

Traffic Study Information as it relates to Lake Street and Dam Road

Observed Operational Concerns: Pre- and post-school traffic conditions along Lake Street in the vicinity of Lower Lake Elementary School and Lower Lake High School can be somewhat chaotic. Pedestrians and bike riders are crossing the street at numerous locations (many unmarked). In addition parents dropping off/picking up students conduct U-turns at a wide variety of locations along both school frontages

Project Significant Traffic Impacts

Impact 4: Significant impacts to traffic, pedestrians and bicycle activity along Lake Street adjacent to Lower Lake Elementary and High Schools.

Year 2020

AM Peak: Full build-out project traffic along Lake Street during the start of school drop-off arrival time, +36% at elementary school and 18% at the high school.

PM Peak: Full build-out project traffic along Lake Street during the end of school pick-up, +46 percent at the elementary school and + 17 percent at the high school. All that is being proposed to mitigate problems on Lake St. is speed bumps to slow traffic and a pedestrian pathway.

Given the fact that there is a “chaotic” situation during school pick-up/drop-off shouldn’t mitigation include road widening, parking pick-up areas at the schools, light warning signs, traffic control, crosswalks and bicycle/pedestrian paths separate from the driving lanes, to say the least? Nothing in the traffic study addresses the problems that will be created for all the residents of the side streets that enter Lake St. Shouldn’t such a study evaluate these impacts also?

Project Trip Generation

Project at full build-out (by 2015) would be expected to generate 5740 daily trips (2,870 inbound and 2,870 outbound) with about 125 inbound and 295 outbound trips during the AM peak hour along with about 350 inbound and 215 outbound trips during the PM peak hours. All of the intersections evaluated in this study receive *some* of the car trips from this project (Walmart, Lakeshore, Olympic) and signalization is part of the solution. Dam Rd. at Lake St. has *all* of the 5740 trips per day and yet it will remain a 4-way stop sign intersection with only the addition of a 2-way left turn lane. Where are the projections of exactly how far traffic will back up in all directions at this intersection?

Project Trip Distribution

City staff projected that the vast majority of project workers will travel to/from south of the City on S.R. 29.

The vast majority of traffic destined to/from the south and west on S.R. 29 would then be expected to use Lake Street, with the remaining using Dam Road to/from S.R. 53 or the Wal-Mart Center. If most commuters are going to use Lake Street to go to Napa and Santa Rosa where is the traffic study section that deals with cars backed up at Main Street/Lake, Main St/Hwy 29 and Jessie Street /Hwy 53? These will be major traffic jam areas. The Jessie/53 intersection is almost guaranteed to be the scene of many accidents and it 's not even mentioned.

Additionally, traffic impacts and mitigation's needs to extend to Middletown which already experiences gridlock at commute time and beyond Middletown evaluating impacts to traffic going over St. Helena mountain.

Mitigation 4: Impacts to Lake Street

The project applicant should work with Lake County Public Works staff to develop a series of traffic calming (speed reducing) measures in the vicinity of both Lower Lake Elementary School and Lower Lake High School.

The project should provide a pedestrian pathway along the east side of Lake Street between Lower Lake Elementary School and Dam Road and between Main Street and Lower Lake High School. Given the overwhelming impacts that Lake Street will experience a solution of speed bumps and a pedestrian paths seems ludicrous. I find it hard to believe that the County of Lake is on-board with this solution. Had the County been asked what they thought about this before this report was completed?

General Questions

Lake Street, as a collector-street is meant for use by the surround side streets and, with the exception of school traffic, it is a residential, non-commercial street. Many of the homes on Lake Street have driveways that require homeowners to back onto the street to get out. How will they be able to do this safely? Dam Road is not part of the Lake Street neighborhood, it has its own direct exit at the Walmart intersection. Funneling Dam Road traffic onto Lake Street would change this road into a major thoroughfare. Since this is a county, not city, road I assume you have asked the county if this proposal meets with their approval. Has the county reviewed and approved this proposal? I believe the correct alternative to using Lake Street would be to install a "No Left Turn" sign at Dam Rd. entering Lake and a "No Right Turn" at Lake St. entering Dam Rd. In other words all Dam Road traffic would have to go to the Walmart intersection to leave and enter. This was not considered in this traffic study. Therefore, I believe this study should be re-done and reflect all the necessary changes to the Walmart intersection that this option would require.

It is my understanding that a traffic study should consist of and include:

Preparation by a registered (State of California) traffic engineer, familiar with the local community. Who prepared this study?

Inclusion in planning by County, Caltrans and any other agencies impacted by this development. What agencies were included?

Site Traffic forecasts. The developer projected 35% of residents will be senior citizens. As a result of this the report noted that “retirees/active seniors were assigned lower trip rates than those remaining residential units that would contain one or two commuters as well as children”. Are the traffic forecast conclusions based on the *developers projections*? If so what evidence supports this conclusion?

Basic assumptions reviewed by the City Traffic Engineer. If the city doesn't have a traffic engineer who will do this?

Preliminary cost estimates for mitigation should be provided. They are not in this study, who will provide them?

This study used weekday peak hour traffic times as 7-9 AM and 4-6 PM. Considering that the vast majority of residents are going to Santa Rosa, these times will not be peak hour traffic times. Will this study be revised to reflect peak commuter times?