Eureka-Arcata Route 101
Corridor Improvement Project

Humboldt County, California
District 1 – HUM – 101 PM 79.9 / 86.3
EA / EFIS
01-36600 / 0100000127
01-0E000 / 0113000091
01-0C970 / 0113000094
01-0C930 / 0113000078
01-0F220 / 0115000092
State Clearinghouse Number: 200109035

Final Environmental Impact Report/Statement

Volume IV of IV
Response to Comments: Public
December 2016

Prepared by the U.S. Department of Transportation
Federal Highway Administration (FHWA) and the
State of California Department of Transportation (Caltrans)
For the Humboldt County Association of Governments (HCAOG)

❖

Appendix F – Individual Written Comments

❖

Elisa Abelleira
<elisaabelleira@yahoo.com>
12/01/2008 10:14 AM

To Kim_Floyd@dot.ca.gov
cc
Subject 101 Corridor Improvement

Project Manager Kim Floyd
Caltrans

Dear Kim:

I'll be volunteering for KEET-TV on Wednesday night, so I won't be able to be at the meeting. Otherwise, I'd definitely be there asking that all the eucalyptus trees be saved. I love them and would truly hate to see them go.

Thanks for including my sentiments in to your (many) considerations.

Kind regards,
Elisa Abelleira
2831 R Street
Eureka, CA 95501
(707) 407-6650

Response to Elisa Abelleira:

The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. For more information see Group Response III-B-2.

Beth abels
<babels@sbcglobal.net>
12/16/2008 09:31 PM
Please respond to
babels@sbcglobal.net

To Kim_Floyd@dot.ca.gov
cc
Subject 101

I am a regular bicycle commuter between Arcata and Eureka and reluctantly must use 101. The on and off ramps, especially where the speed inappropriately increases to 65 mph, are already terrifying to me, and I am quite strong and experienced. The proposed alternatives will make a bad situation worse. It is not reasonable to expect cyclists to cross multiple lanes of fast traffic to make U turns. The more sensible alternative is to lower the speed through all the Arcata and McKinleyville on and off ramps, and waste no more tax dollars on construction until funds are available to accommodate non-motorized travelers. Unless a dedicated bike and pedestrian path is included in one of the alternatives, I fear an increased chance of injury or death for those of us trying to improve our own health and that of the planet. Our government agencies should be encouraging bicycle commuting and making it safer, not making it more dangerous.
Sincerely,
Beth Abels
Arcata

Responses to Beth Abels:

Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would likely discourage bicyclists.

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D for more information. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. The proposal to increase the posted speed limit after project construction has been dropped: see Group Response III-A-1 for more information.

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

Bicyclists have non-freeway route options within Arcata and McKinleyville.

Nan Abrams
3409 union st
Eureka, CA 95503

To Caltrans planners:

I have lived in Humboldt County for nearly twenty years. I am aware of the decrease in collisions on the corridor between Eureka and Arcata since the speed limit was lowered and monitored. This appears to have been a good solution. I understand that Cal Trans is looking ahead to increased traffic in the future with its plans to upgrade the corridor. Without including plans for alternative transportation, I believe this is the wrong solution for this area. In a letter to the North Coast Journal, I proposed in addition to bike lines, using the rail tracks between Arcata to the south end of Eureka for local alternative transportation. I believe including these two modes of alternative transportation will not only address the needs of non drivers but would also decrease the number of cars on the corridor. I urge you to give these your consideration and include them in your plan.

Response to Nan Abrams:

Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B. For a discussion of bicycle improvements, please see responses to Jorge Sanchez's letter (part of the group of written comments submitted by Green Wheels).

The North Coast Railroad Authority (NCRA) owns and operates the Northwestern Pacific Railroad, which is parallel to Route 101 between Eureka and Arcata: Caltrans cannot obtain, modify, or use the railroad prism without a formal agreement with the NCRA.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Zac Abshear

ADDRESS	CITY	STATE	ZIP
3310 Ribeiro ln.	Arcata	CA	95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I feel the proposed 40-50 million dollar cost of creating an overpass on the 101 could better be used in other areas.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Zac Abshear</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

The 40 to 50 million dollar project cost includes construction of various improvements and not just the Indianola Cutoff interchange. The proposed interchange included in Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, is a compact diamond interchange that would substantially reduce out of direction travel after the Route 101 medians are closed and would enhance safety for all transportation modes.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME
BRIAN ACORD

ADDRESS | CITY | STATE | ZIP
2294 ALLIANCE RD | ARCATA | CA | 95521

REPRESENTING (name of organization or agency)
Hum. Bay. Bicycle Commuters, Green Wheels, Bigfoot Bicycle Club 1

I would like to make the following comments:
FROM WHAT I HAVE READ OF THE DRAFT 101 EIR, THERE IS
NO SPECIFIC LANGUAGE ON HOW ANY OF THE ALTERNATIVES
CONSIDER BICYCLE SAFETY. WE KNOW WHAT TO EXPECT
WITH CURRENT CONDITIONS (NO ALTERNATIVE), BUT WHAT EFFECT
WILL DECEL-/ACCELERATION LANES HAVE ON SHOULDER WIDTH 2
AND SPACE FOR CYCLISTS? WILL FREEWAY SPEEDS INCREASE, 3
AND THEREFORE INCREASE DANGERS FOR CYCLIST? THE 101
CORRIDOR IS THE SAFEST WAY BETWEEN ARCATA & EUREKA FOR
CYCLISTS. KEEP IT OPEN & SAFE FOR BICYCLING.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Brian Acord:

1. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. The proposed extension of acceleration and deceleration lanes at intersections would be similar to the existing Route 101/Airport Road intersection, which has longer acceleration and deceleration lanes than at other Route 101 intersections. The longer lanes are expected to help motor vehicles adjust speed and make lane changes and are not expected to adversely affect bicycling conditions. After project construction all outside shoulders would be 10-feet wide within the project limits.

3. See Group Response III-A-1.

Jack Adams
<landona@suddenlink.net>
12/19/2008 09:39 AM

To Kim_Floyd@dot.ca.gov
cc
Subject Eureka-Arcata Route 101 Corridor Improvement

Dear Ms. Floyd:

The Humboldt Bay Bicycle Commuters Association recently sent you a letter (dated December 16, 2008) concerning the Eureka-Arcata Route 101 Corridor Improvement project expressing their view of the negative impacts of Alternatives 1A and 3A on bicycle transportation on the corridor. I'm not a member of the Association but I'm an avid recreational cyclist and during the the spring and summer months I routinely commute from my home in Fortuna to my job in Eureka one to two days a week.

I don't ride between Eureka and Arcata so I can't specifically comment on the conditions cyclist experience on the corridor but I have to assume they are exposed to a lot of the same ones I experience riding between Fortuna and Eureka and they can be challenging and potentially dangerous at times. Even riding in town can be hazardous. In June of 2006 I had just began a commute home from work when I was struck by a drunk driver on Broadway in Eureka. I spent a close to a week in the hospital and my injuries included a broken pelvis, broken ribs and broken vertebrae. Considering the location and time of the incident (approximately 6 p.m.) I consider myself lucky I was not more severely injured.

Personally, I think that the only way to completely eliminate the possibility of collisions between cyclists and motorists is the construction of cycling and pedestrian paths, such as rails to trails, between our cities and in the busiest sections of our cities, but given the current financial condition of our local, state and federal governments I do not see this happening.

The next best solution is making the existing highways and city streets as safe as possible for cyclists and pedestrians. I'd like to add my support to the comments and proposals made by the Humboldt Bay Bicyle Commuters Association in their letter to you. I hope that Caltrans takes them into serious consideration while making it's decisions on the Eureka-Arcata Route 101 Corridor Improvement project.

Yours truly,

Jack Adams
267 Randolph Way
Fortuna, CA 95540
707-725-3272

<u>Responses to Jack Adams</u>:

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. The proposed project also includes replacing the southbound Route 101 Jacoby Creek Bridge with a wider bridge that would include bicycle railing installed on the outside barrier and would have an 8-feet wide separated area for bicyclists and pedestrians. After project construction, the posted speed limit would not be raised. See Group Response III-A-1 for more information.

