ATTACHMENT C – 1

PUBLIC INPUT

LETTER FROM DEPARTMENT OF PARKS AND RECREATION

State of California • The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
North Coast Redwoods District
P.O. Box 2006
Eureka, CA 95502
(707) 445-6547 Ex 11 Fax (707) 445-6706
Email: jkolb@parks.ca.gov

Gray Davis, *Governor*
Rusty Areias, *Director*

CALTRANS
2000 MAY -5 A 8:37

MGMT INFO
BUS MGMT
DOD-PROJ DEV
CONST
LOCAL STS/RDS
DESIGN
HYDRAULICS
OFFICE ENGR
MATLS
SEISMIC DESIGN
PROJ/PROG MGMT
SURVEYS
DOD-MAINT & OPER
MAINT ENGR
MAINT MGR
PERMITS
SHOP
TRAFFIC SAFETY & PSAE
TRAFFIC OPER
DIST R/W AGENT
R/W ENGR
R/W APPR/COORDINATOR
DOD-PLNG
ENV MGMT
TRANS PL/PUB TR
ADV PL/ENV ENGR
IGR
CEM FILES

May 3, 2000

Mr. Friday Ululani
Project Management
California Department of Transportation
District 1
P.O. Box 3700
Eureka, California 95502-3700

Dear Mr. Ululani:

On March 24, 2000 several members of my staff and I attended your meeting with Director Rick Knapp to discuss possible highway alignments in the vicinity of State Park properties. Since we have not received a record copy of this meeting I would like to confirm the following main points of our discussion:

The mission of the California Department of Parks and Recreation is to provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation. The California Public Resources Code provides specific mandates for the management of all units which are or shall become part of the state park system. To the best of our knowledge, four key points were made during the meeting and serve to summarize the North Coast Redwoods District (NCRD) position.

- NCRD cannot support any new 2 or 4 lane alignments within existing state park properties
- NCRD cannot support any alignments that may adversely impact state park resources, especially old growth redwoods, wild and scenic rivers and unspoiled coastlines
- NCRD cannot support any alignments that may adversely impact visitor experience
- NCRD requests that in future proposals, Caltrans include imaging or modeling of potential impacts including visual and noise assessments

We greatly appreciate the opportunity to participate early in your planning process and look forward to working closely with Caltrans in the future.

Sincerely

John A. Kolb
District Superintendent

ATTACHMENT C – 2

PUBLIC INPUT

COMMENT SUMMARY

WRITTEN COMMENTS:

UNFEASIBLE

Due to:
- $-Cost
- Env-Environmental
- Eng-Engineering
- NN-Not Needed, Unnecessary, No Improvements
- RR-Money better spent for Railroad Improvements:

Method of Communication
- E-EMail
- L-Letter
- C-Comment Card

1. Kristen Vogel (E) - $, Env
2. Michael Evenson (E) – Eng, Env
3. Paul Cienfuegos (Originator of News Article) (E) – NN
4. Julia Graham (E) – NN
5. Michael Richardson (E) – NN
6. Judi Nelson (E) – NN
7. C.B. Solo (E) – NN
8. Wendy Ring (E) – NN
9. Marybeth Arago (L) - $, Env
10. Susan M. Leskiw (L) - $, Env
11. Lina Carro (L) - $, Env
12. Rudy Ramp (L) - $, Env
13. Douglas A. Carlson (L) – NN (Impacts on Local Business)
14. Dan Balame (L) – NN (Impacts on Local Business)
15. Dot Campbell (L) – NN
16. Susan Nolan (L) - $, Env, NN
17. Johanna Burkhardt (L) - $, NN, RR
18. Dave Wilson (C) - $, Env
19. Paul Radman (C) – NN (Impacts Reggae on the River)
20. Arthur Bettini (C) - $, NN
21. Seth Farhi (C) – NN
22. Julianne Bettini (C) - $, NN
23. Patrick Garth (C) – RR
24. Jennifer Rice (C)
25. Don Wattenbarger (C) - $, Env, NN
26. Carol Thompson (C) - $, Env
27. Gary Knudsen (C) - $
28. Melvin McKinney (C) - $, Env
29. Patrick Dowd (C) – NN
30. Richard Winkler (C) - RR
31. Robert Harris (C) - $
32. Beth Shipley (C) - $
33. Paul Cienfuegos (C) - $, NN
34. Patty Clary (C) – $, Env, NN
35. Donna B. Clark (C) – RR
36. Cynthia OKaire (C)
37. Thomo Devrurich (C)
38. John Dimmick (C) – Env, $
39. Dana Dimmick (C)
40. MAD RIVER GRANGE (Postcard) – NN
41. Dan Braum (C) – NN
42. Ashley Rahll (C) – NN
43. Byrd A Lochtie (C) – NN, RR
44. Jessica Rooney (C) – NN
45. Robert Brothers (C) – $, Env
46. Lucille Vinyard (L) – RR
47. David Ross (L) – NN
48. Emma Nelson (L) – NN
49. SIERRA CLUB, Redwood Chapter, North Group (L) - $

$ – 21 responses
Env – 14 responses
Eng – 1 responses
NN – 26 responses
RR – 6 responses

E – 8
L – 13
C – 28
Total – 49 people

FEASIBLE

Method of Communication
E-EMail
L-Letter
C-Comment Card

1. Dwight J. Winegar (E) – Alternative C (Would like to see modifications for Cost Savings)
2. Benjamin Van Zandt (L) – No Alternative C
3. Alan Fox (L) – Will Improve Commerce
4. RN Brockmann (L)
5. Ernest Theuerkauf (C) – Alternative A
6. Helen Traina (C) – (Would not like to see the park disturbed)
7. Linda Disiere (C)
8. Pat Collum (C) – Alternative C (Would rather spend money on the Railroad)
9. Jim Clark (C) – Alternative C (Would rather spend money on the Railroad)
10. John Eyeler (C) – Alternative A
11. N. Hueske (C) – But money better use elsewhere.
12. SAVE THE REDWOODS LEAGUE (L) – Would like to see highway out of the park.

Alternative A – 2
Alternative B – 0
Alternative C – 3

E – 1
L – 4
C – 7
Total – 12 people

SUMMARY OF COMMENTS

# COMMENTS	COMMENTS	E-mail	Eureka	Fortuna	Arcata	Garberville	Blue Lake	Fortuna	Piercy	Bayside	Trinidad/Mck.	Redway	Leggett	Ukiah
23	Unfeasible – High Cost, Significant Environmental Impacts, Engineering Difficulties	2	8	2	8	1				1	1			
24	Unfeasible – Not Needed, Unnecessary, No Improvements, Distracts Tourism	6	1	1	7	2	2			1	3	1		
6	Unfeasible – Put Money into Railroad Improvements		2	1							2			1
4	Unfeasible – Gave no Specific Reason					1			2		1			
2	Feasible – Alternative A		1							1				
0	Feasible – Alternative B													
1	Feasible – Alternative C	1												
1	Feasible – No Alternative C		1											
2	Feasible – BUT Would rather Money go to Railroad Improvements		1								1			
2	Feasible – No Disturbance to the Park		1										1	
1	Feasible – Improvement to Commerce		1											
3	Feasible – Gave no Specific Reason		1					1			1			

ATTACHMENT C – 3

PUBLIC INPUT

COPIES OF WRITTEN COMMENTS

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Ernest Theuerkauf

ADDRESS (home) 2559 Graham Rd CITY Bayside STATE CA ZIP 95524

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

Since it is considered impossible to widen the existing route, alternative A should be the first choice. The significant higher cost of the alternatives to lower the environmental impacts is not justified. Reggae on the river is a once a year event and could move elsewhere. the A route would be such an improvement to the state park that it should be accepted by them

NOTE: Please submit comments by March 30, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Dave Wilson

ADDRESS (home) PO Box 3082 CITY Eureka STATE CA ZIP 95502

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

So much money; so many Environmental impacts; so few (600 ± ADT) vehicles

Prefer to stop studies until volumes effect highway capacity or major safety problems develop.

Can Parks sacrifice a few trees to improve existing highway geometrics?

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: PAUL RADMAN

ADDRESS (home) PO BOX 137 CITY TRINIDAD STATE CA ZIP 95570

REPRESENTING (name of organization or agency) Reggae on the RIVER

I would like to make the following comments regarding feasibility of the Richardson Grove study:

ALTERNATIVE ROUTE "A" WOULD GO RIGHT THROUGH THE REGGAE ON THE RIVER SITE THUS ENDING AN EIGHTEEN YEAR EVENT WHICH BRINGS MILLIONS OF DOLLARS OF REVENUE FOR THE SOUTHERN HUMBOLDT AREA MANY NON PROFIT SCHOOLS + FIRE DEPARTMENTS GET THEIR YEARLY BUDGETS FROM THIS EVENT THANK YOU, FOR TAKING THIS INTO CONSIDERATION DURING THE FEASIBILITY STUDY THANKS PAUL

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: ARTHUR BETTINI

ADDRESS (home) 930 Union St CITY ARCATA STATE CA ZIP 95521

REPRESENTING (name of organization or agency) PRIVATE CITIZEN

I would like to make the following comments regarding feasibility of the Richardson Grove study:

all proposals ARE too costly

I make frequent trips south to San Fran and like it just the way it is!!!

It's just fine, Thank you

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: SETH FARHI

ADDRESS (home) 781 SHIRLEY CITY ARCATA STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

I think all alternatives are ridiculous. I attended Caltrans' meeting on this issue last year. While your alternatives are more focused, I don't think they are economically/ecologically feasible. We, American, California, Humboldt county, need to get off of fossil fuels. This plan only encourages more fossil fuel consumption and will potentially lead to the development of more retail (cheap labor goods) stores along the 101. Please scrap this plan once and for all. Thanks

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Julianne Bettini

ADDRESS (home) 930 Union St. Apt. 1 CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

These proposals are too costly and ~~[illegible]~~ unnecessary. I drive this road to San Francisco on a consistent time table and like the road just the way it is.

Don't change it

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Patrick Earth

ADDRESS (home) P.O. Box 157 CITY Trinidad STATE CA ZIP 95570

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

~~I believe~~ I believe that no action should be ~~[illegible]~~ taken regarding our US 101 between Leggett to Red Mountain. All outside are for too dangerous to the health of the earth, all of our funds should be saved for the full renovation of our railroad.

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 22, 2001 RICHARDSON GROVE

PROJECT: ~~Leggett to Red Mountain Creek (01-MEN-101-PMR90/R101-1)~~

NAME: JENNIFER RICE

ADDRESS (home) ~~[illegible]~~ 904 G St. CITY EUREKA STATE CA ZIP 95501

REPRESENTING (name of organization or agency) RCAA

I would like to make the following comments regarding feasibility of the Leggett to Red Mountain Bypass:

I vote for low-cost/low tech solution (w/ consultation of trucking industry) signaling either end & restrict truck travel hours (or some other non-construction or minimal-construction concept 2nd option (of Alternatives) I'd vote for - if you do some construction as a priority @ some point - is the tunnel option, but $300 million seems low to me (especially including typical cost overruns).

Thanks for taking this out to the public!

NOTE: Please submit comments by March 30, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: DON WATTENBARGER

ADDRESS (home): 101 Misty Hill Ln. CITY: Eureka STATE: CA ZIP: 95503

REPRESENTING (name of organization or agency):

I would like to make the following comments regarding feasibility of the Richardson Grove study:

Benefits do not outweigh the costs of this project. Growth of the area north of this project is not hampered by lack of freeway access, in fact it is accelerating. This is possibly to the attractiveness of isolation from the city, which the Leggett and Richardson Grove segments enhance. Access by larger trucks is not a benefit to the vast majority. Environmental damage is of great concern here.

