COORDINATION AND COMMENTS

COORDINATION

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings and interagency coordination meetings. Below is a list and summary of consultation with government agencies that Caltrans will continue to coordinate with in an effort to fully identify, address and resolve project-related issues.

Mendocino County Board of Supervisors
Fort Bragg City Council Members
Mendocino County Planning Department
CA Department of Fish and Game
US Army Corp of Engineers
North Coast Regional Water Quality Control Board

- **Mendocino Council of Governments (MCOG) Coordination**

  Caltrans continues to coordinate with the Mendocino Council of Governments (MCOG). On January 5, 2009, Steven Blair, Project Manager, received correspondence from Phil Dow, MCOG who requested that Caltrans address the below subject matters due to public concern and interest. Appendix C contains the responses to these subject matters. In addition, Appendix C serves as a reference source for responses to public comments.

  - Cost of the roundabout versus a signal system
  - Concern over large trucks negotiating the roundabout
  - Perception that a signal system is a safer alternative
  - Roundabouts do not belong on main highways
  - Concern about general driver confusion; especially seniors
  - Pedestrian and bicycle safety

- **Biological Agency Coordination**

  The Caltrans Biologist coordinated with resource agencies regarding sensitive species and habitats under their jurisdiction.

  September 25, 2007. Rick Miller, Mendocino County Planning was consulted. Rick will issue the Coastal Development Permit (CDP).

  - For the roundabout, a CDP will be obtained with continued coordination

  October 1, 2007. Consulted with Rick Macedo of CDFG –phone conversation. He recommends a work window of June 15th to October 15th in the creek area. Discussion included avoidance measures, and potential impacts to birds and aquatic animals under the signal alternative.

November 28, 2007. Consultation with Teresa (Beddoe) Spade, Biologist for Mendocino County, in Fort Bragg office. CDP documentation requirements were discussed.

March 18, 2008. Phone call to Hal Durio of USACE regarding a jurisdictional determination for wetland delineation for project. He requested a description of the resources in the area, and regarded the ditch through the blackberry area between the gas station and creek to be non-jurisdictional, since it only carries water from roadside runoff. The only jurisdictional area is the creek.

April 15, 2008. Rick Macedo of the CDFG was consulted during a multi-agency field review regarding potential DFG jurisdiction. Mr. Puget of the NCRWQCB agreed that DFG would take jurisdiction over the creek and riparian area at PM 59.18 if Caltrans constructs the signal alternative. He recommended selection of the roundabout alternative to avoid any impacts to water resources. Regarding mitigation for impacted resources, he stated that 2:1 replacement of riparian plantings on site would be required.

April 16, 2008. Jeremiah Puget of the NCRWQCB was consulted during a field review regarding potential jurisdiction. Mr. Puget stated that his agency would also take jurisdiction over the creek and riparian area at PM 59.18 if we constructed the signal alternative (i.e. both CDFG and NCWQCB would be taking jurisdiction). He recommended that Caltrans construct the roundabout alternative to avoid impacts to water resources. Regarding mitigation for impacted resources, he stated that 3:1 replacement of riparian plantings on site or up to 5:1 replacement offsite would be required.

Coordination

This IS/Proposed ND was provided to the public for review during a 30-day comment period from September 24th to October 31st. The IS/Proposed ND was distributed and publicly noticed as described below.

On September 19, 2008, fifteen copies of the IS/Proposed ND along with the Notice of Completion were provided to the State Clearinghouse (SCH). The SCH sent copies to the below agencies for review and comment:

CA Parks and Recreation
Public Utilities Commission
CA Regional Water Quality Control Board North Coast
CA Department of Water Resources
. US Army Corp of Engineers, SF, CA
CA Highway Patrol
CA Coastal Commission
CA Dept of Fish and Game (Mendocino County)
Office of Emergency Services
Office of Historic Preservation

Caltrans received a letter from the SCH confirming that these agencies were notified of the public review and comment period.

On September 23, 2008, two copies of the IS/Proposed ND were sent to the Fort Bragg Library for public review.

On September 25, 2008, the "Public Notice/Notice of Intent to Adopt a Negative Declaration/Notice of Availability of an Initial Study & Notice of Public Open House" was advertised in two newspapers, the Fort Bragg Advocate and the Mendocino Beacon.

On September 29, 2008, the County Clerk received the "Public Notice/Notice of Intent to Adopt a Negative Declaration/Notice of Availability of an Initial Study", which was posted in the clerk's lobby. The posting period ended on October 31, 2008.

On September 29, 2008, Rick Miller, Mendocino County Planning Department, received the IS/ Proposed ND for public review and comment.

Public Meetings

On March 26, 2008, a public forum was noticed in the Mendocino Beacon newspaper. On March 31, 2008 a forum was held at Fort Bragg Town Hall. At this forum, Caltrans, MCOG, Mendocino Planning Department, and City Council member, Kendall Smith, partnered to present the roundabout and signal alternatives. For both alternatives, Caltrans provided displays, providing comparisons between project design, cost, environmental impacts, permit requirements, and right-of-way encroachments.

On October 17, 2008, Caltrans held an open house at the Fort Bragg Town Hall. One hundred and twenty-two local citizens attended. Both alternatives were presented. For the roundabout displays, a large model (using an oversized table top, aerial map along with model size cars and trucks) was used to demonstrate how traffic would maneuver through the roundabout. Also, a video was presented to demonstrate the movement of traffic through a Caltrans roundabout facility.

The document distribution, public review, and public participation processes have complied with CEQA regulations.

COMMENTS

A total of 76 comments and two petitions were received. During the 30-day comment period, 27 communications were received in the form of government letters/emails and public comment letters/emails. Four comment letters/emails were received from government agencies: Office of Planning and Research, State Clearinghouse; Native American Heritage Commission; City of Fort Bragg; and Mendocino County Planning Department. Twenty-three comment letters/emails were received from local citizens of the Fort Bragg area.

Before the official 30-day comment period, 49 comment cards were received from the attendees of the October 17, 2008 open house. The comment cards indicated 27attendees oppose and 22 support the roundabout.

Two petitions were submitted, opposing the roundabout and supporting the signal alternative. At the open house, one week prior to the 30-day comment period, a petition was submitted to the Project Manager, Steven Blair by the USA gas station owner's employee. During the 30-day comment period, Phoebe Graubard, a Fort Bragg resident, submitted a second petition. Both petitions and Caltrans responses are contained in Appendix D.

The petitions indicate that many local residents oppose the roundabout. However, the government agencies support the safest alternative, which is the roundabout. The Mendocino Council of Governments (MCOG), City of Fort Bragg, and Mendocino County Planning Department support the roundabout. Furthermore, Mendocino County is contributing to the funding to this project.

Responses to Comments

Comments and corresponding responses are organized as follows: Appendix A-Government Agency Comments and Caltrans Responses; Appendix B -Public Comments and Caltrans Responses; Appendix C - Summary of Caltrans Responses to Public Comments; and Petitions and Caltrans Responses to Petitions.

APPENDIX A

GOVERNMENT AGENCY COMMENTS AND CALTRANS RESPONSES

Government Comment Letter 1: Office of Planning and Research: State Clearinghouse

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

October 22, 2008

Sandra Rosas
California Department of Transportation, District 3
703 B Street
P.O. Box 911
Marysville, CA 95901

Subject: Simpson Lane Intersection
SCH#: 2008092080

Dear Sandra Rosas:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on October 21, 2008, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

STATE OF CALIFORNIA Arnold Schwarzenegger, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

October 3, 2008

RECEIVED
OCT 29 2008
STATE CLEARING HOUSE

Clear 10-21-08 Lade e

Sandra Rosas
Caltrans
7803 B Street
Marysville, CA 95901

RE: SCH#2008092080 Simpson Lane Intersection; Mendocino County.

Dear Ms. Rosas:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **USGS 7.5 minute quadrangle name, township, range and section required.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,
Katy Sanchez
Katy Sanchez
Program Analyst

CC: State Clearinghouse

Document Details Report
State Clearinghouse Data Base

SCH# 2008092080
Project Title Simpson Lane Intersection
Lead Agency Caltrans #3

Type Neg Negative Declaration
Description The California Department of Transportation proposes to upgrade the intersection at State Route 1 and Simpson Lane. The project proposes two alternatives (roundabout or signal) to improve traffic delays at the intersection. Caltrans will select an alternative after the public review period ends.

Lead Agency Contact

Name Sandra Rosas
Agency California Department of Transportation, District 3
Phone (530) 741-4017 **Fax**
email
Address 703 B Street
P.O. Box 911
City Marysville **State** CA **Zip** 95901

Project Location

County Mendocino
City Fort Bragg
Region
Lat / Long
Cross Streets Simpson Lane and State Route 1
Parcel No.
Township 18N **Range** **Section** 24 **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Residential and commercial

Project Issues Biological Resources; Toxic/Hazardous; Water Quality; Wetland/Riparian

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Game, Region 1E; Department of Parks and Recreation; Department of Water Resources; Caltrans, District 1; California Highway Patrol; Native American Heritage Commission; Regional Water Quality Control Bd., Region 5 (Sacramento); Air Resources Board, Transportation Projects

Date Received 09/19/2008 **Start of Review** 09/22/2008 **End of Review** 10/21/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

CITY OF FORT BRAGG

Incorporated August 5, 1889
416 N. Franklin St.
Fort Bragg, CA 95437
Phone: (707) 961-2823
Fax: (707) 961-2802
http://city.fortbragg.com

October 27, 2008

Steven Blair
Project Management
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

SUBJECT: Support for Safest Traffic Alternative for Simpson Lane/State Route 1 Intersection Project

Dear Mr. Blair:

The Fort Bragg City Council would like to take this opportunity to thank the staff at Caltrans for investigating circulation and safety improvements for the intersection of State Route 1 and Simpson Lane. We also appreciate the effort initiated by the Caltrans Project team to meet with community members, participating in well-attended meetings at Fort Bragg Town Hall in March and October 2008.

When making a decision about which alternative to construct, we ask that Caltrans consider the issues that the Fort Bragg City Council raised in our letter to Caltrans dated November 26, 2007. In that letter, we noted the following issues identified by the City Council and members of the public:

(1) The intersection improvements should include enhanced facilities for pedestrians and bicyclists. At a minimum, crosswalks should be included on Simpson Lane, Tregoning, and on S.R. 1 on the north side of the intersection, and bike lanes should be provided on S.R. 1.

(2) The shoulder of this stretch of S.R. 1 is the Pacific Coast Bike Route. An 8' wide bike lane should be provided, if feasible.

(3) Caltrans should endeavor to keep the shortest possible crossing distances for pedestrians. Suggestions included having 11' travel lanes and/or having only single lane approaches to the intersection (with turn pockets). This would also reduce the need for lengthy right-of-way acquisition, thus reducing project costs.

(4) Concerns were expressed about increased vehicles speeds associated with the proposed intersection widening (five+ lane cross-sections). There are a considerable number of driveways that access S.R. 1 along the stretch just north of Simpson Lane. Increased vehicle speeds may make it less safe for vehicles turning in and out of nearby businesses.

Increased vehicle speeds may make it less safe for vehicles turning in and out of nearby businesses.

(5) Caltrans should consider allowing U-turns at the intersection, particularly for southbound travelers, as it is difficult for vehicles exiting the many driveways on the west side of S.R. 1 just north of the intersection to make outbound left turns on to S.R. 1.

The City Council hopes that Caltrans will select the alternative which is the safest alternative for this intersection and which best addresses the issues raised in our November 26, 2007 letter, as reiterated above.

While the intersection is one-half mile south of the Fort Bragg city limits, this section of the State Route 1 corridor is a very important gateway to our town. Should Caltrans select the round-about alternative, we would like to see the project include attractive landscaping, and we would be open to discussions with Caltrans, Mendocino County and the City of Fort Bragg regarding landscaping and maintenance responsibilities for the roundabout.

Again, we appreciate all of the effort Caltrans has put into creating the best possible project, and for considering our comments.

Sincerely

Doug Hammerstrom
Mayor

Dave Turner
Vice Mayor

Dan Gjerde
Councilmember

Jere Melo
Councilmember

Meg Courtney
Councilmember

Cc: Sandra Rosas, Senior Environmental Planner

Government Comment Email/Letter 4: Mendocino County Planning Dept

"Richard Miller"
<millerr@co.mendocino.ca.us
>
10/30/2008 02:52 PM

To <sandra_rosas@dot.ca.gov>
cc
Subject Simpson Ln. Intersection Project - Fort Bragg

Hi Sandra:

I wanted to provide you with a Mendocino County response to the I.S. and Neg. Dec. for this project. I did attend the public workshop in Fort Bragg earlier this month and found it to be very informative.

Generally, The County Planning Division supports the roundabout alternative over the traffic signal. We ask that you please review the width of the proposed project and ensure that the improvement is as narrow as possible. Does the project need to have 8 foot wide shoulders for instance or would 4 foot wide shoulders suffice? We would like to have an estimate of the number of road signs required for the project. We would strive to reduce sign clutter on the highway. We would like to see Caltrans propose or support a visually pleasing center island for the roundabout. This intersection acts as a "gateway" to Fort Bragg (even though it is located in the unincorporated area of the County) and the project provides a great opportunity to have a "context sensitive design" on display.

As a side note - I noticed that the CEQA checklist is missing the titles to the boxes which makes it difficult to understand, ie. "potentially significant", "less than significant", or "no impact". I assume this was a simple printing error.

Thank you for the opportunity to respond and we look forward to moving the project through the CDP process as quickly as possible.

Rick Miller, Senior Planner

County of Mendocino
Planning & Building Services Department
790 S. Franklin Street, Fort Bragg, CA 95437
phone: (707) 964-5379
fax: (707) 961-2427
email: millerr@co.mendocino.ca.us
website: www.co.mendocino.ca.us/planning

RESPONSE TO GOVERNMENT AGENCIES

Response to Letter 1: Office of Planning and Research: State Clearinghouse
Caltrans received a letter from the State Clearinghouse indicating compliance with the 30 day review requirements for the draft environmental document under CEQA.

Response to Letter 2: Native American Heritage Commission
Caltrans received a letter from the Commission listing CEQA requirements. Caltrans has complied with these requirements.

Response to Letter 3: City of Fort Bragg
Pedestrian and bike lanes will be included in the design. Caltrans will continue to coordinate with the City to incorporate feasible and buildable design features. The City has asked that Caltrans select the safest alternative. It has been determined that the roundabout is the safest alternative.

Response to Letter 4: Mendocino County Planning Department
Caltrans will work with the County regarding concerns about shoulder width and the number of road signs. Caltrans will also be coordinating with Rick Miller, Mendocino County Planning Department, to obtain the Coastal Development Permit.

APPENDIX B
PUBLIC COMMENTS & CALTRANS RESPONSES

Comment 1

PHOEBE GRAUBARD
Attorney at Law
594 S. Franklin Street • P.O. Box 2048
Fort Bragg, CA 95437
Telephone: (707) 964-3525

October 6, 2008

TO: MENDOCINO COUNCIL OF GOVERNMENTS (MCOG)

FROM: PHOEBE GRAUBARD

RE: SIMPSON LANE PROJECT -- FORT BRAGG -- PUBLIC COMMENT

PUBLIC SAFETY ISSUE *1.a*

Highway One is a highway. It is not a rural road. This is a major highway. There is constant traffic night and day on Highway One between Fort Bragg and Mendocino, as people go to work and to events on the Coast. This area has become more populated with new residents and tourists.

There have been many accidents and deaths at the intersection of Highway 1 and Simpson Lane. I believe we need a traffic signal with left turn indicators to protect the safety of the public similar to the ones at Highway 1 and Little Lake Road in Mendocino and Highway 1 and 20 at the crossroads to the City of Fort Bragg.

I live in the Simpson Lane area and work in the City of Fort Bragg. I do not go out to most events at night in either Mendocino or Fort Bragg because of the difficulty of making the left turn to go South to Mendocino from Simpson Lane or the left turn to go up Simpson Lane from Fort Bragg. Sometimes I will go all the way to the Harvest Market parking lot in order to access the signal light at Hwy. 1 and 20 so that I can go South to Mendocino.

SENIOR CITIZENS *1.b*

There are many senior citizens living in the Simpson Lane area. Trying to merge into a roundabout will be more difficult than waiting at a stop light with a left turn indicator. It is hard to judge distances for the merge. There may be issues of impaired driving abilities from alcohol, medications, or drugs by drivers attempting to navigate the roundabout. This will cause more accidents. Was A Senior Citizen Traffic Study done, as mandated by State Law?

BERKELEY ROUNDABOUTS *1.c*

I am familiar with roundabouts because I lived in Berkeley before I moved my permanent residence to the Coast fifteen years ago. When I lived in Berkeley, I had difficulty merging into the Marin Circle roundabout. There were near misses, and I once got into an accident there. I chose alternate routes rather than use the Marin Circle roundabout. Alternate routes are not an option here where Highway 1 is the only road that goes North and South on the Mendocino Coast.

EMERGENCY VEHICLES 1.d

The roundabout will impede emergency access for citizens leaving Simpson Lane if there is a fire, earthquake, or personal emergency. The roundabout will impede the time it takes for an EMT or fire truck to reach a person or home in the Simpson Lane area.

COST 1.e

CALTRANS will pay for the cost of a traffic light. A roundabout is more expensive. The county will have to **pay its share of cost estimated at $1,060,000** by MCOG. This is a waste of public funds and unconscionable considering the budget crisis facing Mendocino County. The county is in deficit spending mode and has asked all departments to make a 10% cut. A traffic signal, which Caltrans concluded was the best alternative for that site is also the most cost effective choice for the County.

LACK OF STAKEHOLDER ENGAGEMENT & TRANSPARENCY IN THE GOVERNMENT PROCESS 1.f

I am extremely concerned by the lack of transparency in the Mendocino County Government process which concluded, without public hearings or scoping sessions, that a roundabout was a better choice for Coast residents than the signal light Caltrans had studied and agreed to pay for.

Attached to my public comment is a copy of the roundabout obtained by a Public Records Request from Caltrans.

Respectfully submitted

Phoebe Graubard
17320 Franklin Road
Fort Bragg, CA 95437

c: Mendocino County Board of Supervisors
Caltrans - sandra_rosas@dot.ca.gov.

Response 1.a
Public Safety
The multi-lane roundabout alternative for the SR 1 and Simpson Lane intersection has been selected due to the safety and operational benefits of the modern roundabout. The "safety first" motto is precisely why the roundabout was selected.

Modern roundabouts operate on a "yield at entry" rule, which gives traffic within the roundabout the right of way. Vehicles entering the roundabout must wait for an opening or gap in traffic to make an entry. If no traffic is present, entering vehicles will slow down and proceed into the roundabout. On a well-designed roundabout, the speeds of the entering vehicles and circulating vehicles are very close, making the merge easy and comfortable. For a multi-lane roundabout, pavement markings and signs will provide lane assignments. Lane use for a two-lane entry at a roundabout is exactly the same as at any intersection with a two-lane approach: vehicles turning left use the left lane, vehicles going straight use either lane, and vehicles turning right use the right lane. Lane markings and signs will show this directional method, which ensures correct position on entry.

Furthermore, Caltrans has employed the Federal Highway Administration (FHWA) method of estimating the annual cost to society for injury + fatality collisions (which includes no monetary assignment to pain, suffering, grief, or loss of companionship). For Simpson Lane, under the existing conditions, the cost to society for injury + fatality collisions is estimated at $107,920 per year. The roundabout will reduce the frequency of injury + fatality collisions by 90%. The signal system will reduce the frequency of injury + fatality collisions by 20%. Translating the increased safety into dollars and cents, the future cost to society for injury + fatality collisions will be $10,792 per year for the roundabout and $86,336 per year for the signalization.

References:
1.Persaud, B.N.; Retting, R.A.; Garder, P.E. and Lord, D. 2001. “Observational Before-After Study of the Safety Effect of U.S. Roundabout Conversions Using the Empirical Bayes Method.” Transportation Research Board ID 01-0562
2. Caltrans Highway Safety Improvement Program, 2005

Also, please refer to the “Selected Alternative” and “Climate Change under CEQA” sections in this document, where safety of the roundabout (versus the signal) is discussed. In addition, the Hopland roundabout in Mendocino County is a Caltrans project, which has resulted in successful, safe operations.

The paragraph and figure below are excerpted from a study entitled: “*Reducing Older Driver Injuries at Intersections Using More Accommodating Roundabout Design Practices*” by Dr. Dominique Lord, Department of Civil Engineering, Texas A&M University; Ms. Ida van Schalkwyk, University of Arizona; Dr. Loren Staplin, TransAnalytics; and Dr. Susan Chrysler, Texas Transportation Institute.

“This section briefly discusses the safety characteristics of roundabouts and specific design considerations aimed at improving the safety at roundabouts. Many studies have shown that regular intersections converted to roundabouts offer a substantial reduction in the number of crashes (Elvik 2003, Persaud et al. 2001). The safety benefits are attributed to types of

collisions eliminated, the reduction in speed differential between vehicles, and the lower speed at which vehicles collide when a crash occurs (Robinson et al. 2000). A conflict point is defined as a location where vehicle paths can potentially cross and result in a crash. Conventional wisdom indicates that a reduction in the number of conflict points leads to an improvement in the safety of the intersection. Figure 2.5 illustrates that roundabouts have fewer conflict points than conventional four-legged intersections. This reduction in conflict points partially explains why roundabouts experience lower crash rates than regular intersections.