The Redwood Community Action Agency Humboldt Bay Area Bike Map designates the Route 101 intersections at Mid-City Motor World, Indianola Cutoff, Bracut, and Bayside Cutoff as "Difficult Intersections – Use caution in these areas." Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would eliminate uncontrolled vehicle crossing movements at these Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. At the Route

101/Airport Road intersection, a half signal is proposed that would also enhance bicyclist safety. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: JASON AKANA

ADDRESS (home): 1887 BRINDLE LN — CITY: EUREKA — STATE — ZIP

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

I PREFER OPTION ALT 1A BUT WOULD LIKE TO SEE A TURNAROUND NORTH OF BAYSIDE RD. OR AN UNDERPASS

OR THE TURNAROUND BETWEEN CALIFORNIA REDWOOD + AIRPORT RD. AS IN 1A AND OVER/UNDER CROSS INTERCHANGES AT BOTH INDIANOLA + BAYSIDE RD.

NOTE: Please submit comments **no later than December 15, 2008**

Response to Jason Akana:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes an interchange at Indianola Cutoff and a half signal at Airport Road.

An interchange at Bayside or a turnaround north of Bayside would not be feasible because the magnitude of wetland impact would not justify the relatively low demand for a turnaround. Trips originating along Old Arcata Road destined for southbound Route 101 would need to use the proposed Indianola Cutoff interchange; however the proposed interchange would substantially reduce out of direction travel and provide safer access compared to turning left from the Bayside Cutoff. Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Kirsten Hartlein Allen

ADDRESS	CITY	STATE	ZIP
2677 Elizabeth Rd.	McKinleyville	CA	95519

REPRESENTING (name of organization or agency):

I would like to make the following comments:

(I'm) Concerned about cyclist safety in proposed plans of increasing speed limit. Where is the provision for safe cyclist corridor?
Is there consideration for how funds can be spent to improve traffic through corridor over the next 30 years that would reduce traffic + speed (more transit buses - parking lots ~~for~~ to encourage taking local transit, etc.) Concerned about highest, best, wisest use of funds.

NOTE: Please submit comments no later than September 28th, 2007

Response to Kirsten Hartlein Allen:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
DONALD D. ALLEN, JR

ADDRESS	CITY	STATE	ZIP
2677 ELIZABETH RD.	MCKINLEYVILLE	CA	95519

REPRESENTING (name of organization or agency)
SELF

I would like to make the following comments:

I'M MOST CONCERNED THAT THE PLAN CALLS FOR INCREASED SPEED ON THE CORRIDOR. THERE'S SIMPLY NO CREDIBLE BENEFIT (THAT I SEE) TO INCREASED SPEED. I'D MUCH PREFER A PLAN THAT FOCUSES ON INCREASED ACCESS (SAFER CROSSINGS – NOT ONLY @ INDIANOLA BUT ALSO AT BRACUT AND BAYSIDE CUTOFFS), INCREASED SAFETY / COMFORT FOR CYCLISTS, AND INCREASED CONVENIENCE OF PUBLIC TRANSPORT TO EFFECTIVELY REDUCE TRAFFIC ON THE CORRIDOR.

THIS STRETCH OF ROAD DOESN'T NEED TO BE A FREEWAY.

NOTE: Please submit comments no later than September 28th, 2007

1

2

3

Responses to Donald D. Allen, Jr.:

1. The Draft Environmental Impact Report/Statement (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. The current posted speed limit of 50 mph south of Jacoby Creek Bridges and north of the Freshwater Slough Bridges would tentatively remain at the existing 50 mph, but is subject to change pending the outcome of further engineering and prevailing traffic speed surveys. The California Vehicle Code requires a renewed engineering and traffic survey whenever substantial changes in roadway or traffic conditions have occurred. If the prevailing 85th percentile of the traffic eventually rises above 55 mph after project construction, measures to address the condition will be considered and possibly implemented such as raising the posted speed limit.

2. Modified Alternative 3A is identified as the Preferred Alternative in the Final EIR/S. This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Modified Alternative 3A would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel as well as enhance safety for all travel modes crossing Route 101 compared to the existing condition.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: David Ammerman

ADDRESS (home): P.O. Box 303 — CITY: Cutten — STATE: CA — ZIP: 95534

REPRESENTING (name of organizaion or agency): Citizen

I would like to make the following comments: My preliminary preferred is Atn 3A, but people using Bayside Rd Cutoff are stuck, have to go to Indianola for south bound. Wetland mitigation what ever alternative will be chosen. 1A - 2nd choice

NOTE: Please submit comments no later than December 15, 2008

1
2
3
4

Response to David Ammerman:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop. Note that Alternative 3A was replaced by Modified Alternative 3A: the only difference is that Alternative 3A would restrict left turn moves from Airport Road to southbound Route 101 and Modified Alternative 3A would allow left turns from Airport Road.

2. Caltrans staff concurs that trips originating along Old Arcata Road destined for southbound Route 101 would need to use the Indianola Cutoff interchange; however the proposed interchange would substantially reduce out of direction travel and provide safer access compared to turning left from the Bayside Cutoff.

3. See Section 3.3.2 Wetlands in Chapter 3 of the Final EIR/S for wetland mitigation details.

4. Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would likely discourage bicyclists.

California Department of Transportation (Caltrans)
Humboldt County Fair — August 9th - 19th, 2007
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Anonymous

ADDRESS: | CITY: Eureka | STATE: CA | ZIP: 95501

REPRESENTING (name of organization or agency): myself.

I would like to make the following comments:

The corridor works fine now, and in 20 years with 50% more traffic projected, it will still be working well (maybe level of service "C"?) 1

A freeway would endanger the bicyclists even more than they are in danger now. Traffic zooming by at 70 mph is far worse than at 50 mph. 2

Instead of $60 M in the corridor spend $5M and build a bicycle & pedestrian trail that will reduce the traffic demand now and in the future. 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Anonymous:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. The current posted speed limit of 50 mph south of Jacoby Creek Bridges and north of the Eureka Slough Bridges would tentatively remain at the existing 50 mph but is subject to change pending the outcome of further engineering and prevailing traffic speed surveys. The California Vehicle Code requires a renewed engineering and traffic survey whenever substantial changes in roadway or traffic conditions have occurred. If the prevailing 85th percentile of the traffic eventually rises above 55 mph after project construction, measures to address the condition will be considered and possibly implemented such as raising the posted speed limit.

3. Modified Alternative 3A was selected as the Preferred Alternative in the Final EIR/S. This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Modified Alternative 3A would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. In addition, Modified Alternative 3A was designed based on suggestions from local businesses to enhance both access and safety. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S for more information. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Eureka - Arcata 101 corridor input

* I think, unfortunately, the purpose of the project (in the public's mind) has changed over time as the corridor & travel patterns/tendencies have changed — I think it might help to reconsider that, though I know it's an enormous undertaking. It might be less enormous than getting dogged by folks who want better non-motorized options & the Coastal Commission. Might change it to: "Improve safety for all users of the corridor." 1

* None of the alternatives improve bike commuting conditions, unfortunately. 2

* In past efforts, was there a complete analysis of the benefits of moving some of the legacy (inappropriately sited) land uses instead of building expensive infrastructure to accommodate them? Might it cost less in the long run to relocate them? Like Bracut & Harper? 3

* When you replace the north-bound Eureka Slough Bridge, can you widen it & connect 14th & Jacobs (e.g. the Non-Freeway Alternatives Study? 4

Thanks!

Responses to Anonymous:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. The proposed project also includes replacing the southbound Route 101 Jacoby Creek Bridge with a wider bridge that would include bicycle railing installed on the outside barrier and would have an 8-feet wide separated area for bicyclists and pedestrians.

The proposal to increase the posted speed limit after project construction has been dropped. See Group Responses III-A-1, 2, and 3 for more information. Extending the posted 50 mph speed limit on Route 101 north to Sunset Avenue in Arcata would not be feasible since bicyclists have the option of using parallel surface streets instead of the Route 101 freeway segment.

