

**TRINITY COUNTY PLANNING COMMISSION
STAFF REPORT**

PROJECT NAME: Lance Gulch Road/State Route 299 Intersection Control Project

REPORT BY: Janice Smith, Sr. Environmental Compliance Specialist

APPLICANT: Trinity County Department of Transportation (TCDOT)

PROJECT NUMBER: PW-16-06

LOCATION: Intersection of State Highway 299, Lance Gulch Road and Glen Road in eastern Weaverville. Caltrans and County right-of-way.

PROJECT SITE INFORMATION:

The potentially affected parcels surrounding the project include:					
APN	Orientation to Intersection (NE, SE, NW, or SW + Nugget Lane)	Current Business Occupant	General Plan Land Use	Zoning	Alternatives*
024-480-3100	NW	Weaverville Market	Commercial	General Commercial (C-2)	1, 2
024-500-5100	NE	Trinity River Lumber Mill office	Commercial	C-2	Not directly affected
024-500-5200	NE	Hair salon, et al.	Commercial	C-2	Not directly affected
024-500-5300	NE	Coldwell Banker Real Estate	Commercial	C-2	Not directly affected
024-500-5700	NE	CHP/DMV	Commercial	C-2	1, 2
024-500-7100	SE	Vacant	Commercial, County Right-of-Way	C-2, County Right-of-Way	1, 2
024-500-6500	SE	CVS Pharmacy	Commercial	C-2	1, 2
024-500-4000	SW + Nugget Lane	U.S. Nails, Radio Shack, office space	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-5000	SW + Nugget Lane	The Floor Store, et al.	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-0500	SW + Nugget Lane	Owens Pharmacy	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-0600	SW + Nugget Lane	Trinity Lanes	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-6400	SW + Nugget Lane	Marino's Pizza House	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-5600	SW + Nugget Lane	Organic Juice Garden	Commercial	C-2	1, 2; Sub-Alts B, C
024-500-5500	SW + Nugget Lane	Beckett's Trails End Steakhouse	Commercial	C-2	Sub-Alt A
024-500-1000	SW + Nugget Lane	Round Table Pizza	Commercial	C-2	Sub-Alt A
024-610-2900	SW + Nugget Lane	Vacant land	Commercial	Highway Commercial (HC)	2

Project Description:

The Trinity County Department of Transportation (TCDOT) is proposing to construct a roundabout at the intersection of Lance Gulch Road, Glen Road and State Route (SR) 299. Additionally, a new opening to Nugget Lane would be constructed across from the Trinity Plaza Shopping Center. This intersection is located at the eastern end of Weaverville and serves as the southern terminus of Lance Gulch Road, the recently constructed arterial route between SR 299 and SR 3. This intersection also serves residents on Glen Road and businesses on Nugget Lane.

There are two alternative roundabout designs, and three alternative locations for the new opening to Nugget Lane. See the Initial Study/Mitigated Negative Declaration (IS/MND) Figures 3, 4 and 5 for details on these two alternatives and three “sub-alternatives”. The intersection of Lance Gulch Road and SR 299 was originally planned for, programmed, and approved as a signalized intersection as part of the East Connector Roadway Project (now known as Lance Gulch Road). Therefore, the signalized intersection is considered the “no project” alternative. If the Planning Commission, and ultimately the Board of Supervisors, chooses not to approve any of the roundabout alternatives, the signalized intersection will be constructed as originally planned for in the Environmental Impact Report (EIR) for the East Connector Roadway Project.

Background:

To alleviate congestion through Weaverville, the East Connector Roadway Project was approved by Board of Supervisors in 2003, based on the EIR. The project entailed construction of Lance Gulch Road, a 1.3-mile two-lane, undivided, limited-access arterial road along the east side of Weaverville, that connects SR 299 across from Glen Road, to SR 3 across from Five Cent Gulch Street in northern Weaverville. In addition to the arterial road, the project included bridge crossings, an extension of Pioneer Lane to connect with Martin Road, pedestrian/bicycle facilities, and a new traffic signal at the intersection of Lance Gulch Road and SR 299. At the time, the existing intersection of Glen Road and SR 299 had only turn lanes and stop signs on Glen Road (the minor approach of a 3-way intersection). Since the construction of Lance Gulch Road, traffic at the intersection has been controlled by 4-way stop signs. This method of traffic control is an interim solution before a permanent traffic control device is installed. Caltrans is not willing to let the 4-way stop signs remain permanently. A two-way stop intersection, with stop signs only on Glen Road and Lance Gulch Road, is not acceptable to Caltrans or the County, because numerous studies have consistently determined that the resulting Level of Service (LOS) at the intersection would violate the standards in the Circulation Element of the Trinity County General Plan.

Subsequent to project approval, TCDOT is considering a roundabout intersection as an alternative to the signalized intersection, which has not yet been constructed. The signalized intersection was a point of controversy within the community during preparation of the East Connector Roadway Project EIR. The purpose of the proposed project is to construct a roundabout in support of Lance Gulch Road that would facilitate better circulation and traffic flow than a signalized intersection, conform to the rural aesthetics of the community, and increase vehicular and pedestrian safety. A public workshop was held on August 23, 2016, to present the alternatives to the public and to answer questions and respond to comments. Minutes of the workshop and comments received were included in Appendix B of the IS/MND.

Environmental Scoping and Comments:

ENPLAN and TCDOT staff prepared the IS/MND. The IS/MND was filed with the State Clearinghouse for distribution to State agencies on September 29, 2016. All interested local and federal agencies, local emergency service agencies, people who signed in at the August 23, 2016 Public Workshop, and other interested parties received a copy of the IS/MND, or a notice telling them where the document was

available just before or on October 3, 2016. The IS/MND was posted on the County's web site and made available at the Weaverville Public Library and transportation and planning offices. The public review period began on October 3, 2016, and ended on November 2, 2016. A Notice of Availability and Intent to Adopt a Mitigated Negative Declaration was posted in the office of the County Clerk on September 29, 2016, and published in the Trinity Journal on September 28, 2016 and October 5, 2016. Circulation documents are included in Exhibit A. The IS/MND was sent to the Planning Commission on September 28, 2016.

No comments were received by the State Clearinghouse. Twenty-one comments were received from the public by email or mail by the close of the comment period. Most of the comments simply expressed opinions and preferences for a particular alternative or intersection design. Some comments were regarding the impacts on local businesses at the intersection. Two comments raised concerns about the adequacy and impartiality of the environmental analysis. The comments and responses are attached in Exhibit B.

The major issues that were discussed in the IS/MND included impacts on the businesses near the intersection. Although technically not considered an environmental impact under CEQA, impacts on businesses are an important consideration in the County's decision. These types of impacts were discussed in Chapter IV, *Community Impacts* in the IS/MND, and in the public comment letters and Public Workshop comments and minutes presented in Appendix B of the IS/MND. The roundabout would have impacts on adjacent businesses, ranging from more difficult access and loss of parking to complete removal of a building housing the Radio Shack and U.S. Nails. Access from the Weaverville Market to Glen Road would change, precluding their plans to add a gas station at the store. The access to the DMV would also change, eliminating an area in Caltrans right-of-way that they use for truck inspections. Various businesses on Nugget Lane would lose some parking spaces on the highway side of Nugget Lane that are actually in Caltrans right-of-way. Access to south Nugget Lane to and from Glen Road would be eliminated, so through traffic along Nugget Lane would no longer be possible, making it especially difficult for delivery trucks. The additional entrance to Nugget Lane from Highway 299 (sub-alternative A, B, or C shown in Figure 5 of the IS/MND) reduces this impact, but does not eliminate it completely for businesses close to Glen Road. This impact would vary depending on which sub-alternative access point is selected.

Other potential impacts that were discussed and mitigated included impacts on nesting migratory birds; unexpected cultural resources; potential for encountering lead paint or asbestos during demolition of buildings, signs and roadway pavement; temporary noise during construction and temporary and permanent impacts on emergency response. All of these potential impacts were determined not to be significant, or were reduced to less-than-significant levels by mitigation measures. See the IS/MND for a detailed environmental analysis.

Project Costs:

Although also not an environmental impact under CEQA, project costs are a concern that should be considered, especially by the Board of Supervisors. We are including cost information in this staff report to inform the Commission, as the subject will inevitably come up in the discussion.

Costs of constructing a roundabout alternative will total approximately \$2.5 to \$3 million dollars, depending on alternative. This includes approximately ½ million for right-of-way, another ½ million for utility relocation and \$1.5 to \$2 million for construction. There is about \$400,000 remaining in funding already allocated to the Phase 2 Lance Gulch Project. Caltrans has offered to pay \$600,000 towards construction costs. The County has obtained a Highway Safety Improvement Program grant in the amount of \$2.3 million for right-of-way and construction costs. Total funding is \$3.3 million, covering the

maximum construction costs. However, the County may have to pay the \$500,000 for utility relocation with County Road Funds, because utilities were already relocated once for the Lance Gulch Road project.

If the “no project” alternative is selected, there will be adequate funds remaining in allocation for the Phase 2 Lance Gulch Road Project to install the traffic signal as originally programmed.

Mitigation Monitoring and Reporting Program:

After the comment period, ENPLAN prepared a Mitigation Monitoring and Reporting Program (MMRP) for the County. The MMRP is included as Exhibit C.

Role of the Planning Commission:

Normally, the Planning Commission can adopt an IS/MND for a project that does not involve a rezone or General Plan amendment. However, due to the controversy surrounding this project, and the Board of Supervisor’s long-standing involvement in this project, the final decision on whether to approve the roundabout or revert to the traffic signal will be made by the Board of Supervisors.

The Planning Commission’s role is to review the IS/MND, hear any public comments at today’s public hearing, and then make recommendations to the Board of Supervisors, including the following:

- A recommendation as to whether the IS/MND has been completed in compliance with CEQA,
- A recommendation regarding selection of an appropriate project alternative (the “proposed project” or the “no project” alternative), and
- A recommendation regarding adoption of the MMRP.

The Board of Supervisors will consider all information in the record, including the Planning Commission’s recommendations, then make formal findings and determinations as required by CEQA.

Staff Recommendation:

Staff recommends that the Planning Commission:

A. Recommend that the Board of Supervisors adopt the Initial Study/Mitigated Negative Declaration finding that, on the basis of the whole record including the initial study, comments received, and Mitigation Monitoring and Reporting Program, that there is no substantial evidence that the project will have a significant effect on the environment and that a mitigated negative declaration reflects the Board's independent judgment and analysis.

B. Recommend that the Board of Supervisors select Alternative 2 and sub-alternative B, as described in the Initial Study/Mitigated Negative Declaration, finding that the long-term safety and operational benefits outweigh the impacts on local businesses.

C. Recommend that the Board of Supervisors adopt the Mitigation Monitoring and Reporting Program as identified in Exhibit C of this Report.

Respectfully Submitted,

Jan Smith, Sr. Environmental Compliance Specialist
Trinity County Department of Transportation

EXHIBIT A
CEQA CIRCULATION DOCUMENTS



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

October 31, 2016

Jan Smith
Trinity County
P.O. Box 2490
Weaverville, CA 96093

Subject: Lanca Gulch Road/State Route 299 Intersection Control Project
SCH#: 2016092063

Dear Jan Smith:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on October 28, 2016, 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,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2016092063
Project Title Lance Gulch Road/State Route 299 Intersection Control Project
Lead Agency Trinity County

Type MND Mitigated Negative Declaration

Description The project entails construction of a roundabout at the intersection of Lance Gulch Road and SR 299. Additionally, a new opening to Nugget Lane from SR 299 would be constructed. The intersection was originally planned as a signalized intersection as part of the East Connector Roadway project, and the signalized intersection remains the no project alternative. Work is expected to commence as early as summer 2017. The project site is not identified as a hazardous waste facility, hazardous waste property, or hazardous waste disposal site.

Lead Agency Contact

Name Jan Smith
Agency Trinity County
Phone 530-623-1365
email
Address P.O. Box 2490
City Weaverville
Fax
State CA **Zip** 96093

Project Location

County Trinity
City
Region
Lat / Long 40° 43' 21" N / 122° 55' 46" W
Cross Streets Lance Gulch Rd, SR 299, Glenn Rd
Parcel No. various
Township 33N **Range** 9W **Section** 18 **Base** MDMB

Proximity to:

Highways 299, 3
Airports Lonnie Pool Field
Railways
Waterways Lance Gulch, Weaver Creek
Schools Weaverville ES; Trinity HS
Land Use Roads/Gen Commercial, highway or county ROW/Commercial or county ROW

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 1; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 2; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 1; Native American Heritage Commission

Date Received 09/29/2016 **Start of Review** 09/29/2016 **End of Review** 10/28/2016



TRINITY COUNTY

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312

Email: tcidot@trinitycounty.org

RECEIVED

SEP 29 2016

POSTED IN THE OFFICE OF
THE TRINITY COUNTY CLERK

September 29, 2016

TRINITY COUNTY
CLERK/RECORDER/ASSESSOR

FROM: 9/29/16 TO: 11/2/16

Subject: **Notice of Availability and Intent to Adopt a Mitigated Negative Declaration:
Lance Gulch Road/State Route 299 Intersection Control Project, Weaverville,
CA**

To Whom It May Concern:

This notice is to advise interested parties that an Initial Study has been prepared for the Lance Gulch Road/State Route 299 Intersection Control Project and is available for your review. This information is being circulated in order to solicit comments from public agencies and interested members of the community on environmental issues related to the scope of the Initial Study.

Project Summary

The Trinity County Department of Transportation is considering construction of a roundabout at the intersection of Lance Gulch Road and State Route (SR) 299. Additionally, a new opening to Nugget Lane from SR 299 would be constructed. The intersection was originally planned as a signalized intersection as part of the East Connector Roadway Project, and the signalized intersection remains the "no project alternative". Work is expected to commence as early as summer 2017. The project site is not identified as a hazardous waste facility, hazardous waste property, or hazardous waste disposal site.

Project Review Period

The 30-day public review period for the Initial Study ends on November 2, 2016.

Public Hearings

Public Hearings on the project will be held by the Trinity County Planning Commission on November 10, 2016 at 7:00 p.m., and by the Board of Supervisors on December 20, 2016 at 10:00 a.m. or as soon thereafter as the matter can be heard. Hearings will take place at the Trinity County Library meeting room, 351 Main Street in Weaverville. Anyone desiring to make a statement may do so, either in writing or in person.

Initial Study Availability

A copy of the Initial Study will available for review at the following locations starting Friday September 30:

- Trinity County Library, 351 Main Street, Weaverville
- Trinity County Planning Department at 61 Airport Road, Weaverville
- Trinity County Department of Transportation at 31301 State Highway 3, Weaverville
- On the internet at: <http://www.trinitycounty.org/index.aspx?page=82>

Comment Submittal

Written comments may be sent to Janice Smith by mail or email at the following address.
Comments must be received by November 2, 2016.

Janice Smith, Senior Environmental Compliance Manager
Trinity County Department of Transportation
P.O. Box 2490
Weaverville, CA 96093
(530) 623-1365
jsmith@trinitycounty.org

Sincerely,

A handwritten signature in cursive script that reads "Janice C. Smith".

Janice Smith
Senior Environmental Compliance Specialist
Trinity County Department of Transportation

NOTICE OF AVAILABILITY AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

An Environmental Initial Study and Proposed Mitigated Negative Declaration for the Lance Gulch Road/State Route 299 Intersection Control Project which entails construction of a roundabout at the intersection of Lance Gulch Road and State Route (SR) 299. Additionally, a new opening to Nugget Lane from SR 299 would be constructed. The intersection was originally planned as a signalized intersection as part of the East Connector Roadway Project, and the signalized intersection remains the “no project alternative”. Work is expected to commence as early as summer 2017.

The review period to submit written comments on the Mitigated Negative Declaration begins on October 3, 2016 and ends on November 2, 2016. The Initial Study and proposed Mitigated Negative Declaration may be viewed on the internet at: <http://www.trinitycounty.org/index.aspx?page=82> , or at the following locations:

- Trinity County Library, 351 Main Street, Weaverville
- Trinity County Planning Department at 61 Airport Road, Weaverville
- Trinity County Department of Transportation at 31301 State Highway 3, Weaverville

Comments may be sent to Janice Smith at the Trinity County Department of Transportation, PO Box 2490, Weaverville, CA 96093 (530) 623-1365, or via email to jsmith@trinitycounty.org.

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NOTE: If you challenge the action or proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. (Comments delivered to the address above during the comment period shall be delivered to the Planning Commission.)

RECEIVED

OCT 12 2016

TRINITY COUNTY
DEPT. OF TRANSPORTATION

Affidavit of Publication

No.

Attention: Jan Smith
 { T.C. Transportation Commission
 P.O. Box 2490
 Weaverville, CA 96093
 {

AFFIDAVIT OF PUBLICATION OF

Notice of Public Meeting "Roundabout Negative Declaration"

BY TRINITY JOURNAL

STATE OF CALIFORNIA
SS.
COUNTY OF TRINITY

Wayne R. Agner of the said County, being duly sworn, deposes and says:

That he is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years and that he is not a party to, nor interested in the above entitled matter;

That he is the publisher of The Trinity Journal, a newspaper of general circulation published in the Town of Weaverville, County of Trinity, and which newspaper at all times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said Town of Weaverville, County of Trinity, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to; and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

September 28, October 5, 2016

I hereby certify under penalty of perjury that the foregoing is true and correct. Executed at Weaverville, California, on the 5th day of October, 2016.

Wayne R. Agner
 WAYNE R. AGNER
 Publisher *CS*

NOTICE OF ROUNDABOUT

NOTICE OF AVAILABILITY AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

An Environmental Initial Study and Proposed Mitigated Negative Declaration for the Lance Gulch Road/State Route 299 Intersection Control Project which entails construction of a roundabout at the intersection of Lance Gulch Road and State Route (SR) 299. Additionally, a new opening to Nugget Lane from SR 299 would be constructed. The intersection was originally planned as a signalized intersection as part of the East Connector Roadway Project, and the signalized intersection remains the "no project alternative". Work is expected to commence as early as summer 2017.

