



# ASSOCIATED TRANSPORTATION ENGINEERS

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CITY OF SANTA BARBARA  
PLANNING DIVISION

## ***SIGHT DISTANCE ANALYSIS AND ACCESS EVALUATION FOR THE 210 MEIGS ROAD CONDOMINIUM PROJECT - CITY OF SANTA BARBARA***

As requested by City staff, Associated Transportation Engineers (ATE) has completed the following sight distance analysis and access evaluation for the 210 Meigs Road Condominium Project, proposed in the City of Santa Barbara. The project is proposing to develop 5 residential lots on a currently vacant site located adjacent to Washington Elementary School. Access is proposed via a new public street on Meigs Road across from La Mesa Park. The location of the new public street is illustrated on Figure 1 (see attached site plan).

### **Sight Distance Analysis**

The driver of a vehicle departing from the new street intersection should have an unobstructed view along Meigs Road sufficient in length to permit the driver to anticipate and avoid potential collisions. The unobstructed views form triangular areas known as sight triangles. Any object (such as buildings, parked vehicles, hedges, trees, bushes, walls, fences, etc.) within the sight triangles that would obstruct the driver's view of an approaching vehicle should be removed.

Meigs Road is constructed on a large-radii horizontal curve alignment along the western boundary of the project site. The new public street is located on the inside of the curve, near the northern end of the curve. The speed limit posted on Meigs Road adjacent to the site is 35 MPH.

Field review of the existing conditions was completed to confirm vehicle speeds and the location of potential obstructions. The field review found that vehicles generally travel within the 35 MPH speed limit, with the 85<sup>th</sup> percentile traveling at 41 mph from the south and at 37 mph traveling from the north. There are also trees and vegetation located along the property line adjacent to Meigs Road that will need to be removed when the project is constructed.

Sight distances at the proposed public street were evaluated assuming the layout shown on the attached plan (Figure 1). The analysis assumes that Meigs Road would be restriped to provide 8 ft. lanes for on-street parking, 7 ft. bicycle lanes, 11 ft. travel lanes, a 12 ft. shared two-way left-turn lane, and a turn pocket for left-turns from southbound Meigs Road into the project site would be installed. It is noted that this striping layout was provided by City staff.

The results of the sight distance analysis found that adequate sight distance could be provided looking to the north. The proposed public street is located near the north end of the horizontal curve on Meigs Road and the sight distance that could be provided to the north would be well over the Caltrans minimum requirement of 270 feet. It is important to note that this assumes that any landscaping or vegetation adjacent to the new street would not extend above 3.5 feet, the level of the driver's eye. Also, it was determined that no on-street parking should be provided for 85' north of the new public street.

The sight distance analysis determined that 312 feet is the minimum sight distance needed looking to the south. The sight distance indicates that no on-street parking should be provided along the project's frontage for at least 250 feet south of the new public street. Given the location of the new street on the inside of the curve on Meigs Road, it will be important to make sure that sight lines are not obstructed by street furniture, poles, bus stops, etc. along this section of Meigs Road.

### **Access Evaluation**

The comments made in the DART letter initially recommended that a signalized cross walk be installed on Meigs Road, adjacent to the project site. After further review and discussion with City staff, it was determined that improvements would be made to the roadway and the existing cross walk at Elise Way, located approximately 500 feet north of the new public street. These improvements would be constructed in two phases. The first phase would include restriping Meigs Road, as discussed above, and the second phase would include improvements to the existing crosswalk at Elise Way. The crosswalk improvements would construct curb extensions into the parking areas on either side of Meigs Road, which would result in a reduction of 16 feet in pedestrian crossing distance, and reduce crossing times.

### **On-Street Parking**

The project site plan shows that the internal street that serves the residential units is 30' wide. This would accommodate on-street parking on one side of the internal street and provide 11' travel lanes for in bound and outbound traffic. The City of Santa Barbara standards for parking design indicate that a minimum of 20' of no-parking be provided within the "throat" of a roadway. This would provide approximately 50' feet of on-street parking along the internal street, and would accommodate parking for two vehicles.

This concludes our sight distance analysis and access evaluation for the 210 Meigs Road Condominium Project. Please call our office if you have questions regarding the analysis or findings.