NOTE: Please submit comments by March 30, 2001

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: DAVID DRELL

ADDRESS (home): 316 S. Main CITY: Willits STATE: CA ZIP: 95490

REPRESENTING (name of organization or agency):

I would like to make the following comments regarding feasibility of the Richardson Grove study:

SEND TO

Alternative Comparison cost and impact charts for

1) Leggett to Red Mt

2) Richardson Grove

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Carol Thompson

ADDRESS (home): CITY: Arcata STATE: Ca ZIP: 95521

REPRESENTING (name of organization or agency):

I would like to make the following comments regarding feasibility of the Richardson Grove study:

I am not in favor of any of the Alternatives. They all have great environmental impacts wether it be direct or indirectly to the park. Not to mention the impact on our tax dollars I am definatly in favor of the "No Build" Alternative

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Gary Knudsen

ADDRESS (home): P.O. Box 6620 CITY: Eureka STATE: CA ZIP: 95502

REPRESENTING (name of organization or agency): Self

I would like to make the following comments regarding feasibility of the Richardson Grove study:

Why must this bypass be 4-lane freeway? A 2-lane road would cost 25 to 40% less. A 2-lane road is more dangerous, but if we can't afford to build it, we still have the old 2-lane route. This route only takes about 3 minutes to transit. Use Alt "A". The park needs to budge or they will never get the highway out of the trees.

Also I think the money would be better spent in Santa Rosa Nice presentation.

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Melvin McKinney

ADDRESS (home): 5362 N. Ridge Rd. CITY: Eureka STATE: Ca. ZIP: 95503

REPRESENTING (name of organization or agency): Myself

I would like to make the following comments regarding feasibility of the Richardson Grove study:

I feel this project is not feasable from an Environmental and Economic Costs. Eliminate this project consideration and spend the money on Hyway 299.

No Build on 101

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: HELEN TRAINA

ADDRESS (home): PO Box 46 CITY: LEGGETT STATE: 95585 ZIP:

REPRESENTING (name of organization or agency):

I would like to make the following comments regarding feasibility of the Richardson Grove study:

I would not like to see redwoods cut down or Richardson's Grove disturbed, but I sure would like to see a freeway.

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Patrick Doud

ADDRESS (home): 811 Redway drive (Box 2379) CITY: Redway STATE: CA ZIP: 95560

REPRESENTING (name of organization or agency): J T Dimmick Forest Co 83450 Rte 271 Piercy CA 95587

I would like to make the following comments regarding feasibility of the Richardson Grove study:

I prefer the No Build Alternative. The concept that a 4 lane highway would ever be required in this Rural area is highly questionable especially when looking at all the alternatives.

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Richard H. Winkler

ADDRESS (home): 305 Crestview Dr. CITY: Ukiah STATE: CA ZIP: 95482

REPRESENTING (name of organization or agency): Self

I would like to make the following comments regarding feasibility of the Richardson Grove study:

Put money into the railroad.

After WW II the NWP was the most profitable portion of the Southern Pacific. Need to force the Union Pacific to give priority to providing and forwarding cars. Maybe keep trucks off 101 on weekends.

NOTE: Please submit comments by March 30, 2001

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)
NAME: Robert Harris
ADDRESS (home) 1855 11th St CITY Arcata STATE Ca ZIP 9—
REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:
Please don't build more and bigger highways. The millions of dollars here should be used to improve other cultural areas. The society should reduce dependence on such transportation systems. Public safety improvements/maint; consistent with reasonable use is all that we should do. (slow speeds)
NOTE: Please submit comments by March 30, 2001

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)
NAME: Beth Shipley
ADDRESS (home) 548 Cummings Rd. CITY Eureka STATE CA ZIP 95503
REPRESENTING (name of organization or agency) None

I would like to make the following comments regarding feasibility of the Richardson Grove study:
My primary concern is minimizing environmental impact. All proposed alternatives seem troubling in this light. Let's work with what we have.
NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)
Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)
NAME: Paul Cienfuegos
ADDRESS (home) 900A Union St CITY Arcata STATE 95521 ZIP
REPRESENTING (name of organization or agency) Director - Democracy Unlimited

I would like to make the following comments regarding feasibility of the Richardson Grove study:
I support the No-Build Alternative. I don't want STAA trucks on our local highways; I don't want my tax dollars spent on ANY highway widening at all. I drive regularly to the Bay Area and have no problem with the road currently - even when it's closed. That's part of the pleasure of living on the far north coast.
NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)
Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)
NAME: Patty Clary
ADDRESS (home) 495 5th Ave CITY Trinidad STATE CA ZIP 95570
REPRESENTING (name of organization or agency) private citizen

I would like to make the following comments regarding feasibility of the Richardson Grove study:
Too expensive, too destructive, not necessary enough.
The critical factor is the Franciscan complex instability that, ultimately, can only be lived WITH, not dominated!! The amount of material that would have to be moved is prohibitive.
Please abandon the plan, hire more CHP for safety.
NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)
Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)
NAME: LINDA DISIENA
ADDRESS (home) Box 4977 CITY Eureka STATE Ca ZIP 95502
REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:
WHY ARE THE ALTERNATIVES TO WIDENING & NO Build NOT INCLUDED? BUSINESS must have better ACCESS. If Widening the EXISTING ROAD DOES NOT IMPACT BUT A FEW TREES & THE COST IS LESS I believe it should be an alternative. A would be the most acceptable. We cannot continue to allow business to suffer the lack of adequate access
NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)
Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)
NAME: Pat Collum - SALAFIA
ADDRESS (home) 11 Ocean View Dr CITY Trinidad STATE CAL ZIP 95570
REPRESENTING (name of organization or agency) SELF + affiliated Organizations

I would like to make the following comments regarding feasibility of the Richardson Grove study:
I favor Plan C - the tunnel as least offensive to the environment - Quality of life - affordable And straightest line.
Plan C for me
If we can't limit truck transportation by adding railroads to Plan - It is after all most economical in the long run
NOTE: Please submit comments by March 30, 2001 Environmental Community Concerns
Permanent
Have not considered

California Department of Transportation (Caltrans)
Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)
NAME: Donna B. Clark
ADDRESS (home) 5438 I St. CITY Eureka STATE CA ZIP 95503
REPRESENTING (name of organization or agency) N/A self

I would like to make the following comments regarding feasibility of the Richardson Grove study:
The NO BUILD option is my choice.
Our transportation system needs to be an integrated approach that includes modern rail.
NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)
Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)
NAME: JIM CLARK
ADDRESS (home) 5438 I ST. CITY EUREKA STATE CA ZIP 95503
REPRESENTING (name of organization or agency) REDWOOD REGION AUDUBON SOCIETY & SEAPA

I would like to make the following comments regarding feasibility of the Richardson Grove study:
TUNNEL IS THE ONLY ENVIRONMENTALLY ACCEPTABLE ALTERNATIVE BUT NO STUDY OF ALTERNATIVES IS COMPLETE WITHOUT CONSIDERING INTEGRATION/COORDINATION OF RAIL & HIGHWAY.
NOTE: Please submit comments by March 30, 2001

NAME: DANA DIMMICK

ADDRESS (home) P.O. BOX 310 CITY GARBERVILLE STATE CA ZIP 95542

REPRESENTING (name of organization or agency) LANDOWNER

I would like to make the following comments regarding feasibility of the Richardson Grove study:

I SUPPORT THE NO BUILD ALTERNATIVE

NOTE: Please submit comments by March 30, 2001

Twelve members of the following at grange discussed the following at our March mtg. in Blue Lake.

(1) We favor of conservation act. Scientific not action.

(2) Would love to have the railroad restored

(3) Oppose larger trucks on Northern CA Highways

Thank you Richard

California Department of Transportation (Caltrans)
Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Cynthia Mckee

ADDRESS (home) PO Box 26 CITY Burlington STATE CO ZIP 95587

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

No Build Please

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)
Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: JOHN DIMMICK

ADDRESS (home) PO BOX 640, GARBERVILLE CA 95542 CITY STATE ZIP

REPRESENTING (name of organization or agency) LANDOWNER

I would like to make the following comments regarding feasibility of the Richardson Grove study:

PLEASE ADOPT THE "NO BUILD" ALTERNATIVE

COST AND ENVIRONMENTAL IMPACT OUTWEIGHS ANY BY-PASS ADVANTAGES

MONEY IS BETTER SPENT ON MORE IMPORTANT PROJECTS ALONG THE 101 CORRIDOR

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)
Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Mr. John Eyeler

ADDRESS 1319 1/2 E. St. CITY Eureka STATE CA ZIP 95501

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

Rather than have this project go ahead I vote for the alternative that has the least impacts and is in a road improvements. Proceed at all speeds as we are 5½ years overdue

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)
Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: HOWARD L. DIMMICK

ADDRESS (home) BOX 20 CITY PIERCY STATE CA ZIP 95587

REPRESENTING (name of organization or agency) MYSELF

I would like to make the following comments regarding feasibility of the Richardson Grove study:

I favor the NO BUILD alternative

NOTE: Please submit comments by March 30, 2001

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Dan Baum

ADDRESS (home) 781 Shirley CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

Please do not make any "improvements" to highway 101 - near Richardson Grove or Leggit or anywhere. More dependance on fossil fuels is Absurd and spending HUNDREDS of MILLIONS of $ on these projects is CRAZY. The North Coast needs to become more INDEPENDANT not dependant on cheap goods made in foreign countries. I vote NO on all alternatives.

Thanks

NOTE: Please submit comments by March 30, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Ashley Rahll

ADDRESS (home) CITY ARCATA STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

I vote NO on all alternatives to widen 101 in Richardsons Grove and Leggett. I feel the any alternative would be extremely degradative to the environment and the landscape. Route 101 is a beautiful highway and the value of preserving that is worth more than widening the road to allow big trucks to supply big companies

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Byrd A. Lochtie

ADDRESS (home) 5915 Elk River Rd CITY Eureka STATE CA ZIP 95503

REPRESENTING (name of organization or agency) Self

I would like to make the following comments regarding feasibility of the Richardson Grove study:

I favor the no build alternative
Please use any available money to open the railroad, and avoid the use of STAA trucks on 101.

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Jessica Rooney

ADDRESS (home) CITY ARCATA STATE CA ZIP 1st Nov

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

Please choose the NO ALTERNATIVE model. 101 needs less work, not more

NO ALTERNATIVE

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: P. Collum

ADDRESS (home) 11 Ocean View Dr, Trinidad, CA 95570 CITY STATE ZIP

REPRESENTING (name of organization or agency) SELF (family)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

Be least Vestructive to priceless heritage in Richardson grove.
Tunnel looked best from what I could see

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: N. Hueske

ADDRESS (home) 1815 Ocean Drive McKinleyville CA STATE ZIP 95519

REPRESENTING (name of organization or agency) Self

I would like to make the following comments regarding feasibility of the Richardson Grove study:

I would like to see a bypass of this area and the section of road through Richardson's Grove turned over to the Dept. of Parks to maintain. I feel there are higher priorities DOT need to address before any dollars are spent on this study. Please do the full freeway between Arcata and Eureka.

NOTE: Please submit comments by March 30, 2001

California Department of Transportation (Caltrans)

Public Open House: March 20, 2001

PROJECT: Richardson Grove (01-HUM-101-PM0.0/5.6)

NAME: Robert Brothers

ADDRESS (home) PO B 59 CITY Arcata STATE CA ZIP 95518

REPRESENTING (name of organization or agency)

I would like to make the following comments regarding feasibility of the Richardson Grove study:

Does not appear feasible

Too expensive - economically
- environmentally

NOTE: Please submit comments by March 30, 2001

State of California • The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Gray Davis, *Governor*
Rusty Areias, *Director*

NORTH COAST REDWOODS DISTRICT
P.O. Box 2006
Eureka, CA 95502-2006
(707) 445-6547 Ex11 Fax (707) 441-5737
Email: jkolb@parks.ca.gov

April 9, 2001

Mr. Friday Ululani
Project Management
California Department of Transportation
District 1
P.O. Box 3700
Eureka, California 95502-3700

Dear Mr. Ululani:

On March 20, 2001 members of my staff attended your public information meeting regarding Route 101 bypass feasibility studies for Richardson Grove State Park and Leggett to Red Mountain. It is my understanding, that Caltrans no longer considers any of the alternatives presented as feasible, and has subsequently dropped both studies. I am quite concerned about the possible impacts to state park resources as a result of this decision, especially when considering the new STAA truck standards.