The review period to submit written comments on the Mitigated Negative Declaration begins on October 3, 2016 and ends on November 2, 2016. The Initial Study and proposed Mitigated Negative Declaration may be viewed on the internet at:

<http://www.trinitycounty.org/index.aspx?page=82>, or at the following locations:

- Trinity County Library, 351 Main Street, Weaverville
- Trinity County Planning Department at 61 Airport Road, Weaverville
- Trinity County Department of Transportation at 31301 State Highway 3, Weaverville

Comments may be sent to Janice Smith at the Trinity County Department of Transportation, PO Box 2490, Weaverville, CA 96093 (530) 623-1365, or via email to jsmith@trinitycounty.org.

Public Hearings on the project will be held by the Trinity County Planning Commission on November 10, 2016 at 7:00 p.m., and by the Board of Supervisors on December 20, 2016 at 10:00 a.m. or as soon thereafter as the matter can be heard. Hearings will take place at the Trinity County Library meeting room, 351 Main Street in Weaverville. Anyone desiring to make a statement may do so, either in writing or in person.

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Bob Miller 623-3613

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HughesNet High Speed Internet



NOTICE OF AVAILABILITY AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

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1

5

Taker: LS

Cost/Day	Amount
148.80	148.80

148.80
0.00
148.80
0.00
148.80

12

EXHIBIT B
COMMENTS AND RESPONSES

13

ENPLAN

055-05

November 2, 2016

EXHIBIT B – RESPONSE TO COMMENTS

TO: Jan Smith, Senior Environmental Compliance Specialist
Trinity County Department of Transportation
PO Box 2490
Weaverville, CA 96093

FROM: Carla L. Thompson, AICP
Lindsay Kantor

SUBJECT: Lance Gulch Road/State Route 299 Intersection Control Project
Response to Comments and Mitigation Monitoring and Reporting Program

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code Section 15000 *et seq.*), and CEQA Guidelines (California Code of Regulations Section 15000 *et seq.*) an Initial Study/Mitigated Negative Declaration (IS/MND) for the Lance Gulch Road/State Route 299 Intersection Control Project was prepared and made available to the general public and interested agencies for a 30-day public review period. The agency review period managed by the State Clearinghouse ended October 28, 2016; the general public review period ended November 2, 2016.

All written comments received during the public review period are attached, along with written responses to environmental issues raised by commenters on the IS/MND.

Response to Comments

Pursuant to CEQA Guidelines Section 15204(b), in reviewing negative declarations, persons and public agencies should focus on the proposed finding that the project will not have a significant effect on the environment. This can be accomplished by identifying the specific effect, explaining why the commenter believes the effect would occur, and explaining why the commenter believes the effect would be significant. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

In preparing a response to each comment, the written response must address the significant environmental issue raised and must be detailed, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted by the lead agency.

In addition to a letter from the State Clearinghouse confirming that the public review period occurred, the following individuals and representatives of organizations submitted written comments on the IS/MND. No comments were received from any public agencies. Each comment letter is reproduced in its entirety and is followed by the response(s) to the letter.

Letter	Agency, Organization or Individual	Date
1	Joan Berrien, Resident	October 6, 2016
2	Gail Goodyear, Resident	August 10, 2016
3	Stephen and Christina Hubbell, Residents	October 11, 2016
4	Steven Mackay, Cara Lon Mackay, Leon Hutchinson, Residents	October 19, 2016
5	Jill Richards, Resident	October 7, 2016
6	Mandeep Sandhu, Resident	October 6, 2016
7	Richard McAvoy, Resident	October 24, 2016
8	Everett H. Harvey, Jr., Resident	October 27, 2016
9	William F. Barnum, Attorney, Barnum Law Office	October 26, 2016
10	Judy McLaughlin, Resident	October 31, 2016
11	Angela Dills, Resident	October 30, 2016
12	Lacy Hayth, Resident	October 30, 2016
13	Gerard Lane, Resident	October 30, 2016
14	Rory Duckworth, Resident	October 31, 2016
15	Weaverville Market	October 6, 2016
16	Michael Charlton, Redwoods & Rivers	October 30, 2016
17	John Knight, Resident	October 31, 2016
18	VaLynn Crafford, Resident	October 31, 2016
19	Gerard and Dale Kaz, Residents	October 31, 2016
20	Roberta Dooley, Resident	November 1, 2016
21	Scott White, Resident	November 2, 2016

Enclosures:
Public Comment Letters
Responses
Public Comment Letter from Scott White (Attachment A)

LETTER 1

Subject: FW: NO Roundabout NO

-----Original Message-----

From: Joan B [mailto:jmnberrien@wildblue.net]

Sent: Thursday, October 06, 2016 12:18 PM

To: Jan Smith

Subject: NO Roundabout NO

Signals can be programmed like the ones at Eureka Way and Buenaventura in West Redding. Roundabouts cost TOO much money. The proposed one here in Weaverville is too small to accommodate the large trucks that pass through. There are too many problems to solve regarding foot traffic around this proposed roundabout, and naturally would cost even more money! The impact on the area surrounding this proposed roundabout would be a mess!

Both my husband and I are against this roundabout - this is 2 votes AGAINST the proposed Roundabout! We are long-time residents of Weaverville and we believe that this proposed roundabout would be detrimental to our mountain community. We have traveled a lot and have come upon roundabouts in various places, and we do not like them. Thank you for reading this email.

1-1

LETTER 1

JOAN BERRIEN, RESIDENT

Response 1-1:

The Commenter states roundabouts cost too much. She also expresses concerns that the roundabout is too small to accommodate large trucks and would create too many problems for foot traffic around the roundabout. She believes the roundabout would be detrimental to the community.

The issue of cost is not an environmental impact. This comment will be provided to the Board of Supervisors prior to taking action on the project.

As stated in under d) in Section III.C.16, "Transportation and Circulation," of the IS/MND (page 51), the roundabout would be designed and constructed in accordance with County and California Department of Transportation (Caltrans) requirements and standards.

The County utilizes the American Association of State Highway and Transportation Officials (AASHTO) standards for all design guidelines, and all specifications are drafted based on the California Department of Transportation Specifics. AASHTO includes geometric designs for roundabouts to accommodate a variety of users (truck, transit, bicycle, pedestrian). The roundabout will be designed to accommodate larger vehicles pursuant to these standards.

AASHTO: "A Policy on Geometric Design of Highways and Streets." 2001.
[http://nacto.org/docs/usdg/geometric design highways and streets aashto.pdf](http://nacto.org/docs/usdg/geometric%20design%20highways%20and%20streets%20aashto.pdf).

According to Caltrans, roundabout intersections on the State highway system must be developed and evaluated in accordance with the following:

National Cooperative Highway Research Program (NCHRP) Report 672 entitled **"Roundabouts: An Informational Guide – Second Edition."** October 2010. <http://www.trb.org/Publications/Blurbs/164470.aspx>.

Traffic Operations Policy Directive (TOPD) Number 13-02. August 23, 2013.
<http://dot.ca.gov/trafficops/policy/13-02.pdf>.

Signs, striping and markings at roundabouts must comply with the **California Manual on Uniform Traffic Control Devices (MUTCD)**:
<http://www.dot.ca.gov/trafficops/camutcd/>.

Section III.C.16, "Transportation and Circulation," under f) of the IS/MND (page 51) also explains pedestrian crossings would be provided on all four legs of the roundabout intersection. The roundabout's splitter islands would slow vehicle speeds and reduce crossing distances. When crossing at the roundabout, pedestrians would cross one lane of traffic at a time, coming in one direction at a time. Pedestrians could then take refuge in the splitter island, then cross another 12 feet on single lane traffic coming in a single direction.

With either stops signs or a signal, pedestrian crossings would be approximately 65 feet long and pedestrians would have to cross traffic in both directions with no refuge in the middle. In addition, due to issues with signal timing, only three legs

of the signalized intersection would have crosswalks; the southern leg, closest to the Nugget Lane and Trinity Plaza Shopping Center, would not have a crosswalk.

LETTER 2

Gail Goodyear
PO Box 1120
Weaverville, CA 96093
August 10, 2016

Trinity County Board of Supervisors
Bill Burton, Keith Groves, Karl Fisher, John Fenley and Judy Morris
PO Box 1613
Weaverville, CA 96093

CC: Rick Tippett, TC Transportation

Dear Supervisors and Transportation staff:

This letter supports four-way stop at the intersection of Hwy 299, Glen Road and Lance Gulch Road.*

HUGE! Traffic stop allows drivers/passengers time to read business signs and to decide to visit local stores/restaurants.

No side roads to avoid a Weaverville Hwy 299 roundabout.

For all drivers, there are not side roads that would allow a traveler to avoid conveniently a roundabout on Hwy 299 at Glen and Lance Gulch Roads. A roundabout could significantly increase traffic, not planning to stop-shop, through the shopping center parking lots --this is a dangerous consequence.

Weaverville and Trinity County has a significant number of senior drivers.

- (1) Older drivers gradually lose ability to turn head to right or left. A roundabout requires this head turn and a driver will be in the roundabout, unable to get out or about to cause an accident....
- (2) A roundabout would disorient many (significant #) as they tried to drive around the circle and exit at their desired location.
- (3) Accommodation of Trinity County's largest population by age is needed. Let's keep folks safe and independent.

No sane Garden Club volunteer will get roundabout's center median to maintain vegetation. Too risky. Not enjoyable or affordable for our volunteers.

Weaverville walks.

The long-needed crosswalk across 299 at Glen Road/Lance Gulch Road has been constructed—keep it. This crosswalk connects two major shopping-dining areas in Weaverville. The nearest crosswalk is at Main and Washington Streets.

Connecting drivers to retail and services without use of Hwy 299.

Lance Gulch has been a benefit to many drivers and walkers who live to the *east of Hwy 299*, as they can access a grocery store and a drug store without using Hwy 299. West-side drivers lack this access benefit.

Overall

I am thankful for the Lance Gulch Road and the sidewalk along part of its course. If funds are available, I recommend the *remaining dollars be used to extend the sidewalk from Brown's Ranch Road (and the Golden Age Center) to Hwy 3* opposite Five Cent Gulch Road (and its mobile home park)--Please include this project in future transportation plans.

NO roundabout, NO closure of one end of Nugget Lane, NO further encroachment on CHP land. Current design works.

Sincerely,
Gail Goodyear



*Ask CalTrans to leave "as is" for ten years.

2-1

2-2

2-3

2-4

2-5

LETTER 2

GAIL GOODYEAR, RESIDENT

Response 2-1: The Commenter states that a traffic signal allows time for motorists to read business advertisement signs and decide to go to these businesses.

The Commenter does not raise specific issues relating to the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking any action on the project.

Response 2-2: The Commenter states there are no side roads to allow someone to avoid the roundabout. She believes this could significantly increase traffic through the shopping center parking lots and this is a dangerous consequence.

A driver's decision to take a short cut through the shopping center parking lots could just as easily occur if a traffic signal is installed, perhaps more so than with a roundabout. A roundabout provides continuous traffic flow and may be more desirable to a driver than stopping at a traffic signal. The Commenter does not raise specific issues relating to the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking any action on the project.

Response 2-3: The Commenter states there are a significant number of senior drivers in Trinity County and older drivers gradually lose their ability to turn their head right or left. She states a roundabout requires this head turn and a driver may be in the roundabout unable to get out or about to cause an accident.

With a four-way stop, which is the current means of traffic control at this intersection, drivers must turn their heads left and right to check for other drivers, bicyclists, and pedestrians. This is also true with a traffic signal.

According to the U.S. Department of Transportation, Federal Highway Administration Office of Safety (FHWA), research indicates roundabouts can enhance the safety for drivers, including older drivers, by:

- Allowing more time to make decisions, act, and react;
- Reducing the number of directions in which a driver needs to watch for conflicting traffic; and
- Reducing the need to judge gaps in fast traffic accurately.

The following technical summary provides an overview of the key considerations for planning, analysis, and design of roundabouts.

Reference:

FHWA, Technical Summary (FHWA-SA-10-006): **Roundabouts**. 2010.
<http://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa10006/fhwasa10006.pdf>. Accessed October 2016.

Response 2-4: The Commenter expresses her belief that the Garden Club may be unwilling to maintain vegetation in the roundabout due to safety concerns.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

Response 2-5:

The Commenter states the crosswalk across 299 at Glen Road/Lance Gulch Road should remain. She states Lance Gulch Road has been a benefit to many drivers and walkers who live east of SR 299, but west side drivers lack this benefit. She is thankful for Lance Gulch Road and the sidewalks and recommends remaining dollars be used to extend the sidewalk.

This comment does not address the adequacy of the IS/MND. This comment will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 3

10-11-74

RE: ROUNDABOUT

MY WIFE AND MYSELF ARE
AGAINST HAVING A ROUNDABOUT!
A TRAFFIC SIGNAL OR THE FOUR
WAY STOP SIGNS WOULD BE OK
WITH US.

STEPHEN E. CHRISTINA
HUBBELL
P.O. BOX 344 WEAVERVILLE
6235310

3-1

LETTER 3

STEPHEN AND CHRISTINA HUBBELL, RESIDENTS

Response 3-1:

The Commenters state they are against a roundabout. Either a traffic signal or four-way stop signs are acceptable to them.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 4

10/19/16

Steven Mackay }
Cora Lou Mackay } P.O. Box 501
Leon Hutchinson } 311 Eccentric Rd.
Lewiston, CA 96052

Director of Transportation

Re: Proposed construction of Roundabout at
Main Street / Glen Road / Lance Gulch Road Intersection

After living in Trinity County for 30 years, during which time we have made countless drives through Weaverville at many different times of day and night in all weather, we are convinced that the proposed roundabout is unnecessary. Traffic is never so heavy that that degree of traffic control is needed. If anything, the intersection of Washington Street and Main Street presents a far greater need for control to alleviate traffic back-ups.

4-1

Instead of a roundabout, all that is really called for at the proposed location is stop signs at Glen Road and Lance Gulch, leaving Main street unblocked. Visibility is sufficiently good, as is lighting, that this "minimalist" approach would work fine.

Thank you for the opportunity to comment.
Yours, truly,

Steven Mackay

LETTER 4

STEVEN MACKAY, CARA LON MACKAY, LEON HUTCHINSON, RESIDENTS

Response 4-1:

The Commenters state they believe a roundabout is unnecessary. They state they have lived in Trinity County for 30 years and traffic is never so heavy that this degree of traffic control is needed. They believe that a two-way stop is all that is needed and Main Street should be unblocked. They believe the intersection of Washington Street and Main Street has a greater need for traffic control.

As stated in the Environmental Impact Report for the East Connector Roadway project (State Clearing House No. 2001032073), Weaverville's main traffic problems result from the large volume of vehicles using SR 299 and SR 3. Traffic is expected to increase due to slow but steady growth and increased through-traffic in the Weaverville Basin. By 2030, this growth in traffic levels in the existing roadway system would further increase congestion problems.

The Circulation Element of the Trinity County General Plan describes the East Connector project in detail and also contains findings, goals, objectives and policies relevant to the project. There include, but are not limited to:

Finding 1:

Increasing seasonal traffic congestion in Weaverville creates potential safety issues and adverse impacts to the community.

Finding 2:

State Route 299 in Weaverville operates at level of service E during peak periods. During peak periods, vehicle movements along SR 299 are slowed, while movements onto the highway experience significant delay. Conflicting traffic movements (turns from side streets, parking ingress and egress, delivery vehicles, etc.) cause additional delays.

Objective 1.6:

Identify anticipated street and road congestion/capacity problems before they become critical in order to program preventative measures and reduce the cost of correction.

Policy 1.6.A:

The minimum acceptable Level of Service (LOS) standard for roadway and intersection operation in Trinity County is "D". No public highway or roadway should be allowed to fall to or below LOS "E".

LOS is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection, or roadway segment, representing progressively worsening traffic conditions.

The traffic signal warrant analyses by Fehr & Peers (F&P) in 2002 concluded the intersection would meet the peak-hour and four-hour signal warrants. The LOS at this four-way intersection without signalization (with stop signs on Glen Road and Lance Gulch Road only) would be "F". With the signal, LOS would be "C".

In addition, an Intersection Control Evaluation (ICE) addressing the SR 299/Lance Gulch Road/Glen Road intersection was prepared by Fehr & Peers in 2015. The evaluation utilized 2009 traffic volumes and travel demand forecasts that were prepared for the 2011 Weaverville Traffic Signalization Study, which was conducted in conjunction with Trinity County's Regional Transportation Plan.

Supplemental field observations and traffic counts at the intersection of Glen Road and Nugget Lane were conducted in April 2015. LOS was calculated for all intersection control types using the methods documented in the Transportation Research Board Publication *Highway Capacity Manual, Fourth Edition, 2010*.

The ICE concluded that for 2040 traffic levels, both the roundabout and the signal would have a LOS of "D" or better. The peak hour intersection operations analysis showed that the signal would have longer queues of vehicles on SR 299, where the queues would block adjacent driveways leading to higher vehicle delay and a greater collision risk.

Therefore, a two-way stop is not acceptable because LOS would be inconsistent with the General Plan. Further, Caltrans has indicated that neither a two-way stop nor a 4-way stop is an acceptable means of traffic control. Either a traffic signal or roundabout needs to be installed.

LETTER 5

From: Jill Richards [mailto:1jillrichards@gmail.com]
Sent: Friday, October 07, 2016 2:50 PM
To: Jan Smith; Jill Richards
Subject: Round About on Lance Gulch / H299 / Glenn Road

Hello,

I represent a household of 2 who are vehemently against the Round About. We live on Fairway.

We have lived in a neighborhood with 2 roundabouts similar to this plan. There were many accidents as people did not wait for or even look to see if another car was waiting. Pedestrians were also "near misses" The cars would speed around the turns.

5-1

1. We LOVE the stop signs.
2. People understand how and what to do.
3. We appreciate that we can cross from Glenn onto H299.
4. The exit from Ace is dangerous, and this stop light provides a safe crossing.
5. Large Trucks park on the shoulder heading East, in front of the Weaverville Market, blocking visibility making it unsafe to cross. However, with the traffic lights, one can safely cross onto H299.

5-2

6. Lastly, we attended the planning meeting about the installation of a Round About. The "SAFER" argument is bogus. Yes, the accidents may be less severe than a head-on accident. HOWEVER, reports prove that the number of accidents at RoundABOUTS are many times higher than those at stop signs.

5-3

We sincerely hope that you consider the impact that installation of a Round About puts on residents, most of whom are Vehemently Against it.
Jill Richards & Betty Richards

LETTER 5

JILL RICHARDS, RESIDENT

Response 5-1: The Commenter states she is vehemently against the roundabout. She previously lived in a neighborhood with a roundabout and there were many accidents and near hits of pedestrians. Cars would speed around the turns.