The Redwood Community Action Agency Humboldt Bay Area Bike Map designates the Route 101 intersections at Mid-City Motor World, Indianola Cutoff, Bracut, and Bayside Cutoff as "Difficult Intersections – Use caution in these areas." Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would eliminate uncontrolled vehicle crossing movements at these Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. At the Route 101/Airport Road intersection, a half signal is proposed that would also enhance bicyclist safety. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. See Group Response III-B-1.

4. Replacing or widening the northbound Eureka Slough Bridge is beyond the scope of the proposed project.

28 September 2007

Caltrans planners:

Enclosed you will find comments submitted for Caltrans via our a web-form at www.green-wheels.org/node/245. These comments were submitted between the dates of 21 September 2007 and 28 September. All comments received are being submitted.

If, for convenience purposes, you would like to receive a digital copy of this file, do not hesitate to contact me.

Sincerely,

Aaron Antrim
Outreach Director
Green Wheels
aaron.antrim@green-wheels.org
(707) 633-4464

Response to Aaron Antrim:

Thank you for collecting and forwarding the comments. Responses to individual written comments are in alphabetical order by last names in the individual (not organization) comment-response section.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Emily Arents

ADDRESS: 1007 Beverly Way | CITY: Arcata | STATE: CA | ZIP: 95521

REPRESENTING (name of organization or agency):

I would like to make the following comments:

Please do not increase the number of lanes & create overpasses. 1

We want the eucalyptus trees to stay & to have our bicycle & hiking trail 2 3

Arents

NOTE: Please submit comments no later than September 28th, 2007

Responses to Emily Arents:

1. The proposed project would not add additional through traffic lanes. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement would enhance safety and provide long term roadway improvements for all travel modes. This alternative includes constructing a new interchange at Route 101 and Indianola Cutoff to enhance safety and provide a turnaround location approximately halfway between Eureka and Arcata.

2. See Group Response III-B-2 for information regarding tree removal.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2364 Graham Rd.
Bayside, CA 95524
December 20, 2008

Dear Caltrans people,

I am a long-time resident of Bayside, writing about the proposed changes to the 101 corridor. I will present some concerns that I believe you need to address in the plans.

1) There is a significant number of citizens from Bayside who ride bicycles to their work in Eureka. These include people who do not have other transport as well as a growing number of people who are choosing to reduce their carbon footprint. These cyclists, of whom I am one, need to have access to 101. If we are required to cycle to Indianola, we travel a piece of Old Arcata Rd. which is not bicycle-safe by any means. 1

Recently HumPAL, led by Ann Lindsay, MD, who is the chief public health officer of the county, has been doing important work with many professionals in the community; HumPAL has the "mission of improving individual, family and community health and well-being through the …integration of routine physical activity into daily life. HumPAL accomplishes this through education, policy change and support of community design that encourages active living." In changing the corridor, even though you are a state agency, you need to consider our community and what will make alternative transportation more accessible. 2

2) A more pertinent and long-ranging problem to address (and spend big money on) at this time is the very-probable sea level rise, leaving this same stretch of 101 underwater at high tide. This is a problem that will occur in a few years and will affect all transport, even the big trucks you are working to accommodate in your current planning. Already, the highest tides come up to the raised railroad bed, which holds the water back. 3

3) Your plans will create more traffic on Old Arcata Rd. in Bayside. This is an area of road which includes many young children riding and walking to Jacoby Creek School. Already this traffic is a problem for safety of children and traffic congestion at the school. This needs to be addressed; to make one area "safer" at the sacrifice of safety elsewhere reflects a serious lack of vision and insight. 4

4) There will be no perfect solution, no matter how much money is spent. People will have traffic issues in this area, especially if alternative transportation is not encouraged. 5
A boulevard approach, with stops at Indianola and maybe Bayside Cutoff would be safe and less expensive—and only a very few moments will be lost in driving time.

We are in times, economically and environmentally which ask of us to change established ways of planning for the future. Let's try having some creative, visionary, and daring thinking. We have a local example right here, in the origins of the Arcata Marsh—a silly, simple idea turned into a concept copied all over the world.

Thank you for your time and attention.

Sincerely,

Andrea Armin

Andrea Armin,
Public Health Nurse

Response to Andrea Armin:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes an interchange approximately midway between Eureka and Arcata as well as a half signal at Airport would reduce out of direction travel after the Route 101 medians are closed or modified. For bicycle trips originating in Bayside and destined for southbound Route 101, would be able to travel southbound on the recently widened Old Arcata Road and use the Indianola Cutoff interchange.

2. The proposed project was designed to maximize access while enhancing safety and minimizing wetland impacts.

3. Please refer to Chapter 4 of the Final EIR/S which includes an expanded discussion of sea level rise.

4. As stated previously, the project was designed to minimize out of direction travel. The segment of Old Arcata Road near Jacoby Creek Charter School has speed bumps, a 25 mph speed limit, and traffic circles to slow traffic. In contrast, Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system: as such vehicle drivers on north or south trips longer than a few miles are encouraged to use Route 101 rather than residential streets.

5. Please see Group Response II-C for a discussion of signalization options. Also see Chapter 2 in the Final EIR/S which includes a discussion of various conventional and non-conventional highway improvement alternatives.

Susan Armstrong
<Susan.Armstrong@humboldt.edu>
12/05/2008 05:03 PM

To Kim_Floyd@dot.ca.gov
cc
Subject trees vs. trucks

Please minimize or eliminate cutting of the eucalyptus trees. Otherwise the stretch of 101 will look like every other place - flat and boring.

Current setup is fine. Fatal accidents have been eliminated. Cutting the trees will be a horrible event for many. No one has been injured from tree limbs in the last 80 years.

I travel that stretch about 14 times each week.

Susan J. Armstrong
1765 virginia Way
Arcata, CA 95521 (707) 822-3279

<u>Response to Susan Armstrong</u>:

See Group Response III-B-2 for a discussion of tree removal.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
James Athing

ADDRESS: 215 Shirley Blvd
CITY: Arcata
STATE: CA
ZIP: 95521

REPRESENTING (name of organization or agency)
none

I would like to make the following comments:
This route is such a scenic treasure it seems a shame to go back to 65 MPH. Let's see an alternative that includes hikers and bikers w a few small parking areas for motorists to get out & see the bay.

NOTE: Please submit comments no later than September 28th, 2007

Responses to James Athing:

See Group Responses III-A-1 and 2.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

12/3/08

Why is there no explicit pedestrian & bicycle improvements in any of the alternatives? People who live in the City of Eureka on Jacobs need to have separate facilities for non-motorized transport. I would like to see a separate path on the slough side of the right-of-way with a separate bridge into Eureka. The economic justice issues of this are substantial.

Non-motorized transit needs more than wider shoulders. When we are spending millions for auto travel improvement we need to use a substantial portion of that to encourage non-motorized transport.

Linda Akins
Eureka City Council Elect
825 5 St, Eureka 95501

Responses to Linda Akins:

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. The proposed project also includes replacing the southbound Route 101 Jacoby Creek Bridge with a wider bridge that would include bicycle railing installed on the outside barrier and would have an 8-feet wide separated area for bicyclists and pedestrians.

The Redwood Community Action Agency Humboldt Bay Area Bike Map designates the Route 101 intersections at Mid-City Motor World, Indianola Cutoff, Bracut, and Bayside Cutoff as "Difficult Intersections – Use caution in these areas." Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would eliminate uncontrolled vehicle crossing movements at these Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. At the Route 101/Airport Road intersection, a half signal is proposed that would also enhance bicyclist safety. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Paul Richard Bailey
P.O. Box 5139 / 1847 Peninsula Dr.
Arcata, CA 95518/95521
Phone: (707) 267-8762

To Caltrans planners:

Thank you for the opportunity to comment on the DEIR for the 101 Eureka Arcata Corridor Improvement Project. I an Arcata resident and environmental engineering student at Humboldt State University. Bicycling is my primary form of transportation.

