



REC'D MAR 19 2015

Ref: 8410749

March 18, 2015

Fort Bragg City Council
City of Fort Bragg
416 North Franklin Street
Fort Bragg, CA, 95437

RE: Hare Creek Center Project, Fort Bragg, CA

Dear City Council:

I was recently informed by the proponents of the above referenced project that there are three questions that have been raised with regard to the results of the Traffic Impact Study Report prepared for the project, which is dated March 2014. The general scope of the questions is summarized below, and each of the questions is discussed in detail in the subsequent paragraphs of this letter.

1. Timing of Traffic Counts: There is a question regarding the timing of the traffic counts that were collected for the study, and why the counts were not collected during a time period when area schools were in session;
2. Boatyard Shopping Center Businesses: There is a question regarding a Dollar Tree variety store that recently replaced a Rite Aid pharmacy/drug store in the Boatyard Shopping Center and the potential effect this store may have on area traffic and the results of the Traffic Impact Study; and
3. Level of Service: There is a question regarding the reduction in Level of Service (LOS) from "Future Conditions" to Future plus Project Conditions" at the southbound left-turn/through lane approach at State Route (SR) 20 and Boatyard Drive, and why the study concluded that this reduction is not considered an impact.

Timing of Traffic Counts: The scope of the traffic study and the general timing of the traffic data collection were closely coordinated with the City of Fort Bragg Community Development Department and Public Works Department, and with Caltrans District 1 prior to beginning the study. Caltrans District 1 maintains primary jurisdiction over the intersections analyzed in the study, including SR 1 and SR 20. The traffic counts were collected during the month of August, which is considered by Caltrans and the City as the peak month of traffic for the year in this area of the northern California coast. During other months traffic volumes are generally lower due to a reduction in tourism-related traffic. Traffic counts collected during months other than August are adjusted up to August levels by applying a growth factor provided by the City or Caltrans. During a conference call on May 23, 2013 with Caltrans System Planning and Traffic Operations, a strong preference to collect traffic data during the month of August was expressed by Caltrans representatives. This preference was also expressed by the City Community Development Director in an email correspondence on May 20, 2013 (Attachment 1).

Boatyard Shopping Center Businesses: At the time the Traffic Impact Study was conducted a Rite Aid pharmacy/drug store was doing business in the Boatyard Shopping Center located across the street from the proposed project site. Since the study was completed, Rite Aid left the shopping center and a Dollar Tree variety store began doing business at the former Rite Aid location. There is a question regarding the potential effect this new variety store may have on area traffic and the results of the Traffic Impact Study. The traffic counts collected for the study include traffic generated by the Boatyard Shopping Center. The change in business type from a "pharmacy/drug store" to a "variety store" is not expected to have a statistically significant effect on the peak hour volumes or timing of peak hour traffic for this shopping center. A summary of the peak hour trip generation rates for these land use types from the Trip Generation Manual, 9th edition (ITE, 2012) is summarized in the table below.



Land Use Type	Units	AM Peak Hour		PM Peak Hour	
		Average Rate	Standard Deviation	Average Rate	Standard Deviation
Variety Store (814)	1000 SF GFA	3.81	2.74	6.82	3.80
Pharmacy/Drug Store w/o Drive-Through Window	1000 SF GFA	2.94	2.02	8.40	3.51

Source: ITE, 2012

SF GFA = square feet gross floor area

Rate = # trips per unit

As shown in the table, the AM and PM peak hour trip generation rates for these two land use types are very similar, and the standard deviations from the average rates overlap each other. Because the rates are so statistically similar one cannot conclude that there would be a statistically significant change in traffic volumes or in the results of the study associated with the change in land use or business type.

Level of Service: The Traffic Impact Study found that the PM peak hour level of service of the southbound left-turn/through lane approach at SR 20 / Boatyard Drive (Study Intersection 4) degrades from a LOS "D" in the "Future Conditions" analysis to a LOS "E" in the "Future plus Project Conditions" analysis. This intersection is a side street stop controlled intersection not along SR 1, where Boatyard Drive is the minor street with stop control and SR 20 is the major street. The study determined that this reduction in LOS is not a significant impact. Policy C-1.1 of the City of Fort Bragg Coastal General Plan (City of Fort Bragg, 2012) establishes minimum level of service standards for side street stop controlled intersections not along SR 1. Policy C-1.1 states:

Side Street Stop Sign Controlled Intersections not along SR 1: LOS C, or LOS E if there is less than 15 veh./hr. left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.

While the combined total left turn plus through movement PM peak hour volume exceed the 15 vehicles per hour criteria threshold, the Caltrans rural peak hour Signal Warrant 3 criteria is not met, therefore this intersection approach operates at an acceptable LOS E and there is no impact from the project.

We welcome the opportunity to assist in clarifying the traffic-related questions you have raised on this important project. Should you have any other questions, please do not hesitate to contact me.

Sincerely,
GHD Inc.



Matt Kennedy, PE, TE
Project Manager



References:

City of Fort Bragg (2012). Fort Bragg Inland General Plan. City of Fort Bragg, CA. November 2012.

ITE (2012). Trip Generation Manual, 9th Edition. Institute of Transportation Engineers, Washington DC. 2012.