The Commenter is directed to Response 5-3.

Response 5-2: The Commenter states her household loves the stop signs and she appreciates that motorists can cross from Glenn Road onto SR 299. The exit from ACE Hardware is dangerous and this “stop light” (existing 4-way stop) provides for a safe crossing. Large trucks parking on the shoulder heading east block visibility and traffic lights would allow people to safely cross onto SR 299.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

Response 5-3: The Commenter states they believe the “safer” argument is bogus. She states “reports prove that the number of accidents at RoundABOUTS are many times higher than those at stop signs.”

The Commenter doesn't cite any specific reports or evidence related to roundabout safety issues.

As stated in the IS/MND, according to Transportation Research Board's 2010 *Roundabouts: An Informational Guide*, roundabouts have an observed reduction of 35 percent in total crashes, 76 percent in injury crashes and 90 percent in fatal accidents compared to conventional intersection control.

The crash reduction is due to minimizing of conflict points and the lower speeds needed to traverse the intersection. While traffic signals can reduce the likelihood of broadside crashes, rear-end crashes may increase since drivers may not expect to encounter a traffic signal, particularly on a two-lane highway in a rural county.

This information is supported by a report prepared by Caltrans: *Roundabouts: The California State Highway System Roundabouts Inventory* (July 2014).

In addition, according to the U.S. Department of Transportation, Federal Highway Administration Office of Safety (FHWA), roundabouts are a proven safety countermeasure because of their ability to substantially reduce the types of crashes that result in injury or loss of life. Roundabouts are designed to improve safety for all users, including pedestrians and bicycles. Most significantly, roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82 percent when compared to conventional stop-controlled and signalized intersections, per the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual.

According to the Insurance Institute for Highway Safety, Highway Loss Data Institute (IIHS), with roundabouts, potentially serious crashes essentially are eliminated because vehicles travel in the same direction and at low speeds,

generally less than 20 mph in urban areas and less than 30-35 mph in rural areas. Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights and by reducing abrupt stops at red lights.

References:

California Department of Transportation. *"Roundabouts: The California State Highway System Roundabouts Inventory."* July 2014.
http://www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/Final_2014_CA_SHS_Roundabout_Inventory_Report_07082014.pdf. Accessed October 2016.

Insurance Institute for Highway Safety, Highway Loss Data Institute. 2016.
Roundabouts. <http://www.iihs.org/iihs/topics/t/roundabouts/qanda>.
Accessed October 2016.

U.S. Department of Transportation, Federal Highway Administration.
"Roundabouts and Mini Roundabouts." 2016.
<http://safety.fhwa.dot.gov/intersection/innovative/roundabouts/#research>.
Accessed October 2016.

_____. 2014. *Proven Safety Countermeasures – Roundabouts.*
http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_005.cfm.
Accessed October 2016.

LETTER 6

Subject: FW: Roundabout VS Traffic Light

From: Mandeep Sandhu [mailto:mani.sandhu900@gmail.com]

Sent: Thursday, October 06, 2016 9:08 AM

To: Jan Smith

Subject: Roundabout VS Traffic Light

To whom it may concern:

Basic Facts

Roundabout

- Cost a lot more to build it. | **6-1**
- It will create One Way Traffic in Nugget Lane. This change will impact our business and Reduce traffic flow in Weaverville Market. | **6-2**
- It will need a lot more space to build it. Which will require to take out Radio shack and Nail Salon Building. | **6-3**
- It will also be a lot harder for loading truck to get IN and OUT from Nugget Lane. | **6-4**

Traffic Light

- Cost a lot less to build it. | **6-5**
- 4 way stop sign gets replaced with Traffic Light.
- Entrance and Exit points stays the same.
- It may delay some traffic but not much because traffic light will be equipped with Sensor and Timer.

Therefore based on these facts I believe that we are better of with Traffic Light instead of Roundabout.

LETTER 6 **MANDEEP SANDHU, RESIDENT**

Response 6-1: **The Commenter states a roundabout will cost more to build.**

The issue of cost is not an environmental impact. This comment will be provided to the Board of Supervisors prior to taking action on the project.

Response 6-2: **The Commenter states a roundabout will result in one-way traffic on Nugget Lane, which will impact his business and reduce traffic flow to Weaverville Market.**

Section IV, "Community Impacts," of the IS/MND addresses potential social and economic impacts of the proposed project, including impacts on neighboring businesses.

As described in Sections IV.A.2 and IV.B.2 (pages 59 – 67) of the IS/MND, the Board of Supervisors will consider two alternatives and three sub-alternatives for Nugget Lane south of Glen Road. These Sections discuss impacts of each alternative and sub-alternative on local businesses. This information will be considered by the Board of Supervisors prior to taking action on the project.

The Commenter does not address the adequacy of the IS/MND and no additional response is warranted.

Response 6-3: **The Commenter states a roundabout will need more space to build which will require removal of Radio Shack and the nail salon.**

Section IV, "Community Impacts," of the IS/MND addresses rights-of-way that would need to be acquired in order to construct the roundabout. Table 9 of the IS/MND (page 61) provides a summary of parcels/businesses that would be affected by each alternative and sub-alternative. This information will be considered by the Board of Supervisors prior to taking action on the project.

The Commenter does not address the adequacy of the IS/MND and no additional response is warranted.

Response 6-4: **The Commenter states loading trucks will have a harder time getting in and out of Nugget Lane.**

The Commenter is directed to Response 6-2.

The alternatives and sub-alternatives take into consideration issues relating to the ability of cars and trucks to turn around on Nugget Lane. Truck maneuvering for loading/unloading at the businesses was also considered. This information will be provided to the Board of Supervisors prior to taking any action on the project.

The Commenter does not address the adequacy of the IS/MND and no additional response is warranted.

Response 6-5: **The Commenter states that a 4-way stop should be replaced with a traffic signal which would cost less to implement and access to Nugget Lane would be unaffected. The Commenter also states that although a signal**

may result in some traffic delays, the signal would be equipped with a sensor and timer.

The Commenter does not raise specific issues relating to the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking any action on the project.

LETTER 7



FROM: *Richard McCarvey*
TO JANICE SMITH:

EVEN CONSIDERING A ROUNDABOUT AT THE LANCE GULCH + 299 INTERSECTION IS UNCALLED FOR, INSANE, RIDICULOUSLY EXPENSIVE + TOTALLY UNNECESSARY.

THE BUCKHORN WORK IS ALMOST DONE - TRAFFIC WILL BE BACK TO NORMAL - THE EXISTING BLINKING STOP LIGHT IS WORKING LIKE A CHAMP - WHY GO INTO OVERKILL THAT WILL CONFUSE MOTORISTS, ENDANGER PEDESTRIANS, WIPE OUT BUSINESS'S, CAUSE MASS CONFUSION, NATURALLY GO OVER BUDGET, + WASTE MONEY + MAKE WEAVERVILLE RESIDENTS Madder than HELL? IF WE CAN'T HAVE WHAT'S ALREADY THERE THEN PLEASE GO TO A SIGNALIZED INTERSECTION. *Thanks*

7-1

RECEIVED

01/11/20

TERRY COUNTY
DEPT. OF TRANSPORTATION

LETTER 7

RICHARD MCAVOY, RESIDENT

Response 7-1:

The Commenter states a roundabout is uncalled for, expensive, and the “existing blinking stoplight is working like a champ.” He believes a roundabout will confuse motorists, endanger pedestrians, and eliminate businesses. He prefers a signal rather than a roundabout.

The Commenter is directed to Responses 1-1, 2-3, 5-3, 6-2, 6-3, and 6-4.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 8

October 27, 2016
PO BOX 2327
Weaverville, CA 96093

Trinity County Department of Transportation
Attn: Janice Smith (jsmith@trinitycounty.org)
PO BOX 2490
Weaverville, CA 96093

Dear Ms. Smith:

I am commenting on the “Proposed Mitigated Negative Declaration and Initial Study concerning the Lance Gulch Road/State 299 Intersection Control Project in Weaverville, California”. I will refer this as the *Initial Mitigation Study*. We remind ourselves that *mitigation* is the action of reducing the severity, seriousness, or painfulness of something.

I support the original signalized intersection and strongly oppose the proposed roundabout. The rest of this letter provides some of the reasons I take the “no project alternative” and want to proceed with the installation of the traffic signals.

The California Highway Patrol in a letter of August 16, 2016 clearly states that “the Department does not cannot support the roundabout alternatives proposed for this location”.

8-1

Out of the 18 check boxes on the Environmental Checklist Form there are 7 boxes checked as potentially affected. Although these potentially significant impacts supposedly have mitigation possibilities, it is not clear that the proposed mitigation in every case will be sufficient to alleviate the impact.

8-2

Under Community Impacts in the section on Land Use and Businesses a total of 16 parcels or businesses are directly affected. Acquiring the land for the roundabout proposed would require funds and have an untold effect on the various businesses and their customers. Again the proposed mitigations are likely insufficient.

8-3

In the *Initial Mitigation Study* in the section called Project Objectives it states that “in 2015, during construction of Lance Gulch Road, an Intersection Control Evaluation (ICE) was prepared to ensure the appropriate traffic control device was installed at the new intersection”. There are at least two claims made in the *Initial Mitigation Study* ,supposedly based upon the ICE, that are at best misleading and at worse just plainly false. This means the statement “The objective of the proposed project is to construct a roundabout in support of Lance Gulch Road that would facilitate better circulation and traffic flow than a signalized intersection, accommodate the longer STTA trucks on State Highway 299 and on Lance Gulch Road, conform to the rural aesthetics of the community, and increase vehicular and pedestrian safety” is not supported by the ICE. Let us look at these two claims, one about safety and the other about traffic flow.

8-4

First Claim: The results of the ICE indicated that a roundabout would be the preferred method of traffic control to improve vehicular and pedestrian safety” and then makes an argument that the intersection has an accident rate greater than the statewide average.

The ICE has a Safety Analysis section. It is based upon 5 reported accidents during a five year period. One of these involved a bicycle. While the report correctly says that the ICE reports that the “intersection has an overall vehicle accident rate greater than the statewide average for similar” facilities. However, since the number of reported accidents is so small (less than one per year) a statistical conclusion is about the relative “danger” level of this intersection as it previously existed is not reliable. (For those with serious interest and background see “The Statistical Analysis of Crash-Frequency Data: A Review and Assessment of Methodological Alternatives”, by Dominique Lord and Fred Mannering, March 22, 2010). The ICE makes no claim about accident levels.

8-5

Also at no point in the ICE analysis does it say that a roundabout would be the preferred way to improve vehicular or pedestrian safety. The claim that it does is false. The ICE report does say that “With regard to safety, both the roundabout and signal options would improve the existing condition”.

Second Claim: Referring to the ICE done by Fehr & Peers, a transportation consulting firm, the *Initial Mitigation Study* says that “a roundabout in support of Lance Gulch Road that would facilitate better circulation and traffic flow than a signalized intersection.”

The ICE intersection capacity analysis does say that both the roundabout and signal have an acceptable capacity prediction through the year 2040 with the roundabout has more capacity. ICE considered timed operation for the signal and did not consider traffic actuated signals. (Shasta County has quite a number of these.) A traffic actuated signal uses detectors in the approaches to monitor and assign the right-of-way on the basis of changing traffic demand. This means that highway 299 could have the right-of-way much of the time while other traffic would not have to wait a seemingly inordinate time. The “Roundabout Policy and Design Practices for County of Los Angeles” (2007) includes the following statement. “For low volume roads (less than 6,000 ADT), the inclusion of a roundabout can decrease efficiency by causing unnecessary slowing and stopping, especially when cross traffic volumes are low in comparison to the primary traffic movement”. Nowhere in the ICE is there anything that states that the roundabout would facilitate better circulation and traffic flow than a signal.

8-6

Additionally the roundabout has higher initial costs and a farther out implementation time.

8-7

These are clear reasons to proceed with the traffic signal at this intersection.

Sincerely,

Everett H. Harvey, Jr.

LETTER 8 **EVERETT H. HARVEY, JR., RESIDENT**

Response 8-1: **The Commenter states the California Highway Patrol does not support the roundabout alternatives proposed for this location.**

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

Response 8-2: **The Commenter references the IS/MND and states it is not clear that the proposed mitigation in every case will be sufficient to alleviate the impact.**

Mitigation measures are prescribed in Section III.C.4, "Biological Resources," Section III.C.5, "Cultural Resources," Section III.C.8, "Hazards and Hazardous Materials," Section III.C.14, "Public Services", and Section IV, "Community Impacts," of the IS/MND. As described in the respective sections, these mitigation measures are sufficient to minimize potential impacts to less than significant due to compliance with existing regulatory and industry standards.

The commenter does not suggest any additional mitigation measures that could be considered. Therefore, no additional response is warranted.

Response 8-3: **The Commenter states 16 parcels or businesses would be directly affected and acquiring property would require funds and have an untold effect on various businesses and their customers. He believes the proposed mitigations are likely insufficient.**

The Commenter is directed to Responses 6-2, 6-3, and 6-4.

Mitigation Measure MM IV.2.1 states, "*TCDOT shall purchase the affected property and provide appropriate compensation to the property owner, building owner, and business owners in compliance with federal and state law and provide relocation assistance to the business owners, if necessary.*"

The commenter does not suggest any additional mitigation measures that could be considered. Therefore, no additional response is warranted.

Response 8-4: **The Commenter references the Project Objectives section of the IS/MND and the SR 299/Lance Gulch Road Intersection Control Evaluation (ICE) prepared by Fehr & Peers in 2015. He believes the objectives described in the IS/MND are not supported by the ICE and he believes two of the claims are misleading or plainly false: one relating to safety and one about traffic flow.**

The Commenter is directed to Responses 1-1, 2-3, 4-1, 5-3, and 8-5.

Response 8-5: **The Commenter references the Safety Analysis section of the ICE and states it is based on 5 reported accidents during a five-year period, one of which involved a bicycle. He notes the ICE acknowledges this intersection has an overall vehicle accident rate greater than the statewide average for similar activities. He believes because the number of accidents is so low, a statistical conclusion as to the danger that previously existed is not reliable.**

Further, he states the ICE does not say a roundabout would be the preferred way to improve vehicular or pedestrian safety. The ICE says both the roundabout and signal options would improve the existing condition.

The Commenter is directed to Responses 1-1, 2-3, 4-1, and 5-3.

It is correct that the ICE states either a roundabout or a signal would improve the existing condition. The Summary and Conclusion section of the ICE (page 10), states:

"While the roundabout option will affect vehicle access and have a greater construction cost, this option will provide lower vehicle delay, enhanced traffic safety, and lower maintenance cost than the signal option."

Response 8-6: The Commenter states the ICE did not consider timed operation for the signal and did not consider traffic actuated signals which uses detectors in the approaches to monitor and assign the right-of-way on the basis of traffic demand. He references a roundabout policy document from the County of Los Angeles, which states for low volume roads (less than 6,000 ADT), a roundabout can decrease efficiency, especially when cross traffic volumes are low in comparison to the primary traffic movement.

The Commenter is directed to Response 4-1. It should also be noted that the Average Daily Traffic at this intersection exceeds 6,000 vehicles per day.

Reference:

State of California, California State Transportation Agency, Department of Transportation, Division of Traffic Operations. 2014 Traffic Volumes on the California State Highway System. Page 208.
http://www.dot.ca.gov/trafficops/census/docs/2014_aadt_volumes.pdf.
Accessed November 2016.

Response 8-7: The Commenter states a roundabout would have high initial costs and a farther out implementation.

The issue of cost is not an environmental impact. This comment will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 9

BARNUM LAW OFFICE

William F. Barnum

525 SECOND STREET, SUITE 204
POST OFFICE BOX 173
EUREKA, CALIFORNIA 95502

TELEPHONE: (707) 442-6405
FACSIMILE: (707) 442-1507
E-MAIL: wfb@barnumlaw.net

Kaleen S. Fisher
Legal Assistant

October 26, 2016

Janice Smith
Trinity County
Department of Transportation
Post Office Box 2490
Weaverville, California 96093
jsmith@trinitycounty.org

**Re: Comments and Objections to Proposed Roundabout Project, aka
Lance Gulch Road/State Route 299 Intersection Control Project**

Our Client: Merritt D. ("Duane") Heryford

Dear Ms. Smith:

I represent Merritt D. ("Duane") Heryford of Weaverville, California and write you with comments and objections on his behalf respecting the proposed roundabout project, aka "Lance Gulch Road/State Route 299 Intersection Control Project."

Mr. Heryford owns a commercially-zoned parcel (APN: 024-500-50-00) located at 50 Nugget Lane in Weaverville. It is presently home to three (3) commercial tenants including the Owens Pharmacy, The Floor Store, and Mountain Valley Physical Therapy.

As historically configured, access to these three businesses is along Nugget Lane, which comprises two lanes of traffic and parking spaces to the north. Entry and exit points have historically been maintained and used from the intersection with Glen Road to the west and State Route 299 to the east.

Mr. Heryford, on behalf of himself and his commercial tenants objects to the proposed roundabout configurations depicted in the Proposed Mitigated Negative Declaration and Initial Study dated October 2016 (just released). Both proposed roundabout Alternatives 1 and 2 will eliminate the western access points to Nugget Lane and replace that historic access with insertion of an ingress/egress point along the north side of Nugget Lane. These proposals and the three (3) alternative depictions of the mitigations proposed will have the following adverse impacts upon Mr. Heryford's properties and tenants:

9-1

9-2

1. Parking spaces will be lost;
2. Convenient truck access will be lost;
3. Ease of turning into and out from Nugget Lane will be lost;
4. The combination of items 1 through 3 will significantly reduce the attractiveness of the commercial tenancies and will diminish the fair market value of the commercial properties in which he is invested with reasonable investment backed expectations.

**9-2
Cont.**

Mr. Heryford also comments and objects that the proposed roundabout configurations are less safe for residents of Weaverville and visiting tourists and customers. The historic use of stop signs has effectively controlled traffic while continuing the access which he and his commercial tenants have relied upon for their businesses. In contrast, roundabouts have the effect of delivering a steady stream of traffic in both east and west directions. Pedestrians hoping to cross State Route 299 will find that the steady stream of vehicles coming from the roundabout will inhibit their use and enjoyment of the businesses throughout the Weaverville area. People will be challenged to sprint across the highway instead of safely walking when traffic naturally slackens between vehicles which have been required to stop at the Lance Gulch intersection (whether by stop sign or stop light controls). Senior citizens and the disabled will find crossing impossible.