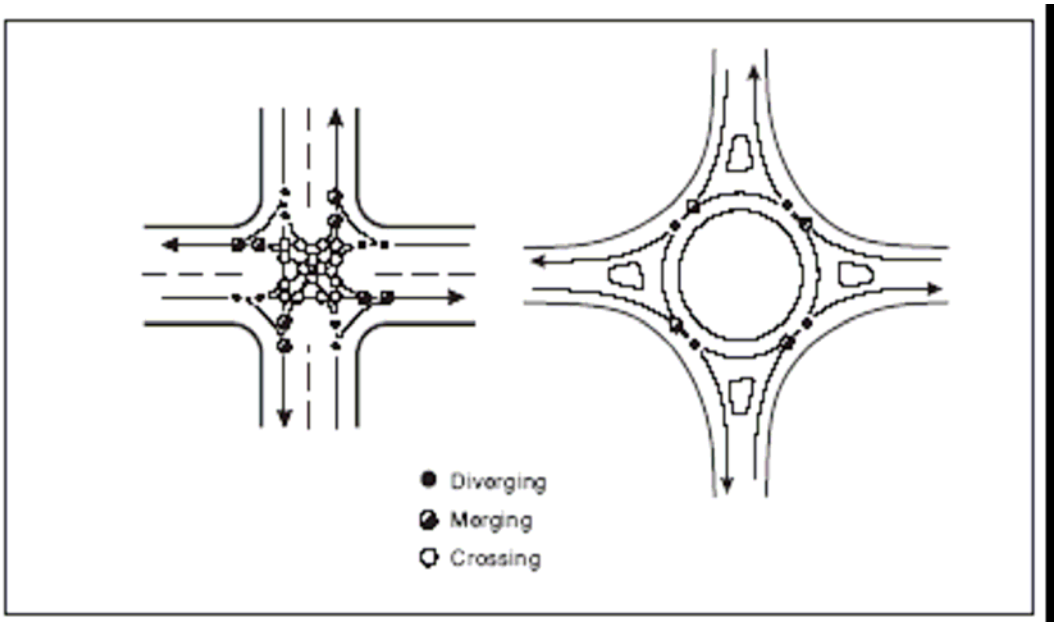

Figure 2.5 Number of Conflict Points for Single-Lane Roundabouts and Four-Way Stop Control Intersections (Robinson et al. 2000)

Response 1.b
Senior Citizens

"Reducing Older Driver Injuries at Intersections Using More Accommodating Roundabout Design Practices" also found that:
"Compared to conventional intersections, roundabouts have the demonstrated potential to significantly reduce the most injurious (angle) type of crashes and slow the operating speed of all vehicles, while maintaining a high capacity for moving traffic through an intersection. If all drivers, and especially older drivers, would increase their use of these highway facilities, and use them properly, a system-wide savings in traffic injuries and fatalities is a very high probability."

Consideration will be given to exit guide signs on the splitter islands vs. adjacent to the traveled way. Also, directional warning signs may be placed in the central island at roughly 90 degrees to the entering traffic as opposed to angling, to assist older drivers as suggested in the cited study.

Response 1. c
Berkeley Roundabout
Caltrans design staff is familiar with the Marin circle roundabout, which lacks several important design features:

- A large, raised central island (with landscaping, surrounded by curb that creates target value for approaching vehicles). The raised central island reduces distractions by limiting sight distance, and creates path deflection to aid in speed reduction;

- raised splitter islands between entering and exiting traffic for vehicle and pedestrian safety as well as speed reduction on the approach and entry;

- pedestrian crossings that are set back from the circulatory roadway to help ensure a one-decision-at-a-time environment for both vehicles and pedestrian,

- ample signing and striping on the entries and exits, as well as within the circle, to help drivers maneuver the facility properly and safely, and greater spacing between legs; and

- it is never permitted to park within a roundabout and the mailbox at the Berkeley roundabout violates this design principle.

Unlike the Marin Circle roundabout, the roundabout at Route 1 and Simpson Lane will be a good example of a well designed, modern roundabout.

Signage will be posted at each approach stating that there is a roundabout ahead with an advised speed of 15-20 miles per hour and "yield ahead" signs will notify the driver that he/she may need to come to a complete stop at the roundabout. The roundabout is a safer alternative due to reduced vehicle speeds, similar speeds between circulating and entering traffic, and the virtual elimination of broadside and head-on collisions. The traffic flow can be compared to the movement of traffic merging onto a highway onramp where there is no potential for t-bone collisions or head-on accidents.

Response 1.d
Emergency Vehicles
The roundabout will have no effect on emergency vehicle response time. In fact, vehicles are to obey the same rules they always follow when encountering an emergency vehicle. If an emergency vehicle is approaching, pull over and do not enter the roundabout. If a vehicle has no choice but to pull over in the roundabout, the circulatory roadway will be wide enough to allow an emergency vehicle to pass by. The roundabout will accommodate the largest, legal truck on the State Highway System. With less delay, it may actually be quicker for an emergency vehicle to get through and it will certainly be safer.

Response 1. e
Cost
Caltrans and Mendocino County will jointly fund the project.
The roundabout will cost $4,648,500. The signalization would cost $4,746,700.

The cost of maintaining a roundabout has been estimated at $10,900 per year as compared to the signalization that is estimated at $16,500 per year.

Response 1.f
Stakeholder Engagement
Refer to the "Coordination and Comments" section which summarizes project scoping, on-going coordination with government agencies, and public outreach.

The public review and participation process has complied with CEQA regulations.

Comment 2

7 Oct 08

Steven Blair Project Manager

Re: The proposed "Round a bout" at Highway 1 and Simpson Ln in the Ft Bragg area.

I am just stunned to learn that Cal Trans is actually taking seriously the suggestion by a few individuals in Ft Bragg! Re: "traffic Circle". 2a

As you know, very long trucks use Hwy 1 such a gasoline tankers with trailers, logging trucks and propane trucks with long trailers.

Many of these same trucks have trouble staying in their own lanes (the trailers that's) comming around curves on Hwy 128 much less expect them to drive safely around a circle on Hwy 1. They would have to do this with many other cars and trucks entering and leaving the "circle", while they themselves might have to change lanes within the "circle" in order to exit in another direction.

I would think that any "traffic Round a bout" in order to accommodate long trucks with trailers would need to be larger in diameter than that intersection would allow. You must assume that some drivers would want to exit Hwy 1 to Simpson Lane.

A small village in Europe is not like Hwy 1 and Simpson Ln, I.E. Traffic Circle! Who among the sponsors of a "circle" have ever driven in one?, I used to, everyday in Long Beach Cal, on my way to work every day, years ago.

It was not on a busy Highway and could not accommodate long trucks.

It was confusing and dangerous even if you were familiar with it.

It is truly a bizzarre suggestion for a heavily used highway.

Yes to a stop lite.

How about a stoplite with xtra lanes to enable traffic to safely enter and exit the highway.

Safety must come first! 2.b

Keep it simple! and what most everyone is used to and familiar with!

I'm a resident of the coast for over 30 years and I drive to Ft Bragg almost daily.

Alan Sussex
PO Box 340
Mendocino Ca
937-0193

Response 2

Response 2.a
Trucks
The multi-lane roundabout alternative is being is proposed for the SR 1/Simpson Lane intersection due to the safety and operational benefits that have been realized with the use of modern roundabouts in the United States. The "safety first" motto is precisely why the roundabout is the selected alternative.

Modern roundabouts are specifically designed to suit the needs of all vehicles expected to use the intersection. Large trucks are often the vehicles that are used as "design vehicles." The turning needs of these large trucks often determine the size or diameter of a roundabout. The Simpson Lane roundabout alternative has been designed to accommodate the Surface Transportation Assistance Act (STAA) truck, which is the largest legal vehicle allowed on the State Highway system without a permit. Technically, this type of vehicle is not allowed on SR 1 in this area. Furthermore, a buffer has been added to accommodate slight mismaneuvers. In response to your comment about large trucks on Route 128, unlike the roundabout, it is doubtful that the route was initially designed for large trucks. Large trucks cannot travel side by side through the roundabout. Large trucks travelling side by side would create the need for a huge high-speed facility and would greatly compromise passenger vehicle safety. Instead, a large truck entering the roundabout is to claim both lanes at the entry, through the roundabout, and/or at the exit. Once the truck, or any vehicle for that matter, is inside the roundabout, all entering traffic must yield. Circulating traffic has the right of way.

Response 2.b
Safety
Modern roundabouts are emerging as viable intersection alternatives throughout the US. In other words, many roundabouts are being built in place of signalized intersections. Moreover, many signalized intersections have been replaced with modern roundabouts to improve safety and increase capacity. The reduction in collisions (both number and severity) and the reduction in delay (operational improvements) are remarkable. Roundabouts handle large volumes of traffic, reduce emissions through reduced idling, create slow vehicle speeds, and remove collision conflict points, thereby reducing accident severity. In contrast, a signalized intersection at this location has the potential for high-speed collisions, both side impact and head-on. The potential for high-speed collisions results in a potential for fatalities.

Comment 3

10/22/08

Caltrans, Attn: Sandra Rosas
Office of Environmental Management
PO Box 911
Marysville, CA 95901-0911

Dear Ms. Rosas,

I am writing in regards to the Caltrans proposal to construct a multi-lane roundabout on Highway One and Simpson Lane in Fort Bragg. I have seen a digital image of the CalTrans roundabout design for this area. It looks fine from the aerial representation and I can understand why people would think it might be a great thing. I too appreciate practical and aesthetic improvements. I have actually used this type of traffic layout in other communities with unpleasant results. Many times I experienced or witnessed near-miss accidents due to people not understanding how to maneuver in the roundabout. In every instance, it only took one confused driver to cause a problem or a considerable logjam. In my experience the roundabout was something to be avoided because after repeated close-calls with other drivers, I decided it was too dangerous so I chose other routes whenever possible. *3.a*

It seems like putting a roundabout on a main artery such as Highway One is a kind of a risky undertaking considering the potential for such problems. I know others who have had negative experiences with roundabouts and avoid them as well. The roundabouts I am familiar with were not located on a main traffic artery and therefore could be avoided. How will we be able to avoid this one? Many people driving this route are tourists, unfamiliar with the layout of the roads, which is a recipe for confusion with a roundabout, risking long delays with backed-up traffic.

Some may have a different opinion than mine and I respect that. I am curious though, about whether supporters of this design have actually used a roundabout. I would be surprised that anyone who has done so (particularly on a busy route) would be supportive of such a proposal for a highway. We should be very cautious about approving such a permanent thing on a main artery with no alternate route. I have empathy for the people who live in that area and would have to deal with this situation every day. I have seen "improvements" made to highways that resulted in making existing problems much worse than before, and I hope we can avoid that here.

In light of the fact that this is a busy highway with no local alternate route and that it is frequently used by tourists unfamiliar with the road, I hope that CalTrans will reconsider this idea and opt for installing traffic signals with turning and merge lanes. It is very possible that putting a roundabout on Highway One and Simpson Lane would be something everyone using the highway would regret. There are too many potential problems with this design on a very busy main artery and the stakes are too high for such an experiment. *3.b*

Sincerely,

Carol Knolle

Carol Knolle
23595 Greentree Drive
Fort Bragg, CA 95437

Response 3

Response 3.a
Understanding the Roundabout

Modern roundabouts operate on a "yield at entry" rule, which gives traffic within the roundabout, the right of way. Vehicles wishing to enter must wait for an opening or gap in traffic. If no traffic is present, entering vehicles will slow down and proceed into the roundabout. On a well-designed roundabout, the speeds of the entering vehicles and circulating vehicles are very close, making the merge easy and comfortable. For a multi-lane roundabout, pavement markings and signs will provide lane assignments. Lane use for a two-lane entry at a roundabout is exactly the same as at any intersection with a two-lane approach: vehicles turning left use the left lane, vehicles going straight use either lane, and vehicles turning right use the right lane. Pavement markings and signs will show this directional method, which ensures correct position on entry.

Response 3.b
Familiarity with the Roundabout

Multi-lane roundabouts require adequate signing and striping to reduce the potential for driver confusion. Pavement markings and signs are placed to help drivers determine which lane they need to be in, based on their destination, before they enter the roundabout. Vehicles will be directed not to change lanes within the roundabout, and markings will indicate direction within the roundabout. The feature of roundabouts that has produced their excellent safety records is the fact that every, motorist, pedestrian, and bicyclist is required to look at the conflicting traffic and decide when it is safe to proceed. The slow speeds in the roundabout make this easy. The motorist uses the same skills that they are used when exiting a grocery store parking lot: look left and wait for a gap in traffic.

Modern roundabouts are emerging as viable intersection alternatives in many areas throughout the country. Chances are that most people know roundabouts, although drivers may not be familiar with the rules of driving a roundabout. However, drivers are familiar with reading signs and interpreting striping and pavement markings, as these are common to any transportation facility, whether it's a roundabout or a stretch of the interstate. With a roundabout, the unfamiliar driver will have a low-speed environment that will be adequately signed and striped. These messages will guide the unfamiliar driver through the roundabout. As in any traffic situation, drivers will need instructions to exercise common sense and caution.

Comment 4

REC'D OCT 29 2008

October 27, 2008

cc: City Council
City Manager
City Clerk

To Whom it May Concern:

I am a 28-year resident of Simpson Lane and I am writing to express my concerns and objections relating to the proposed roundabout at the Simpson Lane/Highway 1 intersection on the Mendocino coast. I realize that there are numerous issues here, but I will focus on just a few.

As a resident, one of my main concerns is being able to travel in and out of Simpson Lane. There are times when the traffic on Highway 1 is very heavy, i.e. when there are events in Fort Bragg, Mendocino, or the Botanical Gardens; on holiday weekends; during the morning and afternoon commutes. I have had a lot of experience with roundabouts and traffic circles and my experience is that when there is a heavy stream of traffic in one direction, it is very difficult for traffic from secondary streets to get into the circle or even break into the flow of traffic.

4.a

4.b

One of the main reasons this intersection is getting attention for traffic control is because of the high volume of traffic into and out of Simpson Lane. There is no other outlet. So if this roundabout does not improve the situation for residents of Simpson Lane, it is a poor idea

I would also like to respond to those who would call this an opportunity for a "gateway" to the community. I find this endeavor misguided. The stretch of Highway 1 north from Simpson Lane is hardly scenic. And after you cross Hare Creek Bridge you reach the huge, major, modern intersection at Highway 20. Putting a roundabout at Simpson Lane will not save us from such a construction, it already exists.

I strongly favor a traffic light at the intersection of Simpson Lane and Highway 1. Those of us who need to use it on a daily basis could be guaranteed of being able to exit and enter safely and in a timely fashion. And travelers on Highway 1 would be no more inconvenienced than they already are at numerous other points along this route. A traffic light is an understood necessary inconvenience when traffic volume reaches the level that it has here.

Sincerely,

Judy Tichinin

Judy Tichinin
P.O. Box 1361
Fort Bragg, CA 95437

cc: other relevant public officials and agencies

Response 4

Response 4.a
Volume

Roundabouts can handle larger volumes of traffic than traffic signals. The intricate relationship between entering, exiting, and circulating traffic on all legs of a roundabout creates this large capacity. Volumes on each leg need to be somewhat balanced in order to create the ideal situation; the greater the balance, the greater the capacity. Roundabout controlled intersections can efficiently service traffic with decreased delay and greater efficiency than traffic signals. This is particularly true where traffic volumes entering the roundabout are nearly balanced on all legs and where there is a high number of left turning vehicles. The high number of left turning vehicles at Simpson Lane coupled with the balanced traffic volumes in both directions on SR 1 provides a balanced volume relationship. Additional factors that can enhance capacity of roundabouts are the size of the roundabout, lane widths, and other geometric factors. Compared to a signalized intersection, there is much less wasted time at a roundabout. Intersections controlled by traffic signals can cause unnecessary delays because of the need to provide a minimum of green light time to each movement in every cycle, thus creating time intervals in which no vehicles are entering the intersection. In contrast, traffic can be present in the roundabout at all times. This continual use is a key factor in the capacity.

Response 4.b
Delay Times related to volume

Table 5 – Traffic Delays (Seconds) in 2028

	Southbound on SR 1 turning left (west) onto Simpson Ln	Southbound on SR1 through the intersection	Northbound on SR1 turning left (west) onto Old Coast Highway	Northbound on SR1 through the Intersection	Westbound on Simpson Ln turning right (north) onto SR	Westbound on Simpson Ln turning left (south) onto the SR 1
Roundabout	5	2	9	18	9	11
Signalization	29	8	15	20	16	41
No Build	120	13.9	8.5	3.3	360	600

Comment 5

October 22, 2008

Re: Fort Bragg, CA
Simpson Lane / Highway One
Intersection

Dear Ms Rosas,

I support a scaled down version of Alternative #2 (signalization) for the above intersection

Many of the environmental impacts of the signal can be reduced or eliminated by reducing the number of lanes proposed under Alternative #2. Currently, the proposal calls for 4 lanes running north and south through the intersection. We only need the 3 lanes currently in existence: one south bound, one north bound and the center turn lane. East/west traffic is not expected to increase substantially as the parcels in the east are nearly fully built out. Parcel sizes in that area are restricted by the lack of public sewer or water systems. The Mendocino County General Plan is now in the process of revision. The anticipated life span of the plan is 20 years and no large scale zoning changes (which could increase cross traffic) have been proposed for that area.

5.a

I object to the proposed roundabout because there will be no signal to help slow moving foot traffic to dart across all of those lanes, the elliptical unfamiliar shape is going to be more challenging for senior citizens on dark rainy or foggy nights, it forces "through" traffic to merge several times within a few seconds and there are no alternate detours available for people who find a road design such as this confusing. Many of our tourists find the local roads challenging. Most have never driven through a roundabout. The roundabout design will prevent a number of senior citizens living south of the intersection from driving to Fort Bragg because of their fear of merging with other traffic.

5.b

The "Impacts checklist" boxes are not labelled. I disagree with the conclusion that the XV Transportation / Traffic d "Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses." box can be checked "No impact". There is no provision for pedestrians. The ellipse is an unfamiliar shape and will have some impact.

5.c

Karen Calvert
P.O. Box 70
Albion CA
95410-0070

Response 5

Response 5.a
Roundabout Lanes and Design

Roundabouts can handle larger volumes of traffic than traffic signals. The intricate relationship between entering, exiting, and circulating traffic on all legs of a roundabout creates this large capacity. Volumes on each leg need to be somewhat balanced in order to create the ideal situation; the greater the balance, the greater the capacity. Roundabout controlled intersections can efficiently service traffic with decreased delay and greater efficiency than traffic signals. This is particularly true where traffic volumes entering the roundabout are nearly balanced on all legs and where there is a high number of left turning vehicles. The high number of left turning vehicles at Simpson Lane coupled with the balanced traffic volumes in both directions on SR 1 provides a balanced volume relationship. Additional factors that can enhance capacity of roundabouts are the size of the roundabout, lane widths, and other geometric factors. Compared to a signalized intersection, there is much less wasted time at a roundabout. Intersections controlled by traffic signals can cause unnecessary delays because of the need to provide a minimum of green light time to each movement in every cycle, thus creating time intervals in which no vehicles are entering the intersection. In contrast, traffic can be present in the roundabout at all times. This continual use is a key factor in the capacity.

A volume balance is required between the various legs for the roundabout to operate properly for all directions of traffic. In the case of the proposed roundabout, Old Coast Highway requires little consideration since its traffic volumes are extremely small. Therefore, we can look at this roundabout as having 3 legs. The left-turning volume from SR 1 to Simpson Lane is the crucial factor. Without this volume, SR 1 becomes solely a heavy commuter route through this intersection, and a small volume from the minor leg would have difficulty entering during peak commute times; but this is not the case with Simpson Lane. During the evening commute, left-turning traffic from southbound SR 1 will interrupt the northbound SR 1 flow, thus providing gaps for Simpson Lane traffic to enter. Traffic counts indicate that there is also a fair volume of left-turning vehicles during the morning commute and at other times of the day. These vehicles will help to produce gaps at all times of the day. We also must acknowledge the fact that northbound SR 1 vehicles will be required, by the roundabout geometry, to slow as they approach the entry. This deceleration, paired with driver hesitation as they look to their left for southbound left-turning vehicles, will also produce gaps for Simpson Lane traffic.

Response 5.b
Senior Citizens

Adequate signage will be posted at each approach stating that there is a roundabout ahead with an advised speed of 15-20 mph and "yield ahead" signs will notify drivers that they may need to come to a complete stop at the roundabout. Another factor that will enforce speed reduction is the curvature and channelization (with raised islands and sidewalks) at the entries. Furthermore, the central island will be built up like a small hill to provide "target value" to the driver. In other words, the central island will be an “attention getter” for the driver and will indicate that he/she is approaching a roundabout. Lighting will be installed on the approaches and within the roundabout to enhance safety during nighttime hours.