District Landscape Architect, Roger Goddard, has informed me that Caltrans is now investigating numerous realignment alternatives for the existing Route 101 which may adversely impact state park resources. Although Mr. Goddard has not seen an overall District-wide plan for these realignments, he has indicated that proposed projects located at Dora Creek, Jitney Gulch and Big Lagoon have potentially adverse impacts.

I wish to reiterate that the California Public Resources Code provides specific mandates for the management of all units, which are or shall become part of the state park system. To meet these mandates the North Coast Redwoods District (NCRD) will continue to stress the following key points:

- NCRD cannot support any new 2 or 4 lane alignments within existing state park properties
- NCRD cannot support any alignments that may adversely impact state park resources, especially old growth redwoods, wild and scenic rivers and coastal environments
- NCRD cannot support any alignments that may adversely impact visitor experience

On behalf of the North Coast Redwoods District, I would like to thank you, and other members of Caltrans, for helping to maintain our positive working relationship.

Sincerely,

John A. Kolb
District superintendent

cc: Ronald L. Brean
Noah B. Tilghman

R. N. Brockmann
850 Holman Way
Fortuna, CA 95540-1402
707-725-6603

March 19, 2001

Friday Ululani
Cal Trans
P O Box 3700
Eureka, Ca 95502-3700

Dear Mr. Ululani,

I have a solution for the 101-freeway problem in Mendocino and Humboldt County. Build a new road around Richardson's Grove, Confusion Hill, Eureka, and anything else that's in the way clear to the Oregon Border. Don't bother asking people around here for input. They are all looking at today's dollars in their pockets. I used to live in Santa Maria in the early sixty's. Everyone complained then that Cal Trans was going to ruin the town. I think the results today speak well of what transpired. The town has grown as will Eureka WHEN 101 is built around it, not if. It's only a question of time as I'm sure your own engineers have told you. I can see a lot of problem areas as the icecaps melt and the oceans rise.

It's time to bite the bullet and do it!

Yeah, I know....too idealistic. Good luck in your endeavors, as I'm sure you will have your hands for with the local yokels and good ole boys. Too bad they actually stagnate this area with their greed and lack of forward thinking!

Sincerely,

R. N. Brockmann

March 16, 2001

1017 Emerald Ln.
Fortuna, CA 95540

Mr. Friday Ululani
CALTRANS
Box 3700
Eureka, CA 95502-3700

Dear Mr. Ululani:

Regarding the US 101 bypasses, the question is not "whether" to do it, but "how soon can we get it done". In its current conditions, the section through Richardson Grove has been allowed to remain unsafe for at least the last 13 years, and the highway should have been relocated or widened a very long time ago. The need is immediate because it is a safety issue. This section of the road is not wide enough for logging trucks and passenger cars to safely coexist.

Widening the 101 in Mendocino County near Confusion Hill will facilitate commerce in the Eureka area because it will allow faster and more reliable commutes between Eureka and the rest of California. Increased commerce will create more jobs and help to stimulate the depressed economy in this area.

Why do such projects proposed in southern Califonia get completed within 5-10 years, while this project has not? I don't care what the cost is. The work needs to be done. Let's proceed with it.

Sincerely,

Alan Fox

March 26, 2001

Johanna Burkhardt
1 Emile's Station
Fort Bragg, CA 95437

Caltrans – Project Management
Attn: Friday Ululani
P.O.Box 3700
Eureka, CA 95502-3700

Re: Highway 101 Bypass Projects – Leggett to Red Mountain and Richardson Grove

Dear Ms. Ululani:

The information we received at your open house meeting in Ukiah last week apparently indicated that Caltrans is considering not to build the two bypasses north of Leggett and at Richardson Grove, due to extreme costs and environmental concerns. Although Caltrans had – historically – planned for a 4-lane freeway from the Bay Area to the Oregon border, it now seems to have changed its policies. Caltrans stated in the bypass information leaflet - "it has become clear that portions [of 101] will never be upgraded to four lanes due to cost and environmental constraints".

I applaud Caltrans' decision because I believe the bypasses are really not needed. Although the traffic slows down in these two areas, the overall flow of traffic between Willits and Eureka is not seriously impacted. Any time I have driven this section of Highway 101 during the last few years, I was pleasantly surprised about the low traffic density.

Also, as the Northwestern Pacific Railroad is getting closer to the time when freight shipping from Eureka will be available again, we will eventually see fewer trucks on the highway.

The last item under "Issues" on page 2 of your information pamphlet asks: "Is there a feasible solution to the problems that exist in this corridor?" Yes, there is an excellent solution: use some of the money that would pay for 20 miles of bypasses to rehabilitate the 145 miles of the NWP. In FEMA's draft environmental assessment for the NWP tracks between Willits and Eureka a cost estimate of $642 million for stabilizing the tracks and underlying material is mentioned. Although many railroad experts believe that this figure is highly exaggerated, compared to the cost estimates for the two bypass projects $642 million for the 145 miles of tracks is extremely cheap; it amounts to only $4.4 million per mile, while 20 miles of bypasses cost $40 million per mile. Also, it can be accomplished with only a fraction of the environmental problems that would be encountered by slicing a broad path for a 4-lane highway through a mountainous area.

Railroads are finally making the deserved comeback in our state. I hope that Caltrans District 1 does not miss its chance to give an excellent example how to provide balanced highway/rail transportation for the North Coast in the future.

Sincerely,

Johanna Burkhardt

Friday Ululani, Project Manager
Caltrans, District 1
Box 3700
Eureka CA 95502

Box 115
Bayside CA 95524
March 22 2001

Dear Mr. Ululani,
I would like to comment on the Route 101 Richardson Grove and Leggett to Red Mountain projects. Thank you for taking the trouble to have an open house and taking public comment.

Both of these projects are tremendously expensive. Although the Leggett to Red Mountain stretch is subject to slides, it and the Richardson Grove segment are free of congestion. Accidents are usually the result of reckless driving. The existing road is good enough, especially when weighed against the cost of upgrading.

A modern freeway would permit larger trucks to serve this area. However, that does not seem to be a priority for residents of Humboldt Bay, the obvious beneficiaries of such service. Big box stores were an issue at recent county general plan hearings, and Eureka residents voted against them in a referendum.

Four lane highways seem to be prone to slides as well--the long battle to fix the slide below Leggett, and the repeated attempts to control the Pepperwood slide, suggest that maintenance costs could be high on an "improved" route as well. The extensive cut and fill does not auger well for a stable road.

Truckers are supposed to be in favor of improvement, but they don't like the Redwood Park bypass, which looks very similar. The detour and gas-guzzling climb had many of them taking the old route until they were banned from the park.

Caltrans' own analysis of environmental costs speaks for itself.

Many of us in Humboldt County sincerely feel that access is too good already and are dismayed at the freeway mainling the Bay Area's problems up here.

These projects just don't make sense. Please put the resources where they are wanted and needed. Thank you again for hearing us out. It was a pleasure to meet you and the rest of the crew at the open house.

Susan Nolan.

Cal Trans
Po Box 3700
Eureka, Ca. 95501

3/20/00

To whom it may concern, I am writing to today to be heard on the Issue of widening the road at Richardson's Grove.

I am absolutely against such a measure and feel if people want to go fast, they can drive up highway 5. The beauty and the opportunity to slow down and see the beauty of the redwoods is part of the charm the north coast has to offer. I vote no on the widening of the highway. Thank you.

Dot Campbell
PO Box 824
Blue Lake, Ca. 95525

To: Friday Ululani 3/20/01
Project Manager,
Richardson Grove Bypass proposal

I am writing to express my opposition to this project. I will try and explain my position as clearly and simply as possible.

First and most obviously I am a business owner in the affected area. My business, "The Legend of Bigfoot", has been in operation in its current form for Twenty -Three years now. Before that several people owned and operated various businesses at this location, dating back at least Fifty years. People by the Hundreds and even Thousands have stopped and commented about the experiences they and their families have had over the years stopping at this and other attractions in this local area. To many families coming to the Redwoods simply would not be complete without the activities these small businesses provide. Gift Shops, Rides, Attractions, Camping etc. gives our area a very unique ability to draw tourists by the Hundreds of Thousands. If a person travels throughout California and beyond, They cannot help but realize the incredible opportunity our area gives people on vacation. Most people who travel want to go to a particular area to see sights and do things. If these small business people are "by passed" the overall experience tourists get is very negatively affected. Between San Francisco and Crescent City many small businesses operate along our roads, that is in large part why many tourists come to this area. The unique shops and activities are very fun and interesting for everyone who passes through. Thousands of people depend on the

friendly, cozy, small town, mom and pop atmosphere the Redwood Country provides.

More Four Lane roads will only detract from the experience people come here to enjoy. In my opinion Freeways are made for one reason, to move people through a particular area as quickly as possible.

I for one do not think it is in the best interest of any Humboldt County resident or small business operator to rush these potential customers through our area. If they don't stop, they don't shop, and everything from Jobs for locals, Sales Tax Revenue, Income Tax Revenue and on down suffer greatly. Our Area already is struggling to provide jobs, expand business investment and opportunities for local people, by passing would only add to the difficulties these people face.

Spending Hundreds of Millions of dollars to bypass a tiny section of road is totally unjustifiable, and fiscally tremendously wasteful. Alternatives to this project exist and are far simpler and cost almost nothing to implement. One such option would be removal of only a few Redwood Trees in Richardson Grove Park. This would allow for Safe Travel for Tractor -Trailers and all other vehicles including Motor Homes, and Autos.

Experience shows us that geologically the soils are terribly unstable and would cause extensive slippage, instability, silt problems and continuous need for additional money for repairs. All we have to do is look at other major roadway projects that have been completed sometimes two, three and even four times at ridiculous costs to taxpayers to realize that large roadways in this unstable mountain country, with historically poor results are not the answer.

Recent changes, over the last Five or Six years have dramatically reduced the number of accidents which occur in this Southern Corridor Area. I personally counted Seventeen accidents over a period of Twelve months prior to these improvements. Since the improvements there have been none. This section of road is safe when the traffic laws are followed. I have observed many accidents on Four Lane Sections, which shows driver error is the primary cause of accidents. Changing from Two Lane to Four Lane will not stop accidents.

Listed below is other Business owners who like myself are totally opposed to this project. All of us have invested tremendous amounts of our Time, Hard Work and Money developing this area into the premiere tourist area for a hundred miles in any direction. A Bypass would be devastating to our Lives, Families and Finances.

Sincerely Douglas A. Carlson
Owner: Legend of Bigfoot Inc.
Douglas A Carlson

Dan Balame
Owner: Bear Meadow Espresso and Gifts

March 24, 2001

CALTRANS
Project Management
ATTN: Friday Ululani
P.O. Box 3700
Eureka, CA 95502-3700

Subject: Richardson Grove & Leggett to Red Mountain Bypass Projects

Dear Mr. Ululani,

I will preface my recommendations on the two projects with the following comments:
1. The fact sheets which Caltrans distributed at the open house list 6 issues. As I read these issues I see one overarching issue; it is the one on which our attention should be focused. That issue reads as follows: "Serving existing and projected traffic with an improved level of service, minimizing travel delays and operational conflicts, eliminating noise and congestion, and improving safety."
2. To properly address this issue requires consideration of all the different transportation modes (roads, rail, water, air). As Caltrans appears to only concern itself with roads/highways another state government entity, which concerns itself with all modes of transportation, must first examine how each of the different modes can address this issue.
3. The STAA truck restriction should not be considered an issue until there is an analysis which shows how much Humboldt County's economy and residents would benefit from STAA truck access. I am not aware that such an analysis exists.

Based on the above, the following are my specific recommendations:
1. Leggett to Red Mountain Project: Alternative K4 (2-lane bypass at Confusion Hill)
2. Richardson Grove State Park: "No Build" Alternative

I thank Caltrans for the opportunity to offer these comments and recommendations, and I look forward to receiving information which recaps this public input and the follow-up action Caltrans will be taking.