9-3

Mr. Heryford notes that the mitigated Negative Declaration includes depictions of the configurations of the stop sign and stop light controlled alternatives, both of which will allow eastbound access from Glen Road into Nugget Lane. While this removes 50% of the access presently and historically enjoyed there, it does mitigate the impact of cutting off access to Glen Road as proposed with the roundabout alternatives. The stop sign or stop light alternatives will both mitigate the damaging impacts on his investment property.

9-4

While a public agency, such as Trinity County, has the power to adopt and impose traffic infrastructure in the public interest, it may not do so with impunity, or without accountability to the damaging effects of such actions. Certainly some property owners will be subjected to eminent domain negotiations or litigation to permit the project to proceed to construction. Mr. Heryford is not without a remedy for the impacts to his investment-backed expectations.

California has long recognized that a "regulatory taking" may exist even when a public agency's action does not take all economically viable use of a private person's property. This doctrine has been upheld by the United States Supreme Court in *First English Evangelical Lutheran Church of Glendale vs. Los Angeles County, California* (June 9, 1987) 482 U.S. 304. The *First English* decision ratified a citizen's right to bring a regulatory takings claim when, in instances such as this matter, his investment-backed expectations are damaged (though not entirely frustrated) by local government actions.

9-5

Janice Smith
Trinity County
Department of Transportation
October 26, 2016
Page 3

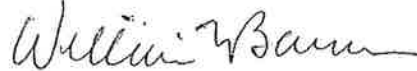
Our purposes in writing you now are to comment upon the proposed roundabout project, suggest preferable and less-damaging alternatives, and to put the County of Trinity on notice that if it proceeds with the planned project it will likely result in a claim by Mr. Heryford for damages arising in inverse condemnation, as authorized by the Fifth Amendment to the United States Constitution and §1, Article 19 of the California Constitution.

Such a claim will be based on the proof of diminution in value of the commercial properties resulting from the project and its adverse impacts on access and parking on Nugget Lane.

Please make note of our address and include our office in any future notifications concerning this project. If fees are required to be included in such notice, please advise so we may make a deposit.

Thank you.

Sincerely,



William F. Barnum

WFB:b

cc: Duane Heryford

wfb letter to Janice Smith County of Trinity Oct 26, 2016

**9-5
Cont.**

LETTER 9

WILLIAM F. BARNUM, BARNUM LAW OFFICE

Response 9-1: The Commenter states he represents Merritt D. (Duane) Heryford. He provides a brief description of the property and its configuration.

Comment noted. No further response is necessary.

Response 9-2: The Commenter states that implementation of the roundabout will result in loss of parking, loss of convenient truck access, and loss of convenient vehicle access to and from Nugget Lane. The Commenter states that these impacts will reduce the value of the commercial properties located on the parcel.

The Commenter is directed to Responses 6-2, 6-3, 6-4, and 8-3.

Implementation of a roundabout would result in loss of parking and changes to truck and vehicle access to and from Nugget Lane. In regards to truck access, Sub-Alternative B (where a new opening to Nugget Lane from SR 299 would be provided across from the driveway to CVS Pharmacy in the Trinity Plaza Shopping Center), would likely contribute to more convenient truck access to and from Mr. Heryford's property than the two other sub-alternatives. Under this sub-alternative, because the new access opening would be directly across from Mr. Heryford's property, trucks would be less likely to have to back up on Nugget Lane and maneuver around other moving and parked vehicles.

In addition, it should be noted that parking along the SR 299 side of Nugget Lane is in Caltrans and Trinity County right-of-way, and thus, not privately owned. However, it is understood that the quantity of parking spaces available along Nugget Lane could affect local businesses.

Response 9-3: The Commenter states that the roundabout would be less safe than a stop sign or traffic signal. Specifically, implementation of a roundabout will result in a steady stream of vehicles on SR 299 where pedestrians would have difficulty crossing lanes. The Commenter states that senior citizens and disabled persons would especially have difficulty crossing the intersection.

The Commenter is directed to Responses 1-1, 2-3, and 5-3.

Response 9-4: The Commenter states that although implementation of the stop sign and signal removes 50 percent of the access that currently or historically occurred at this location, access from Glen Road onto Nugget Lane is permitted which is better than eliminating access from Glen Road altogether.

The Commenter does not raise specific issues relating to the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking any action on the project.

Response 9-5: The Commenter states that some property owners will be subjected to eminent domain but that Mr. Heryford "is not without a remedy for the impacts to his investment-backed expectations." The Commenter cites the

Supreme Court case, *First English Evangelical Lutheran Church of Glendale vs. Los Angeles County, California*, ratifying “a citizen’s right to bring a regulatory takings claim when, instances such as this matter, his investment-backed expectations are damaged (though not entirely frustrated) by local government actions.” The Commenter states that if a roundabout is approved, Mr. Heryford will likely file a claim “based on proof of diminution in value of the commercial properties resulting from the project and its adverse impacts on access and parking on Nugget Lane.”

The Commenter does not raise specific issues relating to the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking any action on the project.

LETTER 10

From: Judy McLaughlin
To: Jan Smith
Subject: Round About
Date: Monday, October 31, 2016 4:34:12 AM

Hi Jan, not sure if I'm allowed to give my opinion on this because I'm an employee. But if I am, I don't want a round about, it's working fine the way it is not. I would say yes to a stop light, but everyone has gotten so use to the stop and go. Have a wonderful day! Judy McLaughlin

10-1

Response 10-1: **The Commenter states that they are not in favor of a roundabout. The Commenter indicates that a signal would be desired in place of a roundabout but that the existing 4-way stop is sufficient and motorists are comfortable with it.**

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 11

From: Angela Dills
To: Jan Smith
Date: Sunday, October 30, 2016 9:46:04 PM

The roundabout is the stupidest idea ever... and that four way stop is lame....town has many busy intersections ,more so that Lance& highway 299...we don't need it.. Also the driveway by CVS on back of building is so dangerous for employees leaving work who park back there, nearly get hit Everytime people's come barrelling around the rocks....If I get hit there .I will bring at suit against County and Rick Tippet personally... It should have been put in near front side of the store...it creates a pinch point for traffic.... Someone hit one of the rocks and moved 50ft...

11-1

LETTER 11

ANGELA DILLS, RESIDENT

Response 11-1:

The Commenter states that neither the roundabout nor the existing 4-way stop are necessary or good ideas. She also states that the existing driveway behind the CVS Pharmacy from Lance Gulch Road is dangerous for employees that park there due to the high speed of vehicles passing through. She states that if she is hit, she will file a lawsuit.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 12

From: Lacy Hayth
To: Jan Smith
Subject: Roundabout
Date: Sunday, October 30, 2016 6:09:31 PM

I want to say that I am totally against all roundabout ideas. Personally I think there should be a stop sign on glen road and one on lance gulch road NOT on hwy 299. Save the county money and remove the stop signs on hwy 299.

Lacy Hayth

Sent from my iPhone

12-1

LETTER 12

LACY HAYTH, RESIDENT

Response 12-1:

The Commenter states they are not in favor of a roundabout and that traffic control should be limited to a stop-sign on the Lance Gulch Road and Glen Road legs of the intersection.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 13

From: [Gerard Lane](#)
To: [Jan Smith](#)
Subject: I'm against the roundabout
Date: Sunday, October 30, 2016 4:10:31 PM

I'm writing to express that I am against the proposed roundabout. Please save the money and put in signals.

Thank you.

Gerard E. Lane
20 Taylor Street
Weaverville, CA 96093

13-1

LETTER 13

GERARD LANE, RESIDENT

Response 13-1:

The Commenter states he is not in favor of a roundabout and that a signal should be installed to save money.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 14

From: Rory Lyn
To: Jan Smith
Subject: Opposed to the roundabout
Date: Monday, October 31, 2016 9:09:43 AM

I'm just wanting to voice my opinion on the roundabout, I think it's a waste of money and I would prefer signals. Thank you.

Rory Duckworth
P. O. Box 3269
20 Taylor St

| 14-1

Response 14-1: **The Commenter states that a roundabout is a waste of money and he prefers a signal.**

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 15

Subject: FW: Weaverville Market

From: Jan Smith [<mailto:jsmith@trinitycounty.org>]
Sent: Thursday, October 06, 2016 9:39 AM
To: Carolyn Davis; Brian Ray; jimf@quincyeng.com; Mike Sanchez (mikes@quincyeng.com); Andrew Pence
Cc: Richard Tippett; Leslie Hubbard
Subject: Weaverville Market

Rikki from the market called and asked one more time about keeping the driveway to Glen Road where it is. He did a cost analysis on his plan to move the building and put the gas pumps out front, and it would be cost prohibitive. If the driveway could stay where it is, he could put the pumps where the car wash used to be. He would need a setback from the road, I think it is 40' for a building next to a County Road. Andy, do you know if that applies to gas pumps, and is the driveway going to be a County road?

Anyway, is there any way this could work? And also, did Caltrans say "no" to his proposed access onto 299 across from the DMV driveway, or is that something you traffic engineers said "no" to?

He asked me to check one more time during the comment period. If anyone has a brilliant idea to come to the rescue, preferably by November 3, I would include it in the Planning Commission packet.

Thanks,

Jan Smith
Senior Environmental Compliance Specialist
Trinity County Dept. of Transportation
(530) 623-1365 ext 3405

15-1

LETTER 15

WEAVERVILLE MARKET

Response 15-1:

Via a telephone conversation with Jan Smith of the Trinity County Department of Transportation, the Commenter requests that the driveway from Glen Road to North Nugget Lane be kept as is. The Commenter indicates that if the driveway is relocated farther up Glen Road, the existing building (on APN 024-480-3100) would have to be moved farther back and the proposed gas pumps would be installed out in front. This setup would be cost prohibitive. Alternatively, if the driveway was not relocated, the existing building could remain and gas pumps could be installed at the location of the former carwash.

The roundabout consultants, Kittelson & Associates, considered this request, but determined that it could not be safely implemented, because of the proximity of the crosswalk on Glen Road and to the 299 intersection.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 16

Subject: FW: roundabout

From: Michael Charlton, Redwoods & Rivers [<mailto:michael@redwoods-rivers.com>]
Sent: Sunday, October 30, 2016 5:22 PM
To: Jan Smith
Subject: roundabout

I am in favor of a roundabout at the new bypass and 299.

Michael Charlton
Redwoods and Rivers
21690 Hwy 299
Big Bar, CA. 96010
1-800-429-0090
michael@redwoods-rivers.com
Check out our Facebook page for news and specials [REDWOODSandRIVERS](#)

16-1

LETTER 16

MICHAEL CHARLTON, REDWOODS & RIVERS

Response 16-1: The Commenter is in favor of a roundabout.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 17

From: john.knight
To: Jan.Smith
Subject: Re: Roundabout Environmental Document
Date: Monday, October 31, 2016 7:45:51 PM

Dear Jan,

According to the Roundabout Initial Study the roundabout option offers improved vehicle and pedestrian safety and efficiency for moving traffic through the intersection.

The costs are substantially higher than the original signal plan. Supervisors are right to balk at the increased costs. The large federal and state contributions should help with this concern.

Supervisors should also keep in mind we are building something for the ages. Twenty to thirty years from now no one will care if the roundabout cost several times more than the light- if it functions well and does what other roundabouts do.

Thank you for the opportunity to comment.

John Knight

On Thursday, September 29, 2016 8:18 AM, Jan Smith <jsmith@trinitycounty.org> wrote:

Attached please find the Public Notice that the environmental document for the roundabout project is ready to start public review. The document will be available at the Weaverville Library, Planning Department and Transportation Department offices in Weaverville starting this afternoon. It will be posted on the web sometime tomorrow, at on the internet at:
<http://www.trinitycounty.org/index.aspx?page=82>.

See the attached notice for opportunities to provide comments, and to attend Public Hearings. The final decision is expected to be made by the Board of Supervisors on December 20, 2016.

Thank you for your interest,

Jan Smith
Senior Environmental Compliance Specialist
Trinity County Dept. of Transportation
(530) 623-1365 ext 3405

17-1

LETTER 17

JOHN KNIGHT, RESIDENT

Response 17-1:

The Commenter notes that as described in the IS/MND, implementation of a roundabout offers improved vehicle and pedestrian safety and increased traffic flow. The Commenter states that the higher cost of a roundabout should be a concern to the Board of Supervisors but that Federal and State contributions should help with the costs. The Commenter states that the roundabout will be a long-standing project where the initial cost of the project will be forgotten in the future with successful operation.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 18

From: Valynn Ruth
To: Jan Smith
Subject: Pro-Roundabout
Date: Monday, October 31, 2016 6:17:21 PM

As a citizen of Weaverville, I would like to say for the record that I am Pro-Roundabout...because the studies clearly show that they are safer than 4-Way Signals. The safety and very lives of people matter most, in my opinion. If the powers-that-be can secure the funds needed for this option, then I applaud the gift of a life-saving choice for our community (and guests). My response to the concern about the high price of a Roundabout is that it's better to pay for a Roundabout than a preventable death.

Respectfully,
VaLynn Crafford

18-1

Response 18-1: The Commenter is in favor of the roundabout due to the benefits of improved safety. The Commenter states that although the roundabout is expensive, the cost is worth preventing potential deaths.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 19

RECEIVED

OCT 31 2018

TRINITY COUNTY
DEPT. OF TRANSPORTATION
Trinity County Department of Transportation

P.O. Box 2490
Weaverville, Calif. 96093

From; Gerard and Dale Kaz

P.O. Box 224
Junction City, Calif. 96048

Re: Mitigated Negative Declaration for Lance Gulch Road/ State Route 299 Intersection Control Project which entails construction of a roundabout at the intersection of Lance Gulch and SR 299.

Board of Supervisors of Trinity County, Calif.,

We would like to go on record as objecting to the construction of a roundabout at the Lance Gulch/SR 299 intersection.

The following is the reason for our objection.

*Cost of the roundabout project. The original project was funded for a four (4) way stop so this project should be completed as planned without the extra financial burden of constructing a roundabout.

- Safety: At the present time, there are pedestrian crosswalks available to safely traverse SR 299 at the Lance Gulch/ SR 299 intersection. There appears to be more and more citizens needing the transportation of a motorized wheel chair. A four way stop light would ensure the safety of people walking or using wheel chairs to get from one side of the highway to the other by keeping the pedestrian cross walks which are currently in place.
- SR 299 is being realigned and resurfaced to accommodate increase of traffic which includes passage of larger longer trucks. These larger trucks are not able to navigate roundabouts easily or safely.

*snow removal is more difficult in roundabouts compared to straight highways.

*It has been our experience with living in Trinity County for 50 years, 25 years of which we owned and operated a business on Main St. /SR299 Weaverville, that visitors come to Weaverville because of the surrounding beauty- mountains, forests, lakes. No one has ever told us that they visited Weaverville because it did not have a stop light.

Thank-you for allowing us the opportunity to express our concerns. We, as you, want the best for our community. We feel it is in the best interest, not only for the present, but for the future, to have a 4 way stop light at Lance Gulch/ SR 299 and NOT a roundabout.

19-1

19-2

19-3

19-3

19-4

LETTER 19

GERARD AND DALE KAZ, RESIDENTS

Response 19-1: **The Commenters object to construction of a roundabout. The Commenters state that the signal should be constructed because it is already funded and a roundabout would present an “extra financial burden.”**

The issue of cost is not an environmental impact. This comment will be provided to the Board of Supervisors prior to taking action on the project.

Response 19-2: **The Commenters state that the existing crosswalks at the intersection provide safe crossing for pedestrians. The Commenters note there is an increased number of people in motorized wheel chairs and that a signal would ensure the safety of pedestrians, including those in wheel chairs.**

The Commenter is directed to Responses 1-1 and 5-3.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

Response 19-3: **The Commenters state that SR 299 is being “realigned and resurfaced to accommodate increase traffic which included passage of larger longer trucks,” and that these trucks would be unable to “navigate roundabouts easily or safely.”**

The Commenter is directed to Response 1-1.

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

Response 19-4: **The Commenters state that snow removal is more difficult in roundabouts as compared to “straight highways.”**

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 20

Subject: FW: another comment please add

From: Bobbie at the Bernard Haus [<mailto:bobbie@bernardhaus.com>]

Sent: Tuesday, November 01, 2016 4:15 PM

To: Jan Smith

Subject: Mitigated Negative Declaration

RE: Roundabout/Traffic Signals - My \$.03

1. Stop the hemorrhaging...Call at a day...Stop beating the "dead" horse...I could go on and on...Just say "NO!"
2. Let's say "we come 'under' budget". Leave the two stop signs on Glen and Lance Gulch. There - We're Done.
3. Trinity County residents and business owners will be able to use OUR Main Street again.

20-1

Sincerely,

Roberta Dooly

20 Blue Heron Way

Del Loma, CA 96010

LETTER 20

ROBERTA DOOLY, RESIDENT

Response 20-1:

The Commenter states that the project should not continue and suggests that the two stop signs on Glen Road and Lance Gulch Road be kept in place to save money and so that residents and business owners will be able to “use our Main Street again.”

This comment does not address the adequacy of the IS/MND. This information will be provided to the Board of Supervisors prior to taking action on the project.

LETTER 21

Due to the considerable length of this letter and its original attachments, please see Attachment A of this memorandum for a complete copy.

An additional letter from Megan Marshall, received after the comment deadline, is also included in Attachment A.

LETTER 21

SCOTT WHITE, RESIDENT

Response 21-1:

Following preparation of the ICE, Kittelson & Associates, Inc., an engineering firm with expertise in roundabout design, was hired to develop the alternative designs presented in the IS/MND. Any changes to the design that have been considered during preparation of the IS/MND in order to accommodate access for emergency vehicles or businesses have been developed by these experts, not the environmental analysts. The ICE was included for complete disclosure, but the IS/MND reflects more recent design information.

The Commenter's comments during and after the July 6, 2016 Board of Supervisors meeting were not omitted because of bias. Planning staff typically does not include letters to the editor in with comments on an environmental document. Comments made to the Board are already part of the public record that will be available to the Board of Supervisors when they make the ultimate decision.