Associated Transportation Engineers

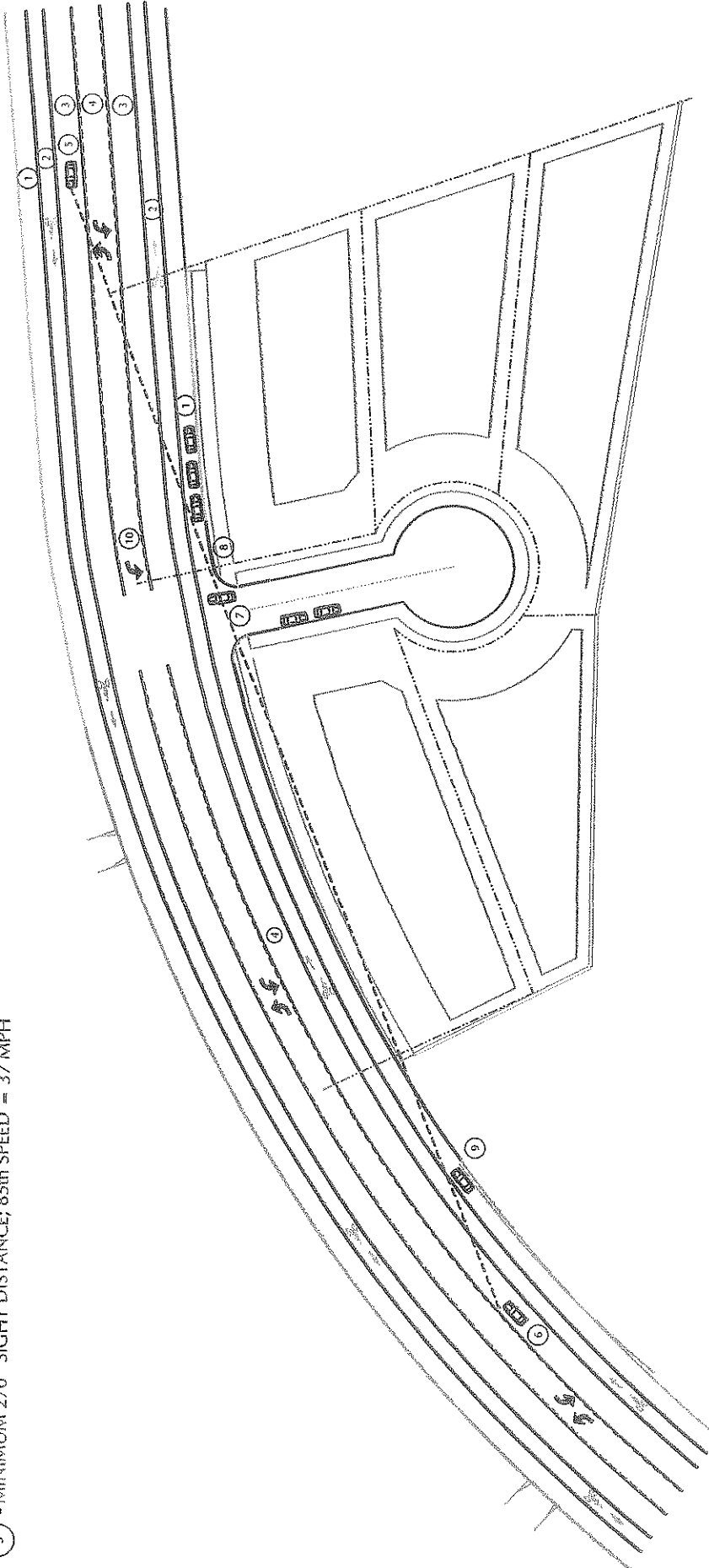
A handwritten signature in black ink, appearing to read 'SAS' followed by a stylized flourish.

Scott A. Schell, AICP, PTP  
Principal Transportation Planner

SAS/MMF

Attachments: Figure 1 - Project Site Plan /Sight Distance Evaluation

- ① - 8' ON-STREET PARKING
- ② - 7' BICYCLE LANE
- ③ - 11' TRAVEL LANE
- ④ - 12' SHARED 2-WAY LEFT-TURN LANE
- ⑤ - MINIMUM 270' SIGHT DISTANCE; 85th SPEED = 37 MPH



- ⑥ - MINIMUM 312' SIGHT DISTANCE; 85th SPEED = 41 MPH
- ⑦ - DRIVER'S EYE
- ⑧ - MINIMUM 30' RED CURB NO ON-STREET PARKING; N/O NEW PUBLIC STREET
- ⑨ - APPROXIMATELY 250' RED CURB NO ON-STREET PARKING; S/O NEW PUBLIC STREET
- ⑩ - MINIMUM 100' LEFT-TURN STORAGE AREA

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NOT TO SCALE



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PROJECT SITE PLAN/SIGHT DISTANCE EVALUATION

## Croft Schell's Comments:

### Item 1 d. Pedestrian Improvements

ATE met with Peter Doctors to review the site access and pedestrian issues for the 210/216 Meigs Road Project. We reviewed the project site plan and the PRT comments regarding the possible implementation of a crosswalk on Meigs Road at the new roadway location. Based on this review, it was recommended that no crosswalk be installed, that Meigs Road be restriped and that additional improvements be considered at the existing Meigs Road crosswalk at Elise Way.