Response 5 Continued

The project would not create a reduction in the speed limit; however, the new roadway geometrics will require traffic to slow to speeds of 15-25 mph based on their path through the roundabout. For this reason, there will be a signed "advisory" speed limit through the intersection, which vehicles will have to maintain in order to safely navigate the facility.

Modern roundabouts operate on a "yield at entry" rule, which gives traffic within the roundabout, the right of way. Vehicles wishing to enter must wait for an opening or gap in traffic. If no traffic is present, entering vehicles will slow down and proceed into the roundabout. On a well-designed roundabout, the speeds of the entering vehicles and circulating vehicles are very close, making the merge easy and comfortable. For a multi-lane roundabout, pavement markings and signs will provide lane assignments. Lane use for a two-lane entry at a roundabout is exactly the same as at any intersection with a two-lane approach: vehicles turning left use the left lane, vehicles going straight use either lane, and vehicles turning right use the right lane. Pavement markings and signs will show this directional method, which ensures correct position on entry.

Also, see “Response 1” for further information regarding roundabouts and senior citizens.

Response 5.c
Pedestrians
Shared-use paths or sidewalks will be provided around the perimeter of the roundabout for use by pedestrians and bicyclists. These paths will connect crosswalks on each respective quadrant, giving pedestrians total access to all areas of the intersection. The sidewalks will end with smooth transitions to the existing shoulders of the roadway. Pedestrians will cross only one direction of traffic at a time, making the roundabout a one-decision-at-a-time environment. Furthermore, the crossings are set back from the roundabout by a minimum of 25 ft, allowing drivers to deal with pedestrians before entering the circulating lane. Refuge areas are provided for pedestrians in each splitter island, allowing the pedestrian to cross one direction, stop at the refuge area, then cross the other. Buffer strips are provided between the sidewalk and roadway to provide added security by increasing the separation between vehicle and pedestrian.

Bicyclists have two options when traveling through a roundabout. The first option is to claim a lane as a vehicle and travel through the roundabout, which is an easy maneuver because the roundabout entry geometry has slowed the motor vehicles to bicycle speeds. Experienced bicyclists would probably choose this option. The other option is to use the shared paths and crossings as a pedestrian.

Comment 6

Darla Tate/D03/Caltrans/CAGov

"Rebecca Deerwater"
<rtm@mcn.org>

10/02/2008 08:42 PM To<Steven_Blair@dot.ca.gov>

cc

SubjectRoundabout at Simpson Lane and Highway 1

Dear Steven:

We sent the following letter into the Advocate-News and Mendocino Beacon expressing our strong support for a roundabout at the intersection of Hwy 1 and Simpson Lane. We were very impressed with your presentation and knowledge on March 31, and we hope you continue the great efforts you have made already in moving this project forward.

Rebecca and Raven Deerwater

Roundabout Sensible Solution for Simpson Lane

We don't know where Phoebe Graubard gets the authority to claim that the residents of the Simpson Lane area want a traffic light as opposed to a roundabout at the intersection of Highway 1 and Simpson Lane. We might all agree that the current situation is unacceptable, but Ms. Graubard does not speak for us. We are strongly in favor of a roundabout.

We, too, were a tad surprised upon first hearing of a roundabout solution at the meeting on March 31, 2008, held at Town Hall in Fort Bragg. But once we learned of the roundabout's benefits, we were convinced that it is the proper and correct solution for implementation by Caltrans.

Here are some of the benefits of a roundabout as opposed to a traffic signal.

Less waiting time. A traffic signal is inherently inefficient. The intersection can only be used by those with the green light. In switching from green to red, there are times when the intersection is empty. A roundabout efficiently directs the traffic and allows for continuous use of the intersection and traffic flow.

At the meeting, Caltrans provided statistics of average times to wait to get through the intersection. The roundabout clearly allowed more cars to get through the intersection more quickly. They also provided data on projected growth in traffic. The roundabout's waiting times are dramatically less (as compared to a traffic signal) with increased traffic.

Less impact on the environment. An additional benefit of less waiting time is the fact that cars will spend less time emitting pollutants into the air while idling and waiting for the light to turn green. An efficient intersection is an environmentally friendly intersection.

Perhaps counterintuitively, a roundabout will take up less space on the planet than a traffic signal. This is because to implement a traffic signal, Caltrans must realign Ocean Drive and Simpson Lane so they are exactly across from each other. Also the approaches in all 4 directions to the intersection have to be redone no matter if there is a traffic signal or a roundabout. The total physical changes is actually less with the roundabout.

Safety . Despite Ms. Graubard's claim that a roundabout will cause more traffic accidents, this is unfounded. This is not the first roundabout Caltrans has implemented. There will be signage and safety measures as part and parcel of putting in a roundabout. There are many communities that have roundabouts without more accidents; drivers adjust to the road conditions.

This specific roundabout also gains some safety. With a traffic signal, often drivers accelerate through the yellow light or brake suddenly. A roundabout slows all the traffic down from all directions. A roundabout requires attention by drivers. In addition, at the Simpson Lane intersection, many drivers "cheat" through the intersection by cutting through the gas station, creating unsafe situations. This problem has been specifically addressed by the roundabout, and access in and out of the gas station will force drivers to use the roundabout.

On March 31, when Caltrans made its presentation comparing a roundabout and a traffic signal; it was the roundabout that cost less and was quicker to construct. The reason so many local officials are for the roundabout is due to the gains made in engineering and safety and cost effectiveness. Many emergency personnel leaders were at the March 31 meeting as another topic of discussion that night was access into the Simpson Lane area if Simpson Lane was blocked due to a storm. No one in attendance mentioned any problems or delays in providing emergency services with a roundabout.

We agree with Ms. Graubard in that you should make your voices heard. We believe that if you learn of the benefits of a roundabout at the intersection of Highway 1 and Simpson Lane, you will join us in the support of a safe, efficient, and elegant solution.

Rebecca and Raven Deerwater

Response 6

Thank you for your support of the roundabout alternative and for your participation in the public comment process. With regard to your safety comment, Caltrans agrees that Ms Graubard's statement about the roundabout causing more accidents is unfounded.

We have also determined that the roundabout will have less wait time. See Table 5 on page 40 for delay comparisons.

Comments 7 & 8

Sandra Rosas/D03/Caltrans/CAGov
10/20/2008 07:12 AM

To Darla Tate/D03/Caltrans/CAGov@DOT
cc Steven Blair/D01/Caltrans/CAGov@DOT
bcc
Subject Fw: comments for Mendo Co

Sandra Rosas
Senior Environmental Planner
(530) 741-4017

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----- Forwarded by Sandra Rosas/D03/Caltrans/CAGov on 10/20/2008 07:12 AM -----

"Henrietta Bensussen" <gardnrz2@mcn.org>
10/19/2008 09:40 AM

To <sandra_rosas@dot.ca.gov>
cc
Subject comments for Mendo Co

Hello Sandra, Re Caltrans intent to adopt a negative declaration for the Simpson Lane/Rte 1 intersection in Ft. Bragg, I vote for the multi-lane roundabout. As a citizen of Ft. Bragg who often drives this route, I think the roundabout an economical, more safe option than the conventional traffic signals.
Henrietta Bensussen
P.O. Box 2435
Fort Bragg, CA 95437
gardnrz2@mcn.org

MICHAEL BELISLE <belislemichael@hotmail.com >
10/21/2008 08:32 PM

To <sandra_rosas@dot.ca.gov>
cc
Subject roundabout in fort bragg

Do the roundabout in Fort Bragg it is a great idea. The people who don't want in don't understand it.

Mike Belisle

Get more out of the Web. Learn 10 hidden secrets of Windows Live. Learn Now

Responses 7 & 8
Thank you for your interest in the project and your support of the roundabout alternative.

Comment 9 & 10

Abbie Colbert
<abbiecolbert@comcast.net>
09/26/2008 12:56 PM

To darla_tate@dot.ca.gov
cc
bcc
Subject Fwd: Simpson Lane Intersection Project

sorry, we're just to the South & on the west side of Hwy 1.

Begin forwarded message:

> **From:** Pelican Storage <pelicanstorage@comcast.net>
> **Date:** September 26, 2008 12:54:40 PM PDT
> **To:** darla_tate@dot.ca.gov
> **Subject: Simpson Lane Intersection Project**
>
> Hi Darla,
> we own a business just to the North of Simpson Lane on Hwy 1, Pelican Storage. We like the roundabout design. So happy that I didn't even have to ask for landscaping because you already incorporated that into the design. Good job on the report.
> I see that there are new requirements to protect Bishop Pine in our area. What is the website where i can find out more about the restrictions on the ESHAs?
>
> Thanks,
> Abbie Colbert

"Paul Clark"
<pclark@mcn.org>
12/10/2008 11:13 AM

To <Steven_Blair@DOT.CA.GOV>
cc
Subject Simpson Lane Fort Bragg

Please add this to the comments for the proposed roundabout for Simpson Lane south of Fort Bragg. No No and No. the citizens of Fort Bragg fought long and hard for Cal Trans to get the Noyo River Bridge approved. Please don't use us as the experiment for Roundabouts. Our visiting population is occupied enough with the scenery and traffic to guarantee accidents with this proposal. If needed to put in a light some wetlands to dedicate for the project let me know, we can find it. This proposal has Mendocino with Little Lake Street and Road with a traditional light. North to Hwy 1 and 20 a normal light. Now between these your are thinking about this roundabout.
They don't mix well with log trucks and motor homes, let alone bicycles. Support us as we have you. No roundabout. Lights only.
Thank you.

Response 9
For this project, the Mendocino County Planning Department has jurisdiction over the coastal zoning code.

Response 10
How will large trucks safely negotiate the roundabout?

Trucks are to claim both lanes (straddle the lane line) while entering a multi-lane roundabout. This will prevent other vehicles from attempting to enter with the truck and thus prevent conflicts, such as cut-offs. A large truck will require the use of both lanes while traveling through the roundabout. Furthermore, since all vehicles in the roundabout circulating the lane have the right of way, once the truck is in the roundabout, entering vehicles will be required to yield before entering. Turning simulation software has been used to ensure that roundabouts can accommodate the turning requirements of the largest vehicle expected to use the facility.

How will tourists and unfamiliar drivers know how to use a roundabout?

Modern roundabouts are emerging as viable intersection alternatives in many areas throughout the country. Chances are that most people know roundabouts, although drivers may not be familiar with the rules of driving a roundabout. However, drivers are familiar with reading signs and interpreting striping and pavement markings, as these are common to any transportation facility, whether it's a roundabout or a stretch of the interstate. With a roundabout, the unfamiliar driver will have a low-speed environment that will be adequately signed and striped. These instructions guide the unfamiliar driver through the roundabout. As in any traffic situation, drivers do need to exercise caution.

Comments 11 & 12

Paul Clark
Century 21 Fort Bragg Realty
809 North Main Street
Fort Bragg, Ca. 95437

707-964-0811 Voice
707-964-5022 Fax
pclark@mcn.org

----- Forwarded by Steven Blair/D01/Caltrans/CAGov on 12/10/2008 12:47 PM -----

"Sharon"
<sharbren@mcn.org>
12/10/2008 11:55 AM

To <Steven_Blair@DOT.CA.GOV>
cc
Subject Roundabout

I am opposed to the roundabout at Simpson Lane, this will make more confusion, more accidents, and bigger rigs will not be able to navigate in a safe manner. I am familiar with roundabouts there were a few in Sacramento where I worked and they were more problem than it was worth, I also lived in England for a short while, they were ok once you got the hang of them and they were much larger than the roundabout you want to put here on Simpson Lane making it easier for larger vehicles to navigate. If the people who live and work here have any say, which we should, I feel a stoplight would be much better in this situation.

Thank you,
Sharon Brennfleck
707-964-5524

----- Forwarded by Steven Blair/D01/Caltrans/CAGov on 12/10/2008 12:47 PM -----

"Barbara Burrows"
<bburrows@mcn.org>
12/10/2008 12:40 PM

To <Steven_Blair@DOT.CA.GOV>
cc
Subject Simpson Lane, Fort Bragg

Please don't put in the roundabout. This will cause so much congestion and more accidents then before. People do not understand the concept and with logging trucks, mobile homes and trailers this will be the worse thing that could be done.

Remember the great idea of having the lighted sidewalk at Laurel Street and Main??? Well that didn't work either and was a great cost to tax payers. There is just a plain old stop light now and its works great.

Why not save money and put in a stop light now at Simpson Lane instead trying the roundabout and then

Response 11 & 12
How will large trucks safely negotiate the roundabout?

Trucks are to claim both lanes (straddle the lane line) while entering a multi-lane roundabout. This will prevent other vehicles from attempting to enter with the truck and thus prevent conflicts, such as cut-offs. A large truck will require the use of both lanes while traveling through the roundabout. Furthermore, since all vehicles in the roundabout circulating the lane have the right of way, once the truck is in the roundabout, entering vehicles will be required to yield before entering. Turning simulation software has been used to ensure that roundabouts can accommodate the turning requirements of the largest vehicle expected to use the facility.

How will the vehicles know when and how to slow down upon approaching the roundabout?

Adequate signage will be posted at each approach stating that there is a roundabout ahead with an advised speed of 15-20 mph and "yield ahead" signs will notify the driver that they may need to come to a complete stop at the roundabout. Another factor that will enforce speed reduction is the curvature and channelization (with raised islands and sidewalks) at the entries. Furthermore, the central island will be built up like a small hill to provide "target value" to the driver. In other words, the central island will be an “attention getter” for the driver and will indicate that he/she is approaching a roundabout. Lighting will be installed on the approaches and within the roundabout to enhance safety during nighttime hours.

How will vehicles merge safely into the roundabout?

Modern roundabouts operate on a "yield at entry" rule, which gives traffic within the roundabout the right of way. Vehicles entering the roundabout must wait for an opening or gap in traffic to make an entry. If no traffic is present, entering vehicles will slow down and proceed into the roundabout. On a well-designed roundabout, the speeds of the entering vehicles and circulating vehicles are very close, making the merge easy and comfortable. For a multi-lane roundabout, pavement markings and signs will provide lane assignments. Lane use for a two-lane entry at a roundabout is exactly the same as at any intersection with a two-lane approach: vehicles turning left use the left lane, vehicles going straight use either lane, and vehicles turning right use the right lane. Pavement markings and signs will show this directional method, which ensures correct position on entry.

For a cost comparison, see Table 1, page 3, in this document. The roundabout will cost less than the signal.

Comment 13

Sandra Rosas/D03/Caltrans/CAGov
11/03/2008 08:45 AM

To Darla Tate/D03/Caltrans/CAGov@DOT
cc Steven Blair/D01/Caltrans/CAGov@DOT
bcc
Subject Fw: Hwy 1 Simpson Lane Project

fyi

Sandra Rosas
Senior Environmental Planner
(530) 741-4017

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----- Forwarded by Sandra Rosas/D03/Caltrans/CAGov on 11/03/2008 08:45 AM -----

"Wayne Dahl" <fb_dahls@comcast.net>
10/31/2008 05:03 PM

To <sandra_rosas@dot.ca.gov>
cc
Subject Hwy 1 Simpson Lane Project

Having looked over the proposed alternatives, I don't see any estimated delay times for vehicles traveling south from Highway 20, only estimated delay times at the Hwy 1 Simpson Lane intersection. During peak hours traffic will be backed up from Simpson lane to highway 20 due to ALL vehicles having to slow or yield for the roundabout. There are no estimates of delays for these motorists, nor concerns addressed for patrons of Walsh Oil, or Fort Bragg Rent All when they can't enter or leave these businesses.

The same goes for Northbound Highway 1 motorists south of Simpson Lane. There will be extreme total time delays for motorists from the south caused by ALL VEHICLES having to slow and yield at the roundabout.

AT THIS TIME I AM IN FAVOR OF THE SIGNAL LIGHT ALTERNATIVE, AND AGAINST THE ROUNDABOUT

Wayne Dahl
17201 Redwood Springs Drive (off Simpson Lane)
Fort Bragg

Response 13
Please refer to Table 5 on page 40 for a comparison of delay times.

Comment 14

Darla Tate/D03/Caltrans/CAGov
01/05/2009 07:35 PM

To
cc
bcc
Subject Fw: Simpson Lane comment and question

----- Forwarded by Phil Frisbie/HQ/Caltrans/CAGov on 11/10/2008 08:16 AM -----

"Michael Toschi" <matoschi@att.net>
11/09/2008 03:36 PM

To Phil_Frisbie@dot.ca.gov
cc
Subject

I would like to see a signalized intersection constructed at the Simpson Lane/Highway 1 intersection. I DO NOT want to see a roundabout because I think it would cause too much traffic to slow down. What are the chances of a signalized intersection happening? Also, what is the project schedule for this project?

Response 14
Roundabout controlled intersections can efficiently service traffic with decreased delay and greater efficiency than traffic signals. This is particularly true where traffic volumes entering the roundabout are nearly balanced on all legs and where there is a high number of left turning vehicles. The high number of left turning vehicles at Simpson Lane coupled with the balanced traffic volumes in both directions on SR 1 provides a balanced volume relationship. Additional factors that can enhance capacity of roundabouts are the size of the roundabout, lane widths, and other geometric factors. Compared to a signalized intersection, there is much less wasted time at a roundabout. Intersections controlled by traffic signals can cause unnecessary delays because of the need to provide a minimum of green light time to each movement in every cycle, thus creating time intervals in which no vehicles are entering the intersection. In contrast, traffic can be present in the roundabout at all times. This continual use is a key factor in the capacity.

Depending on the progress of various project components, construction could begin as early as June 1, 2010.

Comment 15

On Oct 22, 2008, at 9:07 AM, Julia Conway wrote:

As a Simpson Lane access resident, my big question is how they are going to deal with the gas station ingress/egress issues? This is one of the larger causes of the current problems in this intersection, as drivers use the gas station to divert around the intersection; not to mention the actual customers. I have also used the new Hopland round-about of the same design, and you can clearly see the tire tracks up and over the center island, ditto with the ones in Chico. There is no simple solution to this intersection. Perhaps the best solution would be alternate access to Turner Road and upper Mitchell Creek via Pearl Drive or Gibney Lane to reduce the congestion at the bottom of Simpson? I appreciate the idea of slowing down to approach our town, but the visual impact of the unincorporated piece of Hwy 1 leading to the Hare Creek Bridge is not exactly scenic. Having attended a lot of the meetings/open houses etc involved with this question, I agree that we have to unite around a solution somehow. Having sat in the intersection waiting to make a left onto Hwy 1 southbound for up to 10 minutes at peak traffic (interestingly enough, between 3P and 4P), something must be done.

Response 15
How will vehicles access the businesses from the roundabout?

The businesses to the north of the intersection on the west side of SR 1 will most likely have the same access options that they currently have. Access could change if Caltrans determines that safety is being significantly affected by having a shorter than preferred splitter island. Nevertheless, the current plan does not impact access from SR 1 to these businesses. The existing two way left turn lane (center lane) will remain beyond the island providing turning opportunities for northbound drivers who want to enter these businesses. Also, in order to maintain access to The Ark thrift shop, Caltrans will explore measures to maintain access to Old Coast Hwy by relocating the driveway slightly to the west.

Gas Station:
The USA gas station will have less access for safety and operational reasons. Regardless of whether the project is a signal or a roundabout, the northernmost access on SR 1 will be closed due to its close proximity to the intersection. The southern access on SR 1 will remain open, but only to northbound drivers. Southbound vehicles will turn left on Simpson Lane and use the access off of Simpson Lane, which will be relocated further to the east. Likewise, if they wish to continue south from the gas station, they will enter Simpson Lane and make a left turn onto southbound SR 1. The gas station driveway onto SR 1 will allow a right turn only, which will be enforced with a long splitter island that will block the southbound lane.

Comments 16 & 17

Ken Spiker
<kenspiker@mcn.org>
10/13/2008 03:05 PM

To sandra_rosas@dot.ca.gov
cc Steven Blair <steven_blair@dot.ca.gov>
Subject SIMPSON LANE TRAFFIC LIGHT

I live in the Simpson Lane area and have been expecting that we would get a traffic light at the intersection of Simpson Lane and Highway One. Now I find that some local politicians have decided we should have a large traffic circle instead of a traffic light. Because there is no similar traffic circle anywhere in Mendocino County, it is difficult to know how it will work. At first glance it looks like a recipe for a huge traffic jam as streams of traffic have to merge and cross through each other to get where they're going. Traffic on Highway One will be considerably slowed down at all times whether there is traffic from cross streets or not. Because Highway One traffic will have the right of way drivers from Simpson Lane will have to wait for a gap, and if going south on Highway One will have to cross and merge twice into two opposite streams of traffic. That would be especially dangerous for cyclists. Roundabouts are appropriate for residential streets, not for major highways. The plans suggest that there will be plantings in the middle of the circle thereby obscuring drivers' views and making it more risky to negotiate.

Proponents of the roundabout suggest that a traffic light will take up more space than that bloated circle, but that doesn't make sense. One proponent suggested that a traffic light would destroy "wetlands" by Highway One, whereas a roundabout would not. There are no "wetlands" near that intersection unless you count the muddy ditch on the west side of Highway One.

