



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

TO: THE HONORABLE MAYOR
AND CITY COUNCIL

DATE: July 7, 2009

SUBJECT: Public Hearing for Median Access at 18430 County Road 102
(Chevron)

Report in Brief

Currently there is a raised median with a northbound left turn access into 18430 County Road 102 (Chevron station). The I-5/CR 102 interchange project will modify the median at this location. During the summer/fall of 2007, the Traffic Safety Commission reviewed the median access and voted to close the median access based on traffic safety concerns. Chevron appealed this decision and requested a hearing before the City Council. At the October 16, 2007 Council meeting, Council continued the public hearing and directed staff to work with Chevron to craft an improvement agreement that would require Chevron to construct the median at a later date. After approximately 18 months of trying to negotiate an agreement with Chevron, it appears that an agreement cannot be reached and the public hearing needs to be closed.

Staff recommends that the City Council reject Chevron's appeal regarding the median access at 18430 County Road 102 and close the public hearing that was continued at the October 16, 2007 Council meeting.

Background

At the October 16, 2007 Council meeting, there was significant discussion regarding the closure of this median island. Chevron stated their concern regarding the economic impact of closing the left turn access. City staff stated their concern regarding the future safety issues and the cost that the City would incur if the choice was made to close the median at a later time (refer to October 16, 2007 staff report for a more detailed analysis of the issues attached hereto). At the conclusion of this discussion, Council directed staff to craft an improvement agreement that would allow the City to construct the median at a later date and also require that Chevron be responsible for the future payment of the median.

For the ensuing 10 months, staff worked with the City Attorney's office, the interchange engineering consultant and Chevron to craft a deferred improvement agreement that would allow for the future

payment of the median island. In August of 2008, Chevron's consultant verbally informed City staff that they were no longer interested in the improvement agreement and that they were planning to sell the parcel. However, representatives from Chevron would not put this information in writing and they did not return phone calls. In an effort to follow up on the Council action, staff sent a letter to Chevron, their consultant and the local store on September 5, 2008 outlining the need to move forward with the deferred improvement agreement. Representatives of Chevron did not respond to this request. On April 29, 2009, staff sent letters to Chevron's representatives stating that the City would be closing the median project as part of the interchange project.

Discussion

It should be noted that the staff recommendation to reject Chevron's appeal will in essence uphold the Traffic Safety Commission recommendation to close the median access. Staff believes that there are traffic safety concerns associated with leaving this median access open. Data considered by staff and the Traffic Safety Commission supports the closure of the median based on the need to accommodate future traffic and congestion. Currently, the median closure can be incorporated into the interchange project plans with no impact to the general fund or any other City fund source. If the City chooses to close the median at a future date, then there is no funding source available that could be used to close the median access. Based on the actions that have occurred since October 2007, staff believes that the closure of the median at a future date would require the City to absorb a cost liability based on the purported needs of an unresponsive entity.

Fiscal Impact

This project has a minimal impact to the I-5/CR 102 project expenditures since the median island will already be relocated as a part of this project. If the median closure is taken away after the interchange project is constructed, the cost will be approximately \$200k and there is no current funding source other than general fund that could be used to pay for this improvement. The current annual maintenance cost is approximately \$500.

Public Contact

Posting of the City Council agenda for the October 16, 2007 meeting and the July 7, 2009 meeting. Posting of the Traffic Safety Commission meeting agenda for July 16, and September 17, 2007. As described herein, several letters have been sent to Chevron's representatives without response, the most recent dated April 29, 2009.

Commission Recommendation

At their meeting on September 17, 2007, the Traffic Safety Commission failed to pass a motion regarding the median closure. As a result, the Commission vote of 3-0 (in favor of the closure of the median) from the July 16, 2007 meeting stands as the Commission recommendation

Alternative Courses of Action

1. Reject Chevron's appeal regarding the median access at 18430 County Road 102 and close the public hearing that was continued at the October 16, 2007 Council meeting.
2. Allow the median access at 18430 County Road 102 (Chevron) to remain

Recommendation for Action

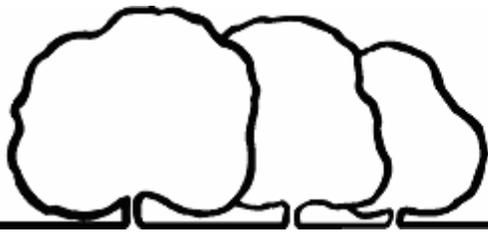
Staff recommends that the City Council approve Alternative No. 1

Prepared by: Brent Meyer
Principal Civil Engineer

Reviewed by: Barry Munowitch, AICP
Assistant City Manager

Mark G. Deven
City Manager

Attachments: October 16, 2007 Staff Report with attachments
Letters to Chevron (9/5/2008 and 4/29/2009)



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

**TO: THE HONORABLE MAYOR
AND CITY COUNCIL**

DATE: October 16, 2007

SUBJECT: Public Hearing on Median Access at 18430 County Road 102 (Chevron)

Report in Brief

Currently there is an existing raised median with a northbound left turn access into 18430 County Road 102 (Chevron station). The I-5/CR 102 interchange project will modify the median at this location. Staff is recommending closing the median access location. At the July 16, 2007 Traffic Safety Commission (TSC) meeting, the Commission voted 3-0 to support staff's recommendation (see attached meeting minutes and TSC agenda item). Chevron appealed this decision and requested a hearing before the City Council (see attached request). Subsequently, Chevron presented a technical memorandum in favor of maintaining the opening (see attached memorandum). Staff prepared a response to their technical memorandum (see attached response). Because of the technical nature of the issue, it was decided to return to the TSC to present the technical issues to the Commission at their meeting on September 17, 2007. After reviewing the information, the Commission voted 2-2 on a motion to support the staff recommendation (see attached draft meeting minutes and TSC agenda item). As a result, the Commission recommendation in favor of closing the median from the July 16, 2007 remains their official position.

Staff recommends that the City Council uphold the Traffic Safety Commission recommendation and approve the closure of the median access at 18430 County Road 102 (Chevron) in order to facilitate the I-5/CR 102 project as well as potential future development projects.

Background

The City of Woodland is working on the I-5/CR 102 interchange improvement project that will widen County Road 102 to 6 lanes between Maxwell Ave and the I-5 southbound ramp, widen County Road 102 to 4 lanes from the southbound ramp to the northbound ramp and install a southbound on ramp from northbound CR 102 to southbound I-5. When CR 102 is widened south of the interchange, the median will need to be reconstructed. This will likely be the last capital improvement project that modifies this median. The existing median opening is not considered a

SUBJECT: Public Hearing - Median Access at 18430
County Road 102 (Chevron)

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property right and as such, the property owner is not entitled to compensation as a result of this action. Technically, this access could be decided at the staff level. However, due to the contentious nature of the issue, staff decided to take this issue to the Traffic Safety Commission (and it was subsequently appealed to the City Council).

At the July 16, 2007 TSC meeting, staff stated the need to close the median access based on the following issues:

1) Inadequate gaps in the flow of traffic -

Traffic modeling numbers show that it will be difficult to find gaps in traffic to make a left turn movement into this driveway during the peak hour. When the I-5/102 interchange is completed, it is estimated that there will be an average of one car heading southbound every three seconds. The traffic modeling shows there will be an average of one car every two seconds in 2020. It will also be difficult for drivers to cross 3 lanes of traffic instead of the current one lane of traffic.

2) Numerous maintenance issues and accidents -

There has been one reported accident at this location. This accident involved one vehicle losing control and going over the left turn median island leaving tire marks on the median. In addition, maintenance records have shown a significant amount of other unreported vehicle accidents. City maintenance crews have frequently repaired pavement markers that have been hit on the left turn median opening, replaced the no U-turn sign inside the left turn pocket and the yellow tip on the left turn median has been frequently repainted due to the tip being hit. Also, the left turn median island light poles have been replaced twice because of unreported accidents.

3) Left turn access used to make U-Turns -

The future opening for Wintun Drive on the east side of CR 102 has no left turn access. It is anticipated that vehicles will attempt to use this turn lane as a u-turn. We do not want to encourage this movement by maintaining the left turn access.

4) Comments from Caltrans -

Staff discussed this opening with Caltrans. Because the opening mostly affected the movement of northbound traffic prior to arriving at the interchange, they did not require that the opening be taken away. However, they did support the concept of taking this access away as it is typical to have restricted access this close to an interchange.

On August 16, 2007, Chevron presented a technical memorandum prepared by Dalene Whitlock of W-Trans. The memo concluded that the average delays encountered by drivers would not change perceptibly and the maximum projected queue could be accommodated with the turn pocket. Their report also noted that there were three reported collisions within a five-year period and that these collisions were likely associated with the northbound lane merge from two lanes to one lane.

In response to Chevron's memorandum, staff prepared a response dated September 6, 2007. The main points presented by staff are as follows:

SUBJECT: Public Hearing - Median Access at 18430
County Road 102 (Chevron)

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ITEM:

- 1) Based on maintenance records, there have been additional collisions that have not been summarized in accident reports (as noted in #2 above).
- 2) While the traffic analysis from W-Trans showed that the intersection performs acceptably from an operational perspective, there were a number of factors that their analysis did not take into account:
 - The traffic memo did not consider the likely chance of increased traffic volumes due to proposed development that is not currently reflected in the current traffic model. There is currently a proposal for annexation of approximately 150 acres on the east side of CR 102 just south of this location.
 - The traffic memo does not take into account the possibility of increased left turning volumes due to u-turns as mentioned in the Traffic Safety Commission staff report.
 - The traffic memo uses standard values for the acceptable gap in traffic based on the Highway Capacity Manual (which sets standard values for how much time is needed to find an appropriate gap in traffic to make a left turn). This analysis did not take into account the affect of crossing three lanes of traffic with a speed of 45 mph. It is likely that drivers will be cautious and require a larger gap to cross the three lanes of higher speed traffic.
- 3) In discussion with Sacramento County and Caltrans, staff has found that it is uncommon for this type of access to be provided this close to an interchange.

