

APPLICATION REVIEW

Please circulate to names shown below

Received: 11-18-2021

Due: 12-02-2021

REQ. EXTENSION ON REVIEW TIME

- Tentative Parcel Map (4 or less parcels)
- Tentative Subdivision Map
- Use Permit
- Zone Change
- Certificate of Compliance
- Negative Declaration – Environmental Review
- Special Project

Applicant's Name: Paul and Clara Goodwin

Planning Application Number: 22102

Public Works provides input for the following:

- Access Survey Flood Encroachments On & Off Site Improvements Right of Way

PLEASE INITIAL

Comments

Thomas

SEE ATTACHED

Bynum

B

All driveway connections will need to meet our Commercial driveway specs.

Burton

[Signature]

Jeremy

SEE ATTACHED

LEGAL ACCESS FROM "SANITARY LANDFILL ROAD" DOES NOT EXIST.

Christensen

IN CONSIDERATION OF THE SCALE OF THE PROPOSED PROJECT, PUBLIC WORKS WOULD LIKE ADDITIONAL TIME TO REVIEW.

Please return to Phil when routing is completed.

Public Works has the following concerns;

- 1.) According to table 8 of the Initial Study Checklist dated July 2021, there will be 40 truck trips (80 in/out total). It is presumed that these 80 trips could affect both the northerly parcel with the truck scales, as well as the southerly parcel with the recycling facility, as construction materials are generally paid for by weight and haul trucks need to be weighed before and after loading. The traffic routing between the north and south parcel has not been described. It is very difficult to condition the routing of vehicles once driveways are permitted. It has to be assumed that all of the trucks trips between the north and south parcel will be via the South Phillipe Lane intersection as a worst case scenario. Public Works is concerned that the increase in truck traffic from this proposed project will exacerbate the existing hazards associated with this intersection which was not originally designed to accommodate large truck turning motions without crossing into opposing traffic (see Figures 1 & 2).



Figure 1

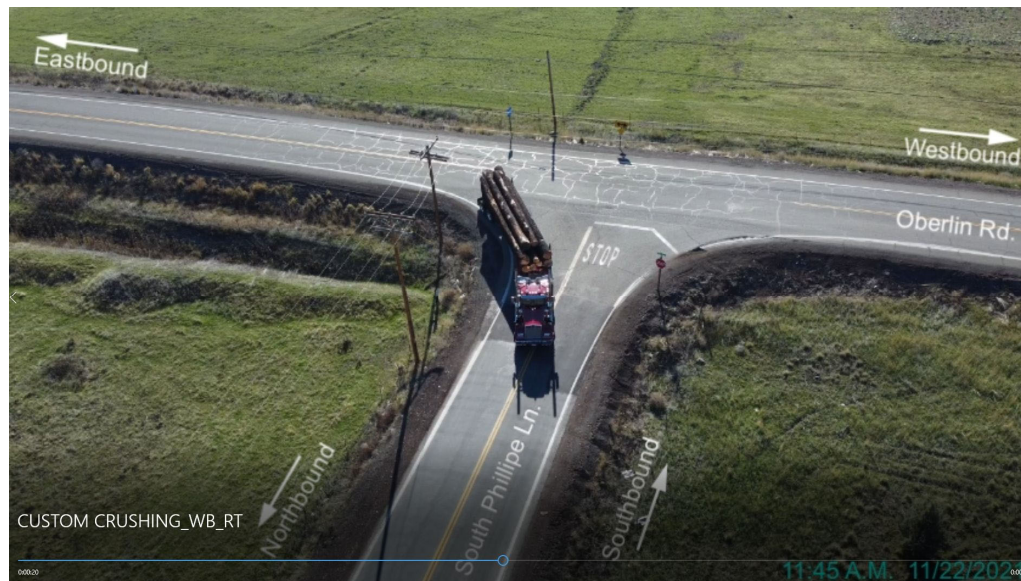


Figure 2

Potential mitigations that could be considered include;

- Widening the South Phillippe Lane intersection to accommodate large truck turning motions.
- Eliminating the dogleg in the traffic flow by relocating the southerly access road to align with South Phillippe Lane. This realignment would require relocation of a utility pole and potentially placement or relocation of a roadside sign.

2.) Public Works is concerned that the dogleg in the traffic flow between the northerly parcel and the southerly parcel results in two potentially avoidable hazardous left turn motions off of Oberlin Road. Left turn-involved accidents (angle, rear-end, and same direction sideswipe) account for a significant percentage of intersection accidents at all types of intersections. The Siskiyou County Local Roads Safety Plan ranks Oberlin Road as #5 on the list of county maintained roads with the most traffic accidents between 2017 and 2019. A review of vehicle accident reports showed 20 accidents in this vicinity of South Phillippe and Oberlin Road between 2011 and 2019.

The average daily traffic on Oberlin road is assumed to be between 3000 and 4000 vehicles per day (based on traffic counts performed in 2012 and 2018).

Using the number of truck trips provided in table 8, of the Initial Study Checklist, on average there will be a truck entering or leaving the proposed southerly access road every 7.5 minutes. It has to be assumed each of these 40 round trips will involve at least three left-turns off of Oberlin Road (See figure 4).