Sincerely,

Rudy Ramp
370A California Ave.
Arcata, CA 95521
e-mail: rampturn@tidepool.com

March 22, 2001

Mr. Friday Ululani
Caltrans Project Management
P. Box 3700
Eureka, CA 95502
Re: Richardson Grove (01-HUM-101-PM0.0\5.6)
Leggett to Red Mountain Creek (01-MEN-101-PMR90\R101-1)

Dear Mr. Ululani:

After attending the informational meeting held Tuesday, at the Wharfinger Building in Eureka, I write to urge Caltrans to abandon the vastly expensive proposed alternatives to bypass Highway 101 set forth in the above referenced projects. These projects, now more than 40 years old, should be laid to rest, thereby redirecting funds and personnel to more vital needs in our state's highway system.

After reading carefully through each project's proposed alternatives, I found both proposed by-passes, combined, easily could exceed the cost of $1 billion to taxpayers, and offer moderate-high risk of environmental impact in exchange for the projects' marginalgoals. For example, one major goal of the projects is to allow the largest of trucks to access this section of Highway 101. In fact, large trucks currently CAN use this section of Highway 101 simply by obtaining paying for and purchasing a Caltrans escort. (Why was this information never passed on at the informational meeting?) Large industry should continue to incur this cost rather than passing it on to the state which most certainly will be facing huge budget deficits in other areas due to the existing energy crisis. In keeping private industry directly responsible for these road costs, taxpayer liability and Caltrans escort positions continue to be protected.

In regards specifically to the Richardson Grove by-pass, I was horrified to read that two of three proposed alternatives bisected the park itself, and that the third would excavate an extensive tunnel UNDER the park. None of these alternatives would benefit ecotourism, which increasingly, becomes Humboldt County's "bread and butter". Moreover, the accident rate, once a concern in the area, admittedly, has dropped with the posting of a lowered speed limit.

Yet, at the informational meeting, I noted that presenter Ray Luther not only did not mention any of these facts, but strove to persuade residents that this by-pass would be a way he would be able to "see his kid be able to get a job here and not have to move to LA." I found this statement (and others similar he made) not only to be completely inappropriate and unprofessional, but sadly, inaccurate. As a state employee myself, I would be reprimanded for expressing my own views when representing my employer to the public, and therefore, was shocked when I saw the fervor with which Mr. Luther imposed his own values at the presentation. I attended the meeting to gather facts, not to hear about his opinions.

One last concern I have about the projects is that even if they were financially feasible and environmentally viable (which they are not) that Caltrans, in the extensive construction process, potentially creates a scenario for a whole new series of problems and challenges. Projects that call for blasting into hillsides, building anywhere from 8-12 new bridges and tunneling into the earth under old-growth redwood forest could find Caltrans unearthing a "new can of worms" which requires even further projects and by-passes.

In summary, I request that both projects (and their feasibility studies, if possible) be dropped immediately. Thank you for noting my comments. I appreciate your request for input, and I hope to hear from you soon confirming receipt of this letter.

Yours truly,

Lina Carro

Lina Carro

Lina Carro *101 Misty Hill Lane* *Eureka, CA 95503* *lcc1@humboldt.edu*

2914 Glenwood St.
Eureka, CA 95501

March 17, 2001

CalTrans
P. O. Box 3700
Eureka, CA 95502-3700

Subject: Richardson Grove Bypass

Attention: Friday Ululani

Since I will be out of town on March 20th and cannot attend the public hearing I will make a few comments in writing.

First let me say I am very glad that the District is at least thinking about doing something to alleviate the dangerous bottleneck on U. S. 101 at Richardson Grove.

My memory fades with the years but I believe it was sometime in the 1970's that a study was made of this problem area. I was in charge of what was then called the Advance Planning Dept. and we conducted an extensive study, which resulted in a location across the river from the main park. Included in the plan were bridges at each end and an extensive (seems to me I remember 1700± feet) viaduct across the slide area opposite the main park. The area was completely mapped and geotechnical borings were made.

We worked closely with State Parks during this study. A scale model was constructed so that one could see how the viaduct would look from the park and the swimming beach. I don't know what ever happened to the model. I suppose it was thrown out long ago.

The project was very expensive, even in 1970's dollars. Funds were scarce in those days and for this reason and/or political pressure the project was dropped.

A tunnel solution, to my way of thinking, is not the way to go. Not only would the cost be excessive, but disposal areas for the excavated material are physically and environmentally not available in this vicinity.

It is hoped that your present study will result in an approved project to correct this dangerous section of the Redwood Highway.

Very truly yours,

Benjamin D. Van Zandt

Benjamin D. Van Zandt

March 28, 2001

CalTrans Project Management
Attn: Friday Ululani
PO Box 3700
Eureka, CA 95502-3700

I attended the public information meeting held in Eureka on March 20, 2001, regarding the Route 101 Richardson Grove State Park and Leggett to Red Mountain Project Feasibility Studies. Thank you for providing clear exhibits and knowledgeable staff to answer questions.

The letter of invitation (dated March 12) and the exhibits themselves questioned the feasibility of the two projects, on engineering, cost, and environmental parameters. It is refreshing to have a state agency re-evaluate the feasibility of projects rather than simply moving ahead because the idea has been "long-standing."

All of the Richardson Grove alternatives were identified as having significant environmental impact and medium to very high financial costs. All of the Leggett alternatives (other than K4) have high environmental impacts and financial costs; several of them would put a 4-lane freeway/expressway through a state recreation area. The Route 101 Route Concept Report should be revised to eliminate consideration of a 4-lane road for these locations. I do support further study of Alternative K4, a 2-lane bypass at Confusion Hill.

CalTrans should not assume that STAA trucks are wanted on Humboldt County roads and have such an assumption drive the construction of expensive and destructive projects.

Thank you in advance for considering my comments.

Sincerely yours,

Sue Leskiw

Susan M Leskiw
5440 Cummings Road
Eureka, CA 95503

March 26, 2001

Friday Ululani
Caltrans Project Management
P.O. Box 3700
Eureka, CA 95502

Re: Richardson Grove
Leggett to Red Mountain Creek

Dear Mr. Ululani,

I am writing to urge Caltrans to please abandon the above-referenced projects to bypass Highway 101. The cost to taxpayers would be unacceptably high; the damage to the environment would be significant and unjustifiable.

Thank you for requesting public input. I sincerely hope both projects are dropped.

Respectfully submitted,

Marybeth Arago

Marybeth Arago
32650 Old Willits Rd.
Fort Bragg, CA 95437

LucilleVinyard
68 Metsko Lane
Trinidad, CA 95570

March 27, 2001

Caltrans
Project Management
Attn: Friday Ululani
P.O. Box 3700
Eureka, CA 95502-3700

RE: 1. Richardson Grove Bypass Feasibility Study
2. Leggett to Red Mountain Project Bypass Feasibility Study

Dear Sir:

The following comments are from a strictly personal point of view.

First, thank you for holding the public information meetings. It was most helpful in forming the following comments.

1. In regard to proposals to bypass Richardson's Grove State Park, it is my view that raising this "dark ages" project is pressure by the trucking industry to allow the extra-long haulers to save a few minutes. There is an alternative: the railroad, once re-opened.

Heavy trucks result in much highway damage. The public has been heard, time and again, that a high priority for Caltrans was for maintenance of existing 101, NOT new and very costly construction for widening, or by-passes.

Let's get as many trucks as possible off the 101 corridor and encourage moving goods by rail.

My personal experience with a Richardson Grove by-pass dates back to1974 when a proposed project was noticed.

On a field survey, I scrambled the east side of Eel River through old growth redwood stands, deep ravines, and very steep slopes. It was tough going. The review resulted in the concept of a tunnel, rather than surface disturbance. The answer then? Too costly. The answer today? Far too costly. The project should be removed from consideration.

2. *Leggett to Red Mountain*

Please indulge me in some personal history with this region.

The 101 highway from San Francisco north has undergone extreme changes during the last 5 decades, not all good, all having problems with slip outs, land slides, etc. Let me go back to my first venture into Humboldt County. After an overnight train ride from San Rafael to Arcata in 1947, I wanted to see the redwoods along highway 101 and the Eel river, so the chosen mode of travel was Greyhound bus in daylight.. It was a very relaxing and beautiful trip. I was enchanted with Humboldt County and it became my chosen home when I left Santa Cruz County in 1953 and opened a gift shop and nursery at Sylvandale on the South Fork Eel.

I witnessed every piecemeal highway project from the Golden Gate Bridge north over the years. The (then) Division of Highways came along and eventually bought out my small acreage in order to continue more "piecemeal" freeway projects. I was dismayed to see so much land disturbance. Nor can I forget the landslide mess that occurred 2 weeks after a new section was opened near Redcrest. Two lanes, of four, were closed time and time again. The route should never have gone through this area to begin with; there are still many "leaky" spots, with related costly repairs and disruption to travel.

It appears to me that any project that causes more soil disturbance and possible threats to the river is not in the best public interest. Nor does the general public have to submit to the results of pressure of the trucking industry just to accommodate longer trucks. A reduced speed in the narrow sections should be recognized - by all drivers -and strongly enforced- to avoid problems.

I truly doubt if a by-pass at Confusion Hill (Alt. K4) will be accepted by the traveling public because of the high cost.

Caltrans needs to place a lot of emphasis on the environmental impacts of each alternative as well as the

extremely high costs involved - and consider the question, "Is this project really needed?"

This has brought me full circle from that first train trip in 1947, but what happens to the present 101 corridor means a great deal to many people that a few places in this region should simply be left to the vagaries of nature..

The Department of Transportation means looking at more that highway construction. This project should be dropped from consideration.

Thank you for considering my views - which amount to saying "NO" to all alternatives, except no build.

Lucille Vineyard

DEAR CHERYL WILLIS,

I STRONGLY URGE YOU TO NOT BUILD A RICHARDSON GROVE OR LEGGETT TO RED MOUNTAIN CK. BYPASS.

FROM WHAT I'VE HEARD THIS IS ~~A~~ CORPORATE WELFARE FOR P.L. TO MOVE OUR STRIPPED FOREST ~~IN~~ IN & OUT OF OUR COMMUNITY. THESE BYPASS WILL ALSO HELP COSTCO & OTHER "BIG BOX" SWEAT SHOP EXPLOITERS MORE CONSUMER CRAP IN & OUT OF OUR COMMUNITY—

I WENT TO A "OPEN HOUSE" MEETING IN THE WARKINGER BUILDING LAST YEAR. THERE WAS A LOUDMOUTH TO MORE TOWARD MASS TRANSIT & A BIKE LANE ACROSS THE MCKINLEYVILLE/ARCATA MAD RIVER BRIDGE, YET WHAT ~~HAVE~~ HAS CAL TRANS DONE?

IT'S SPENT MILLIONS OVER-LAYING (0) FROM ARCATA ~~TO~~ INTO MCKINLEYVILLE. THAT STRETCH WAS IN GOOD SHAPE W/ VERY LITTLE POTHOLES.

GLOBAL WARMING IS A REALITY. WHEN WILL CAL TRANS WAKE UP? IS CAL TRANS TO COMPLICIT IN OIL & AUTOMOTIVE / STATE & FED SELLOUTS TO STOP IT'S BIOSPHERE DESTROYING PRACTICIES?

WE NEED MASS TRANSIT - LIGHT RAIL, EXISTING RAIL, FULLY SUBSIDIZED BUSING, MORE LOCAL BUSES, BICYCLE LANES & BRIDGES. PROMOTING THE INDIVIDUAL AUTOMOTIVE WILL BE THE DEATH OF US ALL.

WAKE UP!!! David Ross

MI - MOVE IN CERTIFICATION

Antarctica's Hints of Global Warming

by David Helvarg

I am glad to count myself among the handful of Washington reporters who missed the impeachment trial of the president. I was off covering a far more important story in Antarctica.

My trip convinced me that a hundred years from now Americans will look back at late-20th-century scientific research done in places such as Antarctica and wonder how society could have been distracted by the sexual misadventures of a politician.