Discussion

The closure of this median access will serve as a proactive traffic improvement that will facilitate the I-5/CR 102 on ramp improvement project and future development projects. Data considered by staff and the Traffic Safety Commission as described herein supports the closure of the median based on the need to accommodate future traffic and congestion. In addition, staff believes that the closure is a prudent and proactive safety measure when considering the needs to accommodate future traffic and congestion.

If this median access restriction is approved, there would be a decreased need for maintenance at this location. Also, the cost for the closure would be funded by the I-5/CR 102 interchange project. If this access opening is provided in the median and it is later desired to close this access, then a funding source for the future cost (\$100k plus range) would need to be found.

Fiscal Impact

This project has a minimal impact to the I-5/CR 102 project expenditures since the median island will already be relocated as a part of this project. If the median closure is taken away after the I-5/CR in 102 project is constructed, it will cost in the order of \$100k. The current annual maintenance cost is approximately \$500.

Public Contact

SUBJECT: Public Hearing - Median Access at 18430
County Road 102 (Chevron)

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ITEM:

Posting of the City Council agenda and the Traffic Safety Commission meeting of July 16, and September 17, 2007.

Commission Recommendation

At their meeting on September 17, 2007 meeting, the Traffic Safety Commission failed to pass a motion in favor of closing the median access. As a result, the Commission vote of 3-0 (in favor of the closure of this median) from the July 16, 2007 meeting stands as the Commission recommendation.

Alternative Courses of Action

1. Uphold the Traffic Safety Commission recommendation and approve the closure of the median access at 18430 County Road 102 (Chevron) in order to facilitate the I-5/CR 102 project as well as potential future development projects.
2. Allow the median access at 18430 County Road 102 (Chevron) to remain

Recommendation for Action

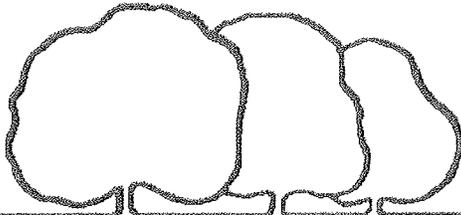
Staff recommends that the City Council approve Alternative No. 1

Prepared by: Jair Camacho, Junior Engineer
Brent Meyer, Sr. Civil Engineer/City Traffic Engineer

Reviewed by: Gary Wegener, Public Works Director

Mark G. Deven
City Manager

- Encl. Schematic showing the median with and without the left turn access (p. 1-2)
7/16/07 Traffic Safety Commission Agenda Item A (with attachments) (p. 3-7)
7/16/07 Traffic Safety Commission Meeting Minutes (p. 8-13)
7/24/07 Bob Abbott's Letter of Appeal (p. 14-15)
8/16/07 W-trans Memorandum (p. 16-21)
9/6/07 City's Memo Response Letter (p. 22-25)
9/17/07 Traffic Safety Commission Agenda Item A (without attachments) (p. 26-27)
9/17/07 Excerpt of the Traffic Safety Commission Draft Meeting Minutes For Agenda Item A (p. 28-35)
10/1/07 Email from Bruce Jacks to Mayor & Council (p. 36-37)



City of Woodland

Community Development Department 300 First Street Woodland, CA 95695 (530) 661-5961 (530) 661-5844 Fax

September 5, 2008

Stantec
1137 No. McDowell Blvd.
Petaluma, CA 94954
Attn: Bob Abbott, Project Manager

Subject: Deferred Improvement Agreement for the Chevron station
left turn median access on County Road 102

Dear Mr. Abbott:

Enclosed please find a draft copy of the Deferred Improvement Agreement for the future closure of the left turn lane at northbound County Road 102 into the Chevron site known as 18430 County Road 102. At their October 16, 2007 meeting, the Woodland City Council directed staff to work with Chevron to negotiate this agreement. Given the timing of the I-5/CR 102 interchange improvements, the City is compelled to move forward with this agreement or discard it and close the median access. We are planning to advertise the interchange project in January and we need to resolve this issue as soon as possible.

In order to finalize this agreement, Chevron (or the future property owner) would need to approve this document by 12/1/08. It is likely and understood that minor changes in the document would need to be made (to address any transfer of the agreement or other issues). The sections of the agreement that are highlighted include portions of the document that have changed since the previous version. In order to process this agreement, Chevron will need to pay for a property description that will serve as an attachment to this agreement. I understand from talking to a local engineering company that property descriptions cost about \$500-\$1000.

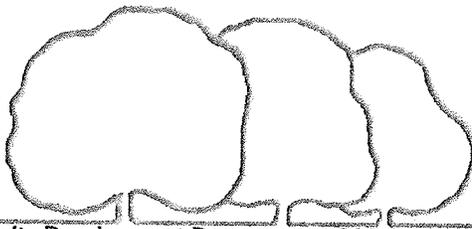
We plan to take this item back to our Council in January either for approval of the Deferred Improvement Agreement or for closure of the median opening. If you would like to discuss any proposed changes in the agreement, or if you have any questions, please feel free to call me at (530) 661-5947 or you can reach me by email at Brent.Meyer@cityofwoodland.org.

Regards,

Brent Meyer, PE, TE
City Traffic Engineer

Cc: Chron file
Jim Maher, Chevron

enclosure



City of Woodland

Community Development Department 300 First Street Woodland, CA 95695 (530) 661-5961 (530) 661-5844 Fax

April 29, 2009

Chevron
6001 Bollinger Canyon Rd. T1036
San Ramon, CA 94583

Attn: Jim Maher, P&FO Development Coordinator-Chevron

Subject: Left turn median access on County Road 102

Dear Mr. Maher:

On 10/16/2007, our City Council reviewed staff's recommendation to close the left turn access into the Chevron station just south of the I-5/CR 102 interchange. At that time, you and other representatives from Chevron expressed an interest in signing a deferred improvement agreement that would financially commit them to closing the left turn access at a future date. Based on this understanding, Council directed staff to work with Chevron on the proposed agreement.

During the following 10 months, City staff worked with the City Attorney's office to draft the deferred improvement agreement and the City's engineering consultant to produce a cost estimate for the proposed future improvement. At the end of August 2008, staff was unable to reach an agreement with Chevron. On 9/5/08, staff sent a letter to Chevron's representatives outlining the City's intent to close the access if an agreement could not be reached. Representatives from Chevron's corporate office, their consultant and their local store have not contacted staff in response to this letter.

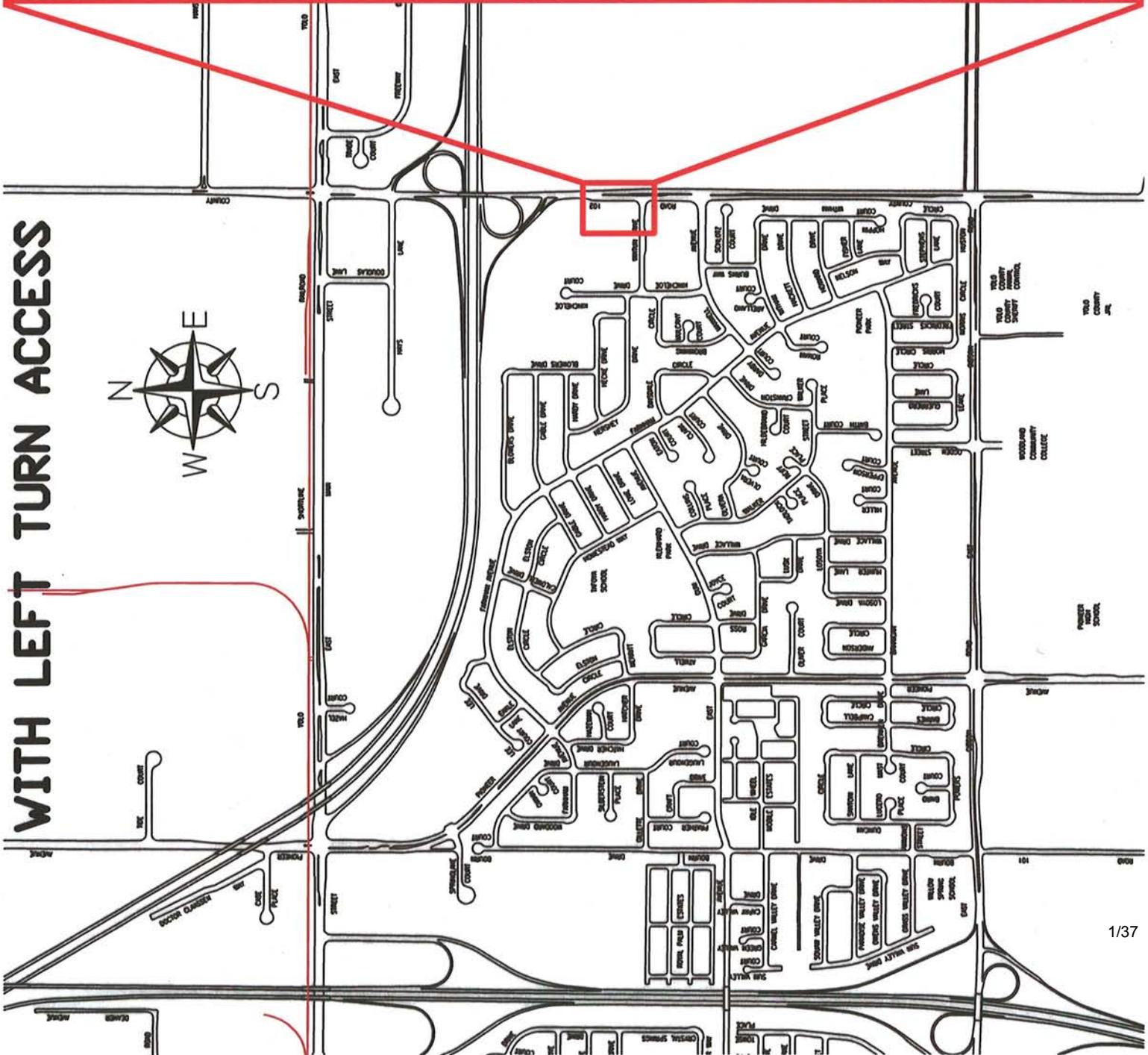
Because of Chevron's lack of response regarding the proposed agreement and the City's urgency to construct the interchange project, the City will be moving forward with the closure of this median left turn access. Please let us know if you have any comments or questions regarding this issue. If you have any questions, please feel free to contact Jair Camacho at (530) 406-5712 or Jair.Camacho@cityofwoodland.org or you can reach me at (530) 661-5947 or Brent.Meyer@cityofwoodland.org.