Potential mitigations that could be considered include;

- Constructing an engineered left turn pocket on Oberlin Road near the intersection of South Phillippe Lane.
- Removing the dogleg in the traffic flow by relocating the proposed southerly access road to line up with the South Phillippe Lane and Oberlin Road intersection. Doing this would eliminate two of the left turns off Oberlin Road.
- Relocating the southerly access road and placing the truck scales on the southerly parcel.

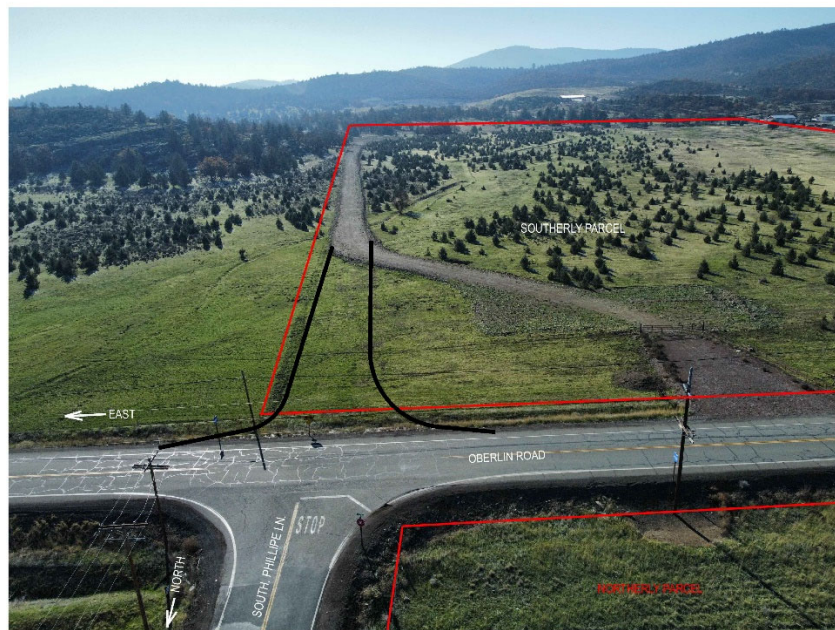


Figure 3

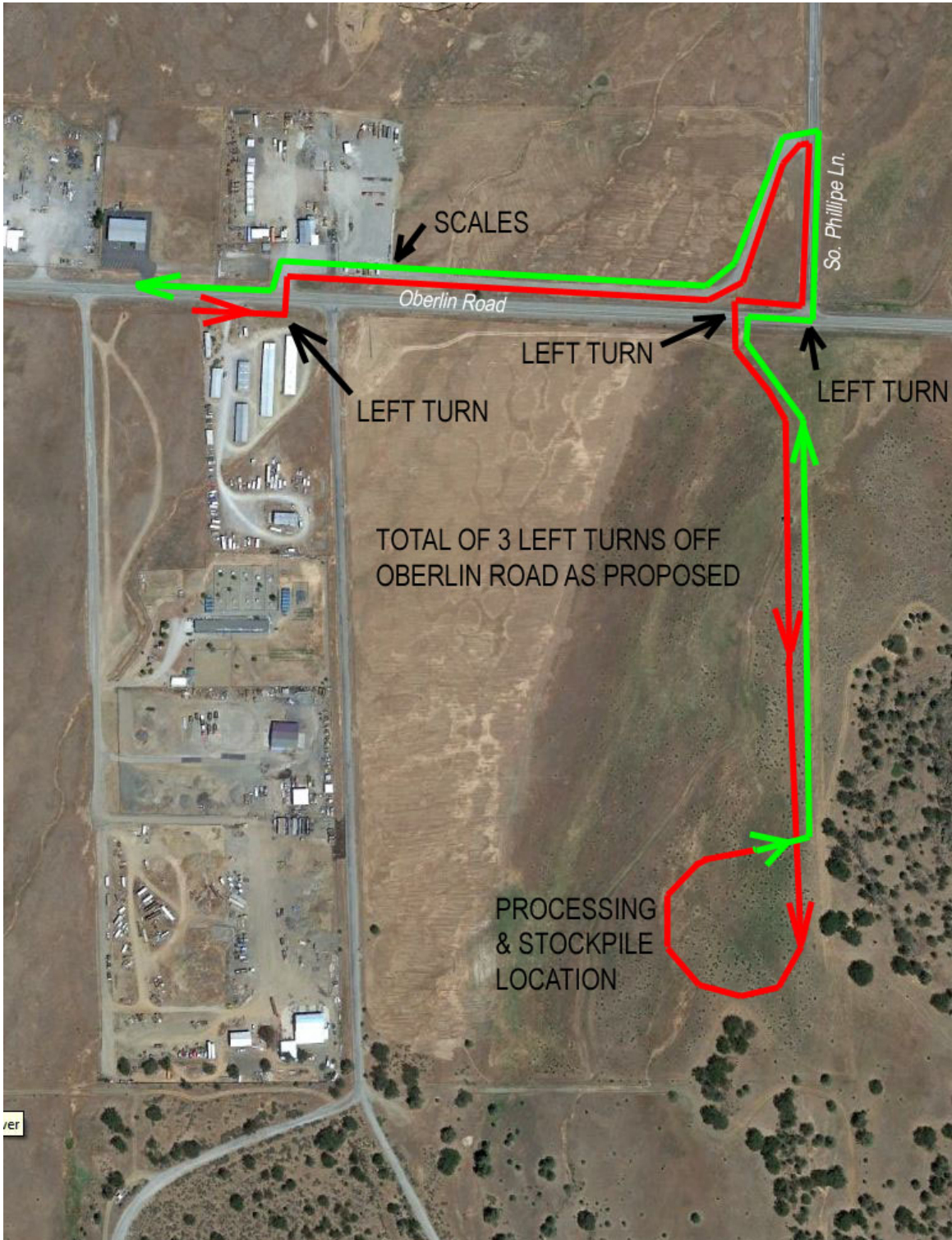


Figure 4

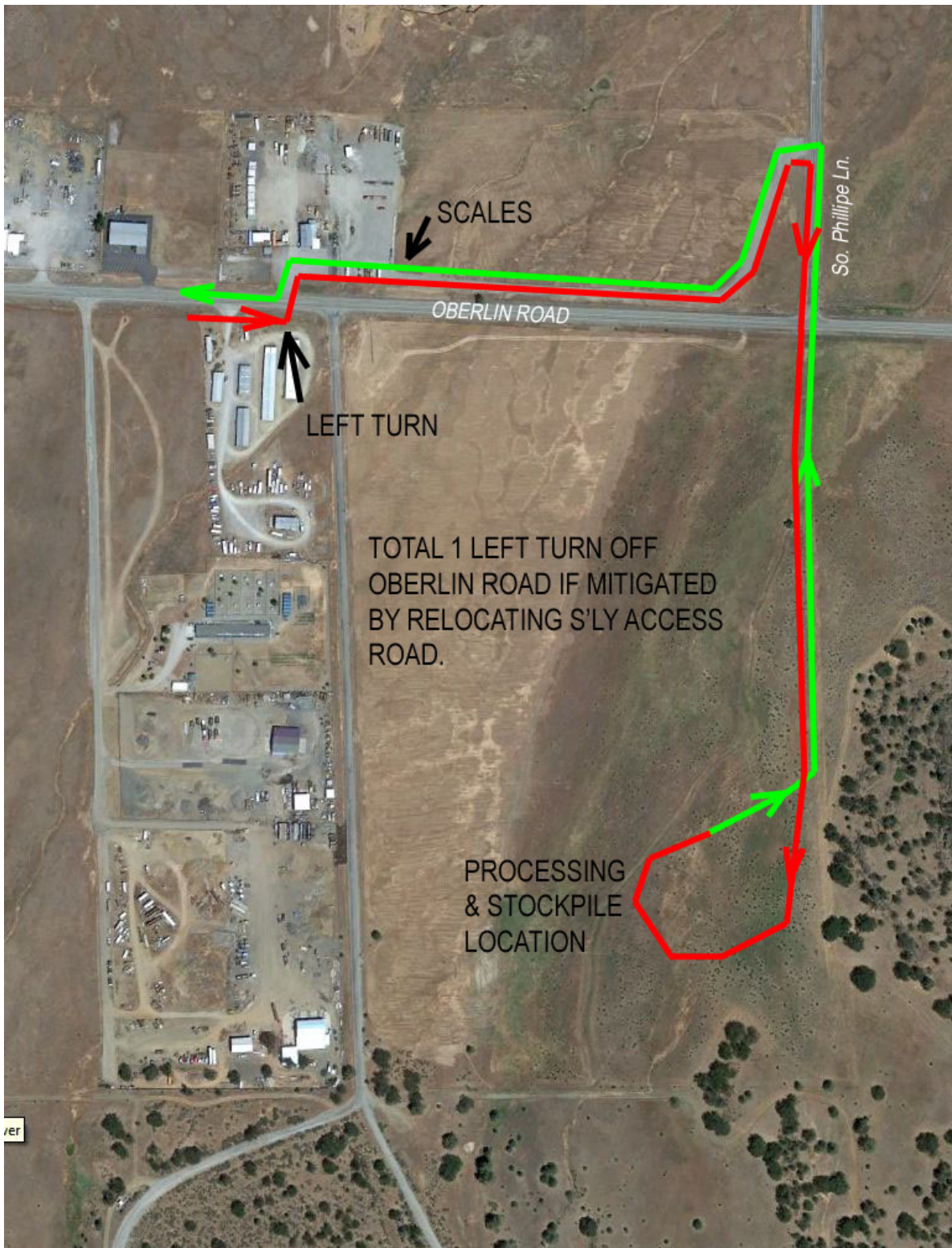


Figure 5

Neither the of the existing driveways accessing the north or south parcel have been permitted as commercial driveways. Public Works will be requiring, as a condition of approval, that the concerns expressed be mitigated and that any driveways utilized in this operation be brought up to the commercial driveway standard.