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: 25000 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: Reta 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 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: 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 PLOVERMAN
Address: 31650 TIMBER ROAD
City FORT BRAGG State CA Zip 95437
Representing: Name of Organization or Agency:
Comments: NO! Reason - pedestrian student safety issues can't see how they can possibly be addressed for my personal safety + 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: Colette Bailey
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.