

Sight Distance at Murillo and Klein Is Too Short

The uncontrolled intersection at Murillo Ave and Klein Rd is currently a low hazard risk for drivers, pedestrians and bicyclists. After the Canh Thai Temple project is completed, the risk would increase dramatically. The basic problem is the blind curve to the east along Murillo Ave. Cars coming from Klein Rd, intending to head westbound on Murillo, may not see the cars coming from the east until it's too late.

This intersection is within 300 feet from the Canh Thai Temple site. Every vehicle trip to/from the site passes through this intersection. The project traffic study included this intersection for level-of-service analysis, yet omitted any analysis of sight distance. This is a critical omission, given that after project completion, *most* traffic as described (going westbound through this intersection) would be caused by the project. Due to applicant's significant contribution to the cumulative risk, omitting analysis of this intersection increases hazards to the public.

Legal Grounds

1. The County's Transportation Impact Analysis Guidelines (adopted October 2014) includes the following (emphasis added):

9.4 Site Circulation and Access

The TIA Report shall include an analysis of site circulation and access. The evaluation of site circulation **and access** shall consider the following issues:

(#2) • The assessment of access shall include an analysis of trips entering and exiting the site at each driveway. **Distribution of trips to access points** should consider street configuration, storage lanes, acceleration and deceleration lanes, and **sight distance**;

Chapter 11 [Future Year Scenarios (Cumulative Conditions)] further underscores that the project's contribution to existing traffic is to be considered.

2. The California Environmental Quality Act (CEQA) requires the assessment of cumulative impacts associated with the proposed project. As defined in CEQA Guidelines Section 15355, a cumulative impact is an impact created as a result of the combination of the project together with other projects causing related impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The County's CEQA checklist reinforces the need to follow local guidelines in Section N, Transportation / Traffic, item A. And Item D is specific to the current topic:

Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Significant Contribution by the Project

The following traffic numbers are directly from the applicant's TIA (traffic) report.

Peak Hour Volume, At Intersection of Murillo/Klein, Westbound

	Existing Conditions without Project (Exhibit 6, p. 17)	Background No Project (Exhibit 10, p. 21)	Project-Only, Typical (Exhibit 8, p. 19)	Project-Only, Special Events (Exhibit 13, p. 24)
Weekday PM	12	26	0	26
Sunday Middy	17	31	41	57

(We use “Existing Conditions without Project” as our basis of comparison. Normally, “Background No Project” should be used as the basis of comparison. However, the consultant made a major error in characterizing Murillo Ave as follows (p. 4; emphasis added): “Murillo Avenue is a 2-lane road that generally runs in a north-south orientation. **Its southern end begins at Aborn Road.** Murillo Avenue bears west approximately 2 miles north of Aborn Road, and continues for about 0.2 miles where it transitions into Tully Road west of its intersection with Ruby Avenue.” This description is quite inaccurate because it implies that Murillo is continuous between Aborn and Ruby. In fact, Murillo Ave is currently unbuilt all along the Groesbeck Hill Park area. Murillo Ave’s current starting point is, in actuality, just 200 feet south of the site.)

For the three scenarios highlighted in the table above, the Project’s sole contribution far exceeds the No Project scenario. Hence the project’s contribution to the blind curve at Murillo and Klein is quite significant and should not be ignored.

Why is this blind intersection currently not a hazard, yet will be after project construction? Currently, Murillo Ave east of Klein Rd serves only eight residences. After project construction, the same road segment would serve weekend public assemblies, events and festivals.

Short Sight Distance at Murillo and Klein: Blind Curve



Two aspects of the uncontrolled intersection at Murillo Ave and Klein Rd make it particularly hazardous.

1. the blind curve just to the east
2. the steep climb of vehicles traveling toward the intersection and going southbound. The steep climb makes it difficult for those drivers to control their speed as they approach the intersection.

#2 cannot be easily quantified as a hazard, so we discuss just #1 and the Transportation Consultant's omission of analysis thereof.

Please refer to pp. 10-11 of the traffic analysis. The consultant states that the **minimum site distance**, per Caltrans standards, is **200 feet** for Murillo Ave. They apply this standard to the project driveway; we apply it to the intersection of Murillo and Klein, which is less than 300 feet away.

We found by direct measurements that the sight distance eastward is only **149 feet**, well short of the minimum required 200 feet. As did the consultant, we use Caltrans standards from the Highway Design Manual:

- Driver height: 3.5 feet
- Approach object height: 4.25 feet
- Driver setback: 15 feet. (The Caltrans standard is as follows: "Set back for the driver of the vehicle on the crossroad shall be a minimum of 10 feet plus the shoulder width of the major road but not less than 15 feet.")



Northbound on Klein Rd, looking to the east.
Visibility of 149 feet.



Southbound on Klein Rd, looking to the east. The sight distance here is even less.

Even if the sidewalk landscaping were all cut, visibility would improve by only about 25 feet. The six-foot sound wall still makes for a blind curve.