A more thorough response to this comment letter cannot be completed in time for Planning Commission agenda packets. Further response to this letter, as well as comments and responses to any comments received after the public comment period of the Draft IS/MND and comments made at the Planning Commission public hearing, will be made available to the Board of Supervisors and included in their agenda packets, which will be posted on the County's website on December 16, 2016, for the December 20, 2016 Board Meeting, where the final decision is expected to be made.

Attachment A

Public Comment Letter from Scott White, Resident

And Comment Letter from Megan Marshall, Resident

November 2, 2016

RECEIVED

NOV 01 2016

TRINITY COUNTY
DEPT. OF TRANSPORTATION

Ms. Diana Stewart, Chair, Trinity County Planning Commission
Attention: Janice Smith, Senior Environmental Compliance Manager
Trinity County Department of Transportation
P.O. Box 2490
Weaverville, CA 96093

RE: Proposed Mitigated Negative Declaration and Initial Study (PMNDIS): Lance Gulch Road/SR 299 Intersection Control Project (prepared by ENPLAN for the Trinity County Department of Transportation)

I was encouraged when reading the "Community Impacts" section of the PMNDIS that the County recognizes the importance of "the potential social and economic impacts of the proposed project with respect to population growth, demographics, local workforce, land use, relocation of businesses, fiscal matter, and safety and efficiency". Therefore, "these impacts are discussed herein in the interest of public disclosure" (PMNDIS, page 56). There is currently no traffic control device for any through traffic movement on any state highway in the county, in fact there are no signals or roundabouts in the county at all. Whatever decision is made, it will be a tremendous change for our county.

Unfortunately, assumptions, omissions and errors in the PMNDIS render it ineffective in revealing the probable impacts of development of a roundabout and furthermore are completely misleading as to the potential benefits of a roundabout relative to a traffic signal at the project location. Put another way, the PMNDIS fails to achieve the stated goal of valid "public disclosure", rather it selectively uses and/or avoids readily available information to draw a very favorable picture of a roundabout when a balanced evaluation and use of best available information do not sustain such a conclusion. If the "mistakes" had not been almost all in favor of one side (roundabout) they might have really been "mistakes".

To achieve valid disclosure of the potential impacts and benefits of a roundabout relative to a traffic signal at the project location and allow for fully informed public input and decisions by public officials, the following actions should be taken by the Trinity County Planning Commission:

- Receive public and agency input up though the Public Hearing scheduled for November 10, 2016.
- Direct staff to update and prepare a revised PMNDIS in consideration of all information received.
- Recirculate the revised PMNDIS for a second 30-day public review period to allow the public to consider and comment on a more accurate and reasonable assessment of the alternative intersection control options.
- Conduct a second public hearing.

The above is entirely within the authority of the Planning Commission to do. If the purpose of the PMNDIS is truly to achieve "public disclosure" and foster informed public input, this is the minimum the County should do given the magnitude of the flaws in the PMNDIS as currently circulated. The comments that follow will show that, in its current form, the PMNDIS may well lead the public and our elected and appointed officials to conclusions not supported by actual facts.

Discussion Regarding PMNDIS

III. Environmental Checklist Form

Section 14. Public Services – Discussion a. i-v and MM 14.2

Section 16. Transportation and Circulation – Discussion e and MM 14.2

In the long-term operation of the project, there could be permanent changes to CHP's access to SR 299. Comments from CHP during an in-person meeting with TCDOT, as well as comments contained in a letter submitted by CHP to TCDOT, focused on the concern that with a roundabout design, a left turn out of the CHP/DMV parking lot onto SR 299 would no longer be permitted (see Section IV, "Community Impacts," and Appendix C for other CHP comments). According to CHP, because officers exiting the driveway and desiring to go eastbound on SR 299 would be limited to a right turn only, they would be required to make an illegal U-turn on SR 299 to go eastbound. By not allowing a left turn out of the parking lot, CHP response time would be delayed and a traffic safety issue would be created. Slowing emergency response time is considered a potentially significant impact.

In addition, the CHP was concerned about their emergency vehicles entering Lance Gulch Road from the rear parking lot, and being delayed waiting to enter the roundabout. There would only be one westbound lane approaching SR 299 on Lance Gulch Road, and a queue of vehicles waiting to enter the roundabout from this approach could cause a slight delay for emergency responders.

Since CHP's initial meeting with the TCDOT project team, the design features of the roundabout have been revised to accommodate right and left turns in and out of the CHP/DMV driveway from SR 299 by shortening the length of the splitter island in front of the driveway. In addition, the splitter island on the Lance Gulch Road approach to the roundabout would be designed so that CHP and other emergency vehicles could drive on it, providing an emergency lane so that emergency vehicles could pass other vehicles and directly enter the roundabout without delay. The splitter island would be striped to indicate emergency use only. Implementation of Mitigation Measure 14.2 below would ensure that impacts to CHP response, and other emergency services, would be less than significant. (PMNDIS pages 47-48)

MM. 14.2. Roundabout design shall provide for right and left turn movement in and out of the California Highway Patrol/Department of Motor Vehicles parking lot from SR 299. The splitter island on the Lance Gulch Road approach to the roundabout shall be designed so that CHP and other emergency vehicles can drive on the island in order to pass other vehicles and enter the roundabout. The splitter island shall be striped or otherwise labeled for emergency use only. (PMNDIS page 48)

Issue #1:

This discussion and accompanying mitigation measure requires that left turns be allowed out of the DMV/CHP parking lot onto SR 299 by shortening the splitter island for the roundabout. According to the 2015 Intersection Control Evaluation (ICE – Appendix A to the PMNDIS) which evaluated the potential impacts and benefits of the roundabout option, "with the roundabout option, the left-turn movement from the CHP driveway would be prohibited, which eliminates the vehicle conflict for two of the broadside collisions. The third broadside vehicle conflict would not be eliminated with the roundabout, but the vehicle through speed would be lower which would reduce the collision severity" (ICE, page 7). The ICE also notes that "the broadside collisions may be less likely to occur with the all-way stop and signal control options since the SR 299 approaches will be controlled" (ICE page 7).

The PMNDIS fails to address how the change in the project caused by MM 14.2 (to require left turns be allowed from the CHP/DMV driveway) will affect the purported safety benefits of, and safety calculations used in evaluation of, the roundabout options. This is a significant change to the potential safety benefit of the roundabout alternatives. Two of the accidents previously “removed” in evaluating the purported safety value of the roundabout must be placed back into the analysis. In fact, one could argue based on the above information from the ICE that the traffic signal may eliminate all three of the broadsides while the roundabout would eliminate none of them.

Further, “the benefit to cost (B/C) ratio was calculated factoring in construction cost, right-of-way cost, and collision cost savings” (ICE page 7). It is clear that the calculation can no longer be valid since two of the “eliminated” collisions attributed to the roundabout design will no longer be eliminated. Correction of the calculation to include the two collisions will show that the safety benefit of the roundabout relative to cost is lower.

Issue #2:

MM 14.2 also requires that the splitter island on the Lance Gulch Road approach to SR 299 be designed so emergency vehicles can drive onto it and it will be labeled for emergency use only. According to the Roundabout Design Concept section of the ICE “an exclusive right-turn lane is provided for the northbound to eastbound movement” (right turn from SR 299 onto Lance Gulch Road) or “the exclusive right-turn lane could be eliminated in favor of an outside truck apron to accommodate the right-turning trucks within the roundabout” (ICE page 8). The PMNDIS fails to disclose and evaluate how the design changes required by MM 14.2 will make it easier for a driver approaching SR 299 on Lance Gulch Road to accidentally (perhaps even intentionally) turn left into the roundabout and travel directly into the path of westbound vehicles on SR 299.

First, there will be no physical barrier to prevent this move (only a painted splitter island). Solid splitter islands are normally used in roundabouts to prevent wrong-direction entrance, but MM 14.2 has eliminated the option for this typical safety feature on the Lance Gulch Road approach.

Second, either option to accommodate right turns from SR 299 onto Lance Gulch Road will provide considerable width to allow trucks to complete the move. This extra width may be inviting for a driver to make a left onto SR 299 as a “shortcut” to avoid traveling through the roundabout, especially given the absence of a solid splitter island.

Section 14. Public Services – Discussion a. i-v

Section 16. Transportation and Circulation – Discussion e

However, the signal does not offer the same improvements to congestion and circulation, and **does not eliminate the potential for severe traffic accidents.** (PMNDIS 48 and 51)

Issue #1:

The above statement (bold emphasis added by reviewer) clearly implies that the reverse conclusion about roundabouts must be true, i.e. that roundabouts **do eliminate** the potential for severe traffic accidents. No data is provided too support this assumption. In fact,

information from Roundabouts: an Informational Guide presented in the PMNDIS actually shows that roundabouts do not eliminate all potential for severe traffic accidents. Also, on September 21, 2016, a firefighter was killed in an accident in a “modern roundabout” (constructed in 2012) on highway 246 in Ventura County (Ventura County Star, September 23, 2016). The conclusion that a roundabout somehow eliminates all potential for severe traffic accidents is clearly not supported by fact.

Section 16. Transportation and Circulation – Discussion f

According to the ICE prepared for the project, in the long term, **“bicycle and pedestrian crossings of SR 299 would be provided for both the roundabout and signal options. The roundabout’s splitter islands would slow vehicle speeds and reduce crossing distances.** Pedestrian crossings would be provided on all four legs of the roundabout intersection. When crossing at the roundabout, pedestrians would cross one lane of traffic at a time, coming in one direction at a time. Pedestrians could then take refuge in the splitter island, then cross another 12 feet on single lane traffic coming in a single direction. **The signal would have pedestrian signals to indicate crossing times.** However, pedestrian crossings would be approximately 50 feet long and would have to cross traffic in both directions with no refuge in the middle. In addition, due to issues with signal timing, only three legs of the signalized intersection would have crosswalks. The southern leg, closest to the Nugget Lane and Trinity Plaza shopping districts, would not have a crosswalk. (PMNDIS page 51)

Issue #1:

The above discussion in the PMNDIS is attributed to the ICE prepared for the project. However, only the three sentences to which bold has been applied by this reviewer are found there. The other sentences have been crafted by the author of the PMNDIS.

Issue #2:

The discussion above fails to address that MM 14.2 eliminates the raised splitter island on the Lance Gulch Road approach to the intersection. Pedestrians would only have a painted splitter island within which to take refuge. They would need to cross without any protection from potential errant vehicles (taking too wide a turn/travel path) traveling west on SR 299, without any protection from trucks or autos maneuvering through what will effectively be a free right turn from SR 299 onto Lance Gulch Road, and without any physical protection from emergency vehicles moving rapidly across the painted splitter island to avoid the roundabout when entering eastbound SR 299.

Signal control would stop all approaching vehicles on either side of SR 299 (Glen Road/Lance Gulch Road) during the pedestrian crossing phase for Lance Gulch Road and emergency preemption for the signal would prevent pedestrians from entering the intersection when emergency vehicles approach. It seems likely this crossing would be much safer under signal control, but the PMNDIS is silent.

Issue #3:

The discussion also implies that pedestrian safety would be less with the signalized intersection because the crossing would be about 50 feet long, cross traffic in both directions, there would be no refuge and a crosswalk would not be provided on one leg. There are numerous issues with this assumption. First, crossing in the roundabout would be with vehicles under yield control (never required to stop), versus a signal where vehicles on the approach to be crossed would be under stop control. Second, overall time allowed for

pedestrian crossings can often be maximized by the elimination of a certain crosswalk with more time allocated to the remaining movements. A recent project on SR 299 in the City of Redding did just this and the intersection operation has improved for all users. Third, the distance is irrelevant if the pedestrian crossing interval timing is implemented effectively.

Intersection operation is addressed in the California Manual on Uniform Traffic Control Devices, 2014 Edition (including Revision 1). Section 4E.06, Pedestrian Intervals and Signal Phases, addresses pedestrian crossing intervals. This section provides considerable flexibility and guidance regarding the pedestrian clearance time used to establish the length of time to provide for pedestrians to cross an intersection. A walking speed of 3.5 feet per second to at least the far side of the traveled way is the base case for calculating necessary pedestrian crossing time. However, this section also indicates that a walking speed of 2.8 feet per second should be considered where older or disabled pedestrians routinely use the crosswalk. Thus length of crossing time is subject to decision by the public agency, which is allowed to account for both crossing distance and ability (crossing speed) of pedestrians.

In summary, the safety for pedestrians (in fact all users) in any type of intersection is determined by the planning and engineering that is done. Good work and professional judgment equate with better safety, poor work and judgment equate with lesser safety. Given the information discussed here and lack of disclosure in the PMNDIS, it is entirely possible that signalized intersection control can provide greater pedestrian safety at the project location than a roundabout.

IV. Community Impacts

Section B: Impacts, 2. Land Use and Businesses

The proposed project would represent a minor, but permanent effect on land use patterns, in which the project may require take of existing buildings (see "Relocation" section below) and impose limitations on future development. In addition, acquiring land from APN 024-500-7100 (the vacant parcel between Lance Gulch Road and CVS Pharmacy) would affect future development of the site, including subdivision and development options. (PMNDIS page 63)

Issue #1:

That the proposed project would only represent a minor impact to land use is clearly the opinion of the PMNDIS author. To the knowledge of this reviewer, no transportation project in Trinity County (within the last 25 years for sure, probably not ever) has had the level of impact on developed properties in the commercial heart of a community like the proposed roundabout will. While design of the intersection for the traffic signal was able to avoid damage to adjoining properties, no roundabout option can achieve that. Both remaining roundabout alternatives have tremendous impacts to properties, businesses and parking. Yes relocation can occur, but the impacts to prime property in the center of the community will still have happened.

In addition, approval and construction of the Lance Gulch Road (formerly East Connector) was very controversial to county residents. A full Environmental Impact Report was necessary. The project was so controversial that the project approval was challenged in court. The fact

that the County prevailed did not reduce the controversy. One can easily argue that the impacts of the proposed roundabout (even with mitigation) are actually much greater than any the roadway created. The roadway took no buildings, the roundabout likely will. The roadway had little impact on the vacant pad at the shopping center since it was constructed mostly within right-of-way previously dedicated for it, the roundabout will definitely impact the pad. The roadway impacted no existing parking, the roundabout will. It just does not seem plausible, within the rural context of Trinity County, that the impacts of either roundabout alternative can be deemed only to be "minor".

In the case of acquisition of a portion of APN 024-480-3100 (Weaverville Market) that was the site of a former carwash, on the north side of Glen Road, the property owner requested that the existing driveway on Glen Road remain at its current location (just off SR 299). However, the existing driveway is right at the pedestrian crossing in the proposed roundabout designs, and even if the size of the roundabout footprint were decreased, there would not be sufficient room to accommodate the roundabout, pedestrian crossing, and the driveway. In addition, the property owner requested that another driveway off SR 299 be added a short distance north of the SR 299/Glen Road intersection, closer to the front of Weaverville Market. However, a driveway at this location is not feasible because it would be too close to the intersection. It should be noted that even with the signal, it is not likely that these access requests could be met due to Caltrans standards. Therefore, while the roundabout would not improve access to this parcel, the signal would not do so either. (PMNDIS page 63)

Issue #1:

Since neither request for access by the landowner could be met, it seems that this is an unmitigated adverse impact of the roundabout. It is doubtful the business owner would make these requests for access unless he/she believed it to be critical for survival of the business. Since the degree that the much more limited future access to Weaverville Market may reduce or eliminate the economic viability of the business was not explored, the public and its decision-makers are limited in their ability to fully consider the likely impacts of the roundabout alternatives.

Issue #2:

The author of the PMNDIS failed to investigate whether either of the driveway locations requested by the market owner could actually meet Caltrans standards (merely assuming "it is not likely"). This is simple laziness on the part of the author, since Caltrans is a responsible agency under CEQA and has sole authority to issue (or not) the encroachment permit required to construct either the signal or roundabout. Various units at the Caltrans District 2 office in Redding have been involved throughout the project. It seems very likely they could have provided a "yes" or "no" answer if they had simply been asked.

Despite the lack of current input from Caltrans being sought for the PMNDIS, the statement "it should be noted that even with the signal, it is not likely that these access requests could be met due to Caltrans standards" can be refuted.

First, the existing intersection was designed and constructed to accommodate the traffic signal approved for installation in the original project approval. This includes the "new" (now existing) access opening onto Glen Road constructed as part of the Lance Gulch Road project (which is one of the two openings requested by the business owner), so Caltrans and the County have in fact already approved it. In addition, it is a connection within the County road right-of-way so Caltrans actually has very limited

input into the decision to approve/disapprove it. It seems unlikely either agency would have allowed it to be constructed in preparation of the approved signal if it would not then be acceptable.

Second, the PMNDIS itself documents that the access opening onto Glen Road desired by the business owner will remain with the traffic signal. "Implementation of the signal would not result in direct adverse impacts to parking or access. No business or parking would be taken, and access between Nugget Lane and Glen Road would remain open in both directions" (PMNDIS page 65). Together, the first and second points made here demonstrate that there is sufficient evidence available – despite the failure of the PMNDIS author to contact Caltrans – to demonstrate that the traffic signal will in fact allow access from Nugget Lane onto Glen Road whereas the roundabout will not.

Implementation of the proposed project would convert commercial land uses to road right-of-way. Some areas would remain available for commercial use after completion of the project, and would be made available for purchase by the affected business or property owners, or by others. Affected areas are small in size and their conversion is not expected to substantially affect adjacent land uses. The project would ultimately improve circulation and traffic flow, conform to the rural aesthetics of the community, and increase vehicular and pedestrian safety at the intersection, which would ultimately improve land use opportunities in the area. In addition, implementation of the roundabout provides an opportunity to create a gateway to the community on westbound SR 299, which also alerts motorists to the change to an urbanized area—slower vehicle speeds, potential for pedestrians—and offers an aesthetic or "branding" opportunity to welcome motorists into the community. Therefore, land use impacts associated with a roundabout are considered less than significant; however, land use impacts associated with a signal would be even less than those of a roundabout. (PMNDIS page 63)

Issue #1:

The conclusion that a roundabout would somehow "conform to the rural aesthetics of the community" is an opinion. This reviewer's opinion is that a traffic signal will better conform to the rural aesthetics of Weaverville. Since both are merely opinion, there is no way to try and determine how either, neither, or both might improve land use in the area.

Issue #2:

Previous comments by this reviewer call into question just how much a roundabout will "increase vehicular and pedestrian safety at the intersection". Hence, the purported conclusion that the safety aspect of roundabout "would ultimately improve land use opportunities in the area" is doubtful.

