

From: Harikishan
To: marie@mariejonesconsulting.com; Ali Ahmad; harik@tahoeengineering.com; koshgrewal@gmail.com
Subject: Re: New Traffic Impact Study for the Proposed 83-Unit Apartment Complex at 1151 South Main Street, Fort Bragg, California 95437
Date: Tuesday, June 24, 2025 11:19:58 PM

Dear Marie,

During my analysis of the proposed 83-Unit Apartment Complex project's traffic impacts, an important consideration came to my attention regarding potential future intersection control. It appears there may be a consideration to propose a new four-way stop at Ocean View Drive and Harbor Avenue within the current study area.

Based on my traffic engineering expertise, I advise caution with this approach due to following critical factors:

1. **Proximity to CA-1:** The close proximity of this intersection to State Route 1 (CA-1) introduces a significant concern. Imposing a four-way stop can cause **queues to back up onto the State Route** for the traffic coming into Ocean View Dr. This could lead to unsafe conditions, significant mainline delays on CA-1, and potentially trigger review by Caltrans, which often has strict policies on traffic control near state facilities to maintain freeway operations.
2. **Traffic Control Warrants:** Based on my initial assessment of the current traffic patterns and the anticipated increase from the proposed apartment complex, a four-way stop is unlikely to meet the established warrants as outlined in the **California Manual on Uniform Traffic Control Devices (CA-MUTCD)**. Installing unwarranted traffic control devices can often lead to increased violations, driver frustration, and even a rise in certain collision types.
3. **Recommended Lane Markings and "Keep Clear" Signage:** Since a four-way stop isn't recommended, I highly recommend proper lane markings and "Keep Clear" signage at this intersection. Specifically, southbound traffic turning left from Harbor Avenue onto Ocean View Drive could disrupt westbound traffic on Ocean View Drive. This disruption would likely cause significant backups, potentially extending all the way to CA-1. Effective markings and "Keep Clear" signage would help prevent this.

I would be glad to provide more details if you would like to discuss this further.

With regards,

Hari Perugu Ph.D., T.E. (CA), PTP

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