The roundabout was foisted on the local people by politicians who must have thought it was "Euro-chic." Public input was minimal or nonexistant. Most of the local residents in the Simpson Lane area wanted a stop light and that's what they thought they were getting.

Ken Spiker
17320 Franklin Road
Fort Bragg, CA
707-964-0271

jimcalv@netscape.net
10/31/2008 05:07 PM

To Sandra.Rosas@dot.ca.gov
cc
Subject Proposed Simpson Lane Roundabout

I am writing to voice my opposition to the proposed plan to install a roundabout at Simpson Lane and Hwy 1. I question putting a roundabout at an area where the bulk of the traffic flow is coming from the North and the South, is it really necessary? Would a stoplight be more effective and safer? It is also important to account for the large amount of traffic that results from drivers from out of the area due to our high number of tourists. For a driver who is unfamiliar with an area a roundabout is just one more annoyance and obstacle.

Sincerely,
James H. Calvert

McCain or Obama? Stay up to date on the latest from the campaign trail with AOL News.

Response 16

How will vehicles merge safely into the roundabout?

Modern roundabouts operate on a "yield at entry" rule, which gives traffic within the roundabout, the right of way. Vehicles wishing to enter must wait for an opening or gap in traffic. If no traffic is present, entering vehicles will slow down and proceed into the roundabout. On a well-designed roundabout, the speeds of the entering vehicles and circulating vehicles are very close, making the merge easy and comfortable. For a multi-lane roundabout, pavement markings and signs will provide lane assignments. Lane use for a two-lane entry at a roundabout is exactly the same as at any intersection with a two-lane approach: vehicles turning left use the left lane, vehicles going straight use either lane, and vehicles turning right use the right lane. Pavement markings and signs will show this directional method, which ensures correct position on entry.

How will the safety of pedestrians and bicyclists be ensured?

Shared-use paths or sidewalks will be provided around the perimeter of the roundabout for use by pedestrians and bicyclists. These paths will connect crosswalks on each respective quadrant giving pedestrians total access to all areas of the intersection. The sidewalks will end with smooth transitions to the existing shoulders of the roadway. Pedestrians will cross only one direction of traffic at a time, making the roundabout a one-decision-at-a-time environment. Furthermore, the crossings are set back from the roundabout by a minimum of 25 ft, allowing drivers to deal with pedestrians before entering the circulating lane. Refuge areas are provided for pedestrians in each splitter island, allowing the pedestrian to cross one direction, stop at the refuge area, then cross the other. Buffer strips are provided between the sidewalk and roadway to provide added security by increasing the separation between vehicle and pedestrian.

Bicyclists have two options when traveling through a roundabout. The first option is to claim a lane as a vehicle and travel through the roundabout, which is an easy maneuver because the roundabout entry geometry has slowed the motor vehicles to bicycle speeds. Experienced bicyclists would probably choose this option. The other option is to use the shared paths and crossings as a pedestrian.

Response 17

How will tourists and unfamiliar drivers know how to use a roundabout?

Modern roundabouts are emerging as viable intersection alternatives in many areas throughout the country. Chances are that most people know roundabouts, although drivers may not be familiar with the rules of driving a roundabout. However, drivers are familiar with reading signs and interpreting striping and pavement markings, as these are common to any transportation facility, whether it's a roundabout or a stretch of the interstate. With a roundabout, the unfamiliar driver will have a low-speed environment that will be adequately signed and striped. These instructions guide the unfamiliar driver through the roundabout. As in any traffic situation, drivers do need to exercise caution.

Comment 18

----- Forwarded by Sandra Rosas/D03/Caltrans/CAGov on 11/03/2008 08:44 AM -----

jimcalv@netscape.net
10/31/2008 05:07 PM

To Sandra.Rosas@dot.ca.gov
cc
Subject Proposed Simpson Lane Roundabout

I am writing to voice my opposition to the proposed plan to install a roundabout at Simpson Lane and Hwy 1. I question putting a roundabout at an area where the bulk of the traffic flow is coming from the North and the South, is it really necessary? Would a stoplight be more effective and safer? It is also important to account for the large amount of traffic that results from drivers from out of the area due to our high number of tourists. For a driver who is unfamiliar with an area a roundabout is just one more annoyance and obstacle.

Sincerely,
James H. Calvert

Response 18
How will tourists and unfamiliar drivers know how to use a roundabout?

Modern roundabouts are emerging as viable intersection alternatives in many areas throughout the country. Chances are that most people know roundabouts, although drivers may not be familiar with the rules of driving a roundabout. However, drivers are familiar with reading signs and interpreting striping and pavement markings, as these are common to any transportation facility, whether it's a roundabout or a stretch of the interstate. With a roundabout, the unfamiliar driver will have a low-speed environment that will be adequately signed and striped. These instructions guide the unfamiliar driver through the roundabout. As in any traffic situation, drivers do need to exercise caution.

For a delay time comparison, see Table 5, page 40 in this document.

Comment 19

Steven Blair/D01/Caltrans/CAGov
11/03/2008 10:07 AM
To Darla Tate/D03/Caltrans/CAGov@DOT
cc Sandra Rosas/D03/Caltrans/CAGov@DOT
bcc
Subject Simpson comments
Thanks
Steven Blair - District 1
Project Manager
(707) 441-5899
----- Forwarded by Steven Blair/D01/Caltrans/CAGov on 11/03/2008 10:09 AM -----

Subject Re: Traffic Circles, Modern Roundabout and $$
Larry and James - Interesting comments.... but I totally disagree with most of your perspectives on the round about vs a traffic signal at Simpson Lane and Hwy 1. I have been a Simpson Lane resident for over 28 years. Lived in Europe for over a year and driven all over most of the continents in the world. I believe that a traffic light at Simpson Lane will be safer, better utilized, more effective in traffic control and flow than a roundabout. The size of the "safe and school bus/ logging truck effective" roundabout like those in Europe and Mexico is much larger than what is proposed for Simpson and the smaller size will cause challenges for entry on to Hwy 1 on high traffic times of the day.The proposed roundabout vs a light will increase the danger for pedestrians not be safer. (unless an underground or walk over bridge is added. The perspective that a round about will create a nice gateway into Fort Bragg should not be a consideration.
The gate way to Fort Bragg is Hwy 1 and Hwy 20, which already has a traffic light that operates very well on traffic control. Also I don't get to choose or vote on candidates or issues in Fort Bragg so their opinion on Simpson Lane should not influence action outside of the city limits.
I urge Caltrans to design and install a traffic light (signal) a the intersection of Hwy 1 and Simpson Lane.

Paul A. Tichinin
Mendocino County Superintendent of Schools
2240 Old River Road
Ukiah, CA 95482
(707) 467-5001
paul_tichinin@mcoe.us
Larry Knowles <lknowles@mcn.org> writes:

Response 19

How will large trucks safely negotiate the roundabout?

Trucks are to claim both lanes (straddle the lane line) while entering a multi-lane roundabout. This will prevent other vehicles from attempting to enter with the truck and thus prevent conflicts, such as cut-offs. A large truck will require the use of both lanes while traveling through the roundabout. Furthermore, since all vehicles in the roundabout circulating the lane have the right of way, once the truck is in the roundabout, entering vehicles will be required to yield before entering. Turning simulation software has been used to ensure that roundabouts can accommodate the turning requirements of the largest vehicle expected to use the facility.

How will vehicles merge safely into the roundabout?

Modern roundabouts operate on a "yield at entry" rule, which gives traffic within the roundabout the right of way. Vehicles entering the roundabout must wait for an opening or gap in traffic to make an entry. If no traffic is present, entering vehicles will slow down and proceed into the roundabout. On a well-designed roundabout, the speeds of the entering vehicles and circulating vehicles are very close, making the merge easy and comfortable. For a multi-lane roundabout, pavement markings and signs will provide lane assignments. Lane use for a two-lane entry at a roundabout is exactly the same as at any intersection with a two-lane approach: vehicles turning left use the left lane, vehicles going straight use either lane, and vehicles turning right use the right lane. Pavement markings and signs will show this directional method, which ensures correct position on entry.

How will the safety of pedestrians and bicyclists be ensured?

Shared-use paths or sidewalks will be provided around the perimeter of the roundabout for use by pedestrians and bicyclists. These paths will connect crosswalks on each respective quadrant giving pedestrians total access to all areas of the intersection. The sidewalks will end with smooth transitions to the existing shoulders of the roadway. Pedestrians will cross only one direction of traffic at a time, making the roundabout a one-decision-at-a-time environment. Furthermore, the crossings are set back from the roundabout by a minimum of 25 ft, allowing drivers to deal with pedestrians before entering the circulating lane. Refuge areas are provided for pedestrians in each splitter island, allowing the pedestrian to cross one direction, stop at the refuge area, then cross the other. Buffer strips are provided between the sidewalk and roadway to provide added security by increasing the separation between vehicle and pedestrian.

Bicyclists have two options when traveling through a roundabout. The first option is to claim a lane as a vehicle and travel through the roundabout, which is an easy maneuver because the roundabout entry geometry has slowed the motor vehicles to bicycle speeds. Experienced bicyclists would probably choose this option. The other option is to use the shared paths and crossings as a pedestrian.

OPEN HOUSE COMMENT CARDS

Comment 20

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: BARBARA SANDERS

Address: 18650 Old Coast Hwy.

City FORT BRAGG State CA Zip 95437

Representing: Name of Organization or Agency: Resident

Comments: Please see attached. (I've also signed a petition for a stoplight.)

Comments to be returned no later than October 31st, 2008

TAKEN FROM WIKIPEDIA.ORG NOTES RE ROUNDABOUTS 10/16/08

- A particular cause of congestion at a roundabout is when many motorists want to make a turn which effectively crosses oncoming traffic. This also notes that opposing drivers, making left turns, will get into each other's paths twice in a roundabout. At "low traffic density," both drivers make adjustments and go on their way. When traffic "density increases," adjustments to speed and direction are no longer simple and may not even be possible without circling once more or many more times in order to get a proper opening. Times likes these, impatience may rule and cause problems.

- "Roundabouts do not cope well with heavy traffic. For this reason, traffic lights have been added to some busy roundabouts"---think 4th of July, or Labor Day weekends, or summer vacationers, which all add to traffic density. If you have ever waited to get onto Hwy. 1 from a side street, be it a weekend or a weekday, the wait and the danger is very apparent, especially from an event in Mendocino

- Roundabouts seem especially dangerous for bicyclists. In a four-year study (1996-2000) 26% of injuries at a roundabout involved cyclists vs. 6 to 16% at conventional intersections. Since we encourage bicyclists, for health and energy savings plus viewing our gorgeous coastline, this should be considered. My experience with bicyclists have not always been good ones! After seeing the displays at Town Hall, I'm not sure if bicyclists would feel they had to use the pedestrian crossing, thereby creating more problems.

MY OWN NOTES:
Turning into, or out of, Simpson Lane was thought to deserve a left-turn lane. Now, besides the number of homes east of Highway 1, the much-used gas station and the Humane Society store, there is a summer Flea Market at this intersection--much more traffic turning on Simpson Lane and back onto Hwy. 1.

At present, there is just this one access road to all the homes built along Simpson Lane and our own Fire Dept. has talked about wanting another way in and out in case of an emergency. I can visualize, in an emergency, how this slow intersection might cause one, big, circular traffic mess.

While visiting Town Hall yesterday, seeing the Cal-Trans displays and hearing much discussion with questions and answers being provided, I am convinced, more than ever that, in this instance, a stop light at the Simpson Lane intersection would be more useful than a roundabout

Barbara Sanders
Barbara Sanders

Response 20
How will the roundabout handle the large volume of vehicles?

Roundabouts can handle larger volumes of traffic than traffic signals. The intricate relationship between entering, exiting, and circulating traffic on all legs of a roundabout creates this large capacity. Volumes on each leg need to be somewhat balanced in order to create the ideal situation; the greater the balance, the greater the capacity. Roundabout controlled intersections can efficiently service traffic with decreased delay and greater efficiency than traffic signals. This is particularly true where traffic volumes entering the roundabout are nearly balanced on all legs and where there is a high number of left turning vehicles. The high number of left turning vehicles at Simpson Lane coupled with the balanced traffic volumes in both directions on SR 1 provides a balanced volume relationship. Additional factors that can enhance capacity of roundabouts are the size of the roundabout, lane widths, and other geometric factors. Compared to a signalized intersection, there is much less wasted time at a roundabout. Intersections controlled by traffic signals can cause unnecessary delays because of the need to provide a minimum of green light time to each movement in every cycle, thus creating time intervals in which no vehicles are entering the intersection. In contrast, traffic can be present in the roundabout at all times. This continual use is a key factor in the capacity.

Will Simpson Lane traffic have difficulty entering the roundabout due to the heavy traffic going north on Route 1?

A volume balance is required between the various legs for the roundabout to operate properly for all directions of traffic. In the case of the proposed roundabout, Old Coast Highway requires little consideration since its traffic volumes are extremely small. Therefore, we can look at this roundabout as having 3 legs. The left-turning volume from SR 1 to Simpson Lane is the crucial factor. Without this volume, SR 1 becomes solely a heavy commuter route through this intersection, and a small volume from the minor leg would have difficulty entering during peak commute times; but this is not the case with Simpson Lane. During the evening commute, left-turning traffic from southbound SR 1 will interrupt the northbound SR 1 flow, thus providing gaps for Simpson Lane traffic to enter. Traffic counts indicate that there is also a fair volume of left-turning vehicles during the morning commute and at other times of the day. These vehicles will help to produce gaps at all times of the day. We also must acknowledge the fact that northbound SR 1 vehicles will be required, by the roundabout geometry, to slow as they approach the entry. This deceleration, paired with driver hesitation as drivers look to their left for southbound left-turning vehicles, will also produce gaps for Simpson Lane traffic.

How will safety be incorporated for pedestrian and bicyclists use?
Shared-use paths or sidewalks will be provided around the perimeter of the roundabout for use by pedestrians and bicyclists. These paths will connect crosswalks on each respective quadrant giving pedestrian's total access to all areas of the intersection. The sidewalks will end with smooth transitions to the existing shoulders of the roadway. Pedestrians will cross only one direction of traffic at a time, making the roundabout a one-decision-at-a-time environment. Furthermore, the crossings are set back from the roundabout by a minimum of 25 ft, allowing drivers to deal with pedestrians before entering the circulating lane. Refuge areas are provided for pedestrians in each splitter island, allowing the pedestrian to cross one direction, stop at the refuge area, then cross the other. Buffer strips are provided between the sidewalk and roadway to provide added security by increasing the separation between vehicle and pedestrian.

Bicyclists have two options when traveling through a roundabout. The first option is to claim a lane as a vehicle and travel through the roundabout, which is an easy maneuver because the roundabout entry geometry has slowed the motor vehicles to bicycle speeds. Experienced bicyclists would probably choose this option. The other option is to use the shared paths and crossings as a pedestrian.

How will vehicles access businesses from the roundabout?

The businesses to the north of the intersection on the west side of SR 1 will most likely have the same access options that they currently have. Access could change if Caltrans determines that safety is being significantly affected by having a shorter than preferred splitter island. Nevertheless, the current plan does not impact access from SR 1 to these businesses. The existing two way left turn lane (center lane) will remain beyond the island providing turning opportunities for northbound drivers who want to enter these businesses. Also, in order to maintain access to The Ark thrift shop, Caltrans will explore measures to maintain access to Old Coast Hwy by relocating the driveway slightly to the west.

Gas Station:
The USA gas station will have less access for safety and operational reasons. Regardless of whether the project is a signal or a roundabout, the northernmost access on SR 1 will be closed due to its close proximity to the intersection. The southern access on SR 1 will remain open, but only to northbound drivers. Southbound vehicles will turn left on Simpson Lane and use the access off of Simpson Lane, which will be relocated further to the east. Likewise, if they wish to continue south from the gas station, they will enter Simpson Lane and make a left turn onto southbound SR 1. The gas station driveway onto SR 1 will allow a right turn only, which will be enforced with a long splitter island that will block the southbound lane.

Comments 21, 22, 23, 24, 25, 26, 27 &

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Daniel R. Barrett
Address: 31601 Emerald Dr.
City Fort Bragg State Ca. Zip 95437
Representing: Name of Organization or Agency:
Comments: I prefer the Stoplight solution. Please do not impose the round-a-bout experiment on those of us who will have to live with such a stupid idea.

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Archie Tanner
Address: 31700 Turner Road
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: I PREFER THE STOPLIGHT SOLUTION - WE LIVE HERE AND KNOW HOW MANY IMPAIRED PEOPLE ARE ON THE ROAD. THEY WILL HAVE TROUBLE WITH YOUR STOP LIGHT SOLUTION, LET ALONE THE ROUNDABOUT - STOPLIGHT IS THE BEST.

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Jane Barrett
Address: 31601 Emerald Dr
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: I want stop light!

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Hilloah Tanner
Address: 31700 Turner Road
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: Stop Light

Comments to be returned no later than October 31st, 2008

Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Cat Talbot
Address: Simpson Ln
City Ft. Bragg State Zip
Representing: Name of Organization or Agency:
Comments: I like the idea of a roundabout at this intersection. I'm from the east coast originally, and this method works well for busy state routes. The ones in Humboldt Co. are a good example of how this intersection style works effeciently in high traffic areas (Gintolli Ln.)

Comments to be returned no later than October 31st, 2008

Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Robert Horvat
Address: 320 S. McPherson St.
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: I love the roundabout. It seems safer + less traffic delays.

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: ED Parrott
Address: BX24
City CASPAR State Ca Zip 95420
Representing: Name of Organization or Agency:
Comments: Can we get a roundabout at Ferr Creek Rd / Hwy 1? Love the Roundabout idea!

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: VALERIE FREY
Address: 16500 BUTTON WILLOW LANE
City FORT BRAGG State CA Zip 95437
Representing: Name of Organization or Agency: (RESIDENT)
Comments:
I'M IN FAVOR OF A ROUNDABOUT. THANK YOU FOR INCLUDING PEDESTRIAN & CYCLING IN THE PLAN.

Comments to be returned no later than October 31st, 2008

Responses 21
Your support for alternative 2, signal, is acknowledged and included in the project record. Thank you for your interest in the project.

Response 22
How will drivers learn how to use the roundabout?

Driver information will be provided by signs and pavement markings. After one trip through a roundabout, a driver should be familiar with the roundabout concept. A Caltrans roundabout in Hopland has been in operation for a year now with no reported collisions. Most people in the Hopland area were unfamiliar with roundabouts. Furthermore, there is a busy casino just to the east, so ample traffic comes through this roundabout at certain times. The fact that no collisions have been reported indicates that the learning curve is fairly short. Drivers seem to grasp the roundabout concept.

Response 23 & 24
Your support for alternative 2, signal is acknowledged and included in the project record. Thank you for your comment and interest in the project.

Response 25 & 26
Thank you for your interest in the project and for your support of the roundabout alternative.

Response 27
Can we get a roundabout at Fern Creek Road and Route 1 in Caspar?

From nothing more than an aerial photo, this 4-legged intersection appears to be in a good location for a roundabout. And if the volumes from Fern Creek Road are significant, it may be effective. However, existing safety and/or operational issues would need to be identified at this intersection in order to initiate a potential project. Residents can always contact the County or State with transportation issues they feel need to be further investigated.

Response 28
How will the safety of pedestrians and bicyclists be ensured?

Shared-use paths or sidewalks will be provided around the perimeter of the roundabout for use by pedestrians and bicyclists. These paths will connect crosswalks on each respective quadrant giving pedestrian's total access to all areas of the intersection. The sidewalks will end with smooth transitions to the existing shoulders of the roadway. Pedestrians will cross only one direction of traffic at a time, making the roundabout a one-decision-at-a-time environment. Furthermore, the crossings are set back from the roundabout by a minimum of 25 ft, allowing drivers to deal with pedestrians before entering the circulating lane. Refuge areas are provided for pedestrians in each splitter island, allowing the pedestrian to cross one direction, stop at the

refuge area, then cross the other. Buffer strips are provided between the sidewalk and roadway to provide added security by increasing the separation between vehicle and pedestrian.

Bicyclists have two options when traveling through a roundabout. The first option is to claim a lane as a vehicle and travel through the roundabout, which is an easy maneuver because the roundabout entry geometry has slowed the motor vehicles to bicycle speeds. Experienced bicyclists would probably choose this option. The other option is to use the shared paths and crossings as a pedestrian.

Comments 29, 30, 31, 32, 33, 34, 35 & 36

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Roanna Olds
Address: 644 B West St
City FB State Ca Zip 95437
Representing: Name of Organization or Agency:
Comments: I changed my mind - I like the round about! I am in favor of a traffic light for the very dangerous intersection at Hwy 1 & Simpson lane

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: BENJAMIN HAYTER
Address: 16550 CANYON DR
City FB State Zip 95437
Representing: Name of Organization or Agency:
Comments: THANK YOU - I FEEL MORE POSITIVE ABT A ROUNDABOUT AFTER SEEING YOUR DISPLAYS!