Regards,

Brent Meyer, PE, TE
City Traffic Engineer
Principal Civil Engineer

Cc: Chron file
Bob Abbott, Stantec
Ed Dunn, Chevron Local Station Manager

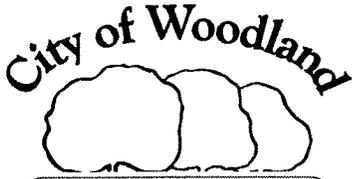
WITH LEFT TURN ACCESS



COUNTY ROAD 102

Chevron

WINTUN DR.



TRAFFIC SAFETY COMMISSION

AGENDA ITEM

A

COMMUNICATION

SUBJECT: Left turn access on CR 102 between
Maxwell Ave and I-5 interchange.

DATE: July 16, 2007

PREPARED BY: Public Works Department

RECOMMENDED ACTION:

Receive information regarding the location of public improvements. Approve recommendation to prohibiting left turn access at the proposed I-5/CR 102 interchange public improvement project.

BACKGROUND INFORMATION:

The City of Woodland is working on the I-5/CR 102 Capital Improvement Project that will widen County Road 102 to 6 lanes between Maxwell Ave and the I-5 south bound interchange and install a south bound on ramp from northbound CR 102. The project was initiated because of general growth in the area to the south and north of the interchange. Currently there is an existing raised median with a northbound left turn access into 18430 County Road 102 (Chevron station). With County Road 102 being widened and the closest intersection south of the Chevron station (Wintun Dr.) not having access from the northbound lane the City recommends prohibiting left turn access into 18430 County Road 102 because of the following reasons:

- Inadequate gaps in the flow of traffic
Our traffic modeling numbers show that it will be difficult to find gaps in traffic to make a left turn movement into this driveway during the peak hour. When the I-5/102 interchange is completed, it is estimated that there will be an average of one car heading southbound every three seconds. Our traffic modeling shows there will be an average of one car every two seconds in 2020. It will also be difficult for drivers to cross 3 lanes of traffic instead of the current one lane of traffic.
- Numerous maintenance issues and accidents
There has been one reported accident at this location. This accident involved one vehicle losing control and going over the left turn median island leaving tire marks on the median. In addition, maintenance records have shown a significant amount of other vehicle accidents. City maintenance crews have frequently repaired pavement markers that have been hit on the left turn median opening, they have replaced the no U-turn sign inside the left turn pocket, and the yellow tip on the left turn median has been frequently repainted due to the tip being hit. Also, the left turn median island light poles have been replaced twice because of vehicle accidents.

- Left turn access used to make U-Turns

The future opening for Wintun Drive on the east side of CR 102 has no left turn access. It is anticipated that vehicles will attempt to use this turn lane as a u-turn. We do not want to encourage this movement by maintaining the left turn access.

- Comments from Caltrans

We discussed this opening with Caltrans. Because the opening mostly affected the movement of northbound traffic prior to arriving at the interchange, they did not require that the opening be taken away. However, they did support the concept of taking this access away as it is typical to have restricted access this close to an interchange.

The attached letter of notification was distributed, notifying the property owners fronting this improvement of the left turn access prohibition and of the TSC meeting on July 16th.

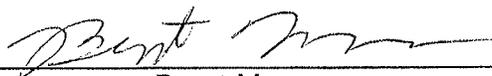
Respectfully submitted,



Brent Meyer
City Traffic Engineer / Traffic Safety
Commission Secretary

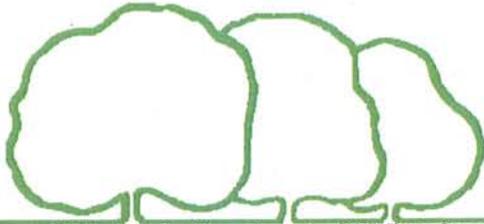
Attachments: Letter of notification, map of intersection.

APPROVED BY: _____



Brent Meyer

City Traffic Engineer/Traffic Safety Commission Secretary



City of Woodland

Public Works Department 300 First Street Woodland, CA 95695 (530) 661-5961 (530) 661-5844 Fax

July 12, 2007

John Daily
Chevron Station
P.O. Box 1327
Woodland, Ca 95776

SUBJECT: Left turn access on County Road 102

Dear Mr. Daily,

The City of Woodland Traffic Engineering Branch is recommending changes to the CR 102 median as part of the City's I-5/CR 102 interchange improvement project. Specifically, left turn access into your property will be removed and the CR 102 median will be continuous from Maxwell Drive to the I-5 Southbound ramp intersection. The main reason for this change in left turn access is that there will be three southbound lanes on this stretch of CR 102 that will be constructed as part of the interchange improvement project. Given the increased traffic volumes and the difficulty in crossing three lanes of traffic, we have found it necessary to recommend the closure of this access.

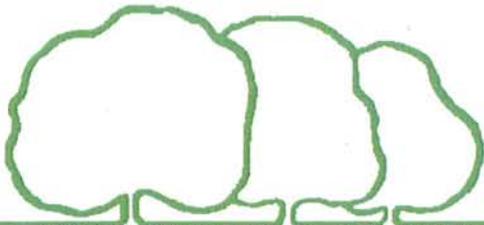
At their next meeting, the Traffic Safety Commission will have an agenda item concerning whether to approve this change.

You are invited to attend this meeting to voice your concerns regarding this agenda item. The next meeting is July 16, 2007 at 7:00pm in City Hall Council Chambers, 300 First Street. If you can not attend and would like to voice your opinion you may also write a letter to the commission at the above address or call me.

If you have any question please feel free to call me at (530) 661-5947 or e-mail me at brent.meyer@cityofwoodland.org or you can also contact Jair Camacho at (530) 406-5712 or e-mail him at jair.camacho@cityofwoodland.org.

Sincerely,

Brent Meyer, PE, TE
City Traffic Engineer
Public Works Department



City of Woodland

Public Works Department 300 First Street Woodland, CA 95695 (530) 661-5961 (530) 661-5844 Fax

July 2, 2007

Chris Cartwright
Chevron Station
18430 County Road 102
Woodland, Ca 95776

SUBJECT: Left turn access on County Road 102

Dear Mr. Cartwright,

The City of Woodland Traffic Engineering Branch is recommending changes to the CR 102 median as part of the City's I-5/CR 102 interchange improvement project. Specifically, left turn access into your property will be removed and the CR 102 median will be continuous from Maxwell Drive to the I-5 Southbound ramp intersection. The main reason for this change in left turn access is that there will be three southbound lanes on this stretch of CR 102 that will be constructed as part of the interchange improvement project. Given the increased traffic volumes and the difficulty in crossing three lanes of traffic, we have found it necessary to recommend the closure of this access.

At their next meeting, the Traffic Safety Commission will have an agenda item concerning whether to approve this change.

You are invited to attend this meeting to voice your concerns regarding this agenda item. The next meeting is July 16, 2007 at 7:00pm in City Hall Council Chambers, 300 First Street. If you can not attend and would like to voice your opinion you may also write a letter to the commission at the above address or call me.

If you have any question please feel free to call me at (530) 661-5947 or e-mail me at brent.meyer@cityofwoodland.org or you can also contact Jair Camacho at (530) 406-5712 or e-mail him at jair.camacho@cityofwoodland.org.

Sincerely,

Brent Meyer, PE, TE
City Traffic Engineer
Public Works Department



Chevron

RAISED MEDIAN

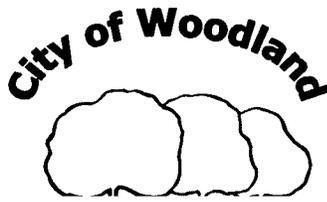
18430

COUNTY ROAD 102

MAXWELL AVE

WINTON DR





TRAFFIC SAFETY COMMISSION

MEETING MINUTES Monday July 16, 2007 @ 7:00 PM Council Chambers -- City Hall

COMMISSIONERS PRESENT: Ron Mikalson (Vice Chair), Bruce Jacks, Duane Toney

COMMISSIONERS ABSENT: Ken Ginyard, Melody Parker

STAFF PRESENT: Brent Meyer - Public Works
Sgt. Don Beal - Woodland Police Dept.
Stephanie Frank - Public Works
Jair Camacho - Public Works

STAFF ABSENT: None

I. CALL TO ORDER:

The Monday July 16, 2007 Traffic Safety Commission meeting was called to order at 7:06 p.m. by Commissioner Mikalson.

II. APPROVAL OF MINUTES:

Commissioner Toney made a motion to approve the minutes of June 4, 2007. Commissioner Jacks seconded the motion. Vote was taken and passed 3-0.

IV. PUBLIC COMMENT:

None

V. COMMITTEE REPORTS:

A. POLICE DEPARTMENT REPORT (BEAL):
None

B. SECRETARY'S REPORT (MEYER):

- Traffic Engineering Service Requests (TESR) –

- Commissioner Jacks wanted to know the schedule for the signal install at the intersection of West Gibson Road and Cottonwood Street. Staff advised that construction would begin next summer.
- Commissioner Mikalson wanted to know what the plan for the roundabout at Bourn Drive and Gum Avenue was. Staff indicated that within the next two traffic safety commission meeting, September/November timeframe, that we would be having a public meeting, to be held at a location near the area of the intersection, possible Tafoya Elementary School, to discuss the range of alternatives at the intersection.
- Commissioner Jacks wanted additional information regarding the request for the curb at 1707 Coloma Way to be painted red. Staff advised that the resident had requested the action because the neighbor would park in this location. It was not a restricted zone nor commercial area.
- Staff also followed up on the delivery of the meeting agenda and packet. Wanted to make sure the commissioners were able to download the packets, and they did not have any concerns with this mode of delivery of the information. The commissioner indicated that receiving their packets via email worked fine for them.

