

MEMORANDUM

To: Monty Dhaliwal, City of Snohomish
From: Brad Lincoln, P.E. *BL*
Subject: 10th Street Residences – Access Analysis
GTC #18-229
Date: March 18, 2019



This memorandum provides a response to comments regarding additional analysis of the proposed 10th Street Residences development. The additional analysis focusses on the available sight distance at the proposed location and spacing from adjacent driveways.

1. 10th Street

The posed speed limit along 10th Street in the site vicinity is 25 mph and is classified as a “Collector,” which is not an arterial. There is a signalized intersection with Avenue D less than 300 feet to the west and an all-way stop-controlled intersection with Avenue B less than 300 feet to the east. There is curb, gutter and sidewalk currently along the site frontage.

2. Stopping Sight Distance

The stopping sight distance at the site access along 10th Street has been evaluated by GTC staff. The stopping sight distance is typically associated with the safety of the roadway since it provides adequate sight distance for a vehicle to stop and avoid hitting an object. The sight distance has been evaluated based on information published in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Street*. The AASHTO recommended stopping sight distance for 25 mph is 155 feet. The sight distance measured by GTC staff is at least 160 feet in each direction. The available stopping sight distance would therefore satisfy the AASHTO recommended stopping sight distance for safety.

3. Access Spacing

The spacing of the access has also been evaluated. The City of Snohomish published recommended driveway spacing distances for arterials and for local roadways, but does not publish recommended spacing distances for collectors. The spacing for a local roadway is 50 feet, which is the same as Snohomish County for a non-arterial roadway. There will be approximately 65 feet of spacing, centerline to centerline, from the adjacent commercial driveway to the west and approximately 60 feet of spacing, centerline to centerline, to the shared multi-family driveway to the east. The spacing from both of these driveways would meet City of Snohomish spacing standards

It is important to note that the spacing from single-family residential driveways is typically not included when evaluating driveway spacing.

4. Conclusion

The proposed location of the access for the 10th Street Residences development should be approved since there is adequate stopping sight distance, which is typically associated with roadway safety, and would arguably meet City of Snohomish standards for access spacing. The access for the 10th Street Residences should therefore be approved at its current location.