I urge Caltrans to reconsider the favored alternative to improve the 101 Corridor. The current choice plans to increase speed limits and install expensive interchanges, without making even nominal improvements to public transit or non-motorized transportation. 1 2

Currently the three avenues open to cyclists traveling between Eureka and Arcata are Samoa Blvd., via three narrow, windy, and steep bridges, no bicycle lanes at any point, and shoulders as narrow as one foot, often for miles. Secondly, via Old Arcata Road, which, although slated for improvement, currently has no bike lanes along the most dangerous and sight-restricted stretches of its span. Finally, the intimidating 101 Corridor, which although it has the widest shoulders and most consistent room for cyclists, is also the most unpleasant to ride given the already high traffic volumes, unprotected off- and on-ramps, and short acceleration lanes. It is nerve-wracking to ride on any of these roads; yet the current plan proposed in the DEIR would steer the future of Humboldt County's transportation in the same direction, making it even more difficult for cyclists to justify using anything but a car on the 101 Corridor.

Please carefully review the erroneous and absurd assumptions used to justify the current favorite alternative, the consequences to the area's environment, cities, and people, and choose an alternative that is in line with state and local goals of improving non-motorized and mass transit. Choose an alternative that incorporates bicycle lanes, furthers bus, light rail, and other forms of mass transit over those which promote single-person trips and more congestion in our cities.

Paul R. Bailey

Responses to Paul Bailey:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would include a proposed interchange at Indianola Cutoff that would enhance bicyclist safety by eliminating left turn movements that currently cross on-coming traffic and eliminate the need to cross acceleration and deceleration lanes at Indianola Cutoff. In addition, the proposed interchange would reduce out-of-direction travel if uncontrolled left turns were eliminated.

2. For a discussion of bicycle improvements, please see responses to Jorge Sanchez's letter (part of the group of written comments submitted by Green Wheels). For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Dear Mr. Parsons.

I support the "no build." alternative to the Highway 101 Safety Corridor. 1

I have commuted on this stretch since 1980. In regards to safety the numbers speak for themselves. It seems to me that speeding up south bound traffic into the congestion of "101" thru Eureka is pointless. 2

I would also like to see improved bicycle lanes on the corridor. Stepping up the speed limit inforcement durring high trafic times would also help. 3 4

Thank you

Robert Baker

Robert Baker
130 Boyle Dr.
Eureka CA 95503
444-8193

Responses to Robert Baker:

1. Please see Group Responses 1-A and II-B.

2. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. The current posted speed limit of 50 mph south of Jacoby Creek Bridges and north of the Freshwater Slough Bridges would tentatively remain at the existing 50 mph but is subject to change pending the outcome of further engineering and prevailing traffic speed surveys. The California Vehicle Code requires a renewed engineering and traffic survey whenever substantial changes in roadway or traffic conditions have occurred. If the prevailing 85th percentile of the traffic eventually rises above 55 mph after project construction, measures to address the condition will be considered and possibly implemented such as raising the posted speed limit.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. Please see Group Response III-A-3.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Anika Baker-Lawrence

ADDRESS: 847 Villa Way | CITY: Arcata | STATE: CA | ZIP: 95521

REPRESENTING (name of organization or agency):

I would like to make the following comments:

Biking to Eureka is not only smog clogged, it's DANGEROUS! Please help us be healthy and safe, make the Eureka/Arcata Corridor a place for cyclists too :)

PLEASE.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Anika Baker Lawrence</u>:

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety.

The Redwood Community Action Agency Humboldt Bay Area Bike Map designates the Route 101 intersections at Mid-City Motor World, Indianola Cutoff, Bracut, and Bayside Cutoff as "Difficult Intersections – Use caution in these areas." Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would eliminate uncontrolled vehicle crossing movements at these Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. At the Route 101/Airport Road intersection, a half signal is proposed that would also enhance bicyclist safety.

The proposed project also includes replacing the southbound Route 101 Jacoby Creek Bridge with a wider bridge that would include bicycle railing installed on the outside barrier and would have an 8-feet wide separated area for bicyclists and pedestrians.

See Group Responses III-A-1 and 2 regarding the posted speed limits.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Matthew Barry

ADDRESS 1745 Margret Lane CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organization or agency) Humboldt State University & the Arcata Community

I would like to make the following comments:
Improvements must be made to the Eureka/Arcata connection. Biking between the two cities right now is dangerous. There is little room in several places on Old Arcata Road, the 101 and Samoa. We Need A Bike Path Now!

NOTE: Please submit comments no later than September 28th, 2007

Response to Matthew Barry:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Joanne Barstow

ADDRESS (home): 1585 J St

CITY: Arcata

STATE: CA

ZIP: 95521

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

I dont believe we need any building or overpasses, Enforce the speed limits and maybe some safety improvements are needed. 1

Foot and bike paths should be included 2

I believe the eucalyptus trees should not be cut down 3

NOTE: Please submit comments **no later than December 15, 2008**

Responses to Joanne Barstow:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes an interchange at Indianola Cutoff and a half signal at Airport Road. The interchange and half signal would substantially reduce the out of direction travel after the remaining Route 101 medians are closed.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1, 2, and 3 regarding the speed limit.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. Please see Group Response III-B-2 for tree removal discussion.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Carole Beaton

ADDRESS (home): 1525 McFarlan St.

CITY: Eureka

STATE: CA

ZIP: 95501

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

Raise/maintain the road to protect against sea level rise. Put in stop lights or roundabouts at intersections. Keep speed at 50 mph. Enforce speed limit! Use railroad for bike/pedestrian use. Save money – be smart!

NOTE: Please submit comments no later than December 15, 2008

Responses to Carole Beaton:

1. See Chapter 4 of the Final EIR/S for an expanded discussion of sea level rise.

2. Please see Group Response II-C regarding signalizing intersections.

3. For a discussion of speed limit and enforcement, see Group Responses III-A-1, 2, and 3.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Carole Beaton
1525 McFarlan St.
Eureka, CA 95501
Phone: 707-445-4229

To Caltrans planners:

I think it would be best to leave the corridor as it is until a plan that includes all modes of transportation is included. Yes, bicycling is a mode of transportation! There are no provisions for safe bicycling in any of the current plans. Each bicycle rider represents one less car on the road, not to mention no pollution. It takes the average bicyclist less than 30 minutes to ride from Eureka to Arcata saving gas, money and improving health. There are currently many cyclists on 101 between Eureka and Arcata and safe route for all of them needs to be included in any sensible plan. If the plan is to return 101 to a freeway, a separate bike path with bike overpasses should be included or the railroad right of way could contain a safe bike route.

Response to Carole Beaton: For a discussion of bicycle improvements, please see responses to Jorge Sanchez's letter (part of the group of written comments submitted by Green Wheels). The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. After project construction, the posted speed limit would not be raised. See Group Response III-A-1 for more information.

None of the proposed project alternatives would convert the expressway portion of Route 101 to a freeway.

Stacy Becker
<sbecker@reninet.com>
12/04/2008 05:25 PM

To kim_floyd@dot.ca.gov
cc
Subject 101 Corridor preferences and beyond

Dear Ms. Floyd,

In response to the modified alternative plans for the Highway 101 corridor into Eureka, I emphatically agree with those who believe that what's already there is perfectly suitable, especially in times of economic upheaval, as we reach and drop on over the age of "peak oil." 1
There have been so few collisions reported since CalTrans' speed reduction project in the corridor, and a number of wise planners have suggested that we should be investing all available funds (and gas-fueled efforts!) into transitioning to a non-petroleum based system... So why "fix what ain't broke," and especially to the tune of $38-49 million? 2 Regarding those splendid Eucalyptae: I believe them to be sentinels of historic importance that grace and conceal an otherwise industrial side of the highway while making that section of road one of the most beautiful in the adjacent Eureka area. Between the sunrise and sunset glow on these trees, the Bay, and the hills to the east, my commute is made much more enjoyable on a daily basis. I appreciate any efforts by CalTrans to keep as many of these beauties up as possible. 3

I would also, while we're on the topic, like to support CalTrans in all conceivable efforts to build a bicycle/pedestrian-safe trail that is not exposed to vehicle traffic. 4 We have seen recently a number of legislative, economic and health reports and initiatives at local, state and national levels that support efforts to build "greener" communities. (To name a few: California's climate change initiative AB32, which is already leading to litigation in other CA counties due to poor planning decisions; California's anti sprawl bill SB 375 which passed last October; Humboldt County Health Department's Health Impact Assessment of the County General Plan Options; President Elect Obama's plans to revive the economy with 2.5 million jobs, many of them "green," in support of rebuilding infrastructures and developing technology alternatives to petroleum-based transportation...) Why not redirect some of those available funds to new and saner ways to rebuild our communities in balance with nature? Why not make it happen here in Humboldt County, a region of California with unsurpassed natural beauty and biodiversity?

