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RESPONSE TO TRANPSO GROUP PEER REVIEW OF THE SANTA ROSA WINERY PROJECT

Associated Transportation Engineers (ATE) reviewed the March 10, 2016 peer review prepared by the TranspoGroup for the appellant of the Santa Rosa Road Winery Project and has developed the following responses to the three main issues raised in the letter.

Number of Collisions. The TranspoGroup analysis assumes that 34 accidents occurred on the segment of Santa Rosa Road during the 5-Year period between 2010 and 2014, while the Stantec report shows 30 accidents. The TranspoGroup accident analysis is incorrect as it includes several accidents that occurred at the Santa Rosa Road/Avenue of Flags/U.S. 101 intersection, which is inconsistent with the Caltrans procedures for cataloging accidents. The Caltrans procedures require that accidents that occur within **250 feet** of an intersection be included in the Intersection Analysis and **not** in the Highway Analysis. When correctly analyzed, the 5-year data in the TranspoGroup letter yields an accident rate of 1.70 collisions per MVM, while the statewide average reported by Caltrans is 1.71 collisions per MVM.

It is noted that the most current 3-year period is the typical standard used for Caltrans accident analyses. Review of the TranspoGroup accident data for the most current 3-year period (2012-2014) shows an accident rate of 1.55 collisions per MVM which is also less than the statewide average of 1.71 collisions per MVM.

Roadway Classification Type. The TranspoGroup contends that Santa Rosa Road should be classified/analyzed as Caltrans Roadway Rate Group H01 (flat, < 55 MPH) rather than the Caltrans H03 (rolling terrain) classification used in the traffic study. According to Caltrans criteria, roadways in the rolling terrain category contain a combination of horizontal and vertical alignments causing heavy vehicles to reduce their speed substantially below that of passenger cars but not to operate at crawl speeds for a significant amount of time. There are a significant number of both horizontal and vertical curves on Santa Rosa Road that fit this description. The roadway is correctly classified as H03 in the traffic study since its characteristic fall within the Caltrans rolling terrain definition. The TranspoGroup incorrectly assumes the roadway as H01 (flat) based on an **average of the change in grades** along its length, which is not a meaningful measurement and does not take into account horizontal curves.

Bicycle Traffic. The TranspoGroup contends that Santa Rosa Road is a Class III bike route and that there are a significant number of bicycles using the Santa Rosa Road that would be impacted by the increase in traffic generated by the project. According to the Santa Barbara County Bike Plan, Santa Rosa Road is **not** designated as a Class III bike route. Instead, it is shown as an alternate bike route to SR 246 between State Route 1 and Buellton. Further, review of the accident data for the last 5-year period shows that there were **no** accidents on Santa Rosa Road involving a bike and a vehicle (1 accident was reported for a bike that ran off the road and hit an object). The accident history shows that Santa Rosa Road adequately accommodates the bicycle, winery and agricultural traffic without creating significant safety hazards to bicyclists. The addition of project traffic to the roadway would not measurably change this condition.