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: RICK RILEY
Address: 32272 FOREST LANE
City FORT BRAGG State CA Zip 95437
Representing: Name of Organization or Agency: MENDOCINO COAST CYCLISTS
Comments: THANK YOU FOR YOUR CAREFUL CONSIDERATION OF BICYCLING IN YOUR TREATMENT. WE ARE ADVOCATES FOR SAFETY AND CONSIDER PROPER DESIGN PARAMOUNT TO PROVIDING THIS. THE ROUNDABOUT IS VERY APPROPRIATE.

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: RICK RILEY
Address: 32272 FOREST LANE
City FORT BRAGG State CA Zip 95437
Representing: Name of Organization or Agency: SELF
Comments: ROUNDABOUT YES!!! LOOKS GREAT. YOU'RE DOING A GOOD JOB AROUND HERE. WAY TO GO CALTRANS!

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: A.J. (BUD) GILLETTE
Address: P.O. Box 1938
City Ft Bragg State CA Zip 95437
Representing: Name of Organization or Agency: SELF
Comments: I LIVE OFF SIMPSON LANE & HAVE BEEN NEGOTIATING THE SIMPSON/HWY 1 INTERSECTION FOR 9 YRS. THE ROUND A BOUT IS A GREAT SOLUTION - LETS DO IT!! (I CHECKED OUT THE ONE BY HOPLAND)

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Kathryn L. Gillette
Address: P.O. Box 1938
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: I have experienced a number of round-abouts in my travels. I consider them ~~safefer~~ safer and one can save time with them. I'm in favor of round-about on Simpson + Hwy 1

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: BOB SHOPTAW
Address: 371 OSPREY COURT
City FORT BRAGG State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: I HAVE LIVED IN TWO LOCATIONS WHERE THE ROUND ABOUT EXISTED. IN FAYETTEVILL, NC WE EXPERIENCED MANY CHALLENGES PARTICLARLY ENTERING/EXITING WITH LOGGING TRUCK I CAN ONLY IMAGINE SAFETY PROBLEMS. STOP LIGHTS ARE UNIVERSAL. HENCE, NO LEARNING CURVE FOR MOTORISTS!

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Phoebe Grandeau
Address: 17320 Franklin Rd
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: I AM OPPOSED TO DO ROUND ABOUT & LACK OF PUBLIC COMMENT OR HEARINGS PRIOR TO DECISION

Comments to be returned no later than October 31st, 2008

Responses 29, 30, 31, 32, 33, & 34
Thank you for your interest in the project and for your support of the roundabout alternative.

Response 35
How will vehicles merge safely into the roundabout?

Modern roundabouts operate on a "yield at entry" rule, which gives traffic within the roundabout the right of way. Vehicles entering the roundabout must wait for an opening or gap in traffic. If no traffic is present, entering vehicles will slow down and proceed into the roundabout. On a well-designed roundabout, the speeds of the entering vehicles and circulating vehicles are very close, making the merge easy and comfortable. For a multi-lane roundabout, pavement markings and signs will provide lane assignments. Lane use for a two-lane entry at a roundabout is exactly the same as at any intersection with a two-lane approach: vehicles turning left use the left lane, vehicles going straight use either lane, and vehicles turning right use the right lane. Pavement markings and signs will show this directional method, which ensures correct position on entry.

Also, please refer to “Selected Alternative” and “Climate Change under CEQA” sections in this document, where safety of the roundabout (verses the signal) is discussed. In addition, the Hopland roundabout in Mendocino County is a Caltrans project, which has resulted in successful, safe operations. Response 1 in this Appendix provides references to roundabout studies and corresponding safety.

How will drivers know how to use the roundabout?

Driver information will be provided by signs and pavement markings. After one trip through a roundabout, a driver should be familiar with the roundabout concept. A Caltrans roundabout in Hopland has been in operation for a year now with no reported collisions. Most people in the Hopland area were unfamiliar with roundabouts. Furthermore, there is a busy casino just to the east, so ample traffic comes through this roundabout at certain times. The fact that no collisions have been reported indicates that the learning curve is fairly short. Drivers seem to grasp the roundabout concept.

How will large trucks safely negotiate the roundabout?

Trucks are to claim both lanes (straddle the lane line) while entering a multi-lane roundabout. This will prevent other vehicles from attempting to enter with the truck and thus prevent conflicts, such as cut-offs. A large truck will require the use of both lanes while traveling through the roundabout. Furthermore, since all vehicles in the roundabout circulating the lane have the right of way, once the truck is in the roundabout, entering vehicles will be required to yield before entering. Turning simulation software has been used to ensure that roundabouts can accommodate the turning requirements of the largest vehicle expected to use the facility.

Response 36
Refer to responses 1.a - 1.f.

Comments 37, 38, 39, 40, 41, 42, 43 & 44

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: ROY HARTHAN
Address: 18740 HARE CREEK TERRACE
City FORT BRAGG State CA Zip 92740
Representing: Name of Organization or Agency:
Comments: I like the proposed roundabout. Growing up in England I can attest to their workability. The two lane design is fine a one lane would not work. The current speed limit is 45 mph would this be reduced?

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Denise Parrott
Address: Bx 24
City Caspar State Ca Zip 95420
Representing: Name of Organization or Agency:
Comments: I love the roundabout — it's about time

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Kathy O'Shea
Address: 32950 Simpson Lane
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: Please build the roundabout. I know there is a vocal contingent who want the light, but I want to register my preference for the roundabout with you. Thanks.

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Mary Fleming
Address: 18740 Hare Creek Terrace
City FB State CA Zip 95437
Representing: Name of Organization or Agency: Resident
Comments: I am strongly in favor of the Round-about option. They work very smoothly & keep traffic flowing but slowly. Some people will need to learn how to drive on them.

Comments to be returned no later than October 31st, 2008

Name: Michael Cortez
Address: 32350 Ellison Way
City Fort Bragg State Ca Zip 95437
Representing: Name of Organization or Agency:
Comments: I would like the stoplight

Comments to be returned no later than October 31st, 2008

Name: Albert Morales
Address: 32270 Ellison
City F.B. State CA. Zip 95437
Representing: Name of Organization or Agency:
Comments: Want Light!

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Sharon Brayton
Address: 31501 Pearl Dr
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: Please we need a Stop light it's cheaper & safer
NO round about

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Lee and Bob Callaw
Address: 16850 Hill O'Horne Ln.
City Fort Bragg State Ca. Zip 95437
Representing: Name of Organization or Agency:
Comments: We are intrigued by the round-about but I don't like we would be all have a difficult time getting out of Simpson Ln. during heavy tourist traffic. We would prefer signal lights.

Comments to be returned no later than October 31st, 2008

Responses 37, 38, 39, & 40
Thank you for your support of the roundabout alternative.

Response 41, 42, & 43
Your support for alternative 2, signal is acknowledged and included in the project record. Thank you for your interest in the project.

Response 44
Roundabouts can handle larger volumes of traffic than traffic signals. The intricate relationship between entering, exiting, and circulating traffic on all legs of a roundabout creates this large capacity. Volumes on each leg need to be somewhat balanced in order to create the ideal situation; the greater the balance, the greater the capacity. Roundabout controlled intersections can efficiently service traffic with decreased delay and greater efficiency than traffic signals. This is particularly true where traffic volumes entering the roundabout are nearly balanced on all legs and where there is a high number of left turning vehicles. The high number of left turning vehicles at Simpson Lane coupled with the balanced traffic volumes in both directions on SR 1 provides a balanced volume relationship. Additional factors that can enhance capacity of roundabouts are the size of the roundabout, lane widths, and other geometric factors. Compared to a signalized intersection, there is much less wasted time at a roundabout. Intersections controlled by traffic signals can cause unnecessary delays because of the need to provide a minimum of green light time to each movement in every cycle, thus creating time intervals in which no vehicles are entering the intersection. In contrast, traffic can be present in the roundabout at all times. This continual use is a key factor in the capacity.

Comments 45, 46, 47, 48, 49, 50, 51, & 52

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Holly Kushar
Address: 18550 N.1
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: Extremely concerned to access to 18550, 18520 & 18500 N. Hwy Commercial Bldg. The Round about is less impact
STOP SIGN devastating
Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: DICK GROMER
Address: 30101 SIMPSON LN
City FORT BRAGG State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: I AM ALL FOR THE ROUND A BOUT
Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Virginia O'Rourke
Address: PO Box 372
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency: City of Fort Bragg CDD
Comments: Personally, I am interested in seeing a traffic circle at Simpson Lane! It would add to the aesthetics of the greater Fort Bragg area, calm traffic entering City limits and provide an opportunity to be seen as a gateway to the coast.
Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Edward F. Munro'll Jr.
Address: P.O. Box 534
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: I like Alternative 1 (Roundabout Option). I am concerned with the many drivers who bypass the intersection by driving through the gas station. No left turns should be permitted from the gas station. This is unsafe!
Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Michael Cortez
Address: 32350 Ellison Way
City Fort Bragg State Ca Zip 95437
Representing: Name of Organization or Agency:
Comments: I would like the steplight
Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Albert Morales
Address: 32270 Ellison
City F.B. State CA. Zip 95437
Representing: Name of Organization or Agency:
Comments: Want Light!
Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Sharon Brayton
Address: 31501 Pearl Dr
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: Please we need a Stop light it's cheaper & safer
NO round about
Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Leonard Bob Callaw
Address: 16850 Hill O'Horne Ln.
City Fort Bragg State Ca. Zip 95437
Representing: Name of Organization or Agency:
Comments: We are intrigued by the round-about but it looks like we would be all have a difficult time getting out of Simpson Ln. during heavy tourist traffic. We would prefer signal light.
Comments to be returned no later than October 31st, 2008

Responses 45
How will vehicles access businesses from the roundabout?

The businesses to the north of the intersection on the west side of SR 1 will most likely have the same access options that they currently have. Access could change if Caltrans determines that safety is being significantly affected by having a shorter than preferred splitter island. Nevertheless, the current plan does not impact access from SR 1 to these businesses. The existing two way left turn lane (center lane) will remain beyond the island providing turning opportunities for northbound drivers who want to enter these businesses. Also, in order to maintain access to The Ark thrift shop, Caltrans will explore measures to maintain access to Old Coast Hwy by relocating the driveway slightly to the west.

Gas Station:
The USA gas station will have less access for safety and operational reasons. Regardless of whether the project is a signal or a roundabout, the northernmost access on SR 1 will be closed due to its close proximity to the intersection. The southern access on SR 1 will remain open, but only to northbound drivers. Southbound vehicles will turn left on Simpson Lane and use the access off of Simpson Lane, which will be relocated further to the east. Likewise, if they wish to continue south from the gas station, they will enter Simpson Lane and make a left turn onto southbound SR 1. The gas station driveway onto SR 1 will allow a right turn only, which will be enforced with a long splitter island that will block the southbound lane.

Response 46 & 47
Thank you for your support of the roundabout alternative.

Response 48
Gas Station Access: See response 45 above, which addresses the access to the gas station. Also, refer to the Project Description and Alternatives Considered on pages 1-3, which elaborate on the project details and description.

Response 49, 50, & 51
Your support for alternative 2, signal is acknowledged and included in the project record. Thank you for your interest in the project.

Response 52
How will the roundabout handle the large volume of vehicles?
Roundabouts can handle larger volumes of traffic than traffic signals. The intricate relationship between entering, exiting, and circulating traffic on all legs of a roundabout creates this large capacity. Volumes on each leg need to be somewhat balanced in order to create the ideal situation; the greater the balance, the greater the capacity. Roundabout controlled intersections can efficiently service traffic with decreased delay and greater efficiency than traffic signals. This is particularly true where traffic volumes entering the roundabout are nearly balanced on all legs and where there is a high number of left turning vehicles. The high number of left turning vehicles at Simpson Lane coupled with the balanced traffic volumes in both directions on SR 1 provides a balanced volume relationship. Additional factors that can enhance capacity of roundabouts are the size of the roundabout, lane widths, and other geometric factors. Compared to a signalized intersection, there is much less wasted time at a roundabout. Intersections controlled by traffic signals can cause unnecessary delays because of the need to provide a minimum of green light time to each movement in every cycle, thus creating time intervals in which no vehicles are entering the intersection. In contrast, traffic can be present in the roundabout at all times. This continual use is a key factor in the capacity.

Comments 53, 54, 55, 56, 57 & 58

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: G. KREGER
Address: 28000 SIMPSON Ln
City FT. BRAGG State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: MORE LANES ARE NEEDED ON THE ROUNDABOUT

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Reba Dible
Address: 30601 Simpson Lane
City Ft Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: I hope we get a stop light. I am not in favor of a Roundabout.

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Crissy Tadlock
Address: 32800 Simpson Ln
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: I am concerned about ped. safety w/the roundabout, also w/ people not yielding the right of way.

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Linda Simpson
Address: 29751 Simpson Lane
City Fort Bragg State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: Excellent!!

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: ROCKY L PLOVENGHER
Address: 31650 TUNNEL ROAD
City FORT BRAGG State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: NO! Reasons - pedestrian cyclist ~~[illegible]~~ safety issues. can't see how they can possibly be addressed for my personal safety + satisfaction.

Comments to be returned no later than October 31st, 2008

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Colette Dailey
Address:
City Ft Bragg State Zip 95437
Representing: Name of Organization or Agency:
Comments: You have to refine this design - It is inadequate

Comments to be returned no later than October 31st, 2008

Responses 53
How will the roundabout handle the large volume of vehicles?

Roundabouts can handle larger volumes of traffic than traffic signals. The intricate relationship between entering, exiting, and circulating traffic on all legs of a roundabout creates this large capacity. Volumes on each leg need to be somewhat balanced in order to create the ideal situation; the greater the balance, the greater the capacity. Roundabout controlled intersections can efficiently service traffic with decreased delay and greater efficiency than traffic signals. This is particularly true where traffic volumes entering the roundabout are nearly balanced on all legs and where there is a high number of left turning vehicles. The high number of left turning vehicles at Simpson Lane coupled with the balanced traffic volumes in both directions on SR 1 provides a balanced volume relationship. Additional factors that can enhance capacity of roundabouts are the size of the roundabout, lane widths, and other geometric factors. Compared to a signalized intersection, there is much less wasted time at a roundabout. Intersections controlled by traffic signals can cause unnecessary delays because of the need to provide a minimum of green light time to each movement in every cycle, thus creating time intervals in which no vehicles are entering the intersection. In contrast, traffic can be present in the roundabout at all times. This continual use is a key factor in the capacity.

Response 54
Your support for alternative 2, signal is acknowledged and included in the project record. Thank you for your interest in the project.

Response 55, 56, & 57
How will the safety of pedestrians and bicyclists be ensured?

Shared-use paths or sidewalks will be provided around the perimeter of the roundabout for use by pedestrians and bicyclists. These paths will connect crosswalks on each respective quadrant giving pedestrian's total access to all areas of the intersection. The sidewalks will end with smooth transitions to the existing shoulders of the roadway. Pedestrians will cross only one direction of traffic at a time, making the roundabout a one-decision-at-a-time environment. Furthermore, the crossings are set back from the roundabout by a minimum of 25 ft, allowing drivers to deal with pedestrians before entering the circulating lane. Refuge areas are provided for pedestrians in each splitter island, allowing the pedestrian to cross one direction, stop at the refuge area, then cross the other. Buffer strips are provided between the sidewalk and roadway to provide added security by increasing the separation between vehicle and pedestrian.

Bicyclists have two options when traveling through a roundabout. The first option is to claim a lane as a vehicle and travel through the roundabout, which is an easy maneuver because the roundabout entry geometry has slowed the motor vehicles to bicycle speeds. Experienced bicyclists would probably choose this option. The other option is to use the shared paths and crossings as a pedestrian.

Response 58
Your support for alternative 2, signal is acknowledged and included in the project record.
Thank you for your interest in the project.

Comments 59, 60, 61, & 62,

not many people observe the posted speed limit. ~~that~~ Yet business-owners I've spoken to who have businesses on Highway One oppose this idea.

Caltrans
Attn: Steven Blair/Project Management
PO Box 3700
Eureka, CA 95502-3700

Simpson Lane/ Route 1 Intersection
Thursday, October 16th 4 - 7:00 pm
Fort Bragg Town Hall, 363 N. Main Street, Fort Bragg

Name: Sheelah Meyer
Address: North Star Nursery 17901 N. Hwy One
City Ft Bragg **State** CA **Zip** 95437
Representing: Name of Organization or Agency:
Comments: I feel that a round-about on a major highway is how the traffic is moving so that is a bad idea. I realize that a R-about is supposed to slow the traffic speed, but my business is located on Hwy one & I know that
Comments to be returned no later than October 31st, 2008

California Department of Transportation (Caltrans)
PUBLIC OPEN HOUSE
Project: Simpson Lane / Ft Bragg
NAME: Susan Collins
ADDRESS: (home) 1215 Cedar CITY Ft Bragg STATE CA ZIP 95437
Representing: (Name of organization or agency)
I would like to make the following comments:
I feel the light would be a better choice for these reasons:
1) Emergency vehicles have a lot of trouble knowing how a second exit
the road is easily in use
the to the Jackson Small and Coast
intersection down at Simpson Lane
Would go to Chuck Jordan Traffic
NOTICE:
Information provided on this comment card is considered to be public information, and will be released upon request under the terms of the California Public Records Act.

California Department of Transportation (Caltrans)
PUBLIC OPEN HOUSE
Project: Simpson Lane
NAME: Colette Basler
ADDRESS: (home) 320 Williams CITY Ft Bragg STATE CA ZIP 95437
Representing: (Name of organization or agency)
I would like to make the following comments:
Have we not learned from the mistakes of the road work that was done in North Fort Bragg? There is a problem with the roundabout at Reagan.
NOTICE:
Information provided on this comment card is considered to be public information, and will be released upon request under the terms of the California Public Records Act.

California Department of Transportation (Caltrans)
PUBLIC OPEN HOUSE
Project:
NAME: Jim Hartfor
ADDRESS: (home) CITY Albion STATE ZIP
Representing: (Name of organization or agency)
I would like to make the following comments:
I strongly favor the
roundabout option
NOTICE:
Information provided on this comment card is considered to be public information, and will

Responses 59 & 60

How will the vehicles know when and how to slow down upon approaching the roundabout?

Adequate signage will be posted at each approach stating that there is a roundabout ahead with an advised speed of 15-20 mph and "yield ahead" signs will notify drivers that they may need to come to a complete stop at the roundabout. Another factor that will enforce speed reduction is the curvature and channelization (with raised islands and sidewalks) at the entries. Furthermore, the central island will be built up like a small hill to provide "target value" to the driver. In other words, the central island will be an “attention getter” for the driver and will indicate that he/she is approaching a roundabout. Lighting will be installed on the approaches and within the roundabout to enhance safety during nighttime hours.

How will vehicles merge safely into the roundabout?

Modern roundabouts operate on a "yield at entry" rule, which gives traffic within the roundabout the right of way. Vehicles entering the roundabout must wait for an opening or gap in traffic. If no traffic is present, entering vehicles will slow down and proceed into the roundabout. On a well-designed roundabout, the speeds of the entering vehicles and circulating vehicles are very close, making the merge easy and comfortable. For a multi-lane roundabout, pavement markings and signs will provide lane assignments. Lane use for a two-lane entry at a roundabout is exactly the same as at any intersection with a two-lane approach: vehicles turning left use the left lane, vehicles going straight use either lane, and vehicles turning right use the right lane. Pavement markings and signs will show this directional method, which ensures correct position on entry.

Senior Citizens

The project would not create a reduction in the speed limit; however, the new roadway geometrics will require traffic to slow to speeds of 15-25 mph based on their path through the roundabout. For this reason, there will be a signed "advisory" speed limit through the intersection, which vehicles will have to maintain in order to safely navigate the facility.

The signage recommended in the study (referenced in “Response 1a”) for older drivers will be considered for this project. Consideration will be given to exit guide signs on the splitter islands vs. adjacent to the traveled way. Also, directional warning signs may be placed in the central island at roughly 90 degrees to the entering traffic as opposed to angling, to assist older drivers as suggested in the cited study.

Also see “Response “1” for further information regarding roundabouts and senior citizens.

Responses 61

How will vehicles access businesses from the roundabout?

The businesses to the north of the intersection on the west side of SR 1 will most likely have the same access options that they currently have. Access could change if Caltrans determines that

safety is being significantly affected by having a shorter than preferred splitter island. Nevertheless, the current plan does not impact access from SR 1 to these businesses. The existing two way left turn lane (center lane) will remain beyond the island providing turning opportunities for northbound drivers who want to enter these businesses. Also, in order to maintain access to The Ark thrift shop, Caltrans will explore measures to maintain access to Old Coast Hwy by relocating the driveway slightly to the west.

Gas Station:
The USA gas station will have less access for safety and operational reasons. Regardless of whether the project is a signal or a roundabout, the northernmost access on SR 1 will be closed due to its close proximity to the intersection. The southern access on SR 1 will remain open, but only to northbound drivers. Southbound vehicles will turn left on Simpson Lane and use the access off of Simpson Lane, which will be relocated further to the east. Likewise, if they wish to continue south from the gas station, they will enter Simpson Lane and make a left turn onto southbound SR 1. The gas station driveway onto SR 1 will allow a right turn only, which will be enforced with a long splitter island that will block the southbound lane.