Issue #3:

It is merely speculation anyway that a roundabout would somehow "ultimately improve land use opportunities in the area." How does the PMNDIS author know that future development in the area will be sufficient to overcome the direct impacts to land parcels, parking and businesses that result from construction of the roundabout? How does the author know that the impacted pad will actually be developed more intensely in the future than the existing larger pad would have been? Since the project creates no additional land designated for commercial development, where is the "ultimately improved land use supposed to occur? The project results in a net loss of commercial land in the area, so the PMNDIS conclusion is counter-intuitive that there will be more business opportunities when there is less land available to support parking and businesses.

Issue #4:

Land use impacts from a roundabout may be “considered less than significant” by the PMNDIS author, but the comments provided herein demonstrate that they are much more significant within the “less than significant” spectrum than the PMNDIS author believes them to be. There is no debate that the “land use impacts associated with a signal would be even less than those of a roundabout”. **Exhibit A** attached to these comments is Figure 9 from the PMNDIS. The white diagonal lines are the existing road and highway right-of-way, which is sufficient for construction of the traffic signal. The yellow diagonal lines represent the potential additional right of way needed for a roundabout. It is the public’s decision to make regarding whether conversion of the yellow area to road right-of-way is significant or not.

Given the information in Exhibit A/Figure 9, elsewhere in the PMNDIS and the observations provided by this reviewer, it is clear that it would be more accurate to conclude “land use impacts associated with a signal would be ~~even~~ **much** less than those of a roundabout.” There is no speculation involved in reaching that conclusion.

In addition, as discussed previously in Section III.C.14, “Public Services,” comments from CHP focused on the concern that with a roundabout design, a left-turn out of the CHP/DMV parking lot onto SR 299 would no longer be permitted. According to CHP, because officers and customers exiting the driveway and desiring to go eastbound on SR 299 would be limited to a right turn only, they would be required to make an illegal U-turn on SR 299 to get into the eastbound lane. This would delay CHP’s response time and create a safety issue with on-coming traffic for CHP and the DMV customers. Because emergency response time may be slowed, and because of the increased safety hazard for the public impacts to CHP access would be considered potentially significant. To address this concern, design features of the roundabout have been revised to accommodate right and left turns in and out of the CHP/DMV driveway from SR 299 by shortening the length of the splitter island in front of the driveway. In addition, the splitter island on the Lance Gulch Road approach to the roundabout would be designed so that CHP and other emergency vehicles can drive on it to pass other vehicles waiting to enter SR 299 from Lance Gulch Road. Implementation of Mitigation Measure 14.2 (in Section III.C.14, “Public Service”) would ensure that long- term impacts to CHP response would be less than significant. (PMNDIS page 64)

The above paragraph is a repeat of content provided earlier in the PMNDIS. Refer to comments provided for III. Environmental Checklist.

The proposed project would enhance pedestrian safety, requiring only one lane of traffic to be crossed at a time versus four lanes at once with a signal. Crosswalks would be provided on all four legs of the roundabout, but no crosswalk would be provided on the south side of the signalized intersection, which is the closest way to cross between the shopping districts in the Trinity Plaza and Nugget Lane. In regards to transportation safety, as described previously in Section III.C.14, “Public Services,” according to Transportation Research Board’s 2010 *Roundabouts: an Informational Guide*, “roundabouts have an observed reduction of 35 percent in total crashes, 76 percent in injury crashes and 90 percent in fatal accidents compared to conventional intersection control. The crash reduction is due to minimizing of conflict points and the lower speeds needed to traverse the intersection. While traffic signals can reduce the likelihood of broadside crashes, rear-end crashes may increase since drivers may not expect to encounter a traffic signal, particularly on a two-lane highway in a rural county. (PMNDIS page 67)

Issue #1:

The debatable PMNDIS conclusion that a roundabout will enhance pedestrian safety more than a traffic signal was addressed elsewhere by this reviewer. Refer to comments provided for III. Environmental Checklist, Section 16. Transportation and Circulation – Discussion f.

Issue #2:

As noted in prior comments, the crash/safety characteristics purported for the roundabout in the PMNDIS are overstated. Refer to comments provided for III. Environmental Checklist, Section 14. Public Services – Discussion a. i-v and MM 14.2.

Issue #3:

In numerous locations the PMNDIS makes reference to a single line in the report Roundabouts: an Informational Guide which indicates that roundabouts have better safety characteristics than traditional intersection control. This reviewer does not dispute the conclusion that roundabouts in general have better overall safety characteristics than other forms of intersection control. What the overall findings of that study do not tell us is what the safety characteristics of the proposed roundabout alternatives may be in the location in question given the specific design features to be included. The question in need of answer is: with this specific design, in this specific location, in this specific community with the adjacent land uses, what are the projected safety benefits in this instance?

As noted in earlier comments, there are design features required by mitigation measure MM 14.2 that will without question reduce the potential safety of the roundabout alternatives in this specific case. That is what is important for Trinity County residents to know, but has been hidden by the errors and omissions contained in the PMNDIS. If MM 14.2 is eliminated, then the public safety concerns raised by first responders (specifically the CHP) are no longer mitigated. The public has the right to know that with either roundabout option, we either must accept a less safe roundabout or adverse impacts to our safety providers. It would be appropriate to note in this section what has been stated elsewhere in the PMNDIS, that the traffic signal has “different operational impacts that could be resolved by the use of signal pre-emption devices” for safety responders (emphasis added). No safety reducing design features are needed for the traffic signal to accommodate emergency vehicles.

Issue #4:

The conclusion that rear-end crashes may increase with a traffic signal because drivers may not expect to encounter a signal on a two-lane highway in a rural county is questionable. Traffic signals are actually located on many two-lane highways in many rural communities throughout rural counties in California, including the seven counties within the Caltrans District 2 area. It seems likely that most drivers would have enough experience to have encountered signals in rural areas and be smart enough to have come to expect them.

Drivers traveling on a rural two-lane highway through a community like Weaverville, however, would not expect to encounter a roundabout. There are zero roundabouts on the mainline of any rural two-lane highway within the seven counties in the Caltrans District 2 area. The few roundabouts that exist north of Sacramento are usually associated with freeway interchanges. If anything, it is roundabout that a driver on a rural two-lane highway won't expect. Speculation about what drivers may or may not expect in rural areas needs to be eliminated from the PMNDIS.

V. Public Comment and Coordination

Comments from the public regarding the project were collected from in-person meetings with business owners and landowners in July and August 2016, as well as from written and verbal comments received before, during, and after a public workshop that was held by TCDOT on August 23, 2016. The following is an overview of the main comments received with respect to the project. (PMNDIS page 68)

Issue #1:

The above assertion regarding collection and provision of “an overview of main comments received” is patently false. During July 2016, comments from this reviewer were made available to County staff, officials and the public:

- July 6, 2016: Board of Supervisors, Agenda item 1.04 – Transportation
This matter involved a presentation regarding roundabout designs from Kittelson and Associates, Inc. During the public comment portion of the item, this reviewer provided extensive comments to the Board of Supervisors. Director of Transportation, Rick Tippett, was present. Outline used for presentation attached as **Exhibit B**.
- July 13, 2016: Article in the Trinity Journal newspaper titled “Roundabout discussion moves forward”
Portions of this reviewer’s comments made during the July 6 Board of Supervisors meeting were included in article. Article is attached as **Exhibit C**.
- July 27, 2016: Letter to the Editor, Trinity Journal
A letter to the editor from this reviewer was published. The letter contained similar information as presented on July 6. Letter is attached as **Exhibit D**.

It should be of great concern to the Planning Commission that its staff chose to ignore information that this reviewer made readily available for everyone to consider during preparation of the PMNDIS. A reasonable conclusion as to why this information was ignored may well be that it called into question many of the “selling points” that County staff is using to support its roundabout proposal.

Summary of Written Comments Received Before, During, and After the Public Workshop.

Of the 40 comment cards and letters received before, during, and after the public workshop, 16 people were in favor of construction of a roundabout, 18 people were against the roundabout (for the signalized intersection), and 5 people did not specify their preference. (PMNDIS page 69)

Issue #1:

This statement demonstrates that the public is very interested and very divided over the question of pursuing a roundabout. The notes from this workshop held on August 23, 2016 (Appendix C to the PMNDIS) show that approximately 60 people were in attendance, with about one-third for, one-third against and one-third unknown regarding pursuit of a roundabout. Given the current level of public interest, coupled with past interest in the Lance Gulch Road project (refer to first comment provided in this section, pages 5 and 6) it is essential that the public be provided with the best/most accurate information so they can reach an informed decision regarding the current options under consideration. The Planning Commission should be concerned with how selective County staff has been in choosing what comments and information they have allowed to be included in the PMNDIS.

APPENDIX C

The following excerpts are taken from notes of the August 23, 2016, Roundabout Workshop included in Appendix C to the PMNDIS. They will be evaluated more fully in the section that follows this.

13: So, the traffic signal wouldn't cost the County anything?

Rick Tippett responded: We have the money for the signal already programmed and available. The roundabout will cost more, about \$2 to \$3 million. But accidents cost money. Signalized intersections have bad, expensive accidents. There is a long-term, life-time social cost. And signals cost more to maintain. This is why we have some money from the Highway Safety Program.

Note Mr. Tippett's comments concerning roundabout cost and that the cost of accidents is a long-term social cost.

21: The Mini Mart, nail salon, Radio Shack, Duane's building all separate property owners, building owners and business owners. The property is owned by Glen Mitchell's land trust, then there is the building and three businesses. What about future development? Ricky at the Weaverville Market wants to put in a gas station. What would you do, eminent domain?

Rick Tippett responded: Not eminent domain. We have to go by the Relocation Act. We appraise the building, the property, the business, negotiate with the owners and come to a resolution. We compensate for physical loss and what we call "goodwill". If there is enough land left, the owner could take the money for the building and build a smaller building on there.

21, cont.: Where does that money come from?

Rick Tippett responded: Roundabout construction is only \$1.2 to \$1.5 million. The rest of the \$2 to \$3 million is for right-of-way and utility relocation.

21, cont.: No eminent domain? What if I don't want to sell?

Rick Tippett responded: The Board of Supervisors decides. You can hire your own appraiser. If we can't reach an agreement, the Board decides. If it is for the good of the community, they would do eminent domain.

20, cont.: Who makes the final decision?

Rick Tippett responded: The Board of Supervisors. This is a public workshop so you can ask questions because the Board does not have time for all these questions. You can talk to your Board member or write a letter.

Note Mr. Tippett's comments concerning roundabout costs. In addition, the flippant comment made by Mr. Tippett regarding public participation and his attitude toward the role and involvement of our elected officials should be of concern to everyone.

28: National Transportation Safety Board says 750. A roundabout may not be appropriate for this town. How much does it cost to maintain a signal per year?

Rick Tippett responded: An LED bulb will last 7-10 years and cost \$150 to \$300 per bulb. About \$10,000 per year for the power.

28 cont.: I'm not good at math, but it would take a lot of years to make up for the cost of the roundabout. Rick Tippett responded: Maintenance savings won't pay for the capital costs of the roundabout. Savings is in accidents.

Note Mr. Tippett's acknowledgement that the maintenance savings of the proposed roundabout are insufficient to pay for its capital cost and that the savings that accrue from a roundabout are "in accidents".

IV. Community Impacts

Section B: Impacts, 2. Land Use and Businesses

The move back to this section at this point is done in order to demonstrate beyond any doubt the magnitude of errors in the PMNDIS and to show that the Director of Transportation knew that incorrect information was being used.

Costs

The construction cost for the roundabout is estimated to be three to five times the cost of the signal. In contrast, maintenance costs would be less with the roundabout since a signal requires power to operate, regular replacement of components (lamps and other electronic components), and periodic review of signal timing. When collision, construction, and right-of-way costs are considered, the benefit-to-cost ratio is highest with the roundabout option. While the roundabout option would affect vehicle access and have a greater construction cost, this option would provide lower vehicle delay, enhanced traffic safety, and lower maintenance cost than the signal. (PMNDIS page 66)

Issue #1:

As presented above, the matter of "lower maintenance costs than a signal" is far too simple. By Mr. Tippett's own admission, the maintenance cost savings for the roundabout will never "pay for the capital costs." If the author of the PMNDIS had attempted to make a balanced comparison between the roundabout and traffic signal costs, a comment something like this would have been made: "A roundabout will achieve an annual maintenance cost savings of about fifteen thousand dollars while the traffic signal will provide a capital cost savings of about three million dollars."

Issue #2:

Using data provided by Kittelson and Associates to the Trinity County Board of Supervisors on July 6 (see attached **Exhibit E**), this reviewer has calculated that the construction cost for a roundabout is actually four to eight times the construction cost for a signal. Furthermore, using the same information from Kittelson and Associates, the total cost for the roundabout options is seven to 12 times the total cost for a signal. The difference between using the most current cost data for comparison rather than the outdated information from the ICE is substantial and undisclosed in the PMNDIS.

Issue #3:

Use of the most current data for costs (**Exhibit E**) and correcting for the accident affect of MM 14.2 (refer to comments made for III. Environmental Checklist Form) the actual benefit-to-cost ratio is actually lower for the roundabout alternatives than the traffic signal. The formula for this calculation is projected accident savings divided by total cost.

Using the base information from the ICE, with the adjustments for accident savings and total cost the benefit-to-cost (B/C) ratios are as follows:¹

- Traffic signal: .44
- Lowest Cost Roundabout Alternative: .37
- Highest Cost Roundabout Alternative: .27

What does this B/C ratio information above tell the public? That the savings in accident costs relative to the total cost for the roundabout has a lower return (benefit) to the public than does the savings in accident costs relative to the public investment in the traffic signal. Put another way, the traffic signal is a more efficient expenditure of taxpayer funds.

The difference between using the most current cost data and accident information to make the B/C calculation and what the PMNDIS includes from the ICE is tremendous. Use of the old data falsely tells the public the roundabout is superior when in fact it is not. How can the public have meaningful participation when they are provided incorrect information?

Issue #4:

What should be of greatest concern to the Planning Commission is that Director of Transportation Rick Tippet is or should be aware of the data issues raised herein. He accepted (via his signature on May 20, 2015) the ICE prepared to compare the traffic signal and roundabout options. Not only does it list "P.E." on his signature block (Professional Engineer) he added the notation "T.E." (Traffic Engineer). Via his signature and standing as an engineer, he accepted that he understands the information in the ICE and that it was accurate.

Based on the information presented to the Board of Supervisors by Kittelson and Associates on July 6, 2016 when Rick was in attendance as well as his comments during the Roundabout Workshop (as the excerpts from Appendix C of the PMNDIS included above show), Mr. Tippet knew the information in the ICE was out of date, yet he allowed it to be included in the PMNDIS anyway. This strikes a fatal blow to the "in the interest of public disclosure" (PMNDIS page 56) the PMNDIS purportedly seeks to make. How has the interest of public disclosure been served by Mr. Tippet allowing such erroneous information to be fed to the public? Especially given that he is the registered engineer in charge and responsible for all staff and consultants involved.

Conclusion

These comments have been provided not as a sales pitch for a given traffic control option at Lance Gulch Road/SR 299. Rather, they have been provided to help alert the Planning Commission and public as to how deceptive the PMNDIS is. As I stated to the Board of Supervisors and in a letter to the editor of the Trinity Journal back in July, my goal is for facts to be used in the discussion of roundabout versus traffic signal. Given the lopsided (and inaccurate) pro-roundabout presentation provided in the PMNDIS, my comment to the editor back in July that the decision to build a roundabout "certainly isn't the easy choice that Mr. Tippet makes it out to be" is more relevant than ever.

¹Cost savings per accident not identified in the ICE so an assumption using what data was included was required.

It is grossly unfair to expect the public to wade through the massive volume of history associated with the East Connector/Lance Gulch Road project, the ICE and the PMNDIS in a mere 30 days and provide informed comment/participation. This is particularly true given the clear bias with which the PMNDIS has been prepared. This reviewer has over 20 years professional experience in land use and transportation planning as well as more than a decade of involvement as member of the public in the prior East Connector/Lance Gulch Road project and current intersection control project. It has taken all of that and a tremendous commitment of time the past month to develop and provide these comments.

At this point, the following recommendation from page one of these comments is reiterated:

To achieve valid disclosure of the potential impacts and benefits of a roundabout relative to a traffic signal at the project location and allow for fully informed public input and decisions by public officials, the following actions should be taken by the Planning Commission:

- Receive public and agency input up through the Public Hearing scheduled for November 10, 2016.
- Direct staff to update and prepare a revised PMNDIS in consideration of all information received.
- Recirculate the revised PMNDIS for a second 30-day public review period to allow the public to consider and comment on a more accurate and reasonable assessment of the alternative intersection control options.
- Conduct a second public hearing.

How much consideration can County staff or its consultant really provide to the public's comments when the public hearing for the Planning Commission is eight days after the comments are due? Two of the days are weekend and at least two will be needed to prepare and publish material for the Planning Commission meeting. The answer: four days cannot provide for reasonable consideration of our input.

Failure to revise and recirculate the PMNDIS will also limit the public's access to accurate information and opportunity to evaluate whatever response staff provides. Staff response will literally only be available to the public a day or two before the scheduled hearing. Many people may have decided to attend or not attend the hearing based on the flawed PMNDIS and will have almost no time to reconsider their decision.

The choice facing you is whether you will stand up for the public and provide a meaningful opportunity for us to participate. An opportunity with enough time to review an objective, balanced environmental document upon which both you and the public can confidently rely to make informed decisions. Or will you allow Rick Tippett (an appointed bureaucrat) to push his predetermined vision of the future on us?

