

Comments 11 & 12

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----- 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"
<bbarrows@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.

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 nonexistent. 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.

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Response 18

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