For the past 30 years climatologists have predicted that global warming would occur most rapidly at the poles, a fact now confirmed by scientists in Alaska, Canada and Greenland, at the North Pole and on the Antarctic Peninsula. The peninsula is a 700-mile-long rocky kite tail curving out from the coldest, driest, highest continent on Earth. The peninsula is also, as I discovered, a wildlife-rich habitat undergoing a frighteningly rapid change.

At Palmer Station, one of three Antarctic bases administered by the National Science Foundation, I spoke with the chief scientist, Bill Frasier, who has been studying the Antarctic climate since 1974.

"When I was a graduate student, we were told that climate change occurs but we'd never see the effects in our lifetime," Frasier told me. "But in the last 20 years I've seen tremendous changes. I've seen islands pop out from under glaciers; I've seen species changing places and landscape ecology altered."

While global temperatures have, on average, warmed by 1° Fahrenheit over the last century — paralleling increased industrial output of carbon dioxide and other greenhouse gases — the Antarctic Peninsula has seen a jump of more than 5° in just 50 years, including an incredible 10° average warming during its winter months. As a result, huge pieces of the ice shelf — some sections are as large as the state of Delaware — have begun calving off its eastern shore.

And scientists are now discussing the possibility that the adjacent Western Antarctic Ice Sheet could experience a sudden meltdown, raising global sea levels by more than 15 feet over the next century (instead of 1 to 3 feet, as currently predicted).

That event could, among other things, turn the Trump Tower mezzanine into waterfront property. While most experts believe this melting will occur sometime after the 21st century, by the time they know for sure it will probably be too late to do anything about it.

Today's warming poses a more immediate threat to Antarctica's abundant wildlife. And here too there are implications that extend to the rest of the world, researchers told me.

Tiny shrimplike creatures called krill — the most abundant animal on earth in terms of their total biomass — are the broad base of Antarctica's food chain, consumed in vast quantities by penguins, seals and whales. (A single blue whale eats four tons a day.) Without access to sea ice, krill shrink, lose weight and are vulnerable to early death.

A decline of krill due to melting of the ice shelf could wreck much of the Antarctic ecosystem that depends on them.

Rising temperatures also increase precipitation — which, in Antarctica, takes the form of snow. Excessive spring snow has disrupted the nesting and breeding of Adelie penguins, leading to the extinction of many of their colonies. At the same time, more adaptable species such as chinstrap penguins, elephant seals and fur seals are increasing their numbers, threatening to displace sea ice-dependent animals such as Weddell seals, crabeater seals and leopard seals.

What these changes in the Antarctic Peninsula suggest is that rapid warming could speed up a global chain reaction of extinctions that — thanks to the impact of humans — is already under way.

"Weedlike" species that are highly adaptable to disrupted habitat (pigeons, rats, deer and elephant seals) will displace more specialized creatures (tigers, monarch butterflies, river dolphins and Adelie penguins) that depend on unique ecosystems such as tropical rainforests, coral reefs and the Antarctic ice shelf.

Rising temperatures may kill off certain plant species as well. At Palmer Station, I met Tad Day, a plant biologist who studies Antarctica's only two flowering plants: hairgrass and pearlwort. He has found that warming improves growth of pearlwort but appears to have a negative impact on hairgrass. Hairgrass, which was the dominant species in Antarctica, is now being displaced by pearlwort, a mosslike plant.

"Global warming," Day told me, "has the capacity to shift the competitive balance of species in ways that, until we get out there and do the research, we don't understand yet, and that could have important consequences on our ability to produce food and fiber."

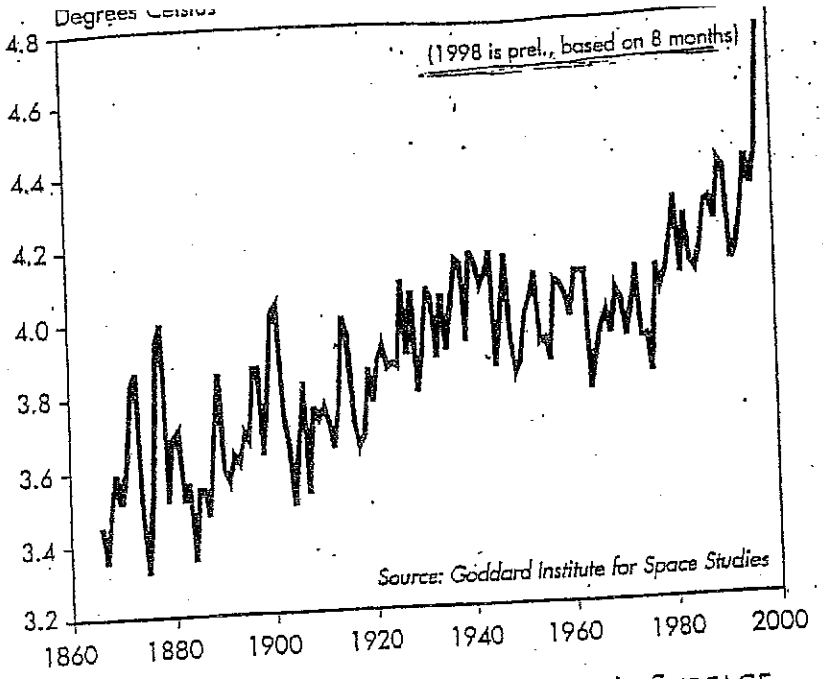
Increasingly reliable climate models now predict a 2° to 6° planetary warming in the next century, with regional shifts in agriculture that will favor the industrial north at the expense of the poorer nations of Africa and Latin America. There will also be increases in extreme weather events, coastal storms and the spread of tropical diseases.

In that light, the work of Antarctic scientists like the ones I met suggests that — for better or worse — environmental change will define much of the politics of the 21st century, whether in Washington or at the South Pole. ¥¥

(David Helvarg is a television documentary producer and the author of "The War Against the Greens." Courtesy, Climate Action NOW! PO. Box 324; Redway, CA 95560. Climate Action NOW! has taken upon itself the task of spurring the growth of a grassroots movement to fight climate destabilization from greenhouse gas emissions. Donations go a long way. Especially NOW! We could do so much more with your involvement. Why not show this material to your friends? Just make some photocopies to help get the word out.)

THE SCIENTIFIC EVIDENCE IS IRREFUTABLE

WORLD WATCH MAG.
NOV/DEC 98'

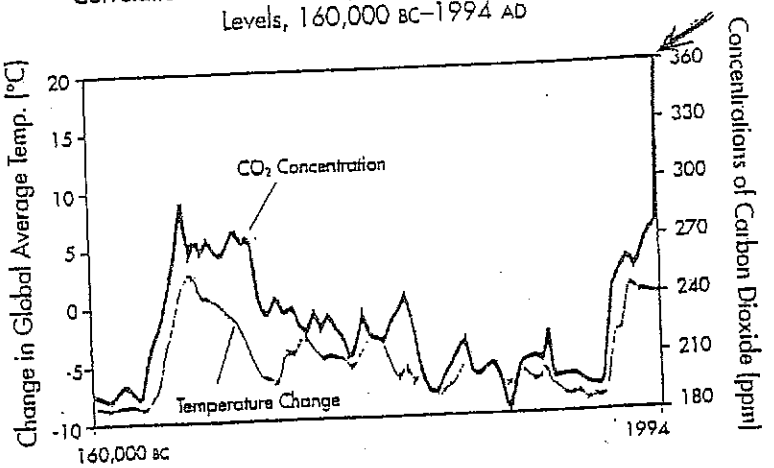


AVERAGE TEMPERATURE AT THE EARTH'S SURFACE, 1866–1998

PROOF OF GLOBAL WARMING

The Enhanced Greenhouse

Correlation of Global Temperature With Carbon Dioxide Levels, 160,000 BC–1994 AD



Historically, carbon dioxide levels have corresponded to temperature trends. Carbon dioxide and other "greenhouse gases"—the most voluminous of which is water vapor—trap heat in the atmosphere. Industrial activities have contributed to an increase in some of these gases, notably carbon dioxide, methane, and nitrous oxide.

Selected greenhouse gases	Increase since 1750	Contribution to human-induced greenhouse effect
	(percent)	
Carbon dioxide (CO_2)	30	65
Methane (CH_4)	145	20
Nitrous oxide (N_2O)	15	5

The sharp increase in these gases—particularly carbon dioxide—is thought to be enhancing the Earth's natural greenhouse effect.

Sources: Worldwatch Institute, *Vital Signs 1995*; IPCC, *Climate Change 1995: The Science of Climate Change.*

PLEASE RECOPY & EDUCATE OTHERS

Nov/Dec 97

March 29, 2001

California Department of Transportation
Project Management
Attn:Friday Ululani
P.O.Box 3700
Eureka, CA 9552-3700

Dear Sir:

I attended the Public Open House in Eureka on March 22 to become better informed of the proposed changes/improvements of Highway 101.

Most of the new routes are not only extremely expensive but do not guarantee that ripping into the forrest and hills in most of the proposals would make a highway any less prone to be plagued by slipouts or slides.

After many years of traveling both sections of the highway in the feasability study, there is only one section that I feel is a major concern . That is the section near Confussion hill that has a tendancy to continue crashing into the river. There are no alternate routes for this area and the possibility of crossing and recrossing the river to rejoin the current highway as soon as possible may be a way of safeguarding a complete closure of the highway at some point in the future. I trust that the businesses in that area would still be accessible or recieve compensation for the loss of business.

Developing a four lane highway simply to accomodate longer and larger trucks would not be in the best interest of the people above Ukiah. There is too little talk about how expensive it is to keep the highway open as opposed to cleaning up and rebuilding the railroad . Removing many of the heavy trucks from the 101 Highway would not only make the highway safer for smaller vehicles, but remove the continual pounding of the heavy trucks on the roadbed.

My recommendation, and that of several people that I have talked to, is to let the people who wish to travel in a great hurry travel on I 5. Let's protect the beauty of the area by doing only what is necessary to make traveling 101 as safe as possible by widening and adding passing lanes in problem areas as is being done near Crescent City. No amount of "highway improvement" will make any difference to the drivers who do not respect the speed limit, stay sober, or alert. As local people know, most of the fatalities on the Northern area of this hwy, have been caused by the afformentioned causes. Wrapping a car around a redwood tree or rolling off an embankment seems to be the major safety problem here. We can not afford to protect those who refuse to honor safe driving rules.

Putting a superhighway into our area would not guarantee that hundreds of businesses would rush here to help our employment problems. SO---

Please scrap the majority of the proposals.

Sincerely,

Mrs Emma Nelson

Mrs. Emma Nelson
4238 Ivy Lane
Eureka, CA 95503

Ph. 707-444-3151

SIERRA CLUB
REDWOOD CHAPTER
NORTH GROUP
Post Office Box 238
Arcata, California 95518

March 29, 2001

Caltrans, District 1
Attn: Friday Ululani, Project Manager
P.O. Box 3700
Eureka, CA 95502-3700

Re: Route 101 Richardson Grove State Park Feasibility Study
and Leggett to Red Mountain Feasibility Study

Dear Sir:

The North Group's Executive Committee submits the following brief comment for your consideration:

After reviewing all the project proposals on bypasses and alternatives at the March 20 information open house, the recommendation of the Group's conservation committee was that ALL projects are overwhelmingly costly and should be dropped from any further consideration.

Thank you for providing the information.

Sincerely,

For the Executive Committee,

Lucille Vinyard

Lucille Vinyard, secretary

Save-the-Redwoods League

114 Sansome Street, Room 1200, San Francisco, California 94104-3823
Telephone (415) 362-2352 · Facsimile (415) 362-7017
redwoods@savetheredwoods.org

March 27, 2001

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OBJECTIVES
1. *To rescue* from destruction representative areas of our primeval forests.
2. *To co-operate* with the California State Park Commission, the National Park Service, and other agencies, in establishing Redwood parks and other parks and reservations.
3. *To Purchase* Redwood groves by private subscription.
4. *To foster* and encourage a better and more general understanding of the value of the primeval Redwood or Sequoia and other forests of America as natural objects of extraordinary interest to present and future generations.
5. *To support* reforestation and conservation of our forest areas.