VI. REGULAR AGENDA ITEMS

A. Left turn access on CR 102 between Maxwell Avenue and I-5 interchange.

The City of Woodland is working on the I-5/CR 102 Capital Improvement Project that will widen County Road 102 to 6 lanes between Maxwell Ave and the I-5 south bound interchange and install a south bound on ramp from northbound CR 102. The project was initiated because of general growth in the area to the south and north of the interchange. Currently there is an existing raised median with a northbound left turn access into 18430 County Road 102 (Chevron station). With County Road 102 being widened and the closest intersection south of the Chevron station (Wintun Dr.) not having access from the northbound lane the City recommends prohibiting left turn access into 18430 County Road 102 because of the following reasons:

- Inadequate gaps in the flow of traffic
City traffic modeling numbers show that it will be difficult to find gaps in traffic to make a left turn movement into this driveway during the peak hour. When the I-5/102 interchange is completed, it is estimated

that there will be an average of one car heading southbound every three seconds. Traffic modeling shows there will be an average of one car every two seconds in 2020. It will also be difficult for drivers to cross 3 lanes of traffic instead of the current one lane of traffic.

- **Numerous maintenance issues and accidents**
There has been one reported accident at this location. This accident involved one vehicle losing control and going over the left turn median island leaving tire marks on the median. In addition, maintenance records have shown a significant amount of other vehicle accidents. City maintenance crews have frequently repaired pavement markers that have been hit on the left turn median opening, they have replaced the no U-turn sign inside the left turn pocket, and the yellow tip on the left turn median has been frequently repainted due to the tip being hit. Also, the left turn median island light poles have been replaced twice because of vehicle accidents.
- **Left turn access used to make U-Turns**
The future opening for Wintun Drive on the east side of CR 102 has no left turn access. It is anticipated that vehicles will attempt to use this turn lane as a u-turn. We do not want to encourage this movement by maintaining the left turn access.
- **Comments from Caltrans**
Staff discussed this opening with Caltrans. Because the opening mostly affected the movement of northbound traffic prior to arriving at the interchange, they did not require that the opening be taken away. However, they did support the concept of taking this access away as it is typical to have restricted access this close to an interchange.
- **Public Comment**
Chandler Sidher, owner of the California Lube and Carwash, 18440 County Road 102, advised that he was not notified of the Traffic Safety Commission meeting nor of the proposed closure of the left turn lane in the median strip spoke in opposition of the staff proposed prohibition of the left turn access at the proposed I-5/CR 102 interchange public improvement project. Mr. Sidher indicated that he is losing \$30,000/month due to the lack of business. He also stated that City staff did not explain to him that the median was going to be installed.

Commissioner Toney requested clarification regarding the Traffic Safety Study that was completed for the area and the speed limit at this location, Brent Meyer indicated that the current speed limit is 45 MPH. Brent Meyer also indicated that the recommendation was to

10/37

install a full median strip along County Road 102, and there would be 6 lanes of traffic in full. Brent Meyer also advised that the reason why Mr. Sidher was not notified that this item was going to be on the agenda for the July 16, 2007 Traffic Safety Commission was because of where his property is located, the current left turn pocket only serves the Chevron Station. It would be an illegal move if the vehicles are conducting a U-Turn at the turn pocket because it is posted, "No U-Turn". Commissioner Toney also requested clarification as to where the main entrance for the New Costco would be located. Brent Meyer indicated that the main entrance for the Costco/Target center would be at the Maxwell/CR 102 intersection.

Bob Abbot from RHL Design Group representing Chevron indicated that it is a company operated store. He indicated that at another site in Folsom, where there is a much higher volume, four lanes of traffic each way, at mid-block, in conjunction with CalTrans, they have carved out of the median, a dedicated left turn lane and timed it with intersection lights and allowed for a 10 car cue, it would allow a gap for vehicles to turn safely into the business. Allowing the gap could also allow a safe U-Turn. Mr. Abbot asked if this was a possibility for this location due to technology increases. Brent Meyer indicated that it could occur at some locations, but because the current 2-phase signal on CR 102 at S/B I-5, the traffic volumes would not create the gaps required.

John Daley, manager of the Chevron at 18430 County Road 102. The station has been a cornerstone of the community. Is one of only 2 stations manned 24 hours per day. The station is used by all departments in the area; Yolo County Sheriffs Department, Probation Department, Youth Services, and Work Program. It is also used by the CHP, the Department of Corrections and the Woodland Police Department. The Dept of Corrections uses the location because of the accessibility, and has unrestricted access and cannot be blocked in. While Chevron agrees with widening the road to support the increased traffic, cutting off the west side of the street, it is not in their or the communities best interest. Mr. Daley indicated that cutting off this access would cut off half of their business. The station conducted their own survey from 6am on Friday July 13th through the afternoon on Sunday July 16th, counting all the vehicles that turned in from northbound lane of traffic, his staff counted 637 vehicles (boats & trucks). It is an unofficial survey but they counted them honestly. The CHP, Yolo County Sheriffs Department all agree that the best option would be to find some level of installing a light to allow the access into the station.

Brent Meyer apologized to Mr. Daley due to the delay in the notification. (On a side note, prior to the TSC meeting, City staff did offer Chevron a continuance on this topic.) The original notification was sent to the prior owner. Brent Meyer advised that the volume of business will be increased from the southbound direction. With increased traffic, comes a need for changing access control in the area. In terms of adding a light in this corridor, the environmental report did look at the possibility installing a signal at Wintun Drive, however, because of the proximity to the signal at Maxwell Avenue, and the s/b I-5 off ramp and traffic progression, Caltrans would not approve the signal because of back up to the s/b I-5 off ramp and deterioration on the freeway facility. In regards to adding a signal and changing timing, all traffic engineering has been approved with Caltrans, and they would not be open to changing the signal timing. The City would be taking a huge step backwards to initiate changes at this time as it would delay the I-5/CR 102 project, and the city would need to redo the project. Brent Meyer did point out that with the development to the east, there will be an even larger increase in traffic and with the median opening there may be drivers using the access to make an illegal u-turn.

Commissioner Jacks asked when the Gateway EIR and traffic studies were completed, did staff recall what the study said about the opening at Chevron at that time? Was this open median part of the study for the Gateway project? Brent Meyer indicated that the studies were silent on the issue because the traffic study for the Gateway project dealt with purely operational issues. It was discussed with Caltrans as part of the I-5/CR102 project and Caltrans indicated that if the City formally asked them they will give a formal response. But because the City is dealing with the northbound traffic that is an issue prior to getting to the interchange, they were less concerned about it, and were okay from an operational stand point. They were concerned about it but they do not have any jurisdiction because it does not affect their facility. However, it is a safety issue for the City.

It was moved by Commissioner Jacks to approve the recommendation to prohibit left turn access at the proposed I-5/CR102 interchange public improvement. Commissioner Toney seconded the motion. The motion passed 3-0.

B. Left turn access on CR 102 between E Main Street & Hays Lane

The City of Woodland is working on the I-5/CR 102 Capital Improvement Project that will widen County Road 102 to 6 lanes between Maxwell Ave and the I-5 south bound interchange and install a south bound on ramp from north bound CR 102. The project was initiated because of the general growth in the

area to the south and north of the interchange. Currently there is an existing striped median on CR 102 starting on Hays Lane which is being used illegally as a left turn access into and out of 450 County Road 102 (ARCO station). Per the City's interchange improvement plans, this striped median needs to be replaced with a raised median. The new raised median will extend to the existing raised median which starts at the intersection of E. Main St. Our interchange approval documents with Caltrans include the continuation of this left turn prohibition. It was moved by Commissioner Toney to approve the recommendation to prohibit the left turn access at the at the proposed I-5/CR 102 interchange public improvement project. Commissioner Jacks seconded the motion. Motion passed 3-0.

C. Traffic Safety Commission Meeting Time Change

The City Council recently changed their meeting start time to 6:00pm. In an effort to be consistent with Council, we are proposing to change the meeting start time of the Traffic Safety Commission to 6:30pm. It was moved by Commissioner Toney to amend the time the commission meetings begin to 6:30pm. Commissioner Jacks seconded the motion. Motion passed 3-0.

VII. OTHER BUSINESS:

- A. Commissioner Jacks discussed the recently installed signal at CR 102 and s/b I-5. He indicated that vehicles traveling south on CR 102 at the new signal cannot see the signal when behind larger vehicles. Brent indicated that the City is looking in to this issue. The City has asked the consultant to look in to the possibility of changing the mounting of the signal to provide increased visibility of the signal.
- B. Pedestrian Overcrossing – Bruce was looking at the location and requested clarification as to where the overcrossing would be installed. Brent advised that it would be installed between Woodland Community College and Pioneer High School on the south side and on the north side it would be between Bel-Air and the proposed school site.

VII. ADJOURNMENT:

Commissioner Mikalson adjourned the meeting at 8:47pm.



John W. Johnson
Co-President
Architect

Brian F. Zita
Co-President
Architect

John B. Hicks
Vice President

Regional Managers

Jesse E. Macias

Roy W. Pedro

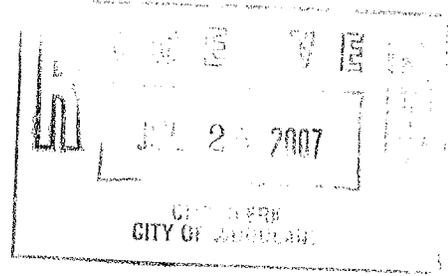
Alan K. Shimabukuro

John W. Strobel

July 24, 2007

Via Hand Delivery

Ms. Sue Vannucci, City Clerk
City of Woodland
300 First Street
Woodland, CA 95695



RE: Appeal of Traffic Commission Decision
Chevron Service Station #92597
18430 County Road 102

Dear Ms. Vannucci:

On Monday, July 16, 2007, the 3 attending members of the Traffic Circulation and Parking Commission voted unanimously to approve extending the existing median on CR102, making it continuous from Maxwell Drive to the I-5 southbound ramp intersection. On behalf of Chevron Corporation, please consider this a written appeal of their decision, in keeping with city code Sec. 14-2-11.