Responses 62
Thank you for your support of the roundabout alternative.

APPENDIX C

SUMMARY OF CALTRANS RESPONSES

SUMMARY OF CALTRANS RESPONSES TO COMMENTS

How will large trucks safely negotiate the roundabout?

Trucks are to claim both lanes (straddle the lane line) while entering a multi-lane roundabout. This will prevent other vehicles from attempting to enter with the truck and thus prevent conflicts, such as cut-offs. A large truck will require the use of both lanes while traveling through the roundabout. Furthermore, since all vehicles in the roundabout circulating the lane have the right of way, once the truck is in the roundabout, entering vehicles will be required to yield before entering. Turning simulation software has been used to ensure that roundabouts can accommodate the turning requirements of the largest vehicle expected to use the facility.

How will the roundabout handle the large volume of vehicles?

Roundabouts can handle larger volumes of traffic than traffic signals. The intricate relationship between entering, exiting, and circulating traffic on all legs of a roundabout creates this large capacity. Volumes on each leg need to be somewhat balanced in order to create the ideal situation; the greater the balance, the greater the capacity. Roundabout controlled intersections can efficiently service traffic with decreased delay and greater efficiency than traffic signals. This is particularly true where traffic volumes entering the roundabout are nearly balanced on all legs and where there is a high number of left turning vehicles. The high number of left turning vehicles at Simpson Lane coupled with the balanced traffic volumes in both directions on SR 1 provides a balanced volume relationship. Additional factors that can enhance capacity of roundabouts are the size of the roundabout, lane widths, and other geometric factors. Compared to a signalized intersection, there is much less wasted time at a roundabout. Intersections controlled by traffic signals can cause unnecessary delays because of the need to provide a minimum of green light time to each movement in every cycle, thus creating time intervals in which no vehicles are entering the intersection. In contrast, traffic can be present in the roundabout at all times. This continual use is a key factor in the capacity.

Will Simpson Lane traffic have difficulty entering the roundabout due to the heavy traffic going north on Route 1?

A volume balance is required between the various legs for the roundabout to operate properly for all directions of traffic. In the case of the proposed roundabout, Old Coast Highway requires little consideration since its traffic volumes are extremely small. Therefore, we can look at this roundabout as having 3 legs. The left-turning volume from SR 1 to Simpson Lane is the crucial factor. Without this volume, SR 1 becomes solely a heavy commuter route through this intersection, and a small volume from the minor leg would have difficulty entering during peak commute times; but this is not the case with Simpson Lane. During the evening commute, left-turning traffic from southbound SR 1 will interrupt the northbound SR 1 flow, thus providing gaps for Simpson Lane traffic to enter. Traffic counts indicate that there is also a fair volume of left-turning vehicles during the morning commute and at other times of the day. These vehicles will help to produce gaps at all times of the day. We also must acknowledge the fact that northbound SR 1 vehicles will be required, by the roundabout geometry, to slow as they

approach the entry. This deceleration, paired with driver hesitation as drivers look to their left for southbound left-turning vehicles, will also produce gaps for Simpson Lane traffic.

How will the vehicles know when and how to slow down upon approaching the roundabout?

Adequate signage will be posted at each approach stating that there is a roundabout ahead with an advised speed of 15-20 mph and "yield ahead" signs will notify drivers that they may need to come to a complete stop at the roundabout. Another factor that will enforce speed reduction is the curvature and channelization (with raised islands and sidewalks) at the entries. Furthermore, the central island will be built up like a small hill to provide "target value" to the driver. In other words, the central island will be an “attention getter” for the driver and will indicate that he/she is approaching a roundabout. Lighting will be installed on the approaches and within the roundabout to enhance safety during nighttime hours.

The project would not create a reduction in the speed limit; however, the new roadway geometrics will require traffic to slow to speeds of 15-25 mph based on their path through the roundabout. For this reason, there will be a signed "advisory" speed limit through the intersection, which vehicles will have to maintain in order to safely navigate the facility.

How will vehicles access businesses from the roundabout?

The businesses to the north of the intersection on the west side of SR 1 will most likely have the same access options that they currently have. Access could change if Caltrans determines that safety is being significantly affected by having a shorter than preferred splitter island. Nevertheless, the current plan does not impact access from SR 1 to these businesses. The existing two way left turn lane (center lane) will remain beyond the island providing turning opportunities for northbound drivers who want to enter these businesses. Also, in order to maintain access to The Ark thrift shop, Caltrans will explore measures to maintain access to Old Coast Hwy by relocating the driveway slightly to the west.

Gas Station:
The USA gas station will have less access for safety and operational reasons. Regardless of whether the project is a signal or a roundabout, the northernmost access on SR 1 will be closed due to its close proximity to the intersection. The southern access on SR 1 will remain open, but only to northbound drivers. Southbound vehicles will turn left on Simpson Lane and use the access off of Simpson Lane, which will be relocated further to the east. Likewise, if they wish to continue south from the gas station, they will enter Simpson Lane and make a left turn onto southbound SR 1. The gas station driveway onto SR 1 will allow a right turn only, which will be enforced with a long splitter island that will block the southbound lane.

How will vehicles merge safely into the roundabout?

Modern roundabouts operate on a "yield at entry" rule, which gives traffic within the roundabout the right of way. Vehicles entering the roundabout must wait for an opening or gap in traffic. If no traffic is present, entering vehicles will slow down and proceed into the roundabout. On a well-designed roundabout, the speeds of the entering vehicles and circulating vehicles are very close, making the merge easy and comfortable. For a multi-lane roundabout, pavement markings and signs will provide lane assignments. Lane use for a two-lane entry at a roundabout is exactly the same as at any intersection with a two-lane approach: vehicles turning left use the left lane, vehicles going straight use either lane, and vehicles turning right use the right lane. Pavement markings and signs will show this directional method, which ensures correct position on entry.

Emergency Vehicles

The roundabout will have no effect on emergency vehicle response time. In fact, vehicles are to obey the same rules they always follow when encountering an emergency vehicle. If an emergency vehicle is approaching, pull over and do not enter the roundabout. If a vehicle has no choice but to pull over in the roundabout, the circulatory roadway will be wide enough to allow an emergency vehicle to pass by. The roundabout will accommodate the largest, legal truck on the State Highway System. With less delay, it may actually be quicker for an emergency vehicle to get through and it will certainly be safer.

How will the safety of pedestrians and bicyclists be ensured?

Shared-use paths or sidewalks will be provided around the perimeter of the roundabout for use by pedestrians and bicyclists. These paths will connect crosswalks on each respective quadrant giving pedestrian’s total access to all areas of the intersection. The sidewalks will end with smooth transitions to the existing shoulders of the roadway. Pedestrians will cross only one direction of traffic at a time, making the roundabout a one-decision-at-a-time environment. Furthermore, the crossings are set back from the roundabout by a minimum of 25 ft, allowing drivers to deal with pedestrians before entering the circulating lane. Refuge areas are provided for pedestrians in each splitter island, allowing the pedestrian to cross one direction, stop at the refuge area, then cross the other. Buffer strips are provided between the sidewalk and roadway to provide added security by increasing the separation between vehicle and pedestrian.

Bicyclists have two options when traveling through a roundabout. The first option is to claim a lane as a vehicle and travel through the roundabout, which is an easy maneuver because the roundabout entry geometry has slowed the motor vehicles to bicycle speeds. Experienced bicyclists would probably choose this option. The other option is to use the shared paths and crossings as a pedestrian.

How will vehicles negotiate with other vehicles in the roundabout?

Multi-lane roundabouts require adequate signing and striping to reduce the potential for driver confusion. Certain markings and signs are placed to help drivers determine which lane they need to be in, based on their destination, before they enter the roundabout. While in the roundabout, vehicles will be required to maintain position and direction within the lane (no changing lanes) in accordance with traffic markings. The excellent safety records are the result of (motorists, pedestrians, and bicyclists) being required to look at conflicting traffic and decide when it is safe to proceed. The slow speeds allow comfortable driving through the roundabout. The motorist uses the same skills as when exiting a grocery store parking lot: look left and wait for a gap in traffic.

How will tourists and unfamiliar drivers know how to use a roundabout?

Modern roundabouts are emerging as viable intersection alternatives in many areas throughout the country. Chances are that most people know roundabouts, although drivers may not be familiar with the rules of driving a roundabout. However, drivers are familiar with reading signs and interpreting striping and pavement markings, as these are common to any transportation facility, whether it's a roundabout or a stretch of the interstate. With a roundabout, the unfamiliar driver will have a low-speed environment that will be adequately signed and striped. These instructions guide the unfamiliar driver through the roundabout. As in any traffic situation, drivers do need to exercise caution.

How will drivers know how to use the roundabout?

Driver information will be provided by signs and pavement markings. After one trip through a roundabout, a driver should be familiar with the roundabout concept. A Caltrans roundabout in Hopland has been in operation for a year now with no reported collisions. Most people in the Hopland area were unfamiliar with roundabouts. Furthermore, there is a busy casino just to the east, so ample traffic comes through this roundabout at certain times. The fact that no collisions have been reported indicates that the learning curve is fairly short. Drivers seem to grasp the roundabout concept.

Can we get a roundabout at Fern Creek Road and Route 1 in Caspar?

Based on an aerial photo, this 4-legged intersection appears to be in a good location for a roundabout. If the volumes from Fern Creek Road are significant, the project may be justified. However, safety and/or operational issues at this intersection would need to be studied in order to initiate a potential project. Residents may contact the County or State with transportation issues they feel need to be further investigated.

How will the Level of Service (LOS) change with building the current project?

Operational efficiency of the intersection would be improved by either alternative; however, the roundabout alternative provides greater improvement. Level of Service (LOS) is defined by the Highway Capacity Manual 2000 as: "A qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience." There are six Levels of Service, and they are identified by letters ranging from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Each LOS represents a range of operating conditions and the driver's perception of those conditions.

In general, LOS for an intersection can be determined by the average vehicle delay experienced at an intersection by the driver. The roundabout will provide the overall intersection with a LOS B in the year 2028. LOS B has an average intersection delay experienced by the driver of 10 to 20 seconds; progression of vehicles is good. Signalization would provide the intersection with an LOS D in the year 2028. LOS D has an average intersection delay experienced by the driver of 35 to 55 seconds; progression of vehicles is unfavorable and intersection is showing signs of being congested

APPENDIX D

CALTRANS PETITION RESPONSE & PETITIONS

CALTRANS RESPONSE TO PETITIONS

Caltrans received two petitions, both opposing the roundabout. Both petitions are attached following the responses below.

Gas Station Petition Response

The owners of the gas station that is within the project area initiated one petition. An employee submitted this petition during the open house on October 17, 2008 at the Fort Bragg Town Hall. Approximately 420 people signed the petition.

Phoebe Graubard Petition Response

This petition, opposing the roundabout alternative, was received from Phoebe Graubard in October 2008, during the public comment period by US mail and by Fax. On October 17, 2008 during the open house, Phoebe Graubard also submitted the petition to the Project Manager, Steven Blair. The petition is attached below. Three hundred sixty two signatures were obtained on this petition. The reason for the opposition is identified in Phoebe Graubard's letter contained in Appendix B - Public Comments and Caltrans Responses", identified as "Comment 1". The comments within Ms. Graubard's letter are addressed within Appendix C – Public Comments and Caltrans Responses". Caltrans recognizes the concerns; however, as discussed in the "Alternative Selected" section of this document, the roundabout was selected with support from County Board of Supervisors, Fort Bragg City Council members, and Mendocino County Planning Department. Furthermore, the County is sharing the project costs. The justification to select the roundabout alternative is discussed in the "Alternative Selection", and "Climate Change under the California Environmental Quality Act" sections of this document. An additional response to Ms. Graubard is contained in the 'Response letter 1", which corresponds to Ms. Graubard's comment letter labeled "Comment Letter 1" in this document.

PETITIONS – GAS STATION

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the "roundabout" proposal. We are asking that a stop light be installed as soon as possible

name	address
[illegible]	214 71 Anderson Ln, FB 95431
Michael A Mason	32471 Simpson Ln
[illegible]	3040 Edgewood Dr [illegible]
[illegible]	PO Box 2423 CH 95811
[illegible]	7275 Fyan Cr Cooley
Sergio Ruiz (pers.)	[illegible]
[illegible]	13201 Verde Dr. Mendo
[illegible]	PO Box 1714, Mendo, CA
[illegible]	32380 [illegible] Way FB
[illegible]	PO Box 1263
[illegible]	Fort Bragg calif.
[illegible]	PO Box 743 95423
[illegible]	44740 Woodstock Dr Mendo
JESUS DELGADO	P.O. BOX 2251 F.B. CA.
[illegible]	P.O. Box 2564 F.B.
[illegible]	PO 1174 – FB
Cathy Hollenbeck	31501 Hwy 20 FB
Sarah Akin	PO Box 1039, Chico, CA 95927
Jim [illegible]	32660 [illegible] Rd Fort Bragg CA
[illegible]	5299 [illegible] Cooley CA 95021

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"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the "roumdabout" proposal, We are asking that a stop light be installed as soon as possible.

name	address
Richard G. Loomis	527 West St. Fort Bragg
Donald R. Loomis	32325 Ellison Way, Fort Bragg
Geraldine M Loomis	32325 Ellison Way, FB
Rose [illegible]	32350 Ellison Way F.B
[illegible]	32350 Ellison Way Fort Bragg/CA 95437
[illegible]	32280 Ellison way Fort Bragg/Ca 95437
Clarissa Wardlow	32280 Ellison Way, Ft. Bragg CA 95437
Melanie Heady	32060 Ellison Way, Fort Bragg CA 95437
Robyn Roske	32240 Ellison Way, Fort Bragg CA 95437
[illegible]	130 EBBING WAY FORT Bragg
Dennis Cortez	32350 ELLISON WAY FORT BRAGG CA 95437
Justin Sanders	32320 Ellison. way
ANSON PYCATT	32100 Ellison WAY FB Ca 95437
Dayle Caldwell	32351 Ellison Way, FB 95437
Mike Berry	32351 ELLISON way #2 Ft Bragg. Ca.
Holly Chace	32201 Ellison Way Ft Bragg CA
Linda Long	32047 Ellison Ft. Bragg, Ca
Martha Effinger	32047 Ellison Ft. Bragg, Ca
Bill Effinger	" " " "
Von Toomella	125 N. Whipple St. FB

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible.

NAME	ADDRESS
Joy Davidson	153 N. Olsen Ln.
Jennifer Barrett	15351 Mitchell Cr Drive
[illegible]	19425 Benson Land
[illegible] Liberty	32151 Ellison Way
Jeff Gomes	110 N. Matherson St.
[illegible]	1340 RD C Redwood Valley
[illegible]	PO BOX 362 FT. BRAGG
Lorraine Fulmer	P.O. Box 991. Ukiah
Wiriboldo Alcantar	P.O. BOX 254 Eel CA 95432
[illegible]	Po Box 1765 Willits Ca 95490
Peggy E Woodward	31600 Turner Rd Ft. Bragg. Ca 95437
Kevin Blanchard	32674 Atkins Way Ft Bragg 95437
[illegible]	PO Box 603 Willits CA 95490
Justin Lee	100 Howland ct. Fort Bragg
Marvin [illegible]	7930 Flynn Crk Comptche
Scott Welsh	16701 Pearl ranch rd
Kenneth Smith	Fort bragg
Dawn [illegible]	32900 Simpson ln
Tammy Warren	P.O. Box 41 Manchester CA 95459
Roby Thompson	31070 Hwy 20

(20)

Meeting Oct 17 and/or 24th

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as posible.

NAME	ADDRESS
Henry Lewis	150 Jewett
Philip Kepper	17950 Oklahoma.
[illegible] Wakeley	32490 Pearl Drive
Rachelle Mary	337 N Harold St.
Britney Gilder	337 N Harold St.
[illegible]	PO BX 2495 Mendocino
Meanna G. Bowen	17235 Franklin Rd Ft. Bragg
Cleo Bennett	PO 1015 Ft BRAGG 95437
Liliana Cofrancisco	18401 OLD COAST HWY FB 95437
[illegible]	43701 Rd 409 Mendocino CA 95410
[illegible]	PO 2692 Fort Bragg 95437
[illegible]	Ft. Bragg
Laurien Piccinini	31495B Winding Way, FB 95437
James E. Gehrhardt	P.O. Box 2480 Ft Bragg 95437
Paul Caldwell	P.O. Box 258 Little River
[illegible]	P.O. 2284 F.B. 95437
Randy [illegible]	Fort Bragg
Linda Drake	Elison Way
[illegible]	Elison Way
Ashlie Gaos	16901 Mitchell Cr. Dr Fort Bragg 95437

(19)

(20)

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible.

NAME	ADDRESS
Lark Melissa	PO Box 1341 Mendocino 95460
Randy Paul	
Josephine Bechtel	Pt. Arena
Janice Thomson	Yuba City
[illegible]	1700 No Yo Acres Dr.
[illegible]	Box 105 Capac
Jessica Ballard	Box B4 Walnut St
Amarant Price	36 Amber Dr. SF CA 94187
[illegible]	617 Stewart St FB 95477
Destiny [illegible]	17900 North highway 1 Fort bragg 95410
Jerad (Bennett)	P.O. Box 2608 FB
Donald Rockewitz	31540 digger Ck Ac.
Edd Lovsnes	15123 Sundrift Ave Caspar
Jim [illegible]	41860 Signal Port Creek Rd Gualala 95445
Betty Neal	30751 Barman Lane Ft Bragg CA
Steven Neal	30751 Barman Ln Ft. Bragg
Erica Saldivar	30751 Barman Ln. Ft. Bragg
Tennie Jay Ln	21541 Bald Hill Rd. Ft Bragg
Paul McCarthy	8350 So Hwy 1 Elk
Maudie Walker	10426 Partridge Rd., Grass Valley, Ca.

(20)

ROUND ABOUT PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as posible.

NAME	ADDRESS
Donna Smith	31450 Turner Rd FB.
Jaki Scovill	Ft Bragg
Cheryl Saunders	15184 Mitchell Cr Ft Bragg
Jim [illegible]	30651 Bayman Ln.
[illegible]	32331 Pearl Dr.
Brenda Evans	P.O. Box 473 F.B.
Sharon Fales	Travel Shores OC Co Drive
Jenni Stuthers	16780 Franklin Rd FB 95437
Dorothy Hafer	18500 Hare Ck Terrace
Kenneth Kinney	Fort BRA88
Dennis Paul	FB Allis-o-Home Ln
Keith Lloyd	1209 Carrigan Ln Ukiah
TIM MALINA	32900 SIMPSON LN.
Diane [illegible]	31801 N. Mitchell CRK.
[illegible]	32900 Simpson Lane
[illegible] please don't remove the ARK Thrift store	31130 MIDDLERIDGE Albion
[illegible]	17151 Ocean Drive FB
Leslie Fales	18251 Georges Lane FB
[illegible] (19)	657 Spring St Ukiah
[illegible]	34300 Pacific Reefs

(20)

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible.

NAME	ADDRESS
JACK LINGENFELTER	PO Box 2284 FORT BRAGG
LUKE Nadeau	821 Cedar St Fort Bragg
KRIS ROCKOWITZ	100 N. Harold St FB.
Robert Kelsey	26774 Atkins Way, FB
Debra Malik	PO Box 12 Manchester CA 95459
Ryan Whitman	P.O Box 557 Albion, Ca. 95410
Bob MARKEL	BOX 2026 F.B 95437
Joel Zavella	14362 Pt Cabrillo Rd
Lynlee Hart	44400 Airport Rd, Littleton
Tracy Compton	Compton Lehman Rd
[illegible]	29701 Simpson Ln
Frank Horne	29701 Simpson Ln
Lorraine Randin	31404 Winding Way
Robert Sears	8950 Garon Ln Mendocino
Brittany Cowell	16310 Old Caspar RR.
Angina Martin	Little River, Ca
[illegible]	P.O. Box 652, Albion, Ca
[illegible]	Box 155 Comptche
Ellery Kliewer	(19)
[illegible]	30401 Navarro Ridge Rd Albion 95410

(20)

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible.

NAME	ADDRESS
Miguel Soria Jr	17900 North Side
David Thompson	32140 Ellison Way
Bryan Sommer	32140 Ellison Way
Jason Orsi	32081 Ellison Way
Bob [illegible]	17381 N Franklin RD
R S Kodi	32240 Ellison Wy FB
[illegible]	32812 Mercer Cr DR
Darla Lizotte	17900 N Hwy 1 F.B
Bob Owings	31070 Hw 20 F.B.
[illegible]	30569 Simpson
[illegible]	32647 Simpson
V. Poggi	32399 Basin St.
Jonathan A Wall	16301 old Casper RR Fort Bragg
[illegible]	32801 Albion Ridge Rd
Melanie Burdick	P.O. Box 343 Mendocino
Steve Garrison	30801 Turner Rd. Fort Bragg
Amber Whicker	18975 Trillium Ln F.B.
[illegible]	18801 N Hwy 1 F.B.
Lana Booth (19)	722½ N Main F.B
Paul Mellano	PO 1584 FB

(20)

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible.