Cheryl S. Willis
Deputy District Director
California Department of Transportation
District 1, PO Box 3700
Eureka, CA 95502-3700

Dear Ms. Willis:

ROUTE 101 FEASIBILITY STUDIES: RICHARDSON GROVE STATE PARK & LEGGETT TO RED MOUNTAIN

We would like to express our strong support for bypasses at Standish Hickey State Recreation Area, Smithe Redwoods State Reserve, and Richardson Grove State Park.

Since 1918 the League has worked to protect the magnificent coast redwoods. Our initial focus was on the scenic corridor that framed the newly constructed Redwood Highway (now highway 101). With the opening of the new highway the ancient redwoods came under increasing harvest pressure. The League worked closely with the Department of Transportation to ensure permanent protection of the scenic highway corridor. In time these early acquisitions formed the genesis of California's State Park system – Richardson Grove State Park and Humboldt Redwoods State Park are the legacy of this foresight.

As I'm sure you are aware the Redwood Highway of the 1920s was very different than the current highway 101. The volume of traffic increases every year, as does the size of trucks. No one envisaged the 18-wheel pantechnicon that routinely thunder along the highway, breaking the peace of the forest with pounding of their Jake-brakes. The highway through the heart of Humboldt Redwoods State Park was straightened and widened to 4-lanes, with disastrous consequences for the integrity of the Park. You are now presented a unique opportunity to move the highway out of the heart of Richardson Grove State Park, and away from Standish Hickey State Recreation Area and Smith Redwoods State Reserve. The potential

[continued]

This is recycled paper 144

enhancement of the visitors experience in these redwood forests is monumental – just as the bypass of Prairie Creek now offers peaceful enjoyment of that park. We encourage adoption of route alternatives that minimize adverse environmental impacts and have no adverse impacts to State Park land. Not only will road communications with the north coast be greatly improved, but also the ancient redwoods of these parks will be further protected and insulated from the highway influences. The existing 2-lane stretches of highway 101 will become extensions of the popular Avenue of the Giants scenic byway, offering new recreation opportunities to California's growing population. This is a win-win situation for all parties.

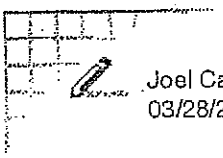
In 1998 the League purchased the Hartsook Inn, located immediately south of Richardson Grove State Park. We are in the process of developing a master plan for a Redwood Gateway Visitor Center at the site. Over the course of the project we have spent a lot of time at the site, which is bisected by highway 101. Our ability to offer a quality visitor experience at the site is constrained by noise and safety concerns created by the highway. If the highway were moved the Hartsook Inn would become the gateway to the scenic Avenue of the Giants and the Redwood Region.

We urge you to take action now to improve the north coasts critical road artery and to further safeguard the ancient redwoods of the north coast.

Sincerely,

Ruskin Hartley
Conservation Planner

cc. John Kolb, Department of Parks & Recreation
Kirk Girard, Humboldt County Planning Department



Joel Canzoneri
03/28/2001 04:22 PM

To: Ilene Poindexter/D01/Caltrans/CAGov@DOT, Heidi Quintrell/D02/Caltrans/CAGov@DOT, Keith Witte/D01/Caltrans/CAGov@DOT, Friday Ululani/D01/Caltrans/CAGov@DOT
cc: Mike Eagan/D01/Caltrans/CAGov@DOT, Guy Luther/D01/Caltrans/CAGov@DOT
Subject: E-mail Responses to Route101 mailing

In response to the mailing accomplished for the upcoming meetings on Route 101 long standing projects, I have received 9 e-mail messages. This memo will serve to summarize the responses and is being forwarded for your review.

1. Julia Graham submitted comments on how lovely and peaceful the drive is to Santa Rosa She " implores Caltrans NOT to widen the road, just so larger semi-trucks
can get through to this area. To widen the road would be to destroy a
gorgeous stretch of the highway and for what? So we can get a WalMart up
here? No thank you. I didn't move to Humboldt County so that I could see the same big box stores you find ad nauseum all over the country. And more importantly, to widen the road at that point would destroy some beautiful old growth redwood trees, of which there aren't a whole lot left."

2. Kristin and Kurt Vogel from Garberville urges Caltrans "to refrain from extrapolations and linear projections in estimating future needs for highway capacity. Ignored by business and government, the ecological crisis is accelerating faster than the most pessimistic forecasts. The nation's transportation systems will have to de-emphasize road transport drastically within the next two decades. Don't get caught with millions of taxpayer funds invested in inappropriate infrastructure. Please study the Planning Scenario, Special Publication 115, 1995 done by the Dept. of Conservation, division of Mines and Geology. It shows the unremediable vulnerability of Highway 101 in Humboldt County to earthquake impacts. And every year we see the enormously expensive impacts due to rainfall, to runoff and rockslides. Please let 101 remain a very modest roadway."

Their perspective was further clarified in a subsequent e-mail which provides facts and figures from the Ivan Illich Archives providing information on social issues and transportation and providing beneficial social effects from the use of the bicycle.

3. A copy of a newsletter was forwarded. Generated by Paul Cienfuegos, it accurately describes the purpose of the upcoming meetings (review project information and maps of studied alternatives). He indicates: "It's time once again to mobilize the community for another Caltrans openhouse to let the agency hear loud and clear that Humboldt residents do NOT want Highway 101 widened ANYWHERE...Please tell all your acquaintances. We need a LARGE turnout to stop this highway widening once and for all. Cal-Trans is, believe it or not, prepared to NOT push this project forward, IF the public makes it clear that it's not what people want."

4. Michael Evenson forwarded comments that "Highway 101 must be one of the most expensive roads in the country to maintain. It is placed on unstable terrain where rainfall is intense and where earthquakes are common. For these reasons alone, widening the
highway should not be considered. A wide highway is that much more unstable, requires more earth movement
and puts more hillsides at risk (and, therefore, the Eel River and its salmonid resources). My experience living in this area since the 1960s leads me to conclude that wider highways present more problems than narrower roads." He concludes by indicating he regularly ships lumber from his business down 101 and he doesn't believe that freight bills will be lowered if the improvements at Richardson Grove and Leggett are made.

5. Dwight Winegar forwarded comments sent to friends and business associates urging support of some form of bypass at both locations. He cites pedestrian/bike conflicts through Richardson Grove. He acknowledges there will b be some environmental effects as would occur with any new alignment anywhere, but safety reasons and the protection of the existing Richardson Grove, and improved recreational access should be viewed as reasons for acceptance of some form of bypass. He continues by indicating that while four lanes may not be necessary, reservation of the right-of-way for four lanes should be secured in support of improved shipping opportunities. This bypass concept should not be taken off the books. He supports the tunnel alternate "C". He supports shafts for light and ventialtion vents up through the rock (similar to a product "Solartube") and conduits for solar panels and wind turbines to light the tunnel. The Leggett component is much more complex and the project study is incomplete and inconclusive for anything more than focusing the problem down further.

6. State Lands Commission forwarded a request for handouts to facilitate their review, and these were forwarded by System Planning staff.

7. Michael Richardson registers his opposition to both projects as they will have adverse impacts on recreation and tourism opportunities due to the reduction of the public camping facilities at Benbow State Park and Standish Hicky State Park. The marginal benefits of increased traffic speed don't offset the loss of recreational opportunities.

8. Judi Nelson does not want the Richardson Grove "bypass" to be widened. She believes this amazing place has been altered enough already, and placing more polluting trucks is the best stewardship practice. The tremendous environmental and economic costs are not balanced by the questionable benefit of having greater access to this area.

9. Charlie Solo of Petrolia doesn't wish to burden us with long excerpts from the ESA or other laws governing removal of old growth trees nor emotional pleas. He indicates that if the proposed bypass requires the removal of old growth trees, he will be on the front lines fighting Caltrans all the way.

Joel Canzoneri
04/02/2001 03:44 PM

To: Heidi Quintrell/D02/Caltrans/CAGov@DOT
cc: Guy Luther/D01/Caltrans/CAGov@DOT
Subject: Route 101 segments

Hiya Heidi...here are the 13 e-mails I received, per your request. Joel

---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM ----------

"Kristin or Kurt" <kv2@humboldt.net> on 03/15/2001 11:15:16 AM

To: <Joel_Canzoneri@dot.ca.gov>
cc: "Charley Custer" <ccuster@asis.com>
Subject: Route 101 segments

Re: Route 101 segments: Richardson Grove and Legget to Red Mountain Creek

Thank you for your notifiction of Open House Meetings scheduled for Eureka 3/20 and Ukiah 3/22. Kindly note my comments:

I urge you to refrain from extrapolations and linear projections in estimating future needs for highway capacity. Ignored by business and government, the ecological crisis is accelerating faster than the most pessimistic forecasts. The nation's transportation systems will have to deemphasize road transport drastically within the next two decades. Don't get caught with millions of taxpayer funds invested in inappropriate infrastructure. Please study the Planning Scenario, Special Publication 115, 1995 done by the Dept. of Conservation, division of Mines and Geology. It shows the unremediable vulnerability of Highway 101 in Humboldt County to earthquake impacts. And every year we see the enormously expensive impacts due to rainfall, to runoff and rockslides. Please let 101 remain a very modest roadway.
Thank you

Kristin Vogel, POB 453, Garberville, CA 95542 (707)923-9284

$RFC822.em---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM

Michael Evenson <evenson@igc.org> on 03/18/2001 10:11:28 PM

Please respond to evenson@igc.org

To: Joel_Canzoneri@dot.ca.gov
cc:
Subject: HWY 101 widening

Dear Mr. Canzoneri,

This is in response to public comment solicited regarding CalTrans projects to widen US 101.

Highway 101 must be one of the most expensive roads in the country to maintain. It is placed on unstable terrain where rainfall is intense and where earthquakes are common. For these reasons alone, widening the highway should not be considered.

A wide highway is that much more unstable, requires more earth movement and puts more hillsides at risk (and, therefore, the Eel River and its salmonid resources). My experience living in this area since the 1960s leads me to conclude that wider highways present more problems than narrower roads.

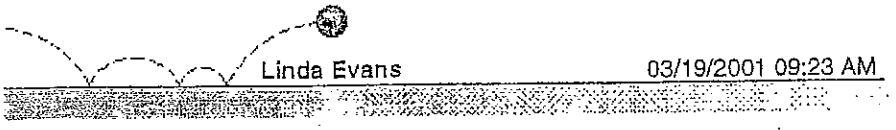
I do not believe that the amount of traffic requires CalTrans to widen the road, either. While it may cut a few minutes off the trip from Willits to Eureka, it is saving those few minutes for only a small number of vehicles and at great expense to the rest of us taxpayers. I regularly ship lumber from my business down 101 and do not believe that I will lower my freight bill much, if any, should the highway be widened.

Please reject plans to widen US 101 at Leggett or Richardson Grove or anywhere else idle engineers have proposed it.

Thank you very much for your consideration,

Michael Evenson

$RFC822.em---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM



To: Joel Canzoneri/D01/Caltrans/CAGov@DOT
cc:
Subject: meeting notices

Joel -- this is an excerpt from an e-mail newsletter that someone forwarded to me. I thought you would be interested in the notice about the Caltrans meeting, since your name is mentioned as the point of contact. I have no idea about to whom this newsletter is distributed, etc., since I receive it indirectly, not from Paul Cienfuegos.

From: Paul Cienfuegos <<mailto:cienfuegos@igc.org>cienfuegos@igc.org>
Date: Saturday, March 17, 2001 21:55
Subject: ** Significant upcoming north Humboldt events you may not haveheard about - public hearings, trial in Eureka, Native storytelling, andmuch much more...

