

East CAC 2 Considerations

Concerns about Traffic Operations

Section A

- Access is consolidated and provided onto Redwood Avenue
- Eastbound vehicle access is right-in
- Westbound vehicle access is left-in/left-out, which must unsafely navigate with through-traffic traveling at 45-50 mph

Section B

- Freight access is very difficult
- Vehicle access is right-in/right-out
- Out-of-direction travel (about 1-1.5 miles) required for any westbound vehicles

Section C

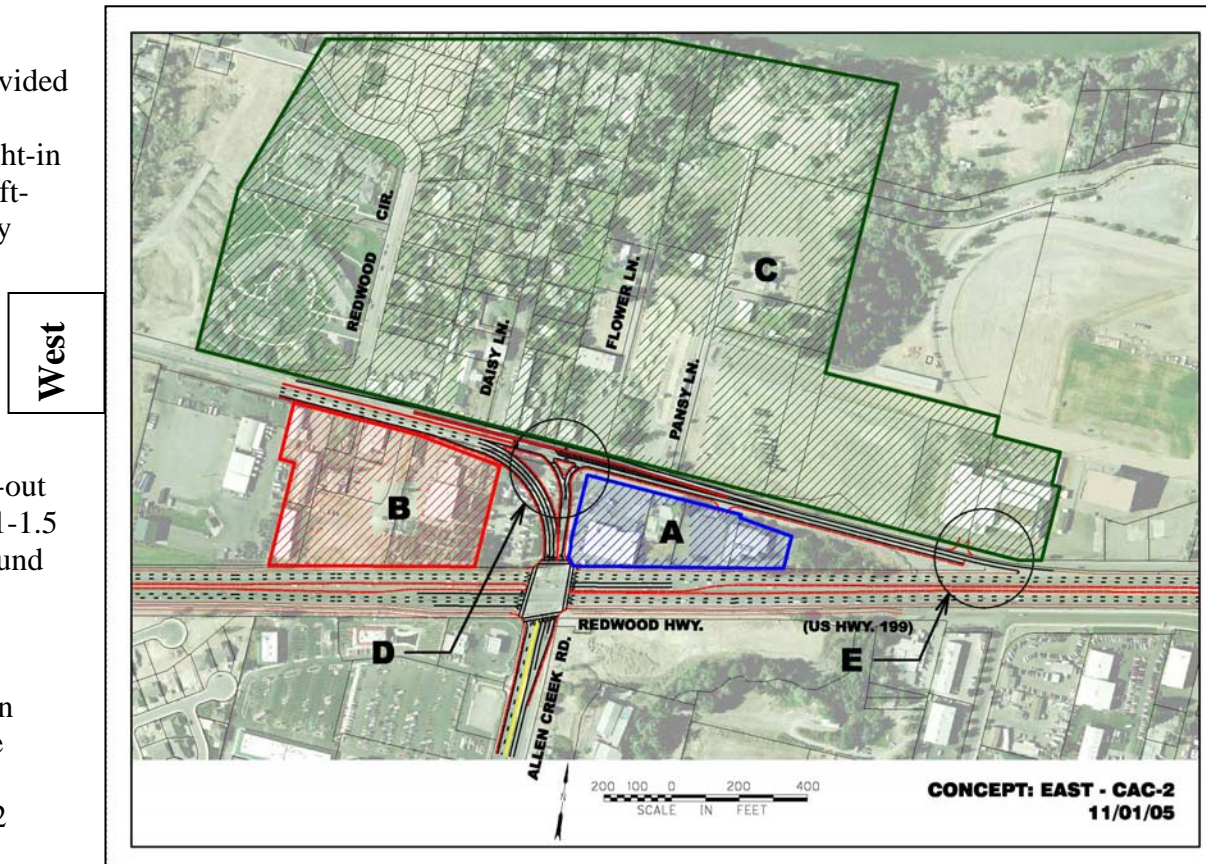
- All access to/from properties on north side of Redwood Ave are right-in/right-out
- Out-of-direction travel (about 2 miles) for eastbound vehicles

Section D

- Allen Creek Rd/Redwood Ave intersection is unsafe:
 - Non-standard design
 - Does not meet typical driver expectations
 - Confusing, potential driver error

Section E

- Westbound vehicle access is right-in/right-out; slowing/stopping to turn into YMCA may be unsafe with through-traffic traveling at 45-50 mph
- Eastbound vehicle access is left-in, which must unsafely navigate with through-traffic traveling at 45-50 mph
- Out-of-direction travel (about 2 miles) required for any westbound vehicles



Efforts Made by the Design Team to Resolve Traffic Operations Issues

The August 2005 conceptual drawing of East CAC 2 depicted the Redwood Avenue/Allen Creek Road intersection design as relatively simple and with little impact to traffic movement and businesses. Since August, the traffic analysis identified required lane configurations and storage lengths for vehicles stopped at signals. The most significant queuing length was for vehicles heading east on Redwood Avenue and wanting to turn east onto Hwy 199.

In light of the necessary lane configurations and storage lengths, the design team modified the design and considered the following items to minimize impacts, such as the need for right of way acquisition, business displacements, and access to businesses. Here are several items considered by the design team:

Steps Tried	Why These Steps Didn't Work
Add a signal at Redwood Ave/Allen Creek Road to allow vehicles traveling west on Redwood Ave to turn south onto Allen Creek Road.	This signal would cause extensive queuing lengths of vehicles traveling east on Redwood Ave that wanted to turn east onto Hwy 199. Basically, the backup of cars would cause significant congestion on Redwood Ave quite a ways west of the Redwood Ave/Allen Creek Road intersection.
Move the Redwood Ave/Allen Creek Road intersection north and add a signal.	By the time the design and traffic team got this relocated intersection and signal functioning properly, it had all the features of East 1. Since East 1 is still a concept being considered, it didn't make sense to have two concepts that were the same.
Construct an east-west road between Daisy Lane and Redwood Circle to provide Area C a place where vehicles to make left turns onto and off Redwood Ave.	This new road would cause a large number of residential displacements. There was further concern that providing left turns at the Redwood Ave/Redwood Circle intersection would likely shift the current safety problems on Hwy 199 to Redwood Ave, so there was no net improvement in the traffic conditions in the vicinity.
Significantly reduce the design speed along the slip ramp from Hwy 199 to Redwood Ave.	The expected result in a speed reduction is the likely increase in rear end accidents.
Move the YMCA access toward the west to lessen rear end accident potential.	The relocated driveway still has the YMCA traffic turning into/out of the Redwood Ave slip ramp traffic which is traveling at significantly higher speeds. Also, the relocated YMCA access would be closer to the access point of Section A; this closeness would then conflict and not enable safe turning movements at either location.