



February 13, 2020

Mr. Carl Euphrat
Town of Windsor
P.O. Box 100
Windsor, CA 95492

Addendum to the *Heritage Park Project Traffic Impact Study*

Dear Mr. Euphrat;

Subsequent to issuing the final version of the subject traffic impact study, some typographic errors were identified and further clarification regarding the sight distance analysis was requested. The following text is provided to replace text with the same headings on Pages 18, 19 and 22. Changes to the text are shown in **red**, which text to be replaced ~~stricken~~ and new text underlined.

Sight Distance

Sight distances along Courtyards East at the project driveway and at the planned connector road were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans.

Corner Sight Distance

The recommended sight distance at intersections of public streets is based on corner sight distance, with the approach travel speed used as the basis for determining the recommended sight distance. Since the proposed new street would be a dedicated public street, corner sight distance was evaluated. Based on a design speed of 25 mph, the minimum ~~stopping-corner~~ sight distance needed is 275 feet. However, directly south of the road connector is a traffic circle that has a speed limit of 5 mph; it connects Courtyards East to two small parking lots and a private residential road. As drivers approaching this intersection would either be slowing to enter the new public street or the traffic circle, the minimum sight distance was based on an approach speed of 15 mph. Sight lines from the location of the new street to the north were limited due to parked vehicles on Courtyards East along the project side. It is recommended that ~~no parking signage~~ be prohibited for a distance of 25 feet to the north of the new street installed along the project side of Courtyards East, which would provide adequate sight lines to the north. Sight lines south of the road connector extend 200 feet, and since the roundabout has shrubs under three feet tall and a tree clear of low-hanging branches, sight distance to the south is adequate.

Stopping Sight Distance

For private roads and driveways, the minimum sight distance recommendation is based on stopping sight distance. Sight distances at the proposed driveways on Courtyards East and proposed intersection were field measured. Although sight distance requirements are not technically applicable to urban driveways, the stopping sight distance criterion for private street intersections was applied for evaluation purposes. Based on a design speed of 25 mph, the minimum stopping sight distance needed is 150 feet. Sight distance from the proposed driveway off Courtyards East is limited due to the parking that is allowed on Courtyards East. The intersection with Old Redwood Highway is approximately 120 feet from the driveway, and sight lines of vehicles turning right onto Courtyards East from Old Redwood Highway would be limited by parked vehicles. It is recommended that ~~no parking signage~~ be prohibited for installed one standard vehicle length, or 25 feet, on both sides of the project driveway on Courtyards East to ensure adequate sight lines. Since the southern driveway would be off the proposed road which has not been constructed yet, to ensure adequate sight distance at both driveways, the applicant should design landscaping and signage at the westerly driveway to be located outside of the driver's vision triangle as to not obstruct sight lines.

Findings – Sight distances at the proposed street connection and new driveways would be adequate with some parking prohibitions, ~~except~~ Visibility of vehicles turning right off Old Redwood Highway onto Courtyards East is

limited to 120 feet due to the proximity to the intersection but drivers approaching after making this turn would be traveling at a lower speed, so the sight distance is considered adequate.

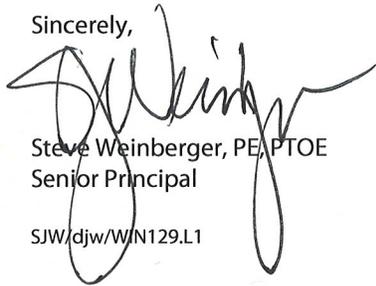
Recommendations – The applicant should paint the curb red for a distance of 25 feet on either side of the project driveway and on the north side of the new public street on the west side of Courtyards East fronting the project site to ensure adequate sight lights. Any planned landscaping or signage at the project driveways or the proposed road connection should be designed to avoid the driver's vision triangle.

Recommendations

- It is recommended that parking be prohibited for a distance of 25 feet to the north of both next to the project driveway on Courtyards East and the new street connection as well as to the west of the project driveway on the new street; ~~this could be accomplished by installing 'no parking' signage~~. Any planned landscaping or signage at either of the project driveways or the new street connection at Courtyards East should be designed to be located outside of the driver's vision triangle.

We hope these edits clarify the recommendations for each of the three locations evaluated for sight distance. Please contact me if you have any further questions.

Sincerely,



Steve Weinberger, PE, PTOE
Senior Principal

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