Have you heard about all of these important events? Details on some of these events follow the summary below...
Paul Cienfuegos

Monday the 19th, 830am, and all week, North Coast**Earth Firster on trial** in Eureka
Monday the 19th, 7pm, KMUD: a special hour-long look at the growing **crisis at Pacifica** radio
Tuesday the 20th, 430-7 pm, **Cal-Trans public meeting** on highway 101 widening, in Eureka
Saturday, March 24th, 10am-4pm and 7-930pm, NW**Indian Storytelling Festival** in Arcata, all welcome
(More info at 442-3320 or <www.cistory.org>)
Monday the 26th, 9-11pm, KEET/PBS TV, **Bill Moyers presents** "Trade Secrets"
Tuesday the 27th, 6pm, **Humboldt General Plan public hearing**, in Eureka
Thursday the 29th, 630pm, a speaker from Vermont's Institute for Social Ecology - **Cindy Milstein** + potluck
April 7,8,9, Dr. AndreasToupadakis, renowned nuclear chemist turned high-level political dissident

and don't miss a rare visit by **Howard Zinn on April 19th**at 8pm at HSU

Caltrans Meeting On Highway 101 Widening/Straightening proposal

It's time once again to mobilize the community for another Caltrans open house to let the agency hear loud and clear that Humboldt residents do NOT want Highway 101 widened ANYWHERE.

Next Tuesday, March 20, 4:30 to 7:00 PM at the Wharfinger Building in Eureka (1 Marina Way), Caltrans will be presenting the Leggett to Red Mountain Creek (northern Mendo) and Richardson Grove By-Pass (southern Humboldt) feasibility projects. They will review project information and maps of studied alternatives with the public. Staff will be available to answer questions and receive comments for consideration prior to completing the Project Feasibility Reports.

The deadlines for submitting written comments:
Leggett By-Pass: 3/28/01
Richardson Grove By-Pass: 4/11/01
Mail to:
Dept of Tranportation, POB 3700, Eureka 95502

or email your comments to:
Joel_Canzoneri@dot.ca.gov

or phone Joel for more info at 445-6398.

See you on the 20th. Please tell all your acquaintances. We need a LARGE turnout to stop this highway widening once and for all. Cal-Trans is, believe it or not, prepared to NOT push this project forward, IF the public makes it clear that it's not what people want.

Save March 27 and April 17 - Humboldt General Plan

Friends - Note these dates....March 27 and April 17, for public input into the General Plan for Humboldt. You can read the staff reports, etc, either at the public library or online. See below. Be prepared to give oral testimony or to hand in your written comments to them....See you there!

----start forwarded message----
Date: March 13, 2001
From: General Plan, gplan@co.humboldt.ca.us
To: general.plan@co.humboldt.ca.us

Mark Your Calendar!

Joint Humboldt County Board Of Supervisors & Planning Commission Public Workshop on the General Plan Update Critical Choices Report

Purpose:
To discuss the Critical Choices Report, a synthesis of public comment with recommendations for the Board and Planning Commission on next steps for the General Plan Update process. The Board and Planning Commission will listen to public input and begin deliberation on the Report, to be continued at a Board hearing on April 17th. The Report is available at local copy centers, libraries and on the website.

http://www.planupdate.org

When & where:
Tuesday, March 27, 2001 at 6:00 p.m. at the
Red Lion Hotel,
1929 Fourth Street,
Eureka, CA.
Appetizers will be available for $2.

What:
The Humboldt County General Plan establishes development policies, applicable resource protection, and identifies the kinds, locations, and intensities

of land uses within the unincorporated areas of Humboldt County.

Contact:
For more information, or contact Liz Haynes at the
Community Development Services Department, 268-3704.

****

AGENDA FOR JOINT BOARD OF SUPERVISORS
& PLANNING COMMISSION WORKSHOP
on the General Plan Update Critical Choices Report

March 27, 2001 at the Red Lion Inn, 1929 4th Street, Eureka

6:00 p.m. Overview of General Plan Update process and work plan.
6:20 p.m. Critical Choices Report and basis for recommendations.
7:00 p.m. Appetizers available for $2
7:30 p.m. BOS/PC discussion and public input.
9:00 p.m. Next steps

---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM ----------

"Kristin or Kurt" <kv2@humboldt.net> on 03/19/2001 12:57:34 PM

To: <Joel_Canzoneri@dot.ca.gov>
cc:
Subject: The Ivan Illich Archive -- Facts and Figures

Dear Joel, Here's an interesting set of facts. Kristin Vogel kv2@humboldt.net

Social effects of motorized transport

Ivan Illich gives a set of very interesting facts and figures when he discusses his concept of convivial transport:

- The United States puts between 25 and 45 per cent of its total energy (depending upon how one calculates this) into vehicles: to make them, run them, and clear a right of way for them when they roll, when they fly, and when they park. For the sole purpose of transporting people, 250 million Americans allocate more fuel than is used by 1.3 billion Chinese and Indians for all purposes.

- The model American male devotes more than 1,600 hours a year to his car. He sits in it while it goes and while it stands idling. He parks it and searches for it. He earns the money to put down on it and to meet the monthly installments. He works to pay for gasoline, tolls, insurance, taxes, and tickets. He spends four of his sixteen waking hours on the road or gathering his resources for it. And this figure does not take into account the time consumed by other activities dictated by transport: time spent in hospitals, traffic courts, and garages; time spent watching automobile commercials or attending consumer education meetings to improve the quality of the next buy.

- The model American puts in 1,600 hours to get 7,500 miles: less than five miles per hour. In countries deprived of a transportation industry, people manage to do the same, walking wherever they want to go, and they allocate only 3 to 8 per cent of their society's time budget to traffic instead of 28 per cent. What distinguishes the traffic in rich countries from the traffic in poor countries is not more mileage per hour of life-time for the majority, but more hours of compulsory consumption of high doses of energy, packaged and unequally distributed by the transportation industry.

- Man, unaided by any tool, gets around quite efficiently. He carries one gram of his weight over a kilometer in ten minutes by expending 0.75 calories. Man on his feet is thermodynamically more efficient than any motorized vehicle and most animals. For his weight, he performs more work in locomotion than rats or oxen, less than horses or sturgeon. At this rate of efficiency man settled the world and made its history. At this rate peasant societies spend less than 5 per cent and nomads less than 8 per cent of their respective social time budgets outside the home or the encampment.

- Man on a bicycle can go three or four times faster than the pedestrian, but uses five times less energy in the process. He carries one gram of his weight over a kilometer of flat road at an expense of only 0.15 calories. The bicycle is the perfect transducer to match man's metabolic energy to the impedance of locomotion. Equipped with this tool, man outstrips the efficiency of not only all machines but all other animals as well.

- Bicycles are not only thermodynamically efficient, they are also cheap. With his much lower salary, the Chinese acquires his durable bicycle in a fraction of the working hours an American devotes to the purchase of his obsolescent car. The cost of public utilities needed to facilitate bicycle traffic versus the price of an infrastructure tailored to high speeds is proportionately even less than the price differential of the vehicles used in the two systems. In the bicycle system, engineered roads are necessary only at certain points of dense traffic, and people who live far from the surfaced path are not thereby automatically isolated as they would be if they depended on cars or trains. The bicycle has extended man's radius without shunting him onto roads he cannot walk. Where he cannot ride his bike, he can usually push it.

- The bicycle also uses little space. Eighteen bikes can be parked in the place of one car, thirty of them can move along in the space devoured by a single automobile. It takes three lanes of a given size to move 40,000 people across a bridge in one hour by using automated trains, four to move them on buses, twelve to move them in their cars, and only two lanes for them to pedal across on bicycles. Of all these vehicles, only the bicycle really allows people to go from door to door without walking. The cyclist can reach new destinations of his choice without his tool creating new locations from which he is barred.

- Bicycles let people move with greater speed without taking up significant amounts of scarce space, energy, or time. They can spend fewer hours on each mile and still travel more miles in a year. They can get the benefit of technological breakthroughs without putting undue claims on the schedules, energy, or space of others. They become masters of their own movements without blocking those of their fellows. Their new tool creates only those demands which it can also satisfy. Every increase in motorized speed creates new demands on space and time. The use of the bicycle is self-limiting. It allows people to create a new relationship between their life-space and their life-time, between their territory and the pulse of their being, without destroying their inherited balance. The advantages of modern self-powered traffic are obvious, and ignored. That better traffic runs faster is asserted, but never proved. Before they ask people to pay for it, those who propose acceleration should try to display the evidence for their claim.

[from: Energy and Equity. In Ivan Illich: *Toward a History of Needs*. New York: Pantheon, 1978.]

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created 95-07-14, last modified 95-07-14 by Ira Woodhead / Frank Keller

$RFC822.em---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM

Julia Graham <jlg7001@humboldt.edu> on 03/19/2001 02:33:05 PM

To: Joel_Canzoneri@dot.ca.gov
cc:
Subject: Richardson Grove bypass...

Hello Joel,
I'm writing to you regarding the possible widening of Highway 101 through Richardson Grove. I live in Humboldt County and often make the drive between here and Santa Cruz, where I used to live. The drive down is quite peaceful, until one hits Santa Rosa. :-) I have often commented on how the most lovely piece of the drive is through the Richardson grove State Park. True, one drives *very* close to some enormous redwoods, but they seem to have stood the test of time (and chainsaw...no easy feat in this area!) just fine.
I would implore CalTrans NOT to widen the road, just so larger semi-trucks can get through to this area. To widen the road would be to destroy a gorgeous stretch of the highway and for what? So we can get a WalMart up here? No thank you.
I didn't move to Humboldt County so that I could see the same big box stores you find ad nauseum all over the country.
And more importantly, to widen the road at that point would destroy some beautiful old growth redwood trees, of which there aren't a whole lot left.

Please, as a voting and working member of Humboldt County, I ask that this project not be approved.

Very sincerely yours,
Julia Graham
Elk River, CA

$RFC822.em---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM

"D'Whytefeather" <djw1@humboldt1.com> on 03/17/2001 01:56:49 PM

To: <Joel_Conzoneri@dot.ca.gov>
cc:
Subject: US 101 Route Concept comments

Dear Caltrans Planning Staff:

I understand the Public Hearing for Route 101 Concept Report is Tuesday in Eureka. If I am unable to be back from the North Coast Summit in Chico, in time for this meeting, I would like to add my comments which are IN FAVOUR of the project and found in the letter below.

From the Desk of

DWIGHT J. WINEGAR

PO Box 672
Arcata, CA 95518-0672
(707) 825-8524
e-mailto: djw1@humboldt1.com

Dear Friends and Business Associates:

This week Caltrans is taking public comment on Highway Improvements to US Highway 101 approximately 5 miles South of Benbow (at the point where the freeway ends becoming two lane) to Leggett. The study is to complete this section into four lane freeway or expressway. While there is no one specific plan at this time, the major concept is to bypass Richardson's Grove and the winding two lane section of highway in North Leggett, that includes a number of landslides. This is an area that has seen a number of problems for constant highway repair to truck and trailer restrictions, including a number of accidents. Additionally the Richardson's Grove area has presented a great safety problem for bicyclists and pedestrian hikers.

I would urge everyone I know to support some form of the concept to Bypass Richardson's Grove and a new alignment for North Leggett, while retaining the existing highway for low traffic and park enjoyment. This would include less highway impact and bicycle safety through Richardson's Grove.

Some have argued for opposition of this project on environmental and economic concerns. I would have to strongly disagree that just the contrary is true. Yes, there are environmental concerns with any new alignment anywhere, and there will be need for studies to mitigate some of these concerns in the project area, including a major spring on the east side of the river from Richardson's Grove. However, safety, environmental protection of the existing Grove, better recreational access, and improved shipping costs and concerns (lowering costs on the North Coast) are all reasons for acceptance of "some form" of this route improvement project.

I would argue that while four lanes may not necessarily be necessary, completion of right-of-way that "could" accommodate four lanes at a future date would be acceptable. This might also be used in conjunction with road repairs and temporary detours of lanes. What seems to be of highest importance is that this concept not be taken off the books, but rather be developed for a new safer and more efficient primary highway route and road bed. Richardson's Grove needs to be enjoyed at slow speeds, with little traffic, and safety for bicycles and hikers. This can be appreciated in Northern Humboldt today through Prairie Creek Redwoods (Newton B. Drury Scenic Parkway), as the result of the "Redwood Park Bypass." This idea here the same, yet it goes beyond that since there are also numerous slides in the northern Leggett area. One such slide has recently been creating up to one hour delays. There also have been a number of accidents in this area, including overturned trucks, fatal collisions with old growth redwoods, and head-on crashes. It is also in this area that shipping is restricted, with major limitations on trucks north of Leggett, that would otherwise be able to use most highways. This results in higher costs to the North Coast. Again, there is the safety consideration for bicyclists, on what is the Pacific Coast Bikeway route, there is no shoulder through this heavily travelled area. Unlike Highway One (CA-SR 1) which is also narrow and winding, US 101 presents a major corridor of commerce with much heavier volumes of traffic.
I urge support for the Route Concept Report to recommend a new safer, improved, more efficient alignment of US 101 through this entire area, and hope others too will give it their support.