Any efforts to reduce our population's dependence on petroleum-fueled vehicles as a primary mode of transportation is a boon to the area and its inhabitants. I applaud the efforts of groups such as Trails Trust of Humboldt Bay to rally for the "2010 Campaign,"** which advocates for monies to be set-aside in the next federal transportation bill reauthorization for non-motorized transportation infrastructure and programs, and KHUM's "Happy Trails" program, which brings together a wide variety of voices from entities at all levels of planning and participation as we all strive to make our communities liveable. CalTRans is in a unique position in the state funding stream to work with local entities and make dreams such as bike/pedestrian-safe trail transportation, rather than the old petrol paradigm, a reality along the heavily traveled Eureka-Arcata corridor.

I intend to send versions of this letter to my County/State/Federal Representatives and the Times Standard. Thank you most heartily for your efforts to avoid myopic plans and, rather, build more long-term sustainable alternatives.

Stacy Becker
2364 Hewitt Road
McKinleyville, CA
(707) 839-1352

<u>Responses to Stacy Becker</u>:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. See Group Response II-E.

3. See Group Response III-B-2.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Ellin Beltz
1221 Rose Avenue / POB 1125
Ferndale, CA 95536-1125
Phone: 707-786-9720

To Caltrans planners:

Right now, Caltrans is NOT finished with FIVE projects along the 101 corridor in Humboldt County. There are cones, pylons and orange cans for miles and miles along a scenic route which is the life-line for our County's shipping and tourism industries. 1

None of these projects provides ANY benefits to cyclists or kinetic vehicle users, nor does the proposed three year multi-million dollar mangling of the so-called Safety Corridor between Eureka and Arcata. 2

May I point out that
(a) cars run more efficiently at 55 mph than 65
(b) 1.7 minutes is the difference in time at 65 versus 55 after allowing for road changes 3
(c) EVERY SINGLE COMMUTER will be delayed for THREE YEARS (at least) while your contractors mess around with a road that hasn't had a major accident in several years. 4
(d) Samoa Boulevard between Jackson Ranch Road and Peninsula Drive is considered an "illegal configuration" by Caltrans itself, yet nothing gets spent on fixing that. 5
(e) Other roads around the country are in far worse need of fixing than the Safety Corridor, yet they are not "big sexy projects" that are preferred by Caltrans Engineers. 6
(f) Not a single project out for public comment at the present time includes ANY planning for bicycles and/or kinetic vehicles (3 and four wheel pedal powered machines) anywhere in Humboldt County. 2

I realize working for Caltrans may be a difficult job. Even so, producing plans like this for projects unneeded may reveal why the average citizen regards the Agency as (at least) a bunch of "pie in the sky" planners rather than folks who are in touch with the needs and desires of their own community. 7

I have been told that the folks who work for Caltrans up here feel they've been assigned to a useless backwater. If they can't see the Redwoods for the Forest they've been assigned to work in - I feel dreadfully sorry for them. 8

Apparently they can't see that projects have to be USEFUL and DESIRED not just a cute bunch of lines on some draftsman's drawing board.

DUMP THIS PLAN. Finish the FIVE projects you have going alread. Finish the (wow - great planning) two lane bridge you're installing to replace Confusion Hill. Finish getting 6

some money for the problems on 299 - where we can't get a semi-truck in or out of the county.

LEAVE THE SAFETY CORRIDOR as it is - or add some bike lanes. Otherwise, leave it alone. OH, and don't cut the trees down, either. Pilots need them to see the power lines - particularly at night. 9 10

With warmest individual wishes to the folks at Caltrans, I still send this howler to whomsoever planned this ridiculously expensive, unnecessary, undesired and unwanted project.

Most sincerely yours,
Ellin Beltz
POB 1125
Ferndale, CA 95536
707-786-9720
ebeltz@ebeltz.net
http://ebeltz.net
http://kinetickingdom.com

Responses to Ellin Beltz:

1. The Route 101 roadway, which spans multiple counties, requires constant repair, maintenance, and improvements: consequently on any given day, there are multiple projects in construction. Unfortunately, in order to avoid water quality impacts, much of the highway construction occurs during summer months and the tourist season.

2. See responses to Jorge Sanchez's letter regarding bicycle improvements (part of the group of written comments submitted by Green Wheels).

3. After project construction, the posted speed limit would not be raised. See Group Response III-A-1 for more information.

4. All feasible measures to minimize delay and maintain access during construction will be implemented. During construction on Route 101, two lanes of traffic in both directions will be maintained during daylight hours.

5. Comment noted. State Route 255 at Jackson Road is outside of the project limits.

6. See Chapter 2 in the Final Environmental Impact Report/Statement (EIR/S) for a discussion of how the proposed project evolved in the local, regional, and state planning process.

7. Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised.

8. Caltrans is composed of a diverse group of individuals many of whom are working in earnest to plan, design, and build balanced, effective transportation solutions in a challenging, unique setting.

9. Caltrans staff developed and implemented the Safety Corridor in 2002, which included lowering the speed limit from 60 mph to 50 mph. At the time the Safety Corridor was intended to be a temporary solution until a long term solution could be constructed. Based on the current vehicle collision rates and condition of the roadway within the Route 101 Corridor, the proposed project is still needed. See Group Response II-B for more information.

10. See Group Response III-B-2.

RECEIVED
SEP 17 2007
Clerk
Board of Supervisors

September 17, 2007

Dear Supervisors:

Attached are comments regarding the Draft Environmental Impact Report for the Highway 101 corridor project. I am unable to attend the Board of Supervisors meeting September 18th or respond during the public comment period as I am predisposed.

The areas that may be of particular interest are the "Critique" section and the "Recommended Alternative" section. Although I am not a traffic engineer, I believe a more thorough growth factor study should be required as this is the basis for design scale and level of service estimates. I also believe that my proposed alternative will:

- serve the need and purpose of the project
- significantly reduce the capital cost of the project
- appreciably decrease the construction period of portions that have a direct impact to traffic
- begin to establish a frontage route that may be extended in the future to service any adjacent development and accommodate the Pacific Coast Bike Path
- preserves the rail line for future use as public transportation or historic rail service

Please consider both the comments on the DEIR itself as well as recommended alternative.

Respectfully Submitted,

Heidi Benzonelli
1985 Campton Road
Eureka, California

Heidi Benzonelli, *Owner/Manager*
hjb8@humboldt.edu
(707) 443-7609

RealSolutions
Conservation Consultants

- Home energy audits & complete weatherization services
- Solar system design & installation
- DOE2 Simulation Modeling
- LEED™ Certification

To: County Board of Supervisors
From: Heidi Benzonelli
Date: September 17, 2007
Subject: Comments on Eureka Arcata Route 101 Corridor Draft Environmental Impact Report

Summary: Closing medians will cause a decline in the economic potential and the real estate value of the affected areas. Increasing the speed limit increases risk. Providing service to the businesses of the north area and the south area adjacent to 101 is necessary. The only businesses on the west side of the corridor are the Simpson sawmill and Bracut industrial park. Two traffic signals could provide access to all businesses on the corridor, one located at Simpson and one at Bracut with frontage roads connecting these intersections to nearby businesses. A frontage road on the east side of the corridor could be extended in the future to accommodate bicycle and pedestrian traffic and future rail service potential would be preserved. Methods of determining future traffic levels should be based on local statistics.