NAME	ADDRESS
Megan Wilson	14720 S Highway one Manchester
Jon Anderson	17800 N. 1 Fort Bragg CA. space 52
D. Altman	4540 Gayle Circle
Marie Hoppe	524 Whipple Fort Bragg CA
Shay Peterson	Box 1741 Mendocino
Blanca Saucegui	24936 Muir St. Hayward, CA
Fred Nares	Box 1732 Mendocino CA
Peter Hare	30980 Simpson Fort Bragg 95437
Allen Gilroy	Allen Gilroy
[illegible]	17101 Boyce
[illegible]	18531 Estel's Ct.
[illegible]	Mitchell Creek DRIVE
Edgar Sanchez	Mitchell Creek Drive
Robin Tubbs	" " "
Edith Shuck	Simpson
Jim Miller	Portland ORE.
Thomas S. Saby	Fort Bragg
Kau Sundstrom	Fort Bragg
Renny Beddell	FORT BRAGG

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"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible.

NAME	ADDRESS (Truck Driver)
Jay Frazer	205 Rancho Way Petaluma
Bruce Rodgers	17151 Redwood Springs dr Fort Bragg
Brent Anderson	31530 Emerald Dr Fort Bragg
Roxanne Rohe	31000 Simpson LN Fort Bragg
Charles Gielow	32531 Simpson Lane.
Tony Petrosky	480. S. Franklin St
Jeremy Pettersen	3227 Point Cabrillo Dr.
Robert Hanrahan	32880 Boice Ln. F.B. CA
[illegible]	18501 Old Coast Hy
[illegible]	32200 Mcdonnell Ln FB
Evan Rusyak	15020 Mitchell cr dr
Robert [illegible]	44000 Fern Creek Rd Caspar.
[illegible]	3370 Ekd Albion
Shawn Lockhart	17601 Van Arsdale Potter Valley
Marilyn Paventy	31000 Simpson La Ft. Bragg
Miranda Valaez	33300 Pacific Way Ft. Bragg Ca 95157
Beverly Farrell	2815 Catalina Hts Vista
Jamie Hinojos	14789 Mitchell creek dr FB
William Stephen	B of 492 FORT BRAGG, CA
[illegible]	Pearl Urine FB.

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible.

NAME	ADDRESS
Debra Murray	POB 2093 FB
Raili Wuatanja	PO Box 258 L
Erin Lawrence	PO Box 455 Mendocino
James Webber	31495 Winding Way F.B.
Devon Boger	Gen. Del. Gualala Ca. 95445
R Kelly Gibbs	PO Box 1455, Mendocino.
Francine Macahilas	31494 Pearl DR. Ft Bragg 95437
[illegible]	17900 Ocean Dr. F.B.
Ila Lawson	16551 CANYON DR. F.B.
Theron Miller	32859 Leafs L FB
Robert Bailey	29700 Hwy 20 F.B.
Kirsten Tupper	29700 Hwy 20 F.B
Dianna Dahl	810 Woodward St.
James Wilber	P.O. Box 625 Fort Bragg, CA.
Lucinda Burr	PO Box 845 Albion CA
Eugene Sennons	43000 Little Rainier AP Rd LR CA
Ryan Rosenfield	31851 Airport RD.
Cheryl Meadows	17900 Ocean Dr Sp33, Fort Bragg, CA
Andrea Pennebu	PO Box 827 Mendo 95460
Reynold Johnson	17900 N Hwy 1 Fort Bragg

(20)

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible.

NAME	ADDRESS
Amy Wyker Campbell	14921 Mitchell Creek Dr. FB
Kevin M. Campbell	14921 Mitchell Creek Dr FB.
Aviel Hembel	32280 Ellison Way F.B.
[illegible]	17941 [illegible]
[illegible]	921 Malba Dr Reno
[illegible]	33100 Albion Ridge Rd Albion 95410
[illegible]	31496 Pearl Dr. Fort Bragg
[illegible]	18000 N Hwy 1 Fort Bragg CA
Pam Amundsen	30170 Simpson Lane Fort Bragg Ca.
James Locke	1021 S Main St #6 Fort Bragg
William Anton	12800 Company Ranch Rd Fort Bragg CA
Terry R. Murphy	29700 Hwy 20 #24 FB 95437
Peggy Yanez	16331 Old Caspar RR. F.B.
Carey Graham	15040 Mitchell Ck.
R Wright	128 PHIO CA 94566
Robert Wright	" " "
Charles Thompson	15211 CASPAR CASPAR F.B.
Senait Woldeamlak	31101 Hwy 20 F.B.
Lio Harris	31101 Hwy 20 F.B.
Karina Miller	16451 North Hwy 1 #3

(20)

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible.

NAME	ADDRESS
Bremlyak	17403 Ocean Dr F.B. 95437
Frannie Leopold	Box 1093 Mendo 95460
Sarah Gavette	395 S. Sanderson Apt B FB CA 95437
Blanca L. Ahumada	480 wall st #2 FB CA 95437
Ed Leschke	253 McPherson F.B.
BERNETTA Nelson	5451 UKIAH CR. Las Vegas NV 89118
[illegible]	Caspar CA 95459
Marcus L. [illegible]	16861 Hills O Home Ln Ft Bragg 95437
Lisabeth [illegible]	2251 [illegible] Rd 95466
Gregory Martin	31130 Middle Rdg. Rd. Albion
Martha Toe	18650 Hare Cir Ft Bragg, CA
Maria Hansen	33821 Navarro Ridge Rd, 95410
Joseph S Verkee	163 Morrow Fort Bragg, 95437
Sherry Silva	311 Walnut St. FB Ca. 95437
[illegible]	30701 Turner Rd. Ft Bragg, CA
[illegible]	425 Madrone St FB, CA 95437
[illegible]	93501 Comptch Ukiah Rd CA 95460
Tiffani Fanis	100 N. Harold St. FB, CA 95437
Lance Harman	11301 N Langing St Mendo CA 95460
Leonard M Butzer	Box 1542 Mendo Ca 95460

(20)

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible.

NAME	ADDRESS
Amber Pennock	Po box 342 albion 95410
Jerome Hallowing	18900 old coast Hwy. 95432
David Paulson	1800 Apache 85325
Cheryl L Stillwell	P.O Box 47 F.B Simpson Lane 95437
Michael Sumstine	32671 Simpson Ln. F.B. CA. 95437
Aaron Ellingwood	Po Box 2671 FB CA 95437
[illegible]	Po Box 2049 FB CA 95437
Billy Hyffin	31350 Turner Rd
José R Sanches	103 olsen Ln FB
Lee Zafra	PO 455 Albion 95410
[illegible]	32681 SIMPSON LANE
ERNEST ROBIO	P.O BOX 22 UKIAN, CA
John [illegible]	BOX 563 ALBION
Marie [illegible]	162½ N McPherson Fort Bragg CA
Debbie Beard	20200 Lyta Way, FB
Jeffrey Beard	20200 Lyta Way, FB
[illegible]	29700 Highway 1 FB
Love Moon	17900 N Hwy 1 #57 FB 95437
NORMAN AVIS	19604 HANSON Rd FB 95437
Sally Fairbanks	32675 SIMPSON LN FB

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"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the" roundabout" proposal. We are asking that a stop light be installed as soon as possible

NAME	ADDRESS
Steve Szychowski	PO # 33 Caspar CA 95420
Heather Dienl	117 S. Harrison St. Fort Bragg Ca 95437
Leif Bolin	15815 Shane DR
Art Tatano	PO Box 224 Philo, CA. 95466
Jane Witt	14860 Mitchell Creek Dr. Fort Bragg, CA 95437
Lynn Williams	120 S. Harrison St.
Sharon Cottrell	18701-B Hare Creek Terrace
Joseph Forrington	17700 N. Hwy 1, Ft. Bragg
Kim Duryee	F.B
Wayne Cottrell	18701-B Hare Cr. Terr.
Zeb Poehlmann	17873 Oklahoma Ln.
David Talifuso	18850 Trillium Lane F.B.
Robert Hardegard	1100 Oak St FB
Wm Boise	11910 Gordon Lane
Nadine Schu	43300 LR Airport Rd. 95456
Mike Anderson	3075 Lake Shore Blvd Lakeport
Mike Kelley	17251 Franklin Rd FB
Theresa Kelley	17251 Franklin Rd FB
Benito Garcia	32940 Pearl Drive FB.
Linda Smith	Woodside #56

(20)

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the "roumdabout" proposal, We are asking that a stop light be installed as soon as possible.

name	address
[illegible]	17435 Amithis FB
[illegible]	Odom Ln Ft Bragg
[illegible]	Point Arena
[illegible]	13151 N Hwy I Mendocino
J Burnett	27750 Hwy 20 F.B.
Joshua Stout	335 N McPherson
Brandi Seelent	1055 Billie Jean #201 S.R., CA 95407
Marco Gomez	P.O Box 1012 Fort Bragg CA
[illegible]	30684 Pudding Creek Dr. Ft. Bragg CA
Rayna	Mendo CA
[illegible]	32750 [illegible] Ft. Bragg
Glen Haden	Box 536 Little River Ca 95456

PRATTIE & GAS STATION

"ROUNDABOUT" PROPOSAL

We, the undersigned disagree with the "roumdabout" proposal, We are ascing that a stop light be installed as soon as possible.

name	address
Carletta Hollenback	31501 Hwy 20 FB
Fred Hollenback	31501 Hwy 20 FB
Carrie Sallinen	2 Meal Drive Simpson Lane
Russell Barhight	16720 Mitchell Cr Dr
Antony Mecht Miller	44720 Driftwood Rd Mendocino Ca 95460

"Roundabout" Proposal

We, the undersigned disagree with the "Roundabout" proposal. We are asking that a stop light be installed as soon as possible -

Name	Address
SARAH HEITZ	5351 Simpson Ln
SARAH BEALS	45120 CALPELLA ST MENDO
[illegible]	658 N. Hook
[illegible]	Simpson Lane
Janice Van Horn	Caspar Orchard Road
[illegible]	Janelle Erne
[illegible]	Fort Bragg
Jared Hawkins	PO Box 1672 Fort Bragg CA 95437
[illegible]	Fort Bragg
[illegible]	Fort Bragg
Sandra Altvater	43300 Little River Airport Rd
Madeline Burt	29000 B Navarro Ridge Rd Albion
Gina Woodward	41610 Airport Rd Little River
[illegible]	Ft Bragg
[illegible]	P.O. Box 311 FB.
[illegible]	17200 Redwood Springs F.B.
Crystal Clements	415 S. McPherson #14 FB
Nancy Fish	PO BOX 72 - ALBION, Ca.
Chris Stensgard	PO Bo 224 Weston
Stacey Kaufman	26401 Spruce Ln. Ft. Bragg, CA 95437
L Beckley	10951 WILDWOOD MENDO 95460

21

Round About Proposal

We, the undersigned disagree with the "Round about" proposal. We are asking that a stop sign light be installed as soon as possible.

Name	Address
Randy Beaver	16556 Canyon Dr.
[illegible]	30620 Simpson Ln FB
Marilyn Cudney	17740 Freitas Lane
[illegible]	Po Box 1456 FB.
[illegible]	17900 S Hwy 1 #30
Ed Myers	17900 N Hwy 1 #42
James Nafer	17900 N Hwy 1 #P1 F.B.
Peggy King	17900 N. Hwy 1 #P1 F.B.
John Dalecio (Pepsi)	1740 Monroe Ukiah
Jan Sallee	31391 Thomas Ln.
Carol Jorango	18071 N Hwy 1 FB
Debbie Dias	151. N. Lincoln St.
Ronald Mitchell	30380 Simpson Ln.
[illegible] Moneyham	13004 Georges Lane
[illegible] Unon	687 Hills Dr.
[illegible]	13911 Point Cabrillo Dr.
Carola Cooper	32101 Ellison Way FB
[illegible]	30500 Thurne Rd
Dietmar Krumrey	Ft Bragg
Cathy Nerdahl	Ft. Bragg
[illegible]	Ft Bragg
Mont Rowan	Ft Bragg

22

"Roundabout" Proposal

We, the undersigned disagree with the "roundabout" proposal. We are asking that a stop light be installed as soon as possible -

Name	Address
Janet Morris	16291 Mitchell Creek Dr Fort Bragg
Mark Fish	29275 Albion Ridge RD
Joline Burnette	545 E Laurel St
Rigo Yonez	32850 Simpson LN
Shirley Nachour	648 D Franklin St F.B.
Robert VanWormer	150 So McPHarrison St.
Walter F. Lina	16677 Mitchell Ck Dr
Suzanne Mattuzzo	18104 Brickhouse Thorn Rd
[illegible] Stedden	31280 Digger creek dr.
[illegible]	760-A Stewart St
Jim Grant	6020 Hyp ONE Little Air
[illegible]	550 Cavich Ft Bragg
[illegible]	
[illegible]	31420 Hwy 20 FB
[illegible]	29700 Hwy 20 FB
Fred Gardner	27601 Albion Ridge Road, Albion
Steve Muir	12700 Mitchell Ck Rd
Michael Petrella	
[illegible]	POB 493 Mendocino CA 95460
Rachael Lindstrom	32675 Simpson Ln, F.B.
Richard Fairbanks	

(20)

Round About Proposal

We, the undersigned, disagree with the "Round About" proposal. We are asking that a stop light be installed as soon as possible.

Name	Address
[illegible]	Fort Bragg
Terri Cook	Fort Bragg
Mary L Kotila	Fort Bragg
[illegible]	FORT BRAGG
[illegible]	Fort Woodside
[illegible]	woodside
M-S Domaschk	Austin
Michael J Hagens	31401 [illegible] Dr
Michael [illegible]	
Audrey Mitchell	30300 Simpson Lane
Robert A. Morahilis	17550 Amethyst ST FB
[illegible]	952 Stewart ST.
[illegible]	FORT BRAGG
[illegible]	1080 S. [illegible] FB.
[illegible]	32470 Ellison
Scott [illegible]	4025 mitchell creek
Alberta Cottrell	39830 [illegible] Rive [illegible] LR
Stephen Loftsgaard	116 ORR Springs Ukiah
Michelle Unbe	3118 hwy 20 FB
Paul J Lipa	[illegible] Cooper RR
[illegible]	18050 George's Ln
[illegible]	18100 Georges Ln
Larry Chiteman	

23

Round About Proposal

We, the undersigned, disagree with the "Round About" proposal. We are asking that a stop light be install as soon as possible.

Name	Address
Jerry Shattuck	16830 Franklin Rd Ft Br
Lupola Gaul	P.O Box 519 L.R. CA 95456
Rick Senety	PO Box 1861 Fort Bragg CA 95437
Dan Woodard	31600 Turner Rd F.B.
[illegible]	5751 Foothill Rd
[illegible]	28300 Simpson
Kathie Bomar	Box 936 Ft Bragg
Matthew Colbert	17867 Oklahoma Ln
Mark McGill	Ft. Bragg
[illegible]	Ft Bragg
Julie Powers	Ft Bragg
Harry Laughlin	Arizona
Avian Forest	Albion
Lillian Wiede	20724 Mall Ln
Daniel Burghardt	Fort Bragg
Lon Dayville	Fort Bragg
Peter Gault	Albion, CA
Kyle Bomar	131251 Turner Rd. Fort Bragg
Leona Demits	Canyon Dr F.B.
Galen Demits	Canyon Dr. F.B
Terry Murrell	Oleson Way F.B.
Ronald Freeman	15201 Cypress LN East Caspar

(22)

Doug Barnett	PO Box 622 Albion Ca. 95410
Sandra Wilson	P.O. Box 1374 F.B. Ca. 95437
GREG MATTERS	31701 PEARL DR. F.B. CA 95437
MARJORY BREW	PO BOX 2233 EB
LARRY HANLON	32260 ELLISON WA
TIM O'Connor	PORT BRAG 95437 Box 1631 Mendo 1631
ALAN Gillespie	100 Stewart Circle FB.
Joe Fritzer	32300 Ellison Wa FB
[illegible]	PO BO 2738 Fort brags
Jack Mehafft	PO Box 1321 Port Bragg CA
[illegible]	PO Box 602 Mo
[illegible]	P.O. Box 823
JOSEFINA GARCIA	CHESNUT
IRMA GOMEZ	748 CHESNUT
SOLLY HANNEL	810 ALDER
ROBERT ARNEL	133 LIVINGTON F.B.
Joshua Ellsworth	PO Box 1062 95460
[illegible]	Box 464 Albion
James Keighton	30101-A Simpson Ln Ft Bragg
[illegible]	17931 Simpson Lane
Michael Cahill	9021 N. Hwy 1, Mendo
[illegible]	12851 FRANKLIN RD
[illegible]	POB 423 LR 95456
Rick Rashop	161 S. Harrison #B
Richard Lowman	(25) 10215 Simpson Ln

Petition 2: Submitted by Graubard

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ Dow, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Roland Jackson	421 N Franklin St, F.B
2. Alphonse [illegible]	520 N. Main ST. F.B
3. [illegible]	32645 Airport RD FB
4. [illegible]	18921 Symes Ln FB.
5. [illegible]	P.O. Box 2511-31601 Hwy. 20 FB
6. Albert Ponts	18625 old Coast Hwy
7. [illegible]	661 PERKINS WAY, FB.
8. [illegible]	649 N McPherson St. FB
9. [illegible]	42250 Comptche Rd Mendo
10. [illegible]	32450 Rivers End Rd
11. [illegible]	33230 OCEAN VIEW DRIVE, FB
12. [illegible]	43800 LITTLE LAKE RD MENDO
13. [illegible] Coggins	31551 Cedar St. F.B.
14. [illegible]	39500 COMPTCHE RD, MENDO
15. Oisin [illegible]	43921 Comptche Rd, mendo

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP BLAIR, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. [illegible]	330 S. Harrison
2. [illegible]	31505 TURNER RD FB
3. [illegible]	1242 N. MAIN F.B.
4. [illegible]	PO Box 1283 Mendocino Ca.
5. [illegible]	101 Dawn St. F.B. C.
6. [illegible]	17873 OKLAHOMA LN F.B.
7. [illegible]	32510 [illegible]
8. [illegible]	43964 FERN LAGER AD [illegible] 95420
9. [illegible]	P.O. Box 1635 Fort Bragg, CA 95437
10. [illegible]	PO Box 401 Little River 95437
11. [illegible]	P.O. Box 505 Little River
12. [illegible]	31275 HWY 20 FB. 95437
13. Matt Robbins	19650 Nayo Acres Dr. FB. 95437
14. Dean Estep	628 West St.
15. Darren Syprano	31701 Cedar St.

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ Dale, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Patricia Price	18921 Sylvias Ln FB (Lived on Franklin Rd 18 years)
2. Joyson Jones	728½ E Redwood (Lived on Georges LN)
3. Dale Vaughan	118 Dick Williams way
4. Sherry Collins	Po Box 2131 F. B.
5. Jori Pacheco	Po Box 611 Ruth Ca
6. [illegible]	27917 Hwy. 20, Fort Bragg.
7. John Shannon	960 N Harrison
8. Bruce Graves	16920 Franklin Rd F.B.
9. [illegible]	135 So. Harrison
10. [illegible]	612 S Franklin St.
11. [illegible]	38130 Airport RD
12. Angela Templer	179 N. Corry St. F.B.
13. Walter Lina	16677 Mitchell Ck.
14. Yong Lina	16677 Mitchell Ck.
15. Jennifer Lina	16677 Mitchell Ck.

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ SOW, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. GARY S. McCARTHY	POB 2692 FT BRAGG 95437
2. Phillip Hungerford	16465 Franklin Rd FT BRAGG 95437
3. LAURIE SMITH	16841 HILL O'HOME LN FB 95437
4. Janice Wilson	32951 Simpson Ln FB 95437
5. Lonnie Mathieson	16700 Franklin Rd FB 95437
6. Deanna Lawrason	167 Wall St FB 95437
~~Cheryl Matthews~~	~~507 S. Harrison F.B.~~
8. [illegible]	327 N. Corry St FB
9. Minay McCullough	17231 Franklin Rd. FB
10. Michele Phillibar	31001 TURNER Rd. FB
11. Marsha Royer	17151 Franklin Rd FB
12. Carmen Funderburk	238 W. Bush St FB
13. [illegible] Joyce	41881 Comptche Ukiah Rd, Mend 95460
14. MARK R Reynolds	200 S. Harrison st F.B. CA 95437
15. Janette Grimaldo	381 Cypress St FB 95437

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ Dow, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Nick Olivier	31052 Sherwood Rd
2. Amber Bayldin	23781 N HWY 1
3. Corinna Galbransen	PO Box 423 96044
4. Nanni Hendricks	885 S. Orchard, Ukiah
5. [illegible] Mafrose	17101 S. Harbor Dr Ft Bragg
6. Kimberly Murphy	30801 Hwy 20 Ft Bragg
7. Pamela Patterson	20201 Lyla Way FB
8. Bruce Anderson	32501 Willowside FB
9. Norman Dyck	310 N. HAROLD ST FT BRAGG
10. [illegible]	PO B 1062 95437
11. MICHAEL NELSON	32975 PEARL DR F.B.
12. CHARLIE JAHELKA	450 N. HARRISON ST F.B
13. ERIC BUCKNER	31151 ALBION RIDGE RD, ALBION
14. Jerry Dorsey	460 N. Harrisa ST F.B.
15. BART MILNE	31601 DIGGER CRK DR. F.B.