Respectfully submitted,


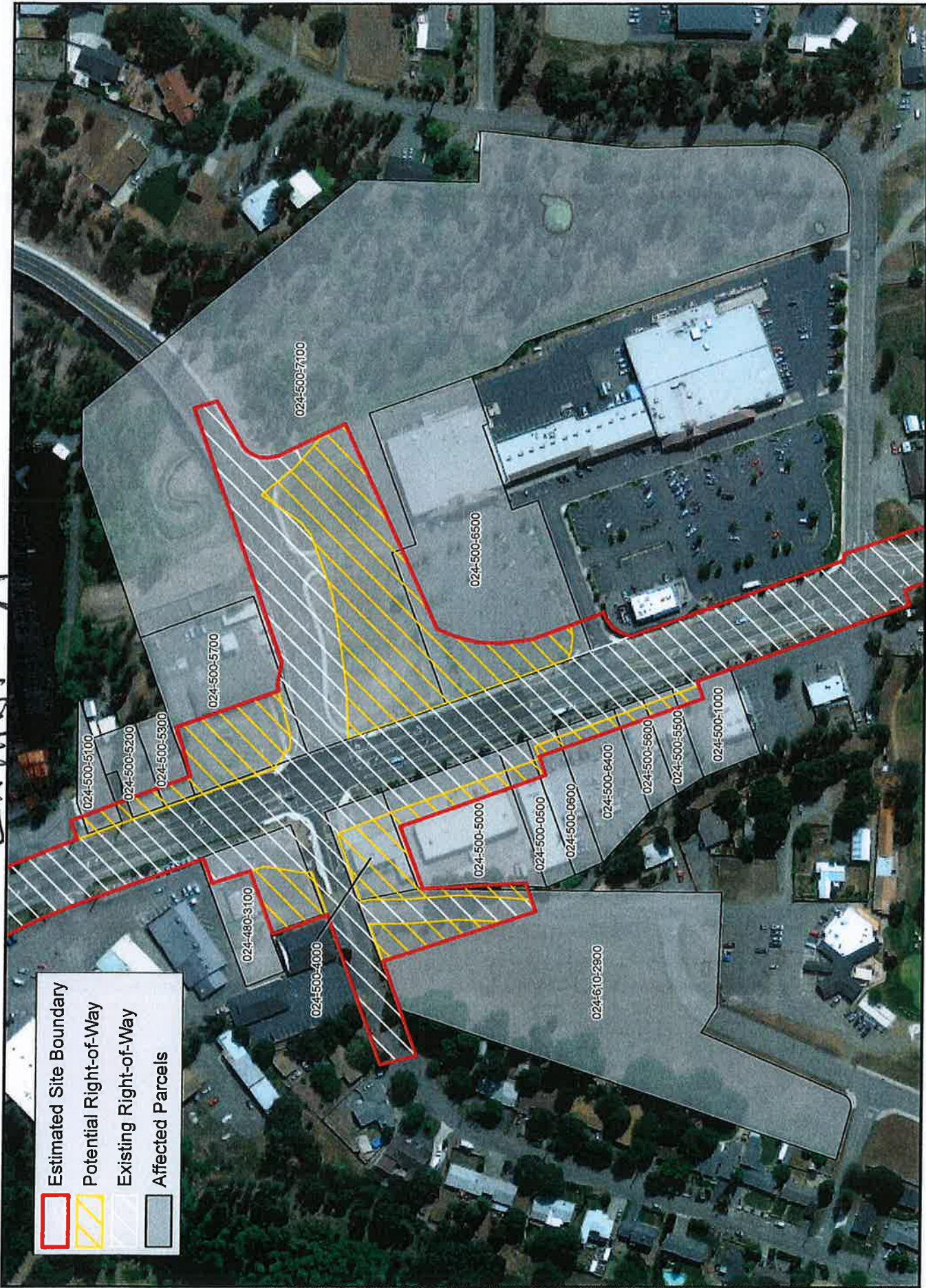
Scott White 
P.O. Box 291 Lewiston, CA 96052
Doublesw1998@gmail.com

Exhibit A



All depictions are approximate. Not a survey product. 09.26.16

Figure 9
Affected Parcels

ENPLAN

Exhibit B

Scott White Lewiston HERE ON DAY OF VACATION

July 6, 2016

Question: Do you have enough information to reach a decision?

1: 2-way and 4-way Stop Not an Option

WBTCS, PR/Env Doc for project, ICE and other studies show will not operate acceptably.

Stop Control Performance does not meet County GP and RTP criteria
Therefore not approvable.

2: As each study has been completed -

- Cost of R/B has increased dramatically.
- Cost of signal about the same.
- R/B cost is now more than 10X greater.

3: Impacts?

R/B – SIGNIFICANT utility and R/W impacts to surrounding properties, loss of parking and in at least one option loss of building and business.

Signal – Fits in the intersection as laid out right now.

4: Funding?

R/B – All options in excess of \$3 million, of which we have only \$1 Million and no clue as to the rest.

Signal – Can be completed with the money currently in hand.

5: Supposed superior benefits of R/B DO NOT EXIST:

<HOLD UP ICE>

Recalculated B/C from the ICE using cost info from Kittelson

<HOLD UP MY PAGE>

BEFORE:

R/B B/C 1.3 vs. Signal .6

NOW:

Cheapest R/B option - .67

Most expensive R/B option - .49

Signal - .44

QUANTITATIVELY MEASURED

Factors including costs, impacts and safety

NO SIGNIFICANT BENEFIT OF R/B OVER SIGNAL AT THIS SPOT!!!

6: Payback

Given info in ICE and from Kittelson it will take far more than 100 years for R/B to pay for itself in annual maintenance cost savings.

Meaning – it really can't pay for itself with savings.

Ask Question Again: Do you have enough information to reach a decision?

Sure seems so for any reasonable person.

Rick's staff report is well written and clearly shows that pursuing the R/B is high risk and high cost.

2 of 3

His staff report also makes clear that it is within your power TODAY to direct staff to stop the madness and put in the traffic signal you have already approved:

<READ FROM STAFF REPORT>

I am not anti-roundabout. I am just pro taxpayer and pro fact.

I am asking you to save our tax dollars and do the right thing – which is abundantly clear – direct staff to put in the signal and let's be done with this.

Thank you.



AMY GITTELSOHN | THE TRINITY JOURNAL

son is hoping to nurse this injured eagle back to health.

th that the mother will reject human scent on it," Nicker- that's not true at all." too dangerous, a bird that rom a nest can be placed nest, Nickerson said, al- t would not have worked for gle at his office since it was

badly injured.

For advice you can call the Trinity Animal Hospital at 623-5757.

Shasta Wildlife Rescue in Anderson is also reported to be a good source of information with a website, www.shastawildliferescue.com, and phone, 530-365-WILD (365-9453).

educator Marshall dies at 104

and Cathy Marshall Schmidt (Peter). Agnes leaves eight grandchildren, Scott (Roberta) and Molly Friar; Todd (Lori), Megan (Brian), and Christopher Marshall; and Darren Schmidt, Carrie Schmidt Knudtsen (Michael), and Cathleen Schmidt Brady (Patrick). Agnes was also survived by nine great-grandchildren: Emma and Madeline Friar, John and Jackson Marshall, Nora and Dennis Knudtsen, and Florence, Anna and Lillian Brady.

Agnes Rourke Marshall was born at the Rourke ranch in Hayfork on Feb. 5, 1912. The Marshall and Rourke families had already been in Trinity County for decades. Agnes attended school in Hayfork and finished high school in Weaverville as a member of the class of 1929. As a youth, Agnes enjoyed hiking, horseback riding, swimming and attending local dances. During

See **MARSHALL**, page 8

considered, saying "the Hispanic already feel disenfranchised and want to speak for themselves. These people are in the middle of what they consider a personal civil war." They were many in numbers,

See **MARIJUANA**, page 8

7/13/15

Roundabout discussion moves forward

BY SALLY MORRIS
THE TRINITY JOURNAL

Trinity County supervisors got their first glimpse last week at what a roundabout might look like on Highway 299 at Lance Gulch/Glen Road in Weaverville from the consultant hired to produce preliminary designs.

Alternatives presented for discussion last week included three single-lane roundabout configurations that would result in varying impacts

to adjacent properties as well as a "no

project" option that means a four-way traffic signal would be installed instead, as was originally proposed with the development of Lance Gulch Road around the east side of town.

The Board of Supervisors viewed the presentation, asked questions and heard from several audience members both for and against a roundabout. No action was taken, but the majority consensus was to move forward with additional discussion and public input before the board makes a final selection this fall.

Opposed to a roundabout, Sup. Keith Groves said his preference is to "stop the madness," end the design occurring at taxpayers' expense, halt the discussion and install the cheaper option of a traffic light. Sups. Bill Burton and Karl Fisher are both strong advocates for a roundabout. Sup. John Fenley said he is willing "to kick

FOR OUR VIEW
SEE PAGE 4

See **ROUNDAABOUT**, page 8

Weather

Heat returns

Sunny and hot.

Highs 97-101, then cooling.

— Page 2



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Exhibit C
1 of 2

Board gets look at options

Continued from page 1

the can down the road and vet it out" with additional input, and Sup. Judy Morris said she is not ready to make a decision without first holding a public workshop in her district which is Weaverville.

"People feel very strongly and there are a lot of mixed opinions about it. I get hit with them all the time. I want a workshop to continue the discussion," she said.

The current intersection control is an all-way stop sign that Caltrans allowed on the state highway only as a temporary measure while the county considers the option of a roundabout. Trinity County's Director of Transportation Rick Tippett said Caltrans also ruled out a two-way stop at just the side streets and determined that either a roundabout or traffic signal must eventually be installed.

The expert roundabout consultant from Kittelson and Associates Inc. of Oakland, Brian Ray, presented the design alternatives, saying the chief benefit of a roundabout over a traffic signal is safety.

Because roundabouts produce fewer points of conflict between vehicles and non-motorized users, they contribute to fewer accidents, both in numbers and degree of severity due to the slower speeds involved, he said.

"At a signal, those crashes are very severe — some of the most severe we have with many more points of conflict in traffic coming from all directions versus a roundabout with only two," he said.

Aside from the safety advantage, Ray said the other key benefit in a roundabout is reduced travel delay, or zero at non-peak hours. At most, he said there may be a queue of two vehicles waiting to enter the roundabout, versus a long line of traffic stopped at a signal waiting to turn green.

For that reason, roundabouts reduce fuel emissions because vehicles are not idling at a stop, he said, adding they produce lower maintenance costs over time and present opportunities for "gateway treatments coming into your beautiful community and slowing traffic down."

Ray said each of the three preliminary roundabout designs for Weaverville will accommodate the largest RVs, freight, logging and interstate truck traffic with 53-foot trailers on the state highway and Lance Gulch legs, and California size trucks (5 feet shorter) onto Glen Road, including fire trucks.

The three alternatives vary in their impacts to adjacent properties, resulting in some lost parking at either the CHP/DMV office building or the Stoddard building on the Nugget Lane side. One would require removal of the Stoddard building housing

two businesses that could potentially be reconstructed on the same commercial property. All would provide for pedestrian crossings/bicycle traffic and snow removal/drainage.

Rough cost estimates range from around \$600,000 for a signal up to \$3.2 million-\$4 million for a roundabout depending on the option selected and right-of-way costs.

Transportation Director Rick Tippett said that all the way through the Lance Gulch construction project "we've at times had shortfalls and then we find money. With a roundabout, the costs/takes are higher, but there are opportunities we can explore to make up for those costs. Right now, we don't have all the costs covered, but there are rocks to still be turned over to try and find more money."

"I get there are more potential conflicts at a signal, but on the other hand you are stopping traffic to mitigate those. In a roundabout, you aren't stopping, so I'd be very nervous about somebody in a wheelchair trying to get out there with cars going 40 miles per hour," said Sup. Groves.

Ray said the speed limit in the roundabout would be 25 mph and drivers are required to yield to pedestrians who only have one direction of traffic to look for in a roundabout versus multiple directions at a signal.

"You also build a refuge area into the design with a splitter island," he said, adding all crossings would be ADA compliant with tactical strips and a rapid-flashing beacon that can be activated by pedestrians.

Tippett said that in signalized intersections, the crosswalk is right at the line of traffic and almost all accidents occur because someone did something wrong, "but they are much more severe at speeds of 45 to 50 mph and that is my concern with vehicles heading westbound, coming into town at that speed," potentially broadsiding someone turning out from Lance Gulch.

For the same reason, Tippett said if the first is successful, the next place he'd like to see a roundabout is at the Highway 299/Memorial Drive turn-off to Trinity High School, saying it would slow vehicles coming off Oregon Mountain "where they don't slow down now until they hit the town."

If the board selects a roundabout, construction would be next summer and take three to four months. Tippett said Buckhorn construction is on track to be finished by the end of this year, adding for all those weary of construction that a roundabout could be built without requiring one-way traffic control.

Audience opinions were split last week. Some advocated for a roundabout given the safety concerns. Others wondered how it would work during snowstorms or if there are

multiple large trucks attempting to navigate it at one time. Some cited other roundabouts they love like one on Highway 20 in Lake County where there were previously long traffic waits at a signal and multiple crashes. Others noted some they hate as being difficult for large vehicles to negotiate.

"What do the truck drivers say? What about large buses, trailers, motor homes and oversized vehicles that take up more than a single lane? Is this the beginning of a trend, or are we looking at a decision to have signal lights at other intersections?" asked Supervisor-elect Bobbi Chadwick of Hayfork.

Tippett said the CHP and Trinity River Lumber Mill representatives he's spoken with are either supportive, or neutral on roundabouts as long as trucks can get through, and he assured the board the design will accommodate the largest trucks the Buckhorn Grade realignment is going to deliver.

As a motorcycle rider, Sup. Karl Fisher said the Highway 20 roundabout near Clearlake solved a serious stop and go traffic issue there and called it "wonderful," adding he'd like to see all intersections as roundabouts, noting "they are a whole lot safer and a lot more fun."

"I'm all for roundabouts," said Kelli Gant of Trinity Center. "I think they're really cool and would give Trinity County a modern touch with a chance to present our culture in the center and create a first impression. I lost count at 128 roundabouts we went through on vacation and after 10, you get it. They were decorated by communities to represent them and create an identity. There's more to a roundabout to consider than just the traffic flow. There's the marketing aspect I think is very important and we can use it wisely."

On the opposite side, Scott White of Lewiston argued that a roundabout would cost 10 times more than a signal that can be installed now with money in hand.

"The benefits do not exist. It will take over 100 years to pay itself back, and that is a false sales pitch," he said, arguing against the right-of-way impacts to parking/businesses and expense to taxpayers. He urged the board "to stop this madness and put in a signal. That alternative can be selected now without further cost. I am not anti-roundabout, but I am pro-taxpayer and pro-facts."

Proceeding on the board's direction last week to continue the discussion, Tippett said the environmental review process will go forward, and he expects to come back to the board in September or October for a final decision. Prior to that, a public workshop will be scheduled in Weaverville.

2 of 2

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operative for three years; this has happened several times since Trinity dam was

Exhibit D

Roundabout decision

FROM SCOTT WHITE LEWISTON

This letter is written with the hope that it encourages county residents to get involved in the discussion of signal vs. roundabout at the Lance Gulch Road/Highway 299 intersection. Let's start this discussion by clarifying some issues that have been brought before the Board of Supervisors.

First, the only issue before the board for decision is whether to provide traffic control at the intersection with a signal (as previously approved) or a roundabout. A two-way or a four-way stop is not a permanent option because neither meets the performance criteria established in the county General Plan or the Regional Transportation Plan. Also, a traffic signal was required in the original project environmental document -- a requirement which can't simply be set aside. The only issue is to install the approved signal or change to a roundabout.

Second, county staff and consultants have portrayed signalized intersections as unsafe. This is an absolutely false assertion. If traffic signals created an inherently unsafe condition, both the state and federal governments would not allow installation.

Trinity Lake takes about two average rain years to fill whereas Lake Shasta fills

Trinity Dam 7/27/16

amount of water/year received is rather fixed. The one issue that is not properly

water to preserve the lake for our economy and your vacation use.

The real issue is that accident rates tend to be lower and of different types with roundabouts than traffic signals. While roundabouts generally have better safety characteristics, they are not accident-free nor do they always provide improved safety. Studies of the accident history near this intersection have shown that neither a roundabout nor a signal would eliminate all accidents.

Third, the current cost estimate for a traffic signal at this location is \$350,000. The mid-range estimate for a roundabout is \$3.5 million. Hence my statement to the board of a 10 times cost difference.

Fourth, when the Intersection Control Evaluation comparing a traffic signal to a roundabout at this location was originally prepared last year, the roundabout option appeared to have substantially greater benefit.

When the ICE is updated to reflect the most current information, there is little or no benefit of a roundabout over a traffic signal at this location. County staff and the current consultant did not provide this information to the Board of Supervisors.

Fifth, a traffic signal could be installed at Lance Gulch/299 with no further changes to the size of the intersection. All three of the roundabout options have substantial impacts to utilities, parking and adjacent properties to the west. All three of the options would eliminate direct access to, and parking for, the nail salon. One option would even require removal of the building itself.

FINDING

Public Works Director Rick Tippett is on record in support of a roundabout and of being unwilling to consider the traffic signal. This position has led to a skewed presentation of information to the board and public. His comment that he will "find the money somewhere" for the roundabout is characteristic of bureaucrats who fail to see that no matter where it is found, the money always comes from us, the taxpayer.

I have repeatedly gone on record in support of the taxpayer and use of facts in discussion of a signal versus roundabout. Facts specific to this location, not generalizations about what may have happened somewhere else. All of the information necessary to verify the statements I have made in this letter is available on the county's website.

Is a roundabout appropriate for Lance Gulch/299? Maybe, but it certainly isn't the easy choice that Mr. Tippett makes it out to be.

Get involved in the community meetings to be scheduled and decide for yourself. Then go to the Board of Supervisors and let them know what you think.



