GOOGLE EARTH AERIAL IMAGE shows 4th Avenue segments, west and north of Kreuzer Lane, as flat, which it isn't.
The line of sight view of 4th Avenue from Kreuzer Lane looking west is 140 feet, not in excess of 275 feet as claimed by the authors of the Traffic Report.

GOOGLE EARTH STREET LEVEL IMAGE view from Kreuzer Lane stop line (at stop sign), looking west at 4th Avenue eastbound approaching traffic. The passenger vehicle in the distance is seen only because the Google car camera is mounted very high on the vehicle. This camera view flattens the road significantly, and shows little of the 20-foot to 30-foot dip in the road that exists there. The only reason that one can see the car at that distance coming toward Kreuzer Lane, is because the camera is mounted high above the passenger vehicle. It is not, however, high enough to view the entire roadway (see page 6).

See the images on next page to see the same view from the perspective of the driver's seat of a passenger vehicle at the Kreuzer Lane stop line (at stop sign) looking west.

WHY CAN'T GOOGLE EARTH BE USED TO DETERMINE LINE-OF-SIGHT?

Using Google Earth (or Google Earth Pro) to research the intersection of 4th Avenue and Kreuzer Lane is not effective because the Google Earth views are flattened and extrapolated. (See also text, upper left).

Further study of topographic maps would make the actual physical characteristics of this area much clearer (see page 7), which is what we neighbors did, We also visited the site itself to do measurements and take photos. The use of Google Earth as a resource for this purpose mistakes the conditions that actually exist at the intersection of 4th Avenue and Kreuzer Lane.

You can't base line of sight data on an overhead view, as the authors say they do, when one can't see real changes in elevation (changes readily apparent to anyone sitting in a passenger vehicle at the stop line (at stop sign) on Kreuzer Lane).

Google Earth does not show the 20-foot to 30-foot dip in 4th Avenue west of Kreuzer Lane that makes a car invisible at greater- than 140 feet to a passenger vehicle at the Kreuzer Lane stop line (at stop sign) waiting to progress forward.

To see a vehicle approaching eastbound on 4th Avenue from the intersection at 275 feet, a 6-foot tall person would have to stand on top of an 8-foot tall ladder. (See page 6)

PHYSICAL CAMERA IMAGES Weekend of March 3, 2018
Perspective images from the top of the steering wheel of the driver's seat of a passenger vehicle at the Kreuzer Lane stop line (at stop sign) looking west.

Visible Line of Sight is 140 feet from the Kreuzer Lane stop sign (at stop line). In image above, a car can be seen in the far distance, but will shortly disappear into the dip in the road and then reappear at 140 feet.

The yellow arrow (above left image) indicates the point at which a vehicle would be able to be seen from the traffic stop line (at stop sign) on Kreuzer Lane. The new March 1 Traffic Report says that there is in excess of 275-foot viewable distance. This is incorrect. The viewable distance at this point from a passenger vehicle at the Kreuzer Lane stop sign (and stop line on the road) is 140 feet. The same lack of line-of-sight exists for any passenger vehicle turning left from southbound 4th Avenue into Kreuzer Lane, as any resident can attest.