Introduction: The 101 corridor project assessed by the DEIR is proposed by the California Department of Transportation. The project is located from the Eureka Slough Bridge to the 11th Avenue overpass in Arcata. The need and purpose of the project as outlined by Caltrans is to:

1) Eliminate uncontrolled vehicle movements at median openings.
2) Eliminate left lane entrance to the highway.
3) Resurface, restore and rehabilitate the existing roadway.
4) Reduce delay at intersections.

The three alternatives offered by Caltrans as solutions to the perceived problem of safety on the 101 corridor, are briefly as follows.

Alternative 1) Close all medians, repave, restore and rehabilitate (RRR) and raise the speed limit back up to 65.

Alternative 2) Close all medians, repave, restore and rehabilitate (RRR) with the addition of a compact diamond interchange at Indianola with an undercrossing, and raise the speed limit back up to 65.

1

Alternative 3) Close all medians, repave, restore and rehabilitate (RRR) , compact diamond interchange at Indianola with an undercrossing, a traffic signal at Airport road and raise the speed limit back up to 65.
A no action alternative is proposed, but it clearly doesn't meet the need and purpose, as uncontrolled vehicle movements would be allowed at median openings.

The 101 corridor is bordered on the west by a railroad easement and Humboldt Bay and has pockets of existing business on the east. Closing the medians will eliminate access to these businesses from Southbound 101.

Critique: This section identifies potential flaws in the study. 1) Growth factors used as the basis for traffic quantification do not compare to local population growth predictions. 2) Impact to traffic during the construction period is predicted to be minor. 3) Closing medians will result in significant economic loss, depreciation of real estate value. 4) Raising the speed limit to 65 increases the safety risk and creates the need for excessive highway modification which will result in loss of aesthetic value. 5) Degradation of level of service will always occur when an intersection short of a complete overpass is proposed. A LOS/benefit ratio should be applied to fairly evaluate signalized intersection alternatives. 6) No alternative considers growth in bicycle travel or protection of the rail line for future implementation as either a historic train or for public transportation.

The three alternatives investigated use traffic predictions and levels of service based on a projected traffic increase of 30% by 2031 (pg 43 DEIR). While that estimate occurs throughout the DEIR, the model used does not. Kim Floyd, Project Engineer for Caltrans was asked what model was used to predict 30% growth. She replied " District 1 Growth Factor (GF) targets are developed based on the California Motor Vehicle Stock, Travel and Fuel Forecast (CMVSTAFF), using annual Average Vehicle Miles Traveled (AVMT) comparisons from traffic volumes on California State Highways. Twenty-year GFs for individual routes are based on historic growth, constrained by the GF targets. Since 1984, the District has used straight-line

2

GFs, rather than compounded yearly traffic growth, as the latter had a tendency to overestimate projections beyond the 20-year horizon."

Using historic growth for this area will also cause over estimation as the bulk of the developable area proximate to incorporated areas such as Eureka proper have already been "built out". The Eureka Redevelopment Agency bases predicted growth for Humboldt County on LOCAL data and using the Economic and Demographic Profile Series predicts Humboldt counties population to grow by 6.6% in 2015 and 20.1% (of 2005) by 2030 (Table 1). 1

Table 1: Population growth predictions by Eureka Redevelopment, Arcata General Plan 2020 and Caltrans prediction.

	POPULATION		
	Hum. Co. Eur. Redev	Arcata 2020 GP	Caltrans Hum. Co. Pred.
2000		16651	
2005	131334		
2006		16888 (1.4%)	
2015	139970 (6.6%)	20000 (18.4%)	
2020			
2030	157806 (20.1%)		205148 (30%)

There are already stringent building moratoriums in place in Fortuna and the Arcata General Plan specifically states "We'll grow, but on our own terms. A modest growth rate, up to a population of around 20,000 (Figure 6), will support and encourage economic viability, while maintaining our primary focus on community and manageability.(…)We move forward. In Arcata, public and private transportation come in a variety of forms, and we seek out and use the least polluting, most efficient methods. People come first; bicycles, cars, trucks and transit vehicles share the road with us. Bikeways and pedestrian paths connect all parts of the City." (Arcata, 2006). Did Caltrans take these factors into consideration? 2

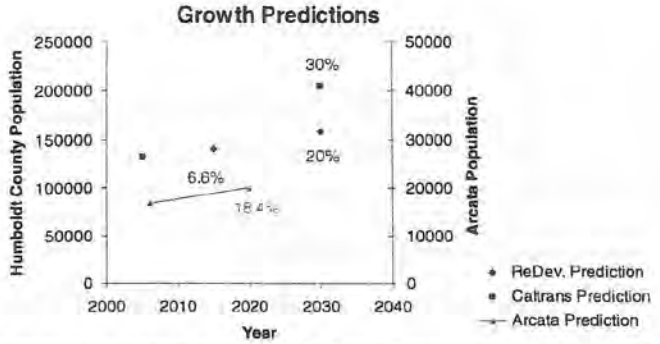


Figure 6: Predicted population growth from the Eureka Redevelopment Agency, the Arcata 2020 General Plan and Caltrans.

The design level is based on number of cars during peak flows. Peak flows on the corridor occur around 5p.m. southbound. A percent of local drivers during peak flows should be determined in order to decide whether to base design on local statistics or state wide. If the basis for determination of these alternatives is unsound, the project is flawed. 3

All of the three build alternatives incorporate repave, restore and rehabilitate (RRR) page 148 of the DEIR shows the proposed concrete median barrier to be installed on the north end of the project this is a rehabilitation measure. Currently a concrete median project is under way on the Beatrice section of 101 through Fortuna. This construction project is momentous and restricts traffic in both directions. As a corridor commuter, I can foresee the delay associated with such construction but the DEIR predicts the impact to traffic during construction to be minor. From who's perspective? 4 5

Median closures along 101 will severely impact businesses located along the corridor and in turn cause harsh economic consequences to the citizens and the City of Eureka. 6

Summary of Selected Economic Conditions in the Corridor (2004) (Shreeve, 2007)

▶ Total businesses affected	29 business entities
▶ Total employees	480 (approx.)
▶ Average annual wages/employee	$39,000
▶ Total annual payrolls	$15 million
▶ Gross annual sales estimate	$131.7 million
▶ Estimated Total Sales Tax	$6 million
▶ Total Sales Taxes to the City of Eureka	$765,000
▶ Assessed value of the properties	$29.3 million
▶ Annual property taxes	$316,000

Isolating businesses adjacent to the proposed project will result in added out of direction travel, and ultimately decrease their income and tax income to Eureka. Businesses could potentially fail and leave vacant buildings and brown field behind. Restricting access reduces the convenience of the location in turn reducing the value of the real estate. The west end of this project is the gateway to the City of Eureka, not a connection to an existing freeway system. Beautification contributes strongly to travelers from the north's first (and lasting) impression of our city. Because economic development and encouraging the tourist industry in Eureka are of primary concern, care should be taken to preserve and enhance aesthetic value particularly along this gateway section of the corridor. 7

The proposed acceleration, deceleration lane at the mill area for leaving and entering southbound 101 will be the primary reason for the loss of the eucalyptus grove (Figure 2).

Figure 2: Eucalyptus grove between southbound 101 and Simpson Sawmill

5

While it seems prudent, what is the basis for the expansion of these lanes? The length of acceleration and deceleration lanes is based on the speed limit of the traffic the vehicle is to merge into or out of. Alternative 1, 2, 3 all call for a 65 mph speed limit. The actual need for acceleration, deceleration lane is another question, access to and from the mill to the highway could be managed by a controlled intersection eliminating the need for acceleration deceleration lanes. 8

Removal of trees primarily along the west end of the corridor will cause loss of aesthetic value and impact travelers mind frame "Oh look at the nice, calming, relaxing bay, let's stay here." Versus "We're on a roll, I think we can make it through to Santa Rosa tonight".