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Exhibit E

Exhibit D

Comparison of Roundabout Alternatives for the Lance Gulch Roach/State Route 299 Intersection in Trinity County

		Traffic Signal	Roundabout - Alternative 1-Option 1	Roundabout - Alternative 1-Option 2	Roundabout - Alternative 2
Design Vehicle	Lance Gulch Road & SR 299 = STAA Truck				
	Glen Road = CA Legal 50'				
	Nugget Lane = School Bus/Delivery Truck				
Utility Impacts	No utility relocations.	Verizon facilities will require relocation if the design results in the manhole located in the traveled way.			
Parking Impacts	No impact to parking.	Significant parking impacts along the front of the Stoddard building (Nail Salon) and Nugget Lane.			
		CHP/DMV parking will be impacted.			
Right-of-Way Acquisition (1)	No additional right-of-way acquisition. Future traffic conditions may result in limiting left turns in and out of the CHP/DMV	Limits access to CHP/DMV parcel. A crossover easement may be considered to improve access.			
		Stoddard building is retained, but parcel is impacted.			Requires a full acquisition of the Stoddard building.
					Requires partial acquisition of the CHP/DMV parcel.
Pros	Lower capital cost.	Reduced on-going maintenance compared to Traffic Signal.			
	No utility and parking impacts.	Enhanced pedestrian crossings on all approaches.			
	Lower overall right-of-way impacts.	Limited to no right-of-way impact to CHP/DMV compared to Alternative 1, Option 2.	Lower impact to Nail Salon parcel, compared to Alternative 1, Option 1.	Most ideal roundabout geometry compared to other alternatives.	
				Improves alignment of the approach at Glen Road.	
Cons	Greater vehicle delay compared to roundabout alternatives.	Requires reconfiguring access to CHP/DMV parcel with a potential crossover easement.			
	Signal has potential for higher frequency and severity of crashes.	Requires some utility relocation.			
	Does not provide the same opportunity for landscape and gateway features as roundabout.	Significant parking impacts to the Nail Salon may require redevelopment of parcel.			Requires full acquisition of Stoddard Building.
	Pedestrian crossings at 3 legs only. More exposure to traffic.	Less desirable roundabout approach geometry at the Glen Road approach compared to Alternative 2.	Additional right-of-way impacts to CHP/DMV parcel compared to Alternative 1, Option 1. Compared to other alternatives, requires more reconstruction to SR 299.		
			Less desirable roundabout geometry compared to other alternatives.		
Preliminary Range of Costs	Right of Way (1)	\$0	\$456,000	\$569,000	\$591,000
	Utility Relocation	\$0	\$400,000	\$515,000	\$515,000
	Construction (2)	\$ 0.25 M to \$ 0.35 M	\$ 1.5 M to \$ 1.8 M	\$ 1.7 M to \$ 2.0M	\$ 1.8 M to \$2.1 M
	PE (Engineering/ Environmental/ Permitting)	\$250,000 (3)	\$800,000	\$800,000	\$800,000
	Total Range of Costs	\$ 0.5 M to \$ 0.6 M	\$ 3.2 M to \$ 3.5 M	\$ 3.6 M to \$ 3.9 M	\$ 3.7 M to \$ 4.0 M

(1) It is not the County's intention to initiate eminent domain, but rather to evaluate different alternative options for the intersection.

(2) Preliminary Construction Costs based on square footage unit costs with footprint of improvements. Developed to provide ranges and relative cost difference between alternatives.

(3) Signal engineering costs include \$150,000 for the environmental and engineering analysis required to evaluate the signal vs. roundabout

Email from Megan Marshall received on November 3, 2016, past the comment deadline. This comment is included for the Commission's review and consideration, but there was no time to prepare a formal response.

The roundabout is not the preferable option at the Lance Gulch/ Glen Road/ Hwy 299 intersection. Currently, there is a four-way stop at this intersection. Potential traffic options include transform the intersection into a two-way stop, maintain the four-way stop, install a four-way traffic light, or build a roundabout. A survey of approximately 100 Trinity County residents confirmed that the public clearly preferred the two-way stop option.

During the public forum, questions were posed requesting that a two-way stop be considered at this intersection. Mr. Tippet responded that the two-way stop was not considered because the underlying intent of this traffic project was to reduce traffic congestion on Main Street in town at Washington St. and Mill Street, etc. A roundabout will not reduce traffic congestion on Main Street. To the contrary, a roundabout will maintain constant traffic flow throughout Main Street. In comparison, a traffic light will create metered traffic stops and allow gaps for cross traffic travel. If the purpose of this traffic project is truly to reduce congestion on Main Street, then a roundabout is not the solution. If the purpose of reducing traffic congestion on Main Street is not the genuine underlying reason for this traffic project, then a two way stop may be sufficient at this location. The proposed roundabout will not benefit the alleged purpose of this traffic project.

The roundabout will negatively impact the surrounding businesses. The CHP and the local DMV is located at the Lance Gulch/ Hwy 299 intersection. The CHP conducts truck inspections in their small parking lot area. In addition, the ability to depart quickly is absolutely critical for the CHP to function. The CHP is strongly opposed to a roundabout at this intersection. The intersection at Glen Road, Nugget Road and Hwy 299 is the point of entry for many Trinity County businesses. The proposed roundabout will destroy this access point. This intersection provides access to the Trinity Alps Golf Course and Country Club, Behavioral Health, Weaverville Market, the Credit Union, the Stoddard Building (Radio Shack), The Floor Store, Owens Pharmacy, Mountain Valley Physical Therapy, Trinity Lanes Bowling Alley, the Lunch Box Restaurant, Merinos Italian Restaurant, Round Table restaurant and Saw Mill Restaurant. Most of these businesses require deliveries by large trucks. Those large trucks need to use the thorough-fare on Nugget Lane. Nugget Lane is not wide enough to allow a large delivery truck to turn around. Requiring a large delivery truck to drive backwards down Nugget Lane is a dangerous suggestion that is untenable. If the intersection at Nugget Road, Glen Road and Hwy 299 is destroyed by a roundabout, this will create a significant negative impact to all of these businesses. Damaging our local business community is not the proper solution here. The anticipated cost for the roundabout is astronomical. Mr. Tippet indicated that the roundabout

would cost \$2-\$3 million dollars. A portion of this cost is expected to be paid by Trinity County local funds. Placing a roundabout at this intersection is not an appropriate use of our limited funds. The Lance Gulch intersection was originally planned for and approved as a signalized intersection. As Lance Gulch Road was completed, the electrical wiring was placed under the roadway prior to paving to prepare for the already planned traffic light. However, Mr. Tippett ordered transportation workers to remove the electrical wiring for the traffic light and ordered Lance Gulch Road to be paved over with the wiring removed. Not only did it cost money to remove the already placed electrical wiring, but this unilateral decision will cost this county additional money to correctly install a traffic light. The cost of the proposed roundabout is not supported in this location. Our county needs to make financially sound decisions.

A roundabout would not be effective in this specific intersection. When you review the other locations where roundabouts have been installed, none mirror the make-up of our intersection. The Lance Gulch Road/ Glen Road/ Hwy 299 intersection is a prominent business high-traffic location. Not only are there businesses on all four corners, this intersection is also directly adjacent to Nugget Lane which contains our business neighborhood. It is important to note that zero fatal accidents have occurred in this intersection. According to the CHP, only one traffic collision has occurred in the Lance Gulch/ Hwy 299 intersection since the introduction of the four-way stop. Considering the amount of traffic on the highway at this intersection, this single collision within the four way stop intersection is actually significantly smaller than the number of accidents in many roundabouts. In addition, many studies of roundabouts have shown increased accidents for pedestrians and bicyclists at roundabout intersections. The sidewalks and wide bike lanes on Lance Gulch Road are filled with pedestrians and bicyclists enjoying physical activity in our beautiful Trinity County. Numerous pedestrians and cyclists cross the intersections at Lance Gulch Road and Hwy 299 on a daily basis. A roundabout at the end of Lance Gulch would create significant confusion and a dangerous intersection for pedestrians and cyclists. The location of the cross walks on the proposed roundabout is around the corner, out of the line of sight of vehicles who are entering a roundabout. This creates a serious hazard. In addition, there is no metered stop of traffic which would allow pedestrians or cyclists to safely cross. Requiring pedestrians to stand on the splitter island (and a cyclist would have to hoist his bicycle onto that splitter island before getting struck by traffic, not to mention parents with strollers) while traffic merges around them does not sound like a refuge of safety. There have been a number of fatal accidents at roundabout intersections around the globe. Many roundabouts that existed in the UK and other countries, including numerous locations in the United States, are now being removed at a large cost due to the increased accidents in roundabouts. These roundabouts are now being replaced with lighted intersections. Our intersection at Lance Gulch Road is not a good location for a roundabout.

An accident in a single lane roundabout would completely shut down the access to our town. The intersection at Hwy 299 and Lance Gulch is the pivotal intersection for ingress and egress for many residents in Trinity County. Residents in Junction City, Big Bar, Burnt Ranch, Salyer, Hawkins Bar, Denny, Trinity Center, Coffee Creek, Covington Mill, and Weaverville all use this

intersection to travel east on Hwy 299. Furthermore, residents in Lewiston, Douglas City, Hayfork, and other Trinity County communities all use this main intersection to travel west on Hwy 299. This intersection cannot be easily avoided in the event of a traffic accident. If this intersection remained a two way stop or a lighted intersection, emergency vehicles could shut off one lane and still manage traffic through this intersection in the event of an accident. This option will not be available if this intersection were transformed into a single lane roundabout.

The concerned community members of Trinity County came to the Public Forum and expressed their dissatisfaction with the proposed roundabout project. I am ever hopeful that the decision makers will listen and promote the will of the people.

EXHIBIT C
MITIGATION MONITORING AND REPORTING PROGRAM

Lance Gulch Road/State Route 299 Intersection Control Project Mitigation Monitoring and Reporting Program

Mitigation Measure	Monitoring Action	Monitoring Timing/Frequency	Completion	
			Date	Initials
Biological Resources				
<p>MM 4.1</p> <p>To ensure that active nests of migratory birds are not destroyed, vegetation removal and building demolition activities shall occur before February 1 or after August 31 to avoid impacts on nesting migratory birds. If vegetation removal or building demolition must occur during the nesting season, a nesting survey shall be conducted by a qualified biologist to identify active nests in the work area. The survey shall be conducted no more than one week prior to the beginning of vegetation removal or building demolition. If nesting birds are found, the nest site shall not be disturbed until after the young have fledged.</p> <p><u>Responsibility:</u> TCDOT</p>	<p>BC</p> <ul style="list-style-type: none"> Confirm mitigation measure is included in construction contract. If vegetation removal or construction must occur between February 1 and August 31, check pre-construction survey report provided by biologist regarding the presence/absence of active nests. <p>DC</p> <ul style="list-style-type: none"> If active nests are present, inspect project area to verify applicable buffers are maintained until after the young birds have fledged. 	<p>BC</p> <ul style="list-style-type: none"> One-time check of construction contract. One-time check of biologist's documentation. <p>DC</p> <ul style="list-style-type: none"> Field check on a weekly basis until the birds have fledged to confirm that buffers are maintained. 		
Cultural Resources				
<p>15.1</p> <p>any human remains are encountered during any phase of construction, all earth-disturbing work shall stop within 50 feet of the find. The county coroner shall be contacted to determine whether investigation of the cause of death is required as well as to determine whether the remains may be Native American in origin. Should Native</p>	<p>BC</p> <ul style="list-style-type: none"> Confirm mitigation measure is included in construction contract. <p>DC</p> <ul style="list-style-type: none"> If any human remains are encountered, confirm all 	<p>BC</p> <ul style="list-style-type: none"> One-time check of construction contract. <p>DC</p> <ul style="list-style-type: none"> Field check as needed to confirm temporary construction stoppage 		

Mitigation Measure	Monitoring Action	Monitoring Timing/Frequency	Completion	
			Date	Initials
<p>American remains be discovered, the county coroner must contact the Native American Heritage Commission (NAHC). The NAHC will then determine those persons it believes to be most likely descended from the deceased Native American(s). Together with representatives of the people of most likely descent, a qualified archaeologist shall make an assessment of the discovery and recommend/implement mitigation measures as necessary. <u>Responsibility:</u> TCDOT</p>	<p>construction activities stop within the affected area and that a qualified archaeologist and the county coroner are contacted.</p> <ul style="list-style-type: none"> If human remains are recognized as Native American, additional monitoring requirements may be specified by the archaeologist in consultation with representatives of the people of most likely descent. 	<p>within buffer zone.</p> <ul style="list-style-type: none"> The archeologist shall specify the timing/frequency of additional monitoring, as appropriate. 		
<p>MM 5.2 If any previously unevaluated cultural resources (i.e., burnt animal bone, midden soils, projectile points or other humanly-modified lithics, historic artifacts, etc.) are encountered, all earth-disturbing work shall stop within 50 feet of the find until a qualified archaeologist can make an assessment of the discovery and recommend/implement mitigation measures as necessary. <u>Responsibility:</u> TCDOT</p>	<p>BC</p> <ul style="list-style-type: none"> Confirm mitigation measure is included in construction contract. <p>DC</p> <ul style="list-style-type: none"> If any cultural resources are encountered, confirm all construction activities stop within the affected area and a qualified archaeologist is contacted. 	<p>BC</p> <ul style="list-style-type: none"> One-time check of construction contract. <p>DC</p> <ul style="list-style-type: none"> Field check as needed to confirm temporary construction stoppage within the buffer zone. The archeologist shall specify the timing/frequency of additional monitoring, as appropriate. 		
Hazards and Hazardous Materials				

Mitigation Measure	Monitoring Action	Monitoring Timing/Frequency	Completion	
			Date	Initials
<p>MM 8.1 The contractor shall prepare a Lead Compliance Plan for approval by TCDOT in compliance with Caltrans Standard Special Provision 7-1.02K(6)(j)(ii): <i>Lead Compliance Plan</i> prior to initiation of construction. The contractor shall be responsible for implementation of the plan during project construction. <u>Responsibility:</u> TCDOT</p>	<p>BC</p> <ul style="list-style-type: none"> Confirm mitigation measure is included in construction contract. 	<p>BC</p> <ul style="list-style-type: none"> One-time check of construction contract. <p>DC</p> <ul style="list-style-type: none"> Field check as needed to ensure implementation. 		

Mitigation Measure	Monitoring Action	Monitoring Timing/Frequency	Completion	
			Date	Initials
<p>MM 8.2 If any building or other infrastructure is to be demolished as part of this project, the building or other infrastructure shall be surveyed for asbestos-containing building materials by a qualified consultant. Worker protection, training, and material handling requirements as defined by Title 8, Section 1529 of the California Code of Regulations (8 CCR 1529) shall govern work affecting potentially hazardous materials found during the survey. Materials determined to contain detectable concentrations of asbestos shall be removed by a licensed abatement contractor prior to the demolition of the structure. Additionally, any interior Cal/OSHA Class II asbestos abatement work shall be performed within sealed, negatively-pressurized regulated area containments. If asbestos-containing building materials are present, the North Coast Unified Air Quality Management District (NCUAQMD) shall be notified at least 10 working days prior to the start date of the demolition. The Contractor shall follow the recommendations of the NCUAQMD regarding demolition, dust control, removal and disposal of asbestos-containing building materials. Responsibility: TCDOT</p>	<p>BC</p> <ul style="list-style-type: none"> Confirm mitigation measure is included in construction contract. 	<p>BC</p> <ul style="list-style-type: none"> One-time check of construction contract. <p>DC</p> <ul style="list-style-type: none"> Field check as needed to ensure compliance. 		
<p>MM 8.3 To minimize potential impacts from lead-containing paint (LCP), all work shall be conducted in compliance with Caltrans Standard Special Provision 14-11.12 <i>Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue.</i></p>	<p>BC</p> <ul style="list-style-type: none"> Confirm mitigation measure is included in construction contract. 	<p>BC</p> <ul style="list-style-type: none"> One-time check of construction contract. <p>DC</p> <ul style="list-style-type: none"> Field check as needed to ensure compliance. 		

Mitigation Measure	Monitoring Action	Monitoring Timing/Frequency	Completion	
			Date	Initials
<p><u>Responsibility:</u> TCDOT</p> <p>MM 8.4 To minimize potential impacts from treated wood waste (TWW), all work shall be conducted in compliance with Caltrans Standard Special Provision 14-11.14: <i>Treated Wood Waste</i>.</p> <p><u>Responsibility:</u> TCDOT</p>	<p>BC</p> <ul style="list-style-type: none"> Confirm mitigation measure is included in construction contract. 	<p>BC</p> <ul style="list-style-type: none"> One-time check of construction contract. <p>DC</p> <ul style="list-style-type: none"> Field check as needed to ensure compliance. 		
Noise				
<p>MM 12.1 The contractor shall comply with Caltrans' standards contained in Section 14-8.02, Noise Control, as described in the 2011 Traffic Noise Analysis Protocol, where the specifications state: 1) do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.; and 2) equip internal combustion engines with the manufacturer-recommended mufflers.</p> <p><u>Responsibility:</u> TCDOT</p>	<p>BC</p> <ul style="list-style-type: none"> Confirm mitigation measure is included in construction contract. 	<p>BC</p> <ul style="list-style-type: none"> One-time check of construction contract. <p>DC</p> <ul style="list-style-type: none"> Field check as needed to ensure compliance. 		
Public Services				
<p>MM. 14.1 Public safety and emergency service providers shall be kept informed of construction activities and schedules for use in planning emergency response routing, if necessary. No roads shall be completely closed at any time during construction. The TCDOT shall use lane closures, as needed, rather than complete road closures or detours.</p>	<p>BC</p> <ul style="list-style-type: none"> Confirm mitigation measure is included in construction contract. Contact applicable public safety and emergency service providers prior to commencement of 	<p>BC</p> <ul style="list-style-type: none"> One-time check of construction contract. 		

Mitigation Measure	Monitoring Action	Monitoring Timing/Frequency	Completion	
			Date	Initials
<p><u>Responsibility:</u> TCDOT</p>	<p>construction.</p> <p>DC</p> <ul style="list-style-type: none"> Notify applicable public safety and emergency service providers of any changes to construction schedules or activities. 	<p>DC</p> <ul style="list-style-type: none"> Field check and provide updates to public safety and emergency service providers as needed. 		
<p>MM. 14.2</p> <p>Roundabout design shall provide for right and left turn movement in and out of the California Highway Patrol/Department of Motor Vehicles parking lot from SR 299. The splitter island on the Lance Gulch Road approach to the roundabout shall be designed so that CHP and other emergency vehicles can drive on the island in order to pass other vehicles and enter the roundabout. The splitter island shall be striped or otherwise labeled for emergency use only.</p> <p><u>Responsibility:</u> TCDOT</p>	<p>BC</p> <ul style="list-style-type: none"> Confirm during review of construction documents. 	<p>BC</p> <ul style="list-style-type: none"> One-time check of construction documents. 		
Community Impacts				
<p>MM. IV.2.1</p> <p>TCDOT shall purchase the affected property and provide appropriate compensation to the property owner, building owner, and business owners in compliance with federal and state law and provide relocation assistance to the business owners, if necessary.</p> <p><u>Responsibility:</u> TCDOT</p>	<p>BC</p> <ul style="list-style-type: none"> Complete prior to completion of construction documents. 	<p>BC</p> <ul style="list-style-type: none"> One-time confirmation prior to commencement of construction. 		