We believe that extending the median, thereby prohibiting left turn movement in and out of the Chevron site, will have a significant negative impact on the operation of the station and cause undue inconvenience to Chevron's customers. Due to the location of the station in relation to existing public streets, northbound customers will have absolutely no access to the facility if the median is extended as proposed.



Chevron purchased this site from the previous operator in December of 2006. Due to no fault of the City, the noticing of the traffic commission hearing was sent to the previous owner and, therefore, Chevron did not receive notice of the hearing until Thursday, July 12th, when the attached letter was hand delivered to the station manager. This late notice left little time for Chevron and their design team to discuss the plan with the City Traffic Engineer. However, we believe that there are several viable design options which could be implemented to satisfy the needs of the City, the community and Chevron.

At the hearing, we spoke to some of our ideas in limited detail. The answer offered by the City's Traffic Engineer to each of our suggestions boiled down to "It's too late." The commissioners were told that any modifications to the CR102 plan would adversely affect the progress of the CR102/I-5 project and potentially delay things for "2 years or more". These delays, they were told, could cost the City millions of dollars. This may or may not be the case, but we won't know until we've had an opportunity to review design alternatives with City staff.

Please understand that it is not Chevron's intention, nor is it their desire, to delay the improvements proposed for the interchange. Quite the opposite is true. In fact, Chevron had recently released RHL to start preparing plans for the complete redevelopment of the site in

Offices

Anaheim, CA

Bellevue, WA

Camas, WA

Martinez, CA

Petaluma, CA

Roseville, CA

Scottsdale, AZ



Ms. Sue Vannucci
July 24, 2007
Page 2 of 2



anticipation of the growth that this area is about to experience. These plans are now in question due to concerns over the long term economic viability of an "access restricted" site.

Chevron wants only the opportunity to explore design options that could preserve critical access to their station. It could be as simple as demonstrating to the City's satisfaction that the gaps in southbound CR102 traffic caused by east and north bound signal movements at the CR102/I-5 interchange will allow safe left-in movements. Maybe the answer is a lighted sign at the break in the median prohibiting left turn movements during certain high volume times of the day. Perhaps it's a monitored and/or signalized queue that works in conjunction with the southbound off ramp signal at I-5. Or, maybe it truly is none of the above. We don't know, but we'd like to have the chance to find out.

We appreciate the opportunity to discuss our request with the City Council and look forward to doing so at the soonest available hearing date. Delivered with this letter is a check in the amount of \$200.00 as filing fee for the public hearing. Should you have any questions and/or require further information in order to process this request, please do not hesitate to call me at (707) 765-1660.

Respectfully,

RHL DESIGN GROUP, INC.

Robert Abbott
Project Manager

cc: Mr. Jim Maher, Chevron
Ms. Dalene Whitlock, Wtrans

memorandum



Whitlock & Weinberger
Transportation, Inc.

490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401

voice (707) 542-9500
fax (707) 542-9590

web www.w-trans.com

Date: August 16, 2007

To: **Mr. Robert Abbott**

From: Dalene J. Whitlock

Project: WOO003

Subject: Access for Chevron at 18430 County Road 102

As requested, we have reviewed access conditions at the existing Chevron station on County Road (CR) 102 in the City of Woodland to determine the potential safety implications of allowing continued left-turn access to the site upon completion of the widening project currently underway. It is understood that it is proposed that the median island be closed, leaving the station with access from and egress to southbound CR 102 only. Left-turn egress from the station is currently restricted, and restoration of such access is neither being considered or requested.

To determine the potential impacts of allowing continued left-turn access, an analysis was performed to estimate the average delay and queuing encountered by drivers turning left under both current and future geometrics. Consideration was also given to the historical trend of collisions that have occurred at the driveway.

Existing Conditions

CR 102 currently has two lanes each direction south of the Chevron, but only one lane each way to the north. As a result, northbound traffic is currently merging from two lanes to one in the immediate vicinity of the site. Raised islands delineate a left-turn pocket into the site and restrict left-turn access from the site.

Collision History

Collision records for the 5-year period including 2002 through 2006 were reviewed based on data obtained from the California Highway Patrol as published in the SWITRS report. The purpose of the review was to determine the presence of any existing safety concerns relative to left-turns into driveways along the stretch of County Road 102 north of Wintun Drive. Three collisions were reported in this area during the review period; all three involved single northbound vehicles hitting fixed objects and driving under the influence was listed as the primary collision factor on two of the collisions. Given that these collisions all occurred in the area where two lanes merge into one, it seems likely that the crashes were associated with the merge. No collisions were identified that were associated with drivers turning left into adjacent driveways.

Trip Generation

The trips that the Chevron station would be expected to generate on a typical day were estimated using standard rates for a Gas Service Station with Convenience Store and Car Wash (Land Use #946) published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, 7th Edition. The resulting trip

generation includes an average of 1,834 trips per day, with 128 a.m. peak hour trips and 160 p.m. peak hour trips. These results are summarized in the following table.

Trip Generation Summary

Land Use	Units	Daily		A.M. Peak Hour				P.M. Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Gas/convenience store and carwash (LU #946)	12 vfp	152.84	1,834	10.64	128	65	63	13.33	160	80	80

Notes: vfp = vehicle fueling positions

Trip Distribution

Existing volumes on CR 102 were obtained from City staff. The current ratio between northbound and southbound traffic was used to determine the distribution of inbound traffic to the Chevron station. It was assumed that 47 percent of a.m. peak hour inbound traffic are northbound left-turning vehicles. During the p.m. peak period, the distribution of inbound traffic is evenly split between southbound right-turn and northbound left-turns.

Operational Evaluation

Using the traffic volumes provided by the City together with turning movements to the Chevron based on the assumptions indicated above, delay experienced by drivers turning left into the site was evaluated for both the morning and evening peak periods under several geometric and/or volume scenarios. Left-turning drivers currently experience an average of 11.8 seconds of delay during the morning peak hour and 9.0 during the evening peak hour. With the widening, the average delay would not be expected to change as the oncoming volume would be the same, though drivers would be able to spread out across three lanes so the platoon of vehicles would be shorter, resulting in larger gaps between platoons of traffic. With additional traffic volumes from cumulative development factored in, the average delay is expected to increase to 15.5 seconds during the a.m. peak period, but remain at 9.0 seconds during the p.m. peak period. Based on this analysis, it is expected that drivers will continue to experience limited delays, so left turns could continue to be made safely.

Queuing

The amount of storage that is needed in the northbound left-turn pocket was estimated using a methodology published in "Estimating Maximum Queue Length at Unsignalized Intersections," John T. Gard, *ITE Journal*, November 2001. Based on average a.m. and p.m. peak volumes the maximum queue was determined to be three vehicles; under the Cumulative plus Project volumes the queue increases to four vehicles during the p.m. peak hour. The *Caltrans Highway Design Manual* specifies that the storage length at unsignalized intersections should be based on the number of turning movements likely to arrive in an average 2-minute period during the peak hour. The highest projected left-turning volume averages less than one vehicle per minute, or two in two minutes. The analysis indicates that storage of 100 feet will meet the needs of both current and projected future traffic demand.

Conclusions

The analysis performed indicates that the left-turn inbound to the Chevron site can reasonably be expected to continue operating acceptably upon widening CR 102 to three lanes in each direction. Average delays encountered by drivers are not expected to change perceptibly, even with the increased volumes projected with further development in the area. The existing turn pocket is of sufficient space to accommodate the maximum projected queue, so left-turning vehicles would not be expected to impede through traffic.

AM Peak Hour - Existing plus Project Conditions
Chevron Appeal Access Evaluation
City of Woodland

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #1 CR102/Chevron Dr

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B [13.5]

Street Name: CR102 Chevron Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign
Rights: Include Include Include
Lanes: 1 0 1 0 0 0 1 1 0 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 31 1090 0 0 1220 34 0 0 63 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 1254 xxxxx xxxxx xxxxx xxxxx 627 xxxxx xxxxx xxxxx
Potent Cap.: 562 xxxxx xxxxx xxxxx xxxxx 487 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.2 xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx
Control Del: 11.8 xxxxx xxxxx xxxxx xxxxx 13.5 xxxxx xxxxx xxxxx

ApproachDel: xxxxxx
ApproachLOS: B
Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Chevron Appeal Access Evaluation
City of Woodland

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #1 CR102/Chevron Dr

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B [10.7]

Street Name: CR102 Chevron Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign
Rights: Include Include Include
Lanes: 1 0 1 0 0 0 1 1 0 0 0 0 1 0 0 0 0

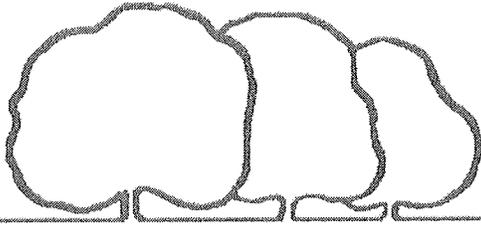
Volume Module:
Base Vol: 40 620 0 0 620 40 0 0 80 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 660 xxxxx xxxxx xxxxx xxxxx xxxxx 330 xxxxx xxxxx xxxxx
Potent Cap.: 938 xxxxx xxxxx xxxxx xxxxx xxxxx 716 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx
Control Del: 9.0 xxxxx xxxxx xxxxx xxxxx xxxxx 10.7 xxxxx xxxxx xxxxx

ApproachDel: xxxxxx
ApproachLOS: B
Note: Queue reported is the number of cars per lane.