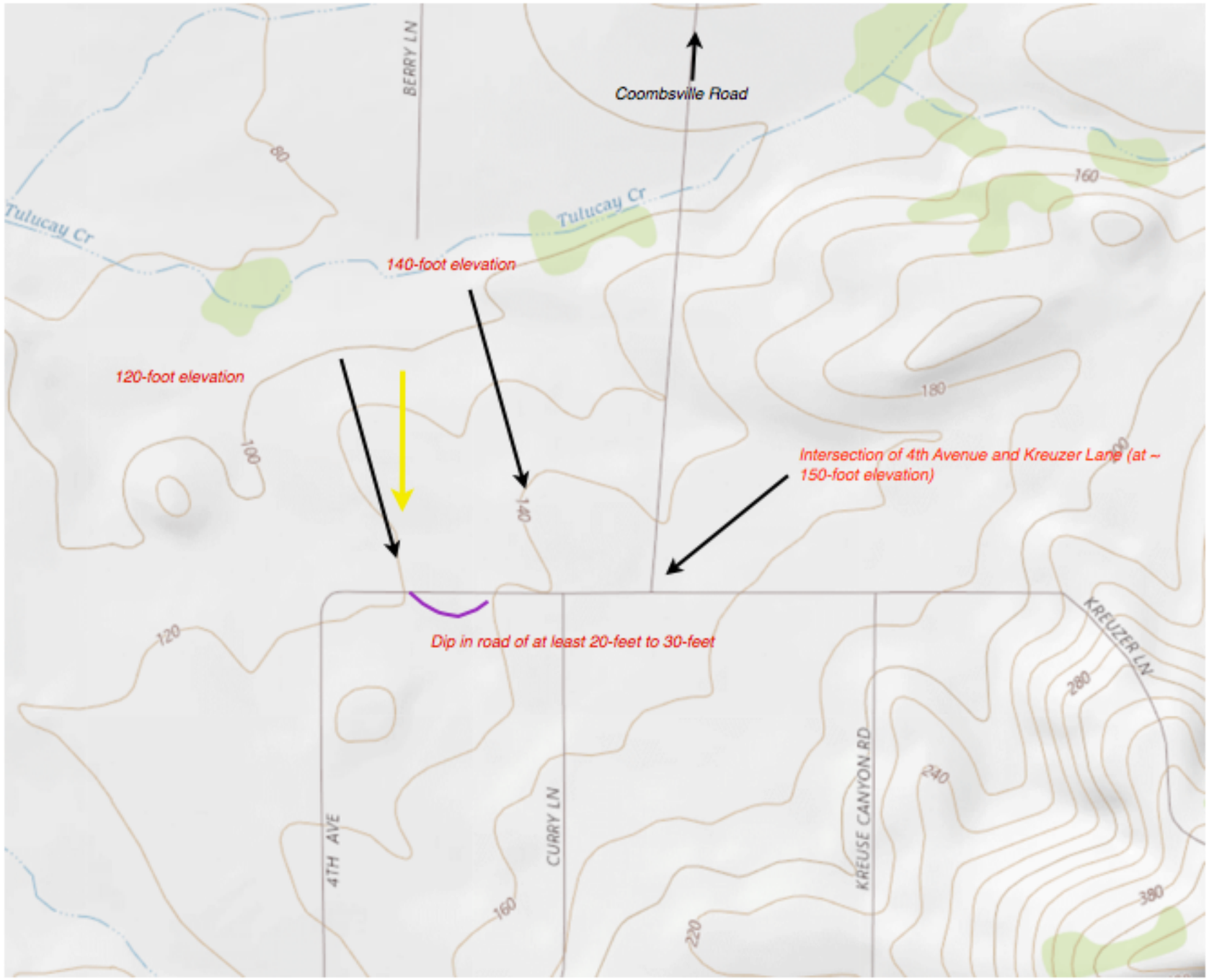
W-Trans concludes in the new March 1 Traffic Report that there's no warrant for an all-way stop. We agree. There is, however, certainly the need for a 2-way stop at the intersection where currently there is only a 1-way stop (at Kreuzer Lane, entering 4th Ave).

An observer sitting in a vehicle at the intersection stop line (at stop sign) of Kreuzer Lane, will find it readily apparent that a stop sign on 4th Avenue eastbound would be a tremendous improvement to traffic safety, and certainly a good mitigation move if 20,000 more people will be visiting Caldwell Winery (the applicant) as the winery's major modification application requests.

This page shows that a 275-foot marker is only visible from Kreuzer Lane looking west, from atop an 8-foot ladder at the Kreuzer Lane stop sign. The new March 1 Traffic Report says that there is in excess of 275-foot viewable distance.

The W-Trans company Traffic Report (March 1, 2018) states that there's line of sight of oncoming traffic of at least 275 feet from Kreuzer Lane at the intersection. This is incorrect. In order to see the 275-foot marker (under yellow arrow) placed at car window height on eastbound 4th Avenue, a 6-foot tall person stood on top of an 8-foot tall ladder. There is a 20-foot to 30-foot dip on this segment of 4th Avenue, unseen if only using Google Earth as a resource, but certainly apparent to anyone at the stop sign on Kreuzer Lane. Note: The image at left was taken from the ladder. The lower image shows the set up. The same truck appears in both images.

Conclusion: The intersection is dangerous for drivers exiting Kreuzer Lane either traveling west (straight), and dangerous as well for drivers of cars southbound on 4th Avenue turning left onto Kreuzer Lane.



From USGS Topo 7.5 minute Map for Mount George Region, CA 2015

Topographical Map of Area

This USGS Topo Map shows the long 20- to 30-foot-deep swale on 4th Avenue between Kreuzer Lane and the first sharp turn west of Kreuzer Lane, which is apparent to anyone driving on that road. The 120-foot and 140-foot topo elevation lines cut across 4th Avenue between Kreuzer Lane and the first sharp turn west of Kreuzer Lane. The Kreuzer Lane stop line (and stop sign) are at about a 150-foot elevation.
It is impossible to see a passenger vehicle on 4th avenue traveling east toward Kreuzer Lane until it is closer than 140-feet distance.

The same elevations also cut a long 20- to 30-foot-deep swale on 4th Avenue between Kreuzer Lane and Coombsville Road but it's much further away from Kreuzer Lane.

It is impossible to sit in a passenger vehicle and turn from southbound 4th avenue onto Kreuzer Lane and see an oncoming vehicle traveling west into the intersection until it is at 140 feet.

The new Caldwell Winery Traffic Report of March 1, 2018, by the company W-trans, states that there is a greater than 275-foot line of sight in both directions from the Kreuzer Lane stop sign. That is only true for a view of approaching southbound 4th Avenue traffic north of Kreuzer Lane—hence the need for a stop sign at 4th Avenue facing eastbound traffic.