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP BLAIR, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Joan Duggers	31930 Simpson Lane
2. Deborah Barnett	32951 Simpson Lane
3. Carl C Carey	" " "
4. [illegible]	17390 FRANKLIN RD
5. Nancy Philips	17390 FRANKLIN RD
6. Charles Vail	17430 FRANKLIN RD.
7. Kathy K. Welsh	30940 Simpson Lane
8. [illegible] Welsh	30940 Simpson Ln
9. Sarajane Cebula	16541 Powers Lane (P.O. Box 1805)
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PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP DOW, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE MENDOCINO COAST, WHO LIVE AND TRAVEL NORTH AND SOUTH ON HIGHWAY 1, AND/OR LIVE IN THE SIMPSON LANE AREA OF THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
James Sallee	31391 Thomas Ln F.B.
Lauren Orsi	16975 Pearl Ranch Rd FB
Rhoda Hill	18004 George Ln F.B.
John Dahl	32249 Hwy 20 F.B.
Tayler Richards	32900 Gibney Ln. FB
Jeanne Daniels	P.O. BOX 47 FB
Rachel Reynolds	944 Stewart St F.B.
Marsha Hauskah	21641 John Hyman Rd. F.B
Debbie Dias	151 N. Lincoln FB
Frank Phenix	151 N Lincoln FB
Joan Dias	17900 Ocean Dr. FB
John Dias	17900 Ocean Dr. FB
Henrietta Farrer	44520 Little Lake Rd.
[illegible]	[illegible]
Michele Mehtlan	401 S. Whipple St FB
Steve Daughtin	P.O. BOX 804 FORT BRAGG
Brian Dahl	32249 Hwy 20
Glenda Jaeger	18701 N. Hwy 1, FB 95437
[illegible]	18701 N. Hwy 1, FB 95437
Angelina F. Moura	18150 Ocean Dr. FB.

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP DOW, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE MENDOCINO COAST, WHO LIVE AND TRAVEL NORTH AND SOUTH ON HIGHWAY 1, AND/OR LIVE IN THE SIMPSON LANE AREA OF THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
Marian Brannan	P.O. Box 507 Little River Ca 95456
1. Colette Bailey	500 North Whipple Ft Bragg
2. Joe P. Moura	18200 N. Hyw I Fort Bragg
3. [illegible]	45700 Drifters Roof Mendocino
4. Paulette Cooper	21251 S. Petaluma Ave Ft. Bragg
5. Jane Clark	32601 Odom Ln. Fort Bragg, CA
6. Jos Mayhew	728 Redwood Ave, Fort Bragg, Ca.
7. Dorothy Ramos	44781 Driftwood Rd. Mendocino
8. Cynthia Lambie	
9. Melissa Jensen	32900 Gibney LN FB
10. Sylvia L. Roach	44610 Parkview Dr. FB
11. Gillienne Costales	30657 Boice Lane FB
12. Jen Salo	30661 Hwy 20 FB
13. Lucia Rosas	163 McKinley St. F.B.
14. Angie Dahl	32249 Hwy 20 F.B
15. Brian Dahl	32249 HWY 20 F.B
Leah Tupper	18860 Andrea Way FB

Dolores Perkins 32850 Mill Crk Ft Brg. Ca
Butney Douse 337 N. Harold St FBCA
Hattie Johnson Holaway 27801 N. Hwy / F.B.

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP BLAIR, DIRECTOR

WE, THE UNDERSIGNED FREQUENT TRAVELLERS PAST THE SUBJECT INTERSECTION AND/OR RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED, DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Sue Dawdy	33230 Ocean View Dr FB
2. [illegible]	16303 Pearson Ln. F.B.
3. Mary L. Casubon	16303 Pearson Ln. F.B.
4. [illegible]	30889 Simpson Ln. FB
5. [illegible]	30969 Simpson Lane FB
6. [illegible]	17391 Simpson Lane FB
7. [illegible]	32800 Canyon [illegible] FB
8. [illegible]	PO Box 277 Little River CA.
9. [illegible]	14975 410 D Rd CA
10. Laura White	PObox 172 Albion Ca
11. RONNA WORSTER	23801 N HWY ONE F.B. CA
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PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP BLAIR, DIRECTOR

WE, THE UNDERSIGNED FREQUENT TRAVELLERS PAST THE SUBJECT INTERSECTION AND/OR RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED, DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Dave Dudley	1081 CHESTNUT ST. FORT BRAGG, CA.
2. Cathy Fanfalen	31191 Cedar St Fort Bragg, Ca
3. Chris Kamstra	32613 Namelus Ln. Fort Bragg Ca.
4. Sharon Fales	OCEAN DRIVE FORT BRAGG CA
5. Georgia C. Thorpe	32501 Gibney Ln. Fort Bragg, CA
6. Margaret Fox Kump	10707 Gulley Ln Mendocino
7. Donna M. Trayick	24511 Howard Crk. Westport CA 95488
8. Amelia Shattuck	36721 Hwy 1 Westport
9. [illegible]	16810 Ocean Dr Ft Bragg
10. Max Forester	16810 Ocean Drive Fort Bragg
11. [illegible]	PO Box 145 Elk CA 95432
12. [illegible]	30564 Sherwood Rd F.B. CA 95437
13. Mary Zama	Mendocino
14. [illegible]	PO Box 659 FB CA 95437
15. Bob Barber	43300 Airport LR 95456
16. Lucia Zacha	484 Main St Mendocino, CA 95460
17. Charlena Taylor	335 N McPherson Fort Bragg Ca, 95437
18. Jill Stewart	31661 Digger Crk. F.B. 95437
19. KEN OLIVER	13500 Pt. Cabrillo Drive Menn CA 95460

Mail to:
Phoebe Grauband
PO Box 2048
FB 95437

20. Ann Kanitz Box 1451 Mendo. Ca. 95460
21. Alice Chouteau 31901 Airport Rd. FB 95437
22. Susan McNeil 15211 Mitchell Crk Dr FB 95437
23.
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PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ DOW, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Candy Cudney	30400 Hwy 20 Ft Bragg
2. Annie Cudney	17321 N Franklin Rd F.B.
3. Tom Gittings	17321 N. Franklin Rd F.B
4. Gay Eslp	17321 N Franklin Rd FB
5. Nick Cudney	17321 N. FRANKLIN RD
6. Anne Semans	17351 Franklin Rd FB
7. [illegible]	17441 N. FRANKLIN RD. F.B
8. [illegible] Rush	17441 N. FRANKLIN RD. F.B
9. Mary R Shepherd	17430 N FRANKLIN RD F.B.
10. Cyndi Dawson	17352 Franklin Rd. F.B.
11. Charlotte Clayton	17351A Franklin Rd. F.B.
12. Don Clayton	17351-A Franklin Rd F.B 95437
13. Ann Gittings	17321 N. Franklin FB 95437
14. Bob Gittings	17321 N. FRANKLIN RD
15. [illegible]	30201 Robin Rd F.B 95437

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP DOW, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE MENDOCINO COAST, WHO LIVE AND TRAVEL NORTH AND SOUTH ON HIGHWAY 1, AND/OR LIVE IN THE SIMPSON LANE AREA OF THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Jan Hogan	17560 Redwood Springs Dr. FB
2. BOA SHOPTAW	371 Osprey Ct FB
3. Carole Shoptaw	371 Osprey Ct FB
4. BARBARA SANDERS	18660 Old Coast Hwy, F.B.
5. GERALD KREGER	28000 SIMPSON Ln. FB
6. Crissy Tadlock	32800 Simpson Ln FB
7. Brian Fah	17031 Franklin RD FB
8. Barbara Durgan	176 Spring St FT Bragg
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PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP DOW, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE MENDOCINO COAST, WHO LIVE AND TRAVEL NORTH AND SOUTH ON HIGHWAY 1, AND/OR LIVE IN THE SIMPSON LANE AREA OF THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Rocky L. Provencher	31650 TURNER ROAD F.B.
2. Tracy K Reaves	31300 Turner Rd FB
3. [illegible] Reaves	31300 Turner Rd FB
4. Sally Provencher	31650 Turner Rd, Fort Bragg
5. Keever Adams	16656 Mitchell Creek Dr, Fort Bragg CA
6. Bette Adams	17231 FRANKLIN Rd. Ft. Bragg, Ca.
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PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ DOW, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Dorothy Klingelhofer	501 N Harold St Ft. Bragg
2. Patricia Jouregui Darland	44550 Pavenzone POB 1457, Mendocino, Ca
3. Barbara Lindquist	260 S. Whipple St Fort Bragg, CA.
4. Louise Frankston	41201 Airport Rd Little River Ca 95456
5. Jay Frankston	41201 Airport Rd Little River CA 95456
6. Joanne Marie Daniel	32071 Hwy 20 Fort Bragg Ca 95437
7. [illegible] (Steve Savage)	31101 Thomas Lane, FB, 95437
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PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ DON, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Phoebe Graubard	17320 Franklin Rd, Fort Bragg
2. Ken Spiker	17320 Franklin Rd. Ft. Bragg
3. Lorie Rosenkrantz	17201 Franklin Rd. Ft Bragg 95437
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PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP BLAIR, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Shelah Meyer	North Star Nursery, 17901 N. Hwy 1, FB, CA 95437
2. JOHN VITALE	P.O. Box 1562 FORT BRAGG CA 95437
3. Kristina Autagne	PO Box 1602 FOA Bragg, CA 95437
4. Robert Agnoli	FORT Bragg 661 N Mt Pherson
5. Nikki Curry	31381 Thomas ln FB Ca 95437
6. James Benedetto	6901 Road 19 Little River CA 95456
7. GARY SWANSON	31651 CEDAR ST. FORT BRAGG.
8. Rhonda Stoker	PO Box 978 Fort Bragg
9. Pam Kamstra	Box 1621 Fort Bragg CA 95437
10. KRIS S MOKMA	Box 2057 Fort Bragg, CA 95437
11. Henrietta Steiniger	Box 495 Mendocino, Ca. 95460
12. John C. Vau	1973 Lupine Dr. Willits Ca. 95490
13. Thomas Turney	43290 Little Lake Rd Mendocino CA 95460
14. Alicia Lee	P.O. Box 1036 Mendocino CA 95460
15. ROBERT MATHEY	P.O. Box 126 MENDOCINO CA 95460

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ Dow, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
19. MARY BRISSETTE	416 S. CORRY ST. FB CA 95437
1. Adrienne Long	32450 Rivers End Rd. FB. CA 95437
2. Ruth M. Wade	42765 Rd 409 Caspar CA 95460
3. Charlene Stevens	345 N. Corey Ft Bragg, Ca 95437
4. Amanda Brickey	32061 N Hwy 1 Fort Bragg CA 95437
5. KITTIE MEREDITH	16881 OCEAN DR FORT BRAGG CA 95437
6. Kim Taylor	31024 Gibney Lane, Fort Bragg CA 95437
7. Sue Brown	43201 Rd 409 Mendocino, Ca 95460
8. Kim HENDRY	12700 N Highway Mendocino CA 95460
9. Carol Freeman	27000 Compt-Uk Rd Comptche.
10. Ellie Green	520 Cypress, #41 Fort Bragg 95437
11. Karen Smith	15700 N. Hwy 1 #127 Caspar 95420
12. Sandra Teljeberg	574 S. Harrison St. Ft. Bragg
13. Patricia Blatumb	45893 Rd 409 Mendocino, Ca 95460
14. Kathy Verville	31515 Winding wy Ft Bragg 95437
15. Diana Honeycutt	18653 Franklin Rd Fort Bragg 95437
16. Jane Bermudez	850 E. Oak St Fort Bragg 95437
17. Becky Ellis	536 N. Whipple Fort Bragg - 95437
18. Wendy Pollock	45341 Morvista Mendo 95460

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP BLAIR, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Joseph P Lowery	11680 Mitchell CR. DR.
2. [illegible]	Po box 1690 Mendo Ca 95460
3. Judy Ritter	22161 Burrows Ranch Rd F.B.
4. DAVID BOWMAN	220 N WHIPPLE ST
5. [illegible]	17900 N HWY 1 Woodside Rv.
6. Michelle Sallinen	P.O. Box 814 Ft Bragg
7. Cole DeProsse	125 S. Harrison St Ft Bragg
8. Jason Rahman	16321 Pine Dr.
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PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Patty Jo Bray	16619 Canyon Drive
2. Kirston Bray	16619 Canyon Drive
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PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ Dau, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Maria Mollett	19621 Benson Ln.
2. PHILIP DUNN	30431 SIMPSON LN.
3. Peri Robertson	P.O. Box 61, Fort Bragg
4. Mike Stuckneyer	115 OAK TERRACE Cr F.B. CA
5. [illegible]	19371 Benson LN FB CA.
6. [illegible]	101 North Lincoln St
7. Steve Severi	PO Box 455 Little River Ca. 95456
8. R.T. FAIRBANKS	32675 SIMPSON LN
9. Tammy Davis	230 Riverview Dr, Fort Bragg, CA 95437
10. Brenda Weeks	29700 Hwy 20 #21 95437
11. Davina M. Vargas	PO Box 202 Albion, CA 95437
12. Tim Graham	45200 Mar Vista Dr. Mendocino 95460
13. [illegible]	501 N. MAIN FB. CA 95437
14. Michele [illegible]	31701 Cedar St FB. Ca 95437
15. Monica F. James	23571 GREENTREE DR

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ DOLE, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. [illegible]	31300 Pearl Drive Fort Bragg Ca 95437
2. [illegible]	31300 PEARL DRIVE FORT BRAGG, CA 95437
3. [illegible]	31456 Pearl Drive Fort Bragg 95437
4. Richard Angley	31456 Pearl Dr. Fort Bragg Ca 95437
5. Pat Angley	31456 Pearl Dr. Fort Bragg Ca 95437
6. [illegible]	17300 Redwood Spa Dr. Fort Bragg, Ca 95437
7. Steve Angley	444 Pine St FORT BRAGG, CA, 95437
8. [illegible]	31488 Pearl Drive, Ft. Bragg, CA, 95437
9. [illegible]	20780 Huckleberry Ln Ft Bragg, CA 95437
10. [illegible]	20750 [illegible] Ft Br 95437
11. [illegible]	16550 CANYON DR. FORT BRAGG 95437
12. [illegible]	16550 Canyon Dr Ft. Bragg 95437
13. [illegible]	31451 Pearl Dr FT Bragg 95437
14. Sherry Fabscia	31451 Pearl Dr. Fort Bragg CA 95437
15. [illegible]	30925 Simpson Lane, Fort Bragg 95437

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP BLAIR, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Patrick J. Gomes	32830 Pearl Drive - 95437
2. Louis Powers	436 S. Whipple 95437
3. Carol Baker	PO Box 307 Comptche 95427
4. Richard L. Hays	P.O. Box 124 Mendocino, CA 95460
5. Gary Parteidge	18775 Lahmen Ln Fort Bragg Ca.
6. Melody Funderburk	30980 Sherwood Rd Ft Bragg Ca
7. Ray Funderburk	30980 Sherwood Rd Ft Bragg CA
8. Stephanie Graves	16920 Franklin Rd. F.B.
9. Joyce Rosenthal	P.O. Box 776 Fort Bragg CA
10. Jay Rosenthal	428 S. Franklin St Fort Bragg CA.
11. Juan Gonzalez	Mess Ave 964-0376 -
12. J.A. Medley	30820 Hwy 20 Fort Brag
13. Dan Goekler	32000 Ellison way FB
14. Kristina Mitchell	728½ E. Redwood Ave. F.B
15. CARL STEVES	42501 Road 409 MENDO CA

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ DOW, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Linda Colin	32960 Pearl Dr, FB
2. Beth M Auerse	32960 Pearl Dr FB
3. Tammy Jones	20714 Dennison Ln Fort Bragg
4. [illegible]	11991 Spruce Canyon Golden
5. Mike Higgins	25800 Fern View Lane Ft Bragg CA
6. T C Fisherty	16554 Button Cr Mountain Ln, FB, CA
7. Matt Paul	17908 Fort Bragg CA
8. Shannon Peterson	32911 Odem Lane, Ft. Bragg
9. Janeth Alvarado	32901 Simpson Ln. FB.
10. Stephen [illegible]	17830 Hy 1 FB
11. [illegible]	31761 O'Bayley Dr Ft. Bragg
12. Larry Emmons	20780 Huckleberry Ln Ft. Bragg
13. Bruce [illegible]	29050 Hwy 1 North [illegible]
14. Lou Dunlap	31900 Simpson Ln. F. Bragg
15. Bob [illegible]	17321 N. Franklin Rd. Ft Bragg

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP BLAIR, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Hiram D Mann	17900 OCEAN DR. #41 F.B.
2. Wilma Gromer	~~[illegible]~~ 20161 Simpson Lane F.B.
3. Alice Stafford	18701 Cypress Rd F.B Ca
4. Jan Boyd,	15050 Caspar Rd #42, Casper
5. Shirley Frey	32393 Odin Ln FB
6. Marguerite McBride	1021 Cedar St. Ft. Bragg
7. Suzanne B. Palma	530 Cypress St, #40 F.B., CA, 95437
8. [illegible]	421 South St apt 48 Fort Bragg
9. Henriette Glaeckle	400 South St FB
10. Arthur Morley	150 Morrow St., FB 95437
11. Wilfred Helestad	401 E. Pine F B 95437
12. Juanita Hildebrand	401 E Pine F Bragg 95437
13. Lola M England	409 Wall St. Ft. Bragg Ca. 95437
14. Kathe Galli	265 S Pherson Ft Bragg Ca 95437
15. [illegible]	3800 Albion Ridge Rd Albion Ca 95437 (PO Box 294)

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP BLAIR, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Terry Casey	P.O. Box 472 Mendocino
2. Patricia Davis	31330 Hwy 20 Fort Bragg
3. [illegible]	120 N Corry FB.
4. Richard Sterling	452 S Harold St Fort Bragg
5. Alfonso V.	760 Maple ST
6. Sharri Wilder	935 Cedar St FB
7. Lea Stedman	~~[illegible]~~ 40201 Comptche-Ukiah Rd, Mendo 95460
8. Gabriel Yanez	Gabriel Yanez FB.
9. [illegible]	PO Box 802 FB
10. Charles Wilson	P.O. Box 42
11. [illegible]	31400 Pearl Dr. Fort Bragg
12. Jaime Zeretti	150 N. Harold St.
13. Tino Burlesc.	32180 B Airport Rd Fort Bragg
14. [illegible]	31250 Country Rd. Fort Bragg
15. Eddie L. Meadlin	810 N. Harrison Fort Bragg

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP ~~BLAIR~~ DOW, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Clandette Drake Scudder	32251 ALBION Ridge Rd ALBION, Ca
2. Stevie Drake Scudder	32420 Simpson Lane, FB.
3. [illegible]	669 N. HAROLD ST FB
4. [illegible] Liberty	432 N Main St FB
5. [illegible]	420 N McPherson FB
6. [illegible]	16980 Mitchellcreek FB
7. [illegible]	326 Park st. FB.
8. [illegible]	527 West St FB
9. [illegible]	32251 Albion Ridge Rd Albion Cal
10. Monica Turczynski	30710 Sherwood Rd
11. Christina Delgado	32151 Simpson ln
12. Esteban Yanez	32151 Simpson ln.
13. [redacted]	[redacted]
14. John Dardy	Box 416 Albion
15. Natasha C. Brown	PO Box 685 Ft Bragg
[illegible]	33000 N. Hwy FB.

more →

CARY DORN 28301 N HWY 1 FB CA

Diana Corbin 31720 DENMSON Ln FB CA

Diana Corbin

Janice Sullivan 231 Rasmussen Lane FBCA

Janice M Sullivan

[redacted]

PETITION FOR A TRAFFIC LIGHT AT SIMPSON LANE AND HIGHWAY 1

TO: MENDOCINO COUNTY BOARD OF SUPERVISORS;
STEVEN BLAIR – CALTRANS PROJECT MANAGER, DISTRICT 1;
MENDOCINO COUNCIL OF GOVERNMENTS – PHILLIP DOW, DIRECTOR.

WE, THE UNDERSIGNED RESIDENTS OF THE SIMPSON LANE AREA ON THE MENDOCINO COAST, IN THE UNINCORPORATED AREA OF MENDOCINO COUNTY, STATE OF CALIFORNIA, PETITION OUR STATE AND COUNTY GOVERNMENT TO PUT A TRAFFIC LIGHT AT THE INTERSECTION OF HIGHWAY 1 AND SIMPSON LANE. WE, THE UNDERSIGNED DO NOT WANT A "ROUND-ABOUT" AT THAT INTERSECTION.

NAME	ADDRESS
1. Christopher F. Moore	31001 Simpson Lane
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