City of Woodland

Public Works Department 300 First Street Woodland, CA 95695 (530) 661-5961 (530) 661-5844 Fax

September 6, 2007

Mr. Robert Abbott
RHL Design Group Inc.
1137 North Mc Dowell Blvd.
Petaluma, CA 94954

RE: Appeal of Traffic Commission Decision
Chevron Service Station #92597
18430 County Road 102

Dear Mr. Abbott:

We have reviewed the August 16, 2007 memorandum you sent from Dalene J Whitlock at W-Trans. We have the following comments:

Collision History

We only have accident reports for two of the accidents although our maintenance personnel provided information for what we believe is the 3rd accident. All 3 accidents involved vehicles striking the tip of the left turn pocket median island. The lane merge is approximately 400' south of the tip of the median island. Based on this information, it is likely that the accidents are related to the turn pocket opening.

Furthermore, our maintenance records show that the Q marker has been replaced numerous times, the yellow curbing at the tip of median has needed to be repainted several times because of the presence of black tire marks, and the No U-turn sign has been replaced once. It is clear from this information that there have been additional collisions at this location.

Trip Generation

While the trip generation rates in the report do seem reasonable, our original Traffic Safety Commission report referred to the possibility of increased turning movements as motorists attempt to use this lane for u-turns. We have observed vehicles using this turn lane to perform u-turns and we expect that this turn movement could increase significantly once the Gateway project is constructed. The north driveway for the Gateway Project has right-in/right-out access. Consequently, southbound motorists may attempt to use this median access as a direct link to southbound CR 102.

Operational Evaluation

After reviewing the volumes used for the Traffix analysis we noticed that the am and pm peak hour volumes that W-trans used were swapped, meaning am volumes were used for pm. and vice versa. Also, the traffix analysis should have used a peak hour factor of .92, which we typically use in Woodland. We re-ran the cumulative pm peak and came up with a control delay of 17.9 seconds, which is LOS C. In addition, we are concerned about a number of other factors which could increase the control delay at this “intersection”:

- 1) The traffic memo did not consider the likely chance of increased volumes due to proposed development that is not currently reflected in the current traffic model. There is currently a proposal for annexation of approximately 150 acres, ½ mile south of this location. This could significantly increase the volumes at this location. There could be additional development to the south that is not currently reflected in the current traffic model.
- 2) The traffic memo does not take into account the possibility of increased left turning volumes due to u-turns.
- 3) The traffic memo uses standard values for critical gap from the Highway Capacity Manual. This left turn move will need to cross three lanes of traffic with a speed limit of 45 mph. It is likely that drivers will be cautious and require a larger gap to cross the three lanes of higher speed traffic. Also, u-turning traffic may require a larger gap.

If all of these factors are taken into account, the control delay could increase significantly.

Input from other agencies

We contacted the County of Sacramento for input on their design standards. Many nearby agencies use the County of Sacramento for input because they are one of the largest agencies and they typically have more staff available to develop more comprehensive design standards. They said that they typically don't allow this type of access unless it is shown by analysis to have a significant operational benefit to an adjacent intersection, such as access to a major shopping center. In this situation, they said that they would not typically provide access at this type of location.

Conclusion

While the analysis from W-Trans showed that the intersection performs acceptably from an operational perspective, there were a number of factors (as noted above) that their analysis did not take into account. It should also be noted that an operational analysis is a useful tool. However, it does not predict whether collisions will occur. We know that there is already a collision history at this location. Given the new site conditions (increased traffic volumes, development on east side of CR 102 and the road widening of CR 102), it appears that this collision history will continue to exist and likely become worse. Based on this information, our recommendation is to close the left turn pocket from northbound County Road 102 into the Chevron site. Feel free to call me at (530) 661-5947 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Brent Meyer". The signature is fluid and cursive, with the first name "Brent" being more prominent than the last name "Meyer".

Brent Meyer, PE, TE
City Traffic Engineer

Attachments: Traffix analysis.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[17.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic flows. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

- The existing accident history at this location (Please see previous TSC agenda item and City's response letter)
- The additional traffic volumes and inadequate gaps (Please see previous TSC agenda item and City's response letter)
- The input from other agencies (Please see previous TSC agenda item and City's response letter)

Respectfully submitted,

Brent Meyer
City Traffic Engineer /Traffic Safety
Commission Secretary

Attachments:

- Previous TSC agenda item, 7/16/07
- Bob Abbott's Letter of appeal, 7/24/07
- W-trans memorandum, 8/16/07
- City's response letter, 9/6/07

APPROVED BY: _____

Brent Meyer
City Traffic Engineer/Traffic Safety Commission Secretary

IV. REGULAR AGENDA ITEMS

- A. Review left turn access on CR 102 between Maxwell Avenue and I-5 interchange.

Brent Meyer provided the following information to advise the commissioners of the status of this item. During the most recent Traffic Safety Commission meeting on July 16, 2007 the Commission unanimously approved prohibiting left turn access into 18430 County Road 102 (Chevron station). Since that meeting the following has taken place.

- Bob Abbott (Chevron) filed an appeal letter to go to council with the City clerk, Sue Vannucci. The council hearing was set for September 4, 2007.
- A memorandum was received from Dalene J. Whitlock (W-trans) via Bob Abbott, who further analyzed the left turn access. Her conclusion was that the left turn access into Chevron would continue to operate acceptably.
- Because of the new information provided by Chevron, the City's recommendation to Bob Abbott was to file a continuance of appeal in order for Chevron to first present their results to the Traffic Safety Commission for reconsideration of their decision. Bob Abbott complied and the council hearing has been rescheduled for October 16, 2007.
- The City reviewed the left turn access in to Chevron considering the issues raised by W-trans. A letter of response was sent to Bob Abbott and Dalene J. Whitlock.

W-Trans analysis stated that the intersection performs acceptably from an operational perspective. Staff continues to recommend that the left turn pocket from northbound County Road 102 into the Chevron site be closed. The main issues for this recommendation are as follows:

- The existing accident history at this location
- The additional traffic volumes and inadequate gaps
- The input from other agencies

Prior to the public comment on this agenda item, Commissioner Toney clarified that the commissioners would have the opportunity to ask questions. Brent Meyer advised that they would.

Mr. Craig Shaffer of RHL Design Group representing Chevron was present at staff's recommendation to give the Commission the opportunity to hear from RHL's traffic engineer and consider new information as it relates to whether or not to extend the median on CR102. As they have stated in the past, Chevron is strongly opposed to the notion of extending the median & their opposition is only strengthened by what they believe is a near total lack of justification for such a change. While they appreciate staff's concerns, they feel that staff's decision making is overly conservative and in some ways contrary to widely accepted traffic engineering conventions. Mr. Shaffer advised that Ms. Yung with Whitlock & Weinberger will speak to the specifics of the accident history, trip generation data and operational evaluations and the like, but the bottom line here is that extending the median and thereby restricting left turn ingress to the Chevron site is totally unnecessary. Left turn movements across this type of roadway anticipated here is not inherently unsafe, in fact RHL & Whitlock & Weinberger have

data that indicates quite the opposite. What is unsafe in their opinion is designing and constructing inconvenience. The more access is restricted to and from businesses, the more creative customers need to be to gain access. In this context, creative is synonymous with reckless. Mr. Shaffer pointed out that it has been suggested that Chevron customers traveling north bound on CR102 will find a way to get to the site, it is probably true, but do you really want them to find a way to get there? There is no backdoor to the site for north bound traffic, that is going to frustrate their customers; and frustration and inconvenience promotes reckless behavior. Mr. Shaffer also indicated that there is no evidence or data to suggest that there is going to be a problem at the location if the left turn ingress is allowed to continue. It is safe today and it will be safe tomorrow. It has also been suggested that Gateway customers might be inclined to use a left turn pocket here making what would be an unlawful U-turn to return south bound on CR102. Assuming an EIR was done on the Gateway project, Mr. Shaffer said the study would have had to look at circulation impacts on and off site, did the EIR suggest that there would be such a problem or impact that needs to be mitigated? If so, they have not heard anything about it. Again, the bottom line here is they do not believe that there is any evidence or data to support the recommendation in that the median be extended. There is however, no question that extending the median would be bad for Chevron's business in Woodland. Chevron is proposing to invest a significant amount of capital to demolish the existing facility and build a new station that compliments the development in the area. They hope that the TSC would help in their efforts to successfully redevelop the site by voting against restricting left turn access into the station.

Mary Jo Yung of Whitlock & Weinberger (W-Trans), a registered civil engineer, and registered Traffic Engineer gave the commissioners a brief list of her qualifications. Ms. Yung worked for the City of Santa Rosa for 10 years as their supervising Traffic Engineer, prior to that she worked for the County of Sonoma as the manager of their engineering and land development division, overseeing a lot of responsibilities including issuing permits related to encroachment. Ms. Yung is currently an associate for W-Trans.

Ms. Yung indicated that in order to analyze whether the median is a problem today or if there would be a problem in the future, you can look at history, volumes that the development creates and apply that to future volumes and you can draw conclusions from that analysis, which is what Dalene Whitlock of W-Trans did.

They looked at collision history from January 1, 2002 to the end of 2006, during that time there were 3 reported collisions that occurred in this area. Those 3 collisions equal a 0.3 collision per million vehicle miles driven ratio along the segment, which is very, very low. Ms. Yung indicated that the statewide average for a 2-lane divided road has a ratio of 2.95 collisions per million vehicle miles driven ratio; for a 4-lane divided road the ratio is 1.95 and for a 6-lane undivided road the state average is 0.95. This is a statistic that the state helps Traffic Engineers to make these kinds of comparisons, so this area is at 0.3, it is very low, and a measure of the effectiveness of the road. This segment of the road has good sight distance, no curves, parallel curbs on both sides of the street. It also has good lighting and low landscaping; there is not a lot to disrupt the drivers view. The posted speeds are 45MPH, but the road is well constructed. Historically, it is safe & it includes the median opening, the left turn. Because one can only speculate on what collisions might occur, you can figure out what the gaps in traffic will be & if they will be sufficient, will there be so much delay at the location that drivers begin to make bad decisions, and because drivers will not wait 3-4 minutes to make the turn based on the gaps in traffic that drivers may get, W-Trans then analyzed 6 lanes, and future volumes. They applied the volumes of opposing traffic to left turning movements and the results indicate that there would be a 20 second delay during the PM peak, which is the worst case scenario, to make a left turn into the gas station, making the level of service a "C", meaning it is OK, and would meet the standards of any agency.

