7	19	
		Total		177	3	10	13	12	7	19	

The project is expected to generate a total of 177 trips per day (ADT) with 13 AM and 19 PM peak hour trips.

**Sight Distance Analysis**

The existing intersection stopping sight distance was evaluated for the proposed site access on Bennett Way. A site visit was conducted to document the current site conditions for both topography and speeds. Bennett Way is striped with one 12-foot travel lane in each direction with an eight-foot wide parking lane adjacent to the project site. The lanes are separated by a double yellow, no passing stripe. This portion of Bennett Way does not have a posted speed limit. The extension of Bennett Way to the south and west of the project site has a 25 MPH posted speed limit.

Actual vehicle approach travel speeds were documented for this segment of Bennett Way and were found to be 45 MPH for northbound traffic and 35 MPH for southbound traffic. The vehicle speeds for southbound traffic are influenced by the traffic signal at Las Tablas Road. Based on field observations, the majority of southbound traffic using Bennett Way makes a slow moving turn from Las Tablas Road onto southbound Bennett Way. The available stopping sight distance was field measured in both directions. The results of speed analysis are attached to the rear of this report.

Based on the current County of San Luis Obispo Stopping Sight Distance criteria (Standard A-5a), the required stopping sight distance and available sight distance are summarized below.

Location	Approach Speed	Required Corner Sight Distance	Actual Stopping Sight Distance	Comments
<u>Bennett Way at Project Access</u>				
Looking to Drivers Left	35 MPH	385'	269'	Short to Left
Looking to Drivers Right	45 MPH	495'	700'+	Ok to Right

As seen in the table above, the available corner sight distance condition at the proposed main access location, to the drivers right for northbound traffic, does meet the current minimum County Standards.

Looking to the left from the proposed site access, the existing available corner sight distance is less than the current County standards. The limitation that impedes the available sight distance is the existing sewer lift station fencing and equipment. The equipment is located within five feet of the back of sidewalk.

The available sight distance does meet the minimum stopping sight distance as required by Caltrans and the previous County standards. The minimum stopping sight distance for Caltrans requirements is 250 feet and can be provided with the project access.

Due to the location of the public utility encroaching in the front set-back requirements, lack of crash history, limited site frontage to a public street (Bennett Way) and that the Caltrans stopping sight distance can be provided, the County should consider waiving their current standard and accepting the available stopping sight distance for this site under these conditions.

Other mitigation measures could be to install 25 MPH speed limit signs on Bennett Way to match the other section of Bennett Way. The existing parking zone should be revised to a no parking zone to improve the stopping sight distance for the project site. On-site parking is being provided to meet the proposed parking demands; no on-street parking should be needed to meet the project needs.

**SUMMARY**

The proposed project result in a total of 19 new PM Peak Hour Trips. Based on the trip generation evaluation, the project is not expected to result in any significant impacts.

To improve the stopping sight distance at the proposed site access, measures that could be to installed include 25 MPH speed limit signs on Bennett Way south of Las Tablas Road to match the other section of Bennett Way; and the existing parking zone should be revised to a no parking zone to improve the stopping sight distance for the project site, while keeping the centerline striping location. On-site parking is being provided to meet the proposed parking demands; no on-street parking should be needed to meet the project needs.

The County should accept the reduced stopping sight distance for southbound approaching traffic to the project site access due to: no reported crash history, excessive cost of relocation of a public utility required to meet the standard, limited project site frontage to a public street for access (Bennett Way), and the available stopping sight distance, meets both the previous County standard and the current Caltrans standard for the observed vehicle speeds.

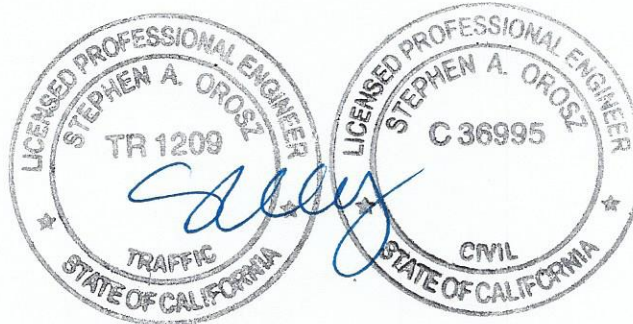
This concludes our traffic analysis for the proposed Peoples' Self-Help Housing project. Should you have any questions, or require additional information, feel free to contact us.

Sincerely,



Stephen A. Orosz, P.E.  
Traffic Engineer  
Orosz Engineering Group, Inc.

Enclosure



### Exhibit B

<b>VEHICLE SPEED DATA</b>																				
Location: <u>Bennett Way</u>		Direction: <u>SB</u>										Date: <u>9/13/2019</u>								
File: <u>Primary Access</u>		Time: <u>2:30 PM</u>					Time: <u>3:30 PM</u>													
MPH	NUMBER OF VEHICLES																		TOTAL EACH SPEED	
	5				10				15				20							
50 & over																			0	50
																			0	50
																			0	50
																			0	50
45																			0	50
																			0	50
40	X																		1	50
	X	X																	2	49
	X	X																	2	47
																			0	45
35																			0	45
	X	X																	2	45
	X	X	X																3	43
																			0	40
30	X	X	X	X															4	40
	X	X	X																3	36
	X	X	X	X															4	33
	X	X	X	X	X														5	29
25 & under	X	X	X	X															4	24
	X	X	X	X	X														5	20
	X	X	X	X	X	X	X												7	15
	X	X	X																3	8
																			1	5
	X	X	X																3	4
	X																		1	1
<b>TOTAL NUMBER OF VEHICLES OBSERVED</b>																		50	50	

X - Southbound

SB 85th percentile speed 37, use 35 MPH

Pace 28-37 MPH 76% of total Traffic

### Exhibit B

<b>VEHICLE SPEED DATA</b>																				
Location: <u>Bennett Way</u>		Direction: <u>NB</u>										Date: <u>9/13/2019</u>								
File: <u>Primary Access</u>		Time: <u>2:30 PM</u>					Time: <u>3:30 PM</u>													
MPH	NUMBER OF VEHICLES																		TOTAL EACH SPEED	
	5				10				15				20							
50 & over																			0	50
																			0	50
																			0	50
45	O																		1	50
	O	O																	2	49
	O	O																	2	47
	O																		1	45
	O	O																	2	44
	O	O	O	O	O														5	42
40	O	O	O	O	O													5	37	
	O	O																2	32	
	O	O	O	O														4	30	
	O	O																2	26	
	O	O	O															3	24	
35	O	O	O	O	O	O												6	21	
	O	O	O															3	15	
	O	O																2	12	
	O	O																2	10	
30	O	O																2	8	
	O																	1	6	
																		0	5	
	O																	1	5	
	O	O																2	4	
	O																	1	2	
25 & under																		0	1	
	O																	1	1	
<b>TOTAL NUMBER OF VEHICLES OBSERVED</b>																		50	50	

O- Northbound

**NB 85th percentile speed 43, use 45 MPH**

**Pace 33-42 MPH 68% of total Traffic**