Widening lanes, lengthening acceleration and deceleration lanes, removing trees and other objects within the "roadway clear recovery zone" actually serves to speed up traffic. 9

Why are we trying to streamline traffic and speed things up? Decreased speed results in decreased accidents. Northbound traffic will already be slowed due to the city traffic in Eureka. It is economically and aesthetically beneficial as well as protective to begin to slow traffic down on the southbound approach to Eureka to not only limit accidents but also relax people and encourage them to stop, spend some time and spend some money. There is a clear correlation between vehicle speed and braking distance (Figure 3). Inability to brake in time and avoid a collision is the root cause of most multi-vehicle accidents. 10

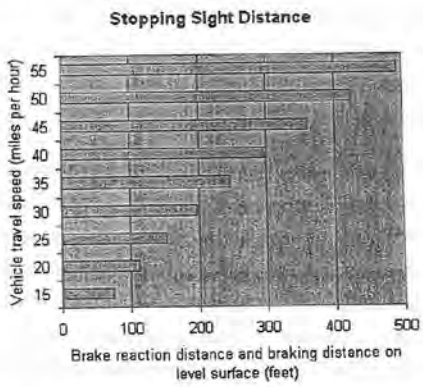


Figure 3: Distance needed to stop a vehicle once an obstacle is spotted at various speeds (SRTS,2004).

There are multiple design and engineering tools that can be utilized to slow down traffic and make roadways safer. Increased vegetation and tree planting are commonly implemented to slow traffic.

Presently, the city of San Francisco has asked Caltrans to help make 19th avenue safer. 19th avenue is a major traffic artery between the Peninsula Corridor and Marin County. It is a freeway into city into freeway situation much like the passage of 101 through Eureka. Caltrans points out in a report to the City and County of San Francisco Board of Supervisors (SFGOV, 2007) that the key to safety on 19th avenue is slowing people down and implementing traffic calming measures and visual cues to alert drivers to slow down, they are entering a populated area. These visual cues as defined by Caltrans are: trees, planters, landscaping, ornamental lighting, flags, benches and other street furniture. The idea here is to use the scenery to change the theme from fast paced highway to calm, careful city driving to slow traffic. On the southbound west end of the corridor, it is prudent to begin to slow drivers down, they are entering an area where they should be prepared to stop. Utilization of visual cues and preservation of existing ones to slow traffic is an inexpensive and effective safety measure. 11

The DEIR's alternative 3 indicates installation of a signal at Airport road. The reassuring alternative was added after strong public input regarding the economic impact isolating the businesses along the highway posed. Identifying this alternative as "does not meet level of service criterion" will eliminate this alternative or any alternative proposing signalization. 12

The level of service or LOS is a qualitative description of functionality based on delay and maneuverability. The operating level of a roadway or intersection can be measured by its LOS which can range from A, free flowing to F gridlock. Comparing a closed median situation (no cross highway movement) to ANY intersection other than a entire overpass with on ramps and off ramps will always indicate a degradation in level of service. A level of service/benefit ratio could be applied to controlled crossings that may cause a delay as the benefit of having them present may outweigh the loss in level of service. Methods of implementing signalization can be employed in order to reduce impediment to flow of traffic. 13 14

An effective method of controlling cross traffic while maintaining a flow of traffic is to implement speed sensitive traffic signals and accompanying signage (Figure 5).

Figure 5: Signage indicating speed sensitive signal in Boulder, Colorado (SRTS, 2004).

A speed sensitive signal is an innovative traffic control measure that not only slows traffic prior to the approach to the signal, but when abided by, will help traffic flow unimpeded through the intersection. The device employs a paving loop which records the speed of an oncoming driver; if the intersection is unoccupied the light will stay green for those traveling the posted speed and

will turn red for violators. This method will train frequent travelers of the corridor that adhering to the posted speed will actually get you where you are going more quickly, and at a safer speed. 15

None of the proposed alternatives adequately address growth in bicycle travel or preservation of the rail line. 16

Presently, the Pacific Coast Bike Route is contained within the project area. Three of the proposed alternatives assume that traveling along side vehicles moving at 65 mph is safe enough for bicyclists. Both Eureka and Arcata have included bicycle commuter preparation and planning into their general plans. The Humboldt County Association of Government's (HCAOG) Regional Bicycle Transportation plan encourages the development of a unified bicycle transportation system throughout Humboldt County that serves the needs of bicycle commuters and recreational bicyclists (HCAOG,2004). Utilization of frontage roads parallel to major highways is commonly preferable for bicyclists. Incorporation of a sidewalk/bikepath extending the Eureka Slough bridge to Jacobs avenue is an inexpensive effective method of allowing access for bicyclists. The following proposed alternative incorporates use of frontage roads as access to business districts as well with forethought to eventual connection of frontage roads . 10 17

The Humboldt Bay Scenic Railroad and Timber Heritage Museum has proposed to build an operating steam-powered tourist railroad. The main excursion is proposed to run from Eureka around Humboldt Bay. Another proposed rail trip could travel south from Arcata to Eureka, Loleta, stop at Fernbridge, Fortuna, Scotia and end at South Fork for a tour of the Founder's Grove at Humboldt Redwoods State Park (THM, 2006). The Eureka/Humboldt County Visitors and Convention Bureau is enthusiastic about this proposal and it could not only be a great tourist draw to to the community but an exemplary way to preserve and display the history of our community. In order to implement such a plan, preservation of the rail line along the bay is a vital necessity. The following proposed alternative also takes into account this resource. 16

Recommended Alternative: Since left hand merging is inherently un-safe uncontrolled intersections should be closed. This does not require building continuous concrete median.

Intersection closings should occur with minimal disturbance of existing swales and highway infrastructure. 18

There are two specific areas adjacent to the corridor that need service, the south area and a north area. The south area consists of Jacobs Ave, the Simpson sawmill, the airport and Mid-City and the North area consists of Bracut, Resale, KOA, Caltrans, Jays RV, Cash and Carry, and Rainbow Mini Storage. In order to provide access and not diminish the economic or real estate value of the properties located in the south area a speed sensitive stop light and accompanying signage should be installed north of airport road at the south end of both Mid-city and the mill and a frontage road constructed to connect Jacobs avenue. This will eliminate the need for acceleration, deceleration lanes, provide access to the mill and preserve both the stand of trees and the thribeam guardrail which is in good condition. 19 15

To serve the north area, a midpoint speed sensitive traffic signal with accompanying signage and frontage access road for Indianola businesses should be considered at Bracut. There is already an established intersection here and frontage access to Indianola on the east side of the corridor is not extensive. Isolating areas of economic activity such as Bracut by reducing access diminishes business and property value and could serve as the foundational event that drives businesses out of these locations leaving vacant industrial areas behind. Not only does this detract from the economic prosperity of the community but from the aesthetic value as well. 15 17 19

Building frontage roads on the east side of the corridor to service these areas with forethought toward establishing a continuous frontage road will also help to serve as a bicycle and pedestrian route without disrupting the existing rail easement. Protection of rail access is practical for future utilization as a public transportation route and or historic train service. 16

Increasing the speed limit puts drivers at risk of high speed collisions, utilization of speed sensitive lights and signage serve to encourage people to travel the speed limit and streamlines progress through the intersections. Because public safety is of crucial importance the posted speed for this corridor should remain 50mph. 10

A study of the peak flow conditions including percent local drivers should be incorporated into growth factor calculation. The Level of Service predictions should be based on the new growth factor as the design constraint is peak flow. 20

Although detailed economics of each alternative is not covered in the DEIR , the increase in cost between alternative 1 and 2 is 25 million dollars and the additional item in Alternative 2 is the compact diamond interchange. The increase in cost between alternative 2 and 3 is 7 million dollars and the additional item is the signalized intersection, by deductive reasoning signal controlled intersections are less than 1/3 the cost of compact diamond overpass structures. Signalized intersections are easily adapted into existing infrastructure as construction of acceleration and deceleration lanes and massive on ramp and off ramp structures are not necessary. Moving the intersection proposed to serve the north area from Indianola to Bracut lengthens the distance between signals enhancing the LOS. 14

Complete traffic studies are necessary to determine applicability of this proposed alternative, it should be investigated as it serves to meet the need and purpose of the project while keeping in mind the future of our community.