The best W-Trans can say in that regard is that there is no problem now based on traffic collision data, there is likely not to be a problem based on the gaps the driver making the left is going to get. Speculating if the left turn pocket is long enough, could there be such a long queue in the 100 foot left turn pocket that they would actually threaten north bound traffic, they analyzed that as well, and found that a maximum of 3 vehicles would be queued up, if you figure the average 25 feet long, times 3 vehicles, that is 75 feet, and the pocket is 100 feet long, W-Trans feels that there should not be any problem, there is plenty of room in the existing configuration and the future configuration. It used to be before engineers got creative about allowing lefts in, they would only figure that if you have a left in, were going to let you have a left out too, so median openings were very wide, but in the last 15-20 years, situations have been created where a driver can make a left turn in, but not a left out. This is very important because the left out would be crossing 6 lanes of traffic coming from both directions, a much more difficult task for a driver than looking at 1 direction of traffic, 3 vehicles, and making a left in. That is why that solution came up. Left turn in movements are very common.

On a final note, it matters that there is a traffic signal right by the highway. If the left turn they are asking for was on the other side of the traffic signal, it would be a much different situation because somebody trying to make a left turn across the traffic that is getting stopped behind them at a traffic signal now has trouble queuing vehicles, dodging in between vehicles trying to make that left. But downstream of the signal, like this is, those cars will actually be stopped every so often for vehicles to exit off of I-5, and make their turns. It is a very good situation. So, in terms of the dynamics traffic reason, it will continue to be safe as a result. They feel that the left turn opening has no reason to not be permitted for traffic.

Commissioner Mikalson requested verification from staff how north bound traffic on CR 102 would access the station if the median was closed. Brent Meyer advised that traffic would have to go north of the interchange, and make a U-turn at E. Main Street, or they could turn left on Hays Lane, turn right on Douglas, right on E. Main Street and right again on CR 102 in the south bound direction. He also speculated that residents in the area could make their travel plan prior to getting to the station and either go from Pioneer Avenue on to I-5 South and exit at CR 102 or take Pioneer Avenue to E. Main Street, to CR 102 and cross over I-5.

Brent Meyer briefly went over his response of September 6, 2007 to RHL Design Group. The City did not go over the accident average, but staff did note that the number of accidents reported do not reflect the actual number of accidents at the location. Staff spoke to the maintenance personnel regarding the number of work orders that had been submitted for various types of maintenance and repairs that needed to be made, primarily to the tip of the median based on the tire marks across the yellow paint and the replacement of signs. Staff did indicate that some of the accidents could be related to the lane merge at the site. Staff also agrees that the road has good features; alignment and visibility, and it makes sense that it has less than the average number of statewide accidents.

Regarding trip generation, the Gateway study did not address any issues with the turn pocket, however the City has received comments and complaints, as well as staff has noticed the times people do tend to use this location for u-turns, and the trip generation data is not being contested. Staff does feel that there is going to be additional volumes, and with the additional traffic volumes, there will be additional illegal u-turns. Staff has spoken to the Police Department, but they are not able to enforce every illegal move in the City.

Staff did inform the Commissioners that across from Wintun Drive, there will be access to Gateway, which will be a right turn in, right turn out turn movement. It is not an ideal situation, but that is the way the traffic study and project site description were approved for

the Gateway project. Because of the presence of the left turn into Chevron, staff feels that there will be a number of additional vehicles that use the left turn access, if it stays open, as a u-turn. Staff already knows that the movement happens today.

Regarding operation evaluation, staff did look at the analysis completed by W-Trans and has comments regarding minor details, such as the switching of the am/pm peaks.

There are three items mentioned, that staff still had concerns about in their memo that they did not take into account, some of which is no fault of their own, but a lack of information.

1. The City has received an application from Petrovich to develop the land to the south of the Gateway project, which is south of Maxwell Avenue and east of County Road 102, for a 150 acre development. Staff feels that this is a significant amount of development and is not currently reflected in the traffic model. The numbers provided to W-Trans for the south bound move on CR 102 did not include this information. Staff expects a significant increase in traffic volumes if the development is approved.
2. The memo does not take into account the possibility of the increased left turning volumes due to u-turns.
3. Their memo and analysis uses standard values for critical gap. The normally accepted method for the creation of gaps from the Highway Capacity Manual is the number used in their intersection delay runs; those are from the Highway Capacity Manual. Staffs understanding from looking at this, the Highway Capacity Manual is good in terms of looking at general operation characteristics, how much delay will be present, but there are some questions. It is not a predictor for the number of accidents, it is not a predictor of if the driver thinks its close-will they go or not go, and how good is the driver at predicting those. It does not take into account the speed limit on the road and we feel given the width of the road being three lanes drivers would have to cross and a 45 mile per hour speed limit, the driver may need to have higher than normally used gaps than what is used in the Highway Capacity Manual.

Staff did look at a sensitivity analysis, and took a number of factors in to consideration. Forty (40) left turns, the normal trips for a Chevron of similar size would get, sixth (60) left turns, considering there would be additional u-turns, and different critical gaps were used.

The first critical gap used was 4.1 seconds needed, which is the figure normally used by the Highway Capacity Manual. Staff also looked at ½ second increments, and 7.9 seconds needed for critical gap, this would not be a continuous stream of traffic at 7.9 seconds, however at the July 16, 2007 Traffic Safety Commission meeting, John Daley from Chevron reported that an informal survey performed by his staff, showed that they counted 637 aquatic vehicles (just vehicles pulling boats) using the left turn into the Chevron from 6:00am on Friday through the afternoon on Sunday (July 13, 2007-July 15, 2007). Staff advised that a bigger gap will be needed when you have a vehicle pulling a boat. The closest comparison staff used was an Aashto, which used a single unit vehicle, similar to a bus, and had a standard value of 6.5 seconds for critical gap needed, with increases of 7/10 of a second for every lane of traffic crossed. Staff used a value of 7.9, which in some ways you are tricking the software when you do the critical gap at 7.9 seconds because you are not looking at a continuous stream of traffic, you are not looking at 20 trucks with aquatic vehicles behind them in a row, but staff is comfortable that this number can be used for a general rule of thumb for the delay that would be experienced by that truck. Staff does have concerns, that through modeling, the vehicles will find some gaps there and W-Trans has shown that it is within General Plan service levels, however, staff feels that is very close in a sensitivity analysis of saying "Yes, you will find 4 second gaps, but how long will it take to find a 5 or 6 or 7 or 8 second gap that a larger vehicle would typically need.

Staff also looked at predicted traffic volumes for the Gateway project at build out, 1220 & 1690 vehicles in the peak hour, which is the cumulative number (year 2020), staff also ran 2000, 2500 & 3000 vehicles in the peak hour. Basically, if you have future peak hour volumes that are higher than what is in the model that would be based on the idea that there is future development, which is not reflected in the traffic model.

Looking at the graph, staff feels it is entirely reasonable to have 60 turning movements at the location, staff used 7.9 seconds for the aquatic vehicle for a critical delay there would be a 450 seconds, which is 7.5 minutes the vehicle would have to wait to cross traffic to find a gap of 7.9 seconds.

Staff also feels that once there is a truck with a boat that pulls into the pocket during peak hour, waiting 3-4 minutes and unable to find a gap in traffic, they have no choice, they cannot back up, they will have to wait it out. When this happens, you have drivers who begin to make irrational moves and might try to go for a gap that doesn't really exist.

Assuming there are no u-turns and looking at 2000 vehicles in the south bound direction, there would be a controlled delay of 770 seconds, you are looking at over 12 minutes, at which time the driver may try to find a gap that does not exist. The point is made that you are at the point where given the right conditions, drivers probably could find gaps, but staff concern is about where you have a longer vehicle or drivers who decide they do not want to wait more than 30 seconds, or you get a driver who pulls in to the left turn pocket and realizes they are not comfortable looking at cars that are going 45-50mph and decide they need to wait until they have a fairly significant gap, causing a line of vehicles to line up in the turn pocket, and now you begin to deal with irrational driver behavior.

In regards to the traffic signal located to the north of the site, usually if you have a signal upstream, it would make sense, when you have left turns going at the same time, there would be gaps created downstream. The signal north of this location is a 2-phase signal, one phase where you have north and south bound traffic going at the same time and the second phase will be where the north and south bound traffic stopped, but the traffic coming off of south bound I-5, turning either left or right, you will note that the right turn volume is much higher than the left turn volume, which means even while the signal is yellow or red, you will have vehicles turning right on red in times and places you would ordinarily have a gap, from an upstream signal, you actually would not have a gap because you will have cars turning right on red. Normally an upstream signal would create gaps, but in this situation, we found that there would not be gaps created by that.

Commissioner Mikalson asked if there would be a pedestrian crossing that goes east and west. Staff advised that there would be a pedestrian crossing, however staff feels it will not be a highly used crossing.

Staff did talk to Sacramento County, as they are a larger agency in the area that has a little more time to develop standards, and described our situation to them. Their response was that they would not allow this move in. They indicated that the only way they would allow this is if it accommodated a large shopping center and if it would improve traffic at a nearby signal. For a single user, they would not allow it.

Commissioner Toney noted that Chevron has invested a considerable amount of time and money to this project, and asked for some ideas that could convince the commission to change their decision regarding the recommendation.

Ms. Yung from W-Trans advised that the California MUTCD specifically says you should not be designing for unlawful behavior, it costs too much money for agencies to do design, and it costs too much money for tax payers to fund. If you post no u-turns, either you mean it or you don't. If you posted no u-turns you are not supposed to be taking those drivers in to account when you are doing an analysis.