Attachments:

1. Project Email Correspondence between Matt Kennedy, City of Fort Bragg, and Caltrans District 1, May 2013.

Attachment 1

Matt Kennedy

From: Jones, Marie <mjones@fortbragg.com>
Sent: Monday, May 20, 2013 4:32 PM
To: Matt Kennedy
Cc: Goble, Dave
Subject: FW: TIS Scoping Meeting (Men 1/Fort Bragg) Hare Creek

CompleteRepository: 8410749
Description: HARE CREEK CENTER TRAFFIC STUDY
JobNo: 10749
OperatingCentre: 84
RepoEmail: 8410749@ghd.com
RepoType: Job

Matt,
Please see Dave Goble's comment below. I would add the City Council in the past has wanted to change this intersection to include bulb-outs and pedestrian features. Additionally in 2011 we have a transportation plan prepared for South Fort Bragg, adopted by City Council, that indicated sidewalks and bicycle lanes be installed by any new development along Main Street, this would include the proposed project. Therefore any proposed new geometry for this location should take into consideration bicycle and pedestrian use and path of travel in addition to auto use.

Also please pay attention to vehicular cueing and the impact of cueing on Ocean Drive and the impacts on driveway access by other vehicles. (I would especially worry about the Dolphin Inn.)

I was not able to review the attachments as they had expired. I am going to assume that they are not considering a traffic circle as we have already discussed and rejected that solution. So access would be from Ocean Drive (correct?).

If the counts are collected during a month other than August I would need to know the month and I can give you an estimated growth factor to account for August traffic levels. Obviously if the counts are conducted in April versus June that would have a significantly different comparable rate than August. It is probably best to conduct the counts in August.

Hope this helps. Call me with any questions.

Thanks,

Marie

Marie Jones
Community Development Director
City of Fort Bragg
707-961-1807

From: Goble, Dave
Sent: Wednesday, May 15, 2013 8:00 AM
To: Jones, Marie
Subject: RE: TIS Scoping Meeting (Men 1/Fort Bragg) Hare Creek

Marie:

The only thing that I'd like to make sure gets evaluated are the turning movements out of Ocean View Drive to identify whether turning movements from the new development would warrant improvements to that intersection. When the motel was developed, they held improvements back to provide adequate space for a right turn pocket when warranted from Ocean View Drive. The City does not own the required right of way, but it could be purchased for development if necessary.

The remainder of the study will focus on State highways and I'll leave that to Caltrans.

Dave

David W. Goble
Director of Public Works
City of Fort Bragg
707-961-2823; Ext. 117
dgoble@fortbragg.com

From: Jones, Marie
Sent: Friday, May 10, 2013 1:41 PM
To: Goble, Dave
Subject: FW: TIS Scoping Meeting (Men 1/Fort Bragg) Hare Creek

Dave do you have any comments on the proposed approach, see below, for traffic models for new development at the hare Creek parcel?

Marie

Marie Jones
Community Development Director
City of Fort Bragg
707-961-1807

From: Matt Kennedy
Sent: Friday, April 26, 2013 11:33 AM
To: 'mjones@fortbragg.com'
Subject: FW: TIS Scoping Meeting (Men 1/Fort Bragg) Hare Creek

Hi Chris,

Thank you for taking the time to speak with me this morning, and to provide your feedback on the scope for a revised traffic study for this project. In summary, the project proposed is a 30,000 GSF commercial development adjacent to SR1 in Fort Bragg between the Noyo Bridge and Hare Creek Bridge (See attached vicinity map). The new land uses are general retail space, a discount grocery store, and possibly a small restaurant or sandwich shop like Subway. A site plan is attached (A1 – SITE PLAN.PDF). The previous project site plan is also attached for context. An initial trip generation estimate is summarized in the table below:

			Average ITE Rate			Peak h	
ITE Land Use	ITE Land Use Code	1000 GSF	AM	PM	Sat	AM	
Discount Supermarket	854	15.0	2.53	8.34	9.65	38	
Shopping Center	820	13.5	0.96	3.71	4.82	13	
Fast Food Restaurant w/o Drive-Thru Window	933	1.5	43.87	26.15	63.50	66	
	TOTALS	30.0				117	:

The trip generation estimate indicates that a traffic study would be required per the Caltrans TIS Guidelines.

We are proposing to update the previous traffic study we did for the original version of the project following the Caltrans TIS Guidelines and D1 supplements (attached). Pending your feedback on the scope of the study as summarized in this email, we will be updating turning movement traffic counts at the five study intersections (AM, PM and Saturday Mid-day, see attached figure for intersection locations). We will also be collecting 24-hour tube counts and classifications at the following three locations:

- SR 1 Between Hare Creek Bridge and Intersection 3
- SR 1 Between Noyo Bridge and Intersection 1
- SR 20 between S. Harbor Dr. and Intersection 4

Future traffic volumes would be projected using the attached District 1 growth factor map. In addition to your feedback, I would also like to know what factor(s) (if any) we would use to adjust traffic volumes to the month of August (considered the peak month) if the counts are conducted during a month other than August.

Marie, I left you a voice message earlier this week seeking your input on the study. Please let me know if you have any comments on the scope for the traffic study, or other City requirements for the study.

Many thanks!

Matt

Matt Kennedy, PE, TE
Project Manager

GHD

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Please consider our environment before printing this email

From: Arseneau, Troy A@DOT [<mailto:troy.arseneau@dot.ca.gov>]
Sent: Wednesday, April 24, 2013 11:13 AM
To: Matt Kennedy
Cc: Jackman, Rex A@DOT; Brunton, Eric S@DOT; Dosch, Christopher L@DOT
Subject: TIS Scoping Meeting (Men 1/Fort Bragg)

Matt,

Got your telephone message. We typically arrange our pre-TIS scoping meetings through our System Planning Branch (Rex Jackman, 707-445-6412). He is out of the office, but Christopher Dosch is Acting for him and can be contacted at 707-441-4542. I am cc'ing him this email, and I have spoken to him on the telephone. Thanks.

Troy

Troy A. Arseneau, P.E., T.E., PTOE
District Traffic/TMP Manager/ICE Coordinator

Chief, Traffic Operations Branch
Caltrans District 1 - Eureka
Tel: 707-445-6377 / Cell: 707-496-1562
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