References:

(Arcata, 2006) Arcata General Plan 2020, Chapter 1 Community Vision, http://www.arcatacityhall.org/2020/2020/GPfinal/Chapter1/chap_1.html

(EurRedev, 2007) (8/25/07)Personal communication with Sharon at Eureka Redevelopment regarding the basis and source of Humboldt county predicted growth statistics.

(HCAOG, 2004) Humboldt County Association of Government's (HCAOG) Regional Bicycle Transportation Plan http://www.hcaog.net/docs/RBT.2004/I.htm

(Shreeve, 2007) Statistics from PPT presentation given by Trevvor Harper and prepared by Tim Shreeve, members of the CAP group.

(SRTS,2000)Safe Routes Information, Slowing Down Traffic, http://www.saferoutesinfo.org/guide/engineering/slowing_down_traffic.cfm

(SFGOV, 2007) City and County of Sanfrancisco Board of Supervisors Local Control of Speed Limits Legeslative Analysts Report December 17th 2004 http://www.sfgov.org/site/bdsupvrs_page.asp?id=28912

(THM, 2006) Humboldt Bay Scenic Railroad and Timber Heritage Museum Proposal, http://www.timberheritage.org/proposal.htm

Responses to Heidi Benzonelli:

1. See Group Response I-B.

2. Caltrans acknowledges planning goals and objectives of incorporated cities. Generally building moratoriums are temporary and Caltrans staff is predicting increases on highways in 20 years. In addition, not all increases in traffic derive from population growth within cities. For example, Humboldt State University within Arcata has expanded in the last ten years thereby increasing the number of trips from areas beyond Arcata. Finally, predicting growth also encompasses the predicted growth in non-incorporated areas such as McKinleyville and Cutten.

3. Caltrans staff did not use statewide population projections to predict future traffic volumes on Route 101 between Eureka and Arcata. See Group Response I-B for more information.

4. Since the approval and circulation of the Draft Environmental Impact Report/Statement (EIR/S), the median concrete barrier proposal has been dropped. The existing metal beam guardrail would be reinstalled after pavement work.

5. Since Route 101 between Eureka and Arcata is one of the busiest highway segments in the entire County, avoiding and minimizing delay during construction is a very high priority. During peak travel periods, two lanes of traffic in each direction on Route 101 will be maintained throughout project construction. See Section 3.1.6 – Traffic and Transportation in Chapter 3 in the Final EIR/S for more information.

6. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, was suggested in part by some of the businesses within the Route 101 corridor. This alternative would include signalization at Airport Road as well as provide an interchange at Indianola Cutoff, which is the approximate midpoint between Eureka and Arcata: these two access features would substantially offset median closures (elimination of uncontrolled left turn moves). For more information see Section 3.1.1 – Land Use, Community, Businesses as well as Section 3.1.6 – Traffic and Transportation in Chapter 3 in the Final EIR/S.

7. Caltrans staff recognizes the importance of visual resources adjacent to Route 101. The proposal to remove segments of the Eucalyptus tree row on the west side of Route 101 has been dropped. See Group Response III-B-2 for more information.

8. Acceleration and deceleration lanes are needed at this location since large commercial trucks accessing the California Redwood Sawmill need sufficient distant to accelerate or decelerate in order to avoid disrupting and delaying through moving traffic. A signal at this location would either substantially degrade the level of service (LOS) on Route 101 or would require costly lane construction to maintain the LOS. See Group Response II-C for more information regarding signalization.

9. The project does not include widening any lanes. Regarding fixed objects in the clear recovery zone, Caltrans is ultimately responsible for safe public travel for motorists, public transit, and non-motorized transit. Removing fixed objects that can result in serious collisions has been a proven practice to enhance safety. In some instances, such as residential areas with schools and parks, narrow roads with trees may reduce traffic speeds, however Route 101 is a facility designed for longer distance travel—in part to divert traffic from residential streets.

10. The proposed project is not intended to increase travel speed. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however after project construction, the posted speed limit would not be raised. See Group Response III-A-1 for more information.

11. Rear end collisions at the south end of the project limit (Eureka Slough Bridge) have not been a recurring issue, nor is it anticipated to be an issue.

12. Alternative 3 was not identified as the Preferred Alternative in the Final EIR/S because the County of Humboldt is opposed to the use of airport property to construct the signalized intersection. However, Modified Alternative 3A, the Preferred Alternative, does include a half signal at Airport Road and would allow left turn moves to and from Route 101.

13. It should be noted the distinction between intersection LOS and mainline LOS. Currently the intersection LOS degrades when vehicles intending to turn left at intersections begin to form queues. If the left turn moves were eliminated the intersection LOS would improve and an increase in out of direction travel resulting from the elimination of left turn moves would increase traffic volumes on Route 101 mainline; however, traffic modeling indicates that the Route 101 mainline LOS would not degrade from out of direction travel. Modified Alternative 3A would provide access to businesses on Jacobs Avenue and the proposed interchange at Indianola Cutoff would substantially reduce out of direction travel to the other businesses within the corridor.

14. See Group Response II-C.

15. See Group Response II-D.

16. Projected increase in bicycling along Route 101 was not considered in the EIR/S or the overall project development process since there are essentially no constraints on Route 101 that would affect an increase in bicycle use. The railroad to the west of Route 101 is not part of the State highway and therefore preservation is not the responsibility of Caltrans or FHWA, but is owned and operated by the North Coast Railroad Authority.

17. Constructing or extending existing frontage roads and new Eureka Slough crossings were considered early in project planning and determined cost prohibitive. See Chapter 2 of the EIR/S for more information. Also see Group Responses I-D, II-G, and II-H for a discussion of bicycle/non-motorized transit.

18. Caltrans staff concur that minimal disturbance to existing swales and highway infrastructure shall be an objective in the design and construction of the project: this would be in accordance with maintaining water quality and storm water runoff objectives as well as minimizing project cost.

19. It should be noted that although the proposed project would close roadway medians thereby restricting access, the project would also enhance safety. By allowing the medians to remain open, it is possible that business customers may perceive an increasing safety concern and choose not to do business at certain locations. Furthermore, without the proposed project, roadway medians may eventually need to be closed if collisions increase; but without the project access improvements such as the interchange, substantial out of direction would result.

20. Future projected traffic volumes during peak periods are used to evaluate the Build Alternatives.

S. Clifford Berkowitz
2505 G Street
Eureka, CA 95501

To Caltrans planners:

My name is Cliff Berkowitz. I am the founder and morning host of KHUM radio. I am a long-time bicycle safety enthusiast. I have used my position on the air to encourage others to commute by bicycle. For the past year and a half I have been commuting between my home in Eureka and the studio in Ferndale several times per week. This necessitates my riding on the shoulder of highway 101. When I began, I made sure that I was as safe as possible: I always wear a helmet, a fluorescent yellow reflective jacket. My bicycle has three flashing lights plus tire flies and reflectors. In short, I am lit up like a UFO.

As a regular commuter, it became quickly obvious that there are several safety issues for bicycles on the highway. While the shoulders are generally wide, there is no safe way to cross the on and off ramps of the highway. In each case the cyclist becomes exposed directly to on-coming traffic. The speed differential between a motorized vehicle and a bicycle is so large that even a distant and nearly invisible vehicle becomes a safety threat to a bicyclist in mid cross. 1

On July the 10th of this year I was riding my bike home from work. It was a bright and sunny afternoon. I was on the 101 northbound and preparing to cross the Elk River Road exit. I was dressed in my usual safety equipment and all my lights were working. I signaled, looked over my shoulder, and did not see any vehicles in the right lane. I was nearly across the off-ramp when I was struck from behind by a motorcycle. I wound up with 4 broken ribs, a broken collar-bone, a partially collapsed lung, a deep laceration on one leg, road rash, internal swelling, and a shoulder injury that required surgery.

I was one