Ms. Yung advised that 2 of the 3 collisions that occurred at the location were due to DUI's. The standards say you should not be looking at unlawful behavior; that is not reasonable or prudent. You have to stick to standards when doing an analysis. If you look at the location and what it does for the business, there is not way a north bound driver is going to ever go to that station. You would be cutting off half of their business, half of the business W-Trans assumed based on traffic volumes, and it is a 50/50 split based on north and south bound traffic.

If you close off the median and if a driver wanted to go to that station, the driver would have to go over the freeway, or maybe the driver thinks that is too far and begin making reckless choices, and start making u-turns where they should not.

Commissioner Toney asked for the distance between the Chevron station and the first northern turn around point. Staff estimates it is $\frac{3}{4}$ of a mile, and advised that there is a u-turn option at East Main Street.

Commissioner Mikalson inquired if a u-turn was allowed at the north bound ramp, staff advised no, drivers would have to turn left on Hayes Drive.

Staff agreed with Ms. Yung regarding what she indicated about the Highway Capacity Manual, however with the Highway Capacity Manual, you are mostly looking at operational issues, it is not a predictor of accidents, so as a local agency we need to look at other factors involved. These factors are:

- What do we notice from our maintenance crew in terms of the types of accidents?
- What do we notice as the reality of the traffic situation?
- If u-turns are known to exist, we need to take the responsible step of taking that in to account.

We have taken it in to account and that is part of the reason why staff is recommending that this access be taken away. We do not want drivers crossing 3 lanes of traffic getting in to the turn lane and then making a u-turn.

Commissioner Mikalson asked if anyone could think of a location where this similar type of access is being allowed.

Ms. Yung from W-Trans advised that there are examples in Santa Rosa. Where the situation, be it very unusual, they have 6 lanes of traffic on an undivided road, drivers can make lefts, in both directions. She also indicated that there are accidents at this location, but they usually occur with left turns being made out of the shopping center, not left turns going in. The accidents that occur are because the vehicles are crossing 6 lanes of traffic. Again, Ms. Yung thinks this is a safe location and you need to give drivers the opportunity to make the left turn in to the Chevron, and give Chevron the opportunity to have north bound drivers get into their business, otherwise the lose potentially half of their business. If you do not have a demonstrated problem, you can speculate the best you can, that there is not going to be a sudden change. Even with the addition of a lane, you still have good sight distance; there are not that many trips.

Ms. Yung indicated that they could look again at the analysis with the additional information Brent Meyer mentioned, but if that is going to make or break the issue, then they should look at the additional volumes on the proposed annexation and add them to the analysis, allowing W-Trans and Chevron to come back and see if the gap is the 20 seconds and if the gap is changed significantly; without that information, they cannot tell.

Commissioner Toney asked W-Trans what their experience has been with a delayed left signal. Staff advised that Caltrans will not be interested in this as an option because of the environmental document for the I-5/CR102 project. The specific analysis staff and W-Trans are currently looking at is the only way of looking at it. Ms. Yung agreed that you do not want to install a signal in the pocket.

Commissioner Mikalson expressed his concern with the 2 phases of the signal, at any given time, you will either have south bound CR 102 traffic or south bound I-5 off ramp traffic at any given moment, including right on red movement from the ramp. Ms. Yung did point out the change in the design to the south bound I-5 off ramp, it will no longer be a free right. She also differs and that there will be gaps created by the signal, stating that the right turns are minimal in the peak traffic time.

Commissioner Mikalson advised that his experience has been that when there is demand on the ramp, the ramp is given a green signal at appropriate intervals, but otherwise the main line of CR102 gets the green light.

Staff advised that the right turn volume is much greater than the left turn volume.

Ms. Yung agreed, but the right turn volume is small compared to the through volume, especially in either peak.

Commissioner Toney requested to see the traffic numbers again.

Commissioner Mikalson indicated that traffic turning right at the signal will quickly figure out that they have added a lane, and drivers will feel that they do not have to worry too much about the traffic pouring over south bound CR102 because they have the extra lane.

Ms. Yung agrees that there will be right turns, but believes drivers will stop first.

Commissioner Toney asked if the light will create a two minute delay.

Staff indicated that that information was not available at this time. Staff also advised that the City is primarily concerned with the pm peak. If there was any way of leaving this open 22-23 hours per day and closing it during peak times, that would be great, but there really is not a method of doing that. If you get a driver stuck in the pocket, who is not finding a gap during pm peak, they are not going to wait until the pm peak is over. As for other locations that may be similar to this location, most have closed medians. The point of why the City looked at Sacramento County is that you have to look at driver expectation. Driver expectation in the Sacramento area is different than in the Bay area, and it is different than in Woodland; granted the highway capacity numbers are the same and it is used the same, but staff has noticed that when citizens make comments, the driver expectation in Woodland is different than other places. If you go to Sacramento, you expect a certain amount of congestion, in Woodland there is not that expectation. Given the general driver expectations in the Sacramento area, the fact that there is usually no median access like this near interchanges, that is part of what led the City to recommend closing the median.

Commissioner Toney expressed his concern about the new residential area south of Gibson Road and the development of Gateway, this is the only gas station on the south side of I5, with Am/PM on the other side. He feels we do need to look out for the business community in that aspect. He wishes that a solution that would benefit both sides could be found.

John Daley, Manager of Chevron stated that on August 28, 2007, the median was closed due to the installation of utility infrastructure for the Gateway project. It was reopened on September 14, 2007. Mr. Daley brought in comparison numbers from the prior month, during the same timeframe:

Date	Gallons of Gas Sold	Inside Sales
8/1-16/07	85,458	\$34,123
9/1-16/07	74,812	\$32,000

Closing the left turn land would devastate the business, one way or another. There is no other access to the station. Mr. Daley advised that the only vehicles he sees making the "illegal" u-turn is the CHP when they are in pursuit.

Jim Walker also from Chevron stated that taking away the median access will take away some of their business. Chevron would like to see the median stay open.

Brent Meyer advised the Commission that the median at Wintun Drive will be closed. Staff has spoke to the CHP and they agreed based on a number of issues that the access would be taken away as part of the I5/CR102 project.

Commissioner Ginyard indicated that his recommendation is to keep the left turn access open.

Commissioner Toney said that as it is the only south side gas station for a new housing project that it seems that there is something else that could be done.

Brent Meyer also advised the Commission members that as part of the Gateway project, there would be an additional station built, and that over time, there are a number of factors that help and hurt businesses; closing the median access does hurt, but with increased volumes in the south bound direction helps.

Commissioner Mikalson made a motion to "Stay consistent with the recommendation to close the median as voted for at the July 16, 2007 Traffic Safety Commission.

Commissioner Parker seconded the motion.

Vote was take, ending in a 2-2 tie, because of this, the decision and motions to recommend the closure of the left turn access in the median at CR 102 is the official recommendation of the Traffic Safety Commission based on the vote taken at the July, 16, 2007 meeting (3-0 vote).

From: Bruce Jacks [mailto:bjacks@msce.com]
Sent: Monday, October 01, 2007 3:57 PM
To: Skip Davies; Jeff Monroe; Dave Flory; Bill Marble; Art Pimentel
Cc: Brent Meyer
Subject: CR 102 Access to Chevron Station

Mayor and City Council Members:

Due to a conflict, I was unable to attend the last Traffic Safety Commission meeting on September 17, 2007. Agenda Item A at that meeting was to review the existing left turn access to the Chevron Station on CR 102 between Maxwell Avenue and I-5.

I am very familiar with the traffic issues at this location and read the supplemental traffic study prepared by W-trans dated August 16, 2007.

I was present at a previous meeting where the Traffic Safety Commission heard comments from Chevron and the Car Wash property owner south of Chevron. I am very familiar with this stretch of roadway and have comments to forward related to the current left turn movement from CR 102 northbound to the Chevron Station.

- From the Southeast Area Specific Plan EIR, Figure 18 and supportive text and analysis, it is clear that left turn access from Road 23 north was intended to be prohibited due to traffic safety concerns and proximity to the freeway ramps.
- I recall that during the widening project for CR 102 (as part of the SE Specific Plan), Chevron petitioned the City Council to allow left turn access from NB Road 102. Approval was granted.
- With the Gateway project, we have further complicated future traffic flow in the area. There is apparently a right only exit from Gateway north of Maxwell that would give those exiting Gateway the opportunity to duck into the existing left turn pocket to Chevron. This creates a real traffic hazard. Vehicles currently use the current Chevron pocket not only for left turns, but also for non-permitted U turns on CR 102.
- Let's not make a bad situation worse. The left turn to Chevron should never have been allowed in the first place. It conflicts with the SE Specific Plan. Was a revision with supportive analysis to the Specific Plan ever processed to allow this turn movement?
- Traffic studies (Chevron's supplemental study) can look fine on paper, but poorly execute in the real world. What may work "ok" today on paper could be a disaster a few years from now.
- An example of a traffic analysis that "worked on paper" but is a dismal failure is the Natomas Marketplace intersection on Truxel, north of I-80.
- Reported traffic accidents per the W-trans Study were a total of three over a five-year period from 2002 to 2006...and two of those were DUIs. Let's get real. For whatever reasons, the accident count was far higher than three due to lack of reporting caused by public safety budget constraints and drivers simply not reporting incidents.

In summary, I recommend that our City Council follow staff recommendation to close the Chevron access. That left turn movement causes traffic hazards as follows:

1. The turn movement is too close to the SB freeway exit ramp. **Check out any similar situation in a metropolitan area. Access is prohibited.**
2. Southbound vehicles will be moving at up to 40-45 mph with the SB signal green. Even with signage to prevent U turns, people will make the reduced-speed left turn and slow-speed U turn movements causing a traffic hazard.
3. Vehicles exiting Gateway will cross multiple NB lanes trying to duck into the left turn pocket causing a safety issue for NB vehicles.

In conclusion, if I had been present at the September 17, 2007 Traffic Safety Commission meeting, my vote would have been consistent with staff recommendation...THAT THE CURRENT LEFT TURN ACCESS TO CHEVRON BE CLOSED FOR SAFETY.

Please support city staff. These people are professional civil engineers with real world experience.

Respectfully,

Bruce Jacks