Some of the key factors that were considered in this decision include:

1. An existing crosswalk is located on Meigs Road north of the site at Elise Way. Improvements are proposed for this crosswalk.
2. The 85th percentile speeds on the section of Meigs Road adjacent to the site range from 37 mph to 41 mph
3. The curvature of Meigs Road limits sight distance.
4. Meigs Road is 64 feet wide.
5. The pedestrian volumes would not meet traffic signal warrants for installation of a pedestrian traffic signal.

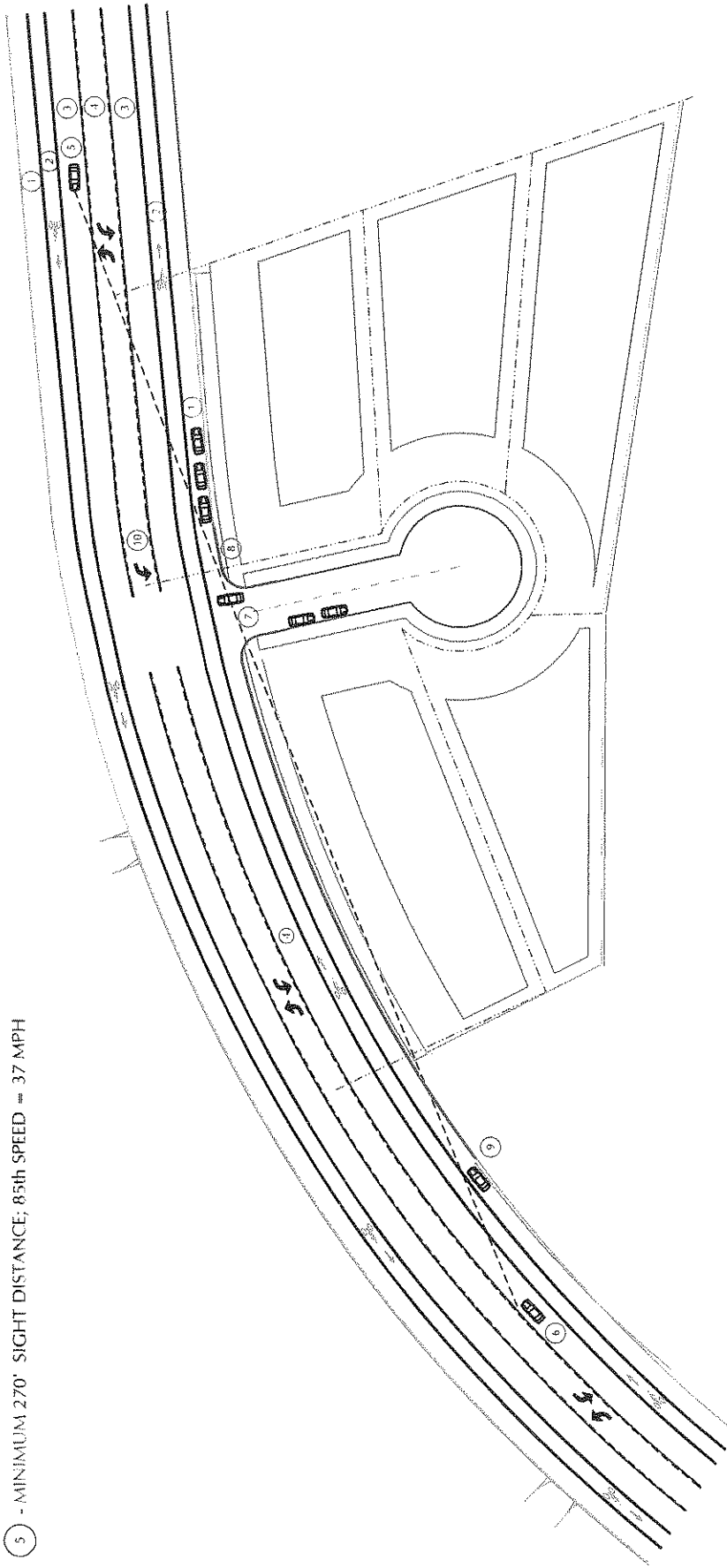
### Item 1 a. On-Street Parking

There was a typographical error in our study regarding the amount of red-curb that needed to be provided on Meigs Road north of the driveway. The text of the study stated 85 feet of red curb should be provided. Figure 1 which is attached to the study correctly identified that 30 feet should be provided. With the 30-foot red curb zone and the 30-foot wide new road, a total of 60 feet of parking would be lost. This would equate to the loss of 2 to 3 parking spaces.

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- 6 - MINIMUM 312' SIGHT DISTANCE; 85th SPEED = 41 MPH
- 7 - DRIVER'S EYE
- 8 - MINIMUM 30' RED CURB NO ON-STREET PARKING; N/O PROJECT DRIVEWAY
- 9 - APPROXIMATELY 250' RED CURB NO ON-STREET PARKING; S/O PROJECT DRIVEWAY
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PROJECT SITE PLAN/SIGHT DISTANCE EVALUATION

FIGURE 1