Sincerely,

Dwight Winegar

$RFC822.em---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM

"Mary Hays" <HAYSM@slc.ca.gov> on 03/21/2001 03:17:56 PM

To: Joel_Canzoneri@dot.ca.gov
cc:
Subject: Route 101 Route Concept

This email is to followup my phone message left this morning. A representative from the State Lands Commission will not be able to attend the open house meetings. Could you send us a copy of the the proposed alignment maps and a description of the project area to be effected by the proposed route improvements. My phone is 916 574-1812 if you have any questions. State Lands Commission, 100 Howe Avenue Suite 100 South, Sacramento, CA 95825-8202

$RFC822.em---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM

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mrichardson@co.humboldt.ca.us on 03/22/2001 03:21:38 PM

To: <Joel_Canzoneri@dot.ca.gov>
cc:
Subject: Leggett By Pass Project

Joel,

Hi. I hope you are having fun at your new work. Please come by and let us know the latest next Wednesday at the Vista after work. Also please register my opposition to the CalTrans Richardson Grove and Leggett Bypass projects. Both of these projects will have adverse impacts on recreation and tourism opportunities in that area since they will reduce the size of public camping facilities at both Benbow State Park and Standish Hickey State Park. I do not believe the marginal benefits of increasing vehicular traffic speed in these areas is greater than the opportunity costs associated with reduced recreation and tourism facilities.

Sincerely,

Michael Richardson

Humboldt County Resident

$RFC822.eml---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM

"D'Whytefeather" <djw1@humboldt1.com> on 03/24/2001 10:39:55 AM

To: <Joel_Canzoneri@dot.ca.gov>
cc: <Guy_Luther@dot.ca.gov>
Subject: RESEND: NDN: Route Concept US 101 Leggett/Richardson's Grove

[It seems this bounced back because of some problem with the server. Sorry if you get two copies.]

Your message

Subject: Re: US 101 Route Concept comments

was not delivered to:

Joel_Canzoneri@dot.ca.gov

because:

User Friday_Ululani (Friday_Ululani@dot.ca.gov) not listed in public Name
& Address Book

From: "D'Whytefeather" <djw1@humboldt1.com>
Date: Fri, 23 Mar 2001 11:56:59 -0800
To: <Joel_Canzoneri@dot.ca.gov>, <Friday_Uluani@dot.ca.gov>
Subject: Re: US 101 Route Concept comments

When I wrote my original comments, I did not understand the format of the
presentation to be an "Open House" but rather a Public Hearing - based upon
the info I had seen. After being able to attend I have further input.

I feel I that I have seen and heard enough information to make a decision,
albeit with a couple questions, on the "Richardson's Grove Bypass" portion
of the feasibility study. However, on the "Leggett to Red Mountain Bypass"
(also refered herein as "North Leggett") feasibility I find a

very complex
situation that seems the need to be further narrowed down. In this latter
regard I have a number of comments on methodology that I feel is important
to examine.

I. RICHARDSON'S GROVE BYPASS: In this portion of the Route 101 feasibility
study I find only one acceptable alternative with those that are proposed.
Clearly that would be "Alternative C - The Tunnel". Alternative A would be
unacceptable do to the significant environmental impact, probable
noticability from the park, and almost equal length to the existing routing.
Alternative B seems pointless, if it is so costly that even "the tunnel" is
less costly, avoids excessive excavation (5x the amount of excess material
than the Redwood Park Bypass), and still would have environmental impact.
So clearly the choice would be Alternative "C". However the questions this
raise, is that since this is meant to be a "double bore tunnel" or "two
parallel 2-lane tunnels", COULD the state save any money or "availability of
money" by staggering this project into opening the tunnels in two phases:
open one tunnel at a time? Also could costs, particularly "maintenance"
costs for such tunnels be brought down by boring lighting/ventilation shafts
from the top, that would allow reflective light (much like "SolarTube"
lighting in homes and offices), which would also facilitate ventilation and
conduits for solar panels and/or wind turbines on the ridge above? We know
that tunnels require ongoing electricity demand.

II. "NORTH LEGGETT BYPASS": This is a complex situation with seven
alternatives being presented. This needs to be narrowed down for further
study, before a definitive alternative should be sought. It seems the place
to start, in my opinion of reviewing the proposals, would be to eliminate
the "green routes" C2 and D2, due to their excessive costs, considerable
distance, and if I'm not mistaken - more variations in altitude

(up and down). This raises important point I'm getting to -- contour maps were NEEDED and missing in the Open House. A 3D rendering or relief model would greatly be appreciated in this study! Alternative B (the original alternative adopted in 1968) should be thrown out except for purposes of historical reference, due to its harsh environmental impacts, right through the middle of the park. This leaves A2, E3, and F2, not to forget K4. I think K4 is an important consideration, especially if there were interim situations, phasing, or elimination of the project. It seems to me, if there were a "stalemate" over the entire study, or the main proposals were abandoned, there is no doubt then that K4 should be used. HOWEVER, part of K4 should include stipulations to preserve the existing "Confusion Hill Slide Roadway" for bicycle and pedestrian access if not part of the CA-SR 271 continuum on Historical and tourism values. This type of situation is being done in the Columbia Gorge, with the original highway for similar reasons. However, rather than speaking of the "last resort", IF E3 or A2 were to be considered as realistic alternatives for the "final product", then I believe K2 should THEN be given immediate consideration as a "Phase I" in that regard; thereby putting the project into phases -- and hence examining budget implications thereof. Perhaps that could save some money on a timed approach and delayed availability of funding. In the end, on surface appearance it would appear that "F2" looked like the best proposal, for its lowest cost, and no crossing of the Eel River BUT overall, it seems that AT THIS POINT we have incomplete information.

So, my thoughts as to where Caltrans should go from here would be to make as much information on this section's feasibility study available ONLINE, complete with a downloadable comparison chart (probably in Excel format).

Using the comparison chart seen at the Open House, I would like to request
that existing route length be added for comparison. Additionally contour or
topography maps seem a necessity in this project, particularly noting
elevation, but also seeing "where" all these bridges and viaducts would be
that are mentioned in writing, but not realised on the maps. Also soil type
and vegetation overlays are important in choosing realistic alternatives.
This was absent from the Open House. I would like to suggest that perhaps
on such a website for the project there might be a "viewer" for reading and
printing, if such information were done in CAD. After a project last
semester at Humboldt State University, I know there is such software
available. Professor Higgins (Biology?) has also done extensive work in
this area of providing maps and overlays online to the general public.

In general from my observations, I feel the "North Leggett" project study is
incomplete and inconclusive at this point for anything more than narrowing
down, and further guided study, with better availability of missing
information.

Sincerely,
- Dwight Winegar <djw1@humboldt1.com>

MEMBER: Arcata Chamber of Commerce, Eureka/Humboldt Convention Visitor
Bureau, Humboldt County Economic Development Forum, Redwood Technology
Consortium, Past Member of Redwood Empire Association, Past Intern of HCAOG,
Current Board Member Jacoby Creek Land Trust, Candidate Feb. 2002 for HCAOG
Citizens Advisory Committee.

>
> Caltrans staff has received your comments on the Route Concept Report for
> Route 101. Thank you for taking the time to submit your thoughts. Joel
> Canzoneri

$RFC822.em---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM
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judi nelson <mfrpt2@pacbell.net> on 03/23/2001 10:46:28 AM

To: Joel_Canzoneri@dot.ca.gov
cc:
Subject: richardson grove bypass

Dear Joel,
I was unable to attend the public comment meeting on the Richardson Grove bypass improvements to the 101, so I thought I would e-mail you to let you know my thoughts. I do not want the Richardson Grove bypass to be widened. I think that amazing place has been altered too much already with the current two lane road. I do not think that putting in a four lane highway so that more big, polluting trucks can drive on it is the best stewardship choice for this piece of land. I am a home owner and small business owner in humboldt county and I do not think the tremendous financial and environmental costs of this project are balanced by the questionable benefit of having greater access to this area. Please do not widen the 101.
Thank you,
Judi Nelson

$RFC822.em---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM

"Charlie" <cbs@eelvalley.net> on 03/26/2001 05:29:04 PM

Please respond to <cbs@eelvalley.net>

To: <Joel_Canzoneri@dot.ca.gov>
cc:
Subject: Route 101 Comments

Mr. Canzoneri;

I won't take up your day with long excerpts from the ESA or other applicable laws governing the removal of old growth trees. Nor will I plead to you emotionally. I will say that if the proposed bypass requires the removal of old growth trees, I will be on the front lines fighting you all the way.

C.B. Solo
Petrolia

$RFC822.em---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM

Friday Ululani 03/30/2001 12:46 PM

To: Joel Canzoneri/D01/Caltrans/CAGov@DOT
cc: Ilene Poindexter/D01/Caltrans/CAGov@DOT, Heidi Quintrell/D02/Caltrans/CAGov@DOT, Keith Witte/D01/Caltrans/CAGov@DOT, Mike Eagan/D01/Caltrans/CAGov@DOT, Guy Luther/D01/Caltrans/CAGov@DOT
Subject: Re: E-mail Responses to Route101mailing

Thanks for forwarding this summary of the e-mail comments that you received. Do you know why they were sent to you, instead of to me or to Design?
Design, do you want the entire e-mails, or is Joel's summary sufficient? (Please contact Joel/Planning directly, regarding this.)

---------- Forwarded by Joel Canzoneri/D01/Caltrans/CAGov on 04/02/2001 03:42 PM ----------

Wendy Ring <wring@softcom.net> on 04/01/2001 10:48:06 AM

To: <Joel_Canzoneri@dot.ca.gov>
cc:
Subject: hwy 101

Mr. Canzoneri:

We don't want any widening or straightening of highway 101 in Humboldt or Mendocino Counties. Turning our road into a superhighway will bring too many people up here and irreversibly change our rural way of life. Transportation priorities for this area are improved mass transit, repair of our numerous potholes and safe bike and walking routes to school, work, and shopping areas in and between our towns.

Sincerely, Wendy Ring, MD,MPH

ATTACHMENT D

HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Humboldt County Association of Governments

235 Fourth Street, Suite F, Eureka, California 95501 - (707) 444-8208, FAX (707) 444-8319

August 30, 2001

Cheryl Willis, Deputy Director
Caltrans District 01
P.O. Box 3700
Eureka, CA 95502-3700

Dear Cheryl:

The Humboldt County Association of Governments, in their review of Caltran's Feasibility Study Report for U.S. 101 @ P.M. 0.0/R5.6 Richardson Grove supported its included recommendation that a 4-lane freeway or expressway facility is not feasible in the 20-year horizon of a Route Concept Report (RCR). The following general comments were also developed during the discussion:

- The Board supported a Technical Advisory Committee request that Caltrans ensure that the Mendocino County Regional Transportation Plan was considered, and/or consistent with the Leggett-Red Mountain Creek segment of U.S. 101, in developing RCR documents.

- The Feasibility Study, and existing RCR appear to focus on 4-lane concepts/alternatives without fully costing or exploring 2-lane facilities, and non-traditional concepts which may have lesser economic and environmental constraints.

- Support for improvements to the existing alignment, as a 2-lane facility, through negotiations with the appropriate natural resource agencies, i.e., State Park Services, Department of Fish and Game, etc.

The HCAOG Board takes this opportunity to express our gratitude for being afforded the opportunity to review and comment on the feasibility product. If we can be of any further service, or answer questions regarding our position, do not hesitate to contact our office at 444-8208.

Sincerely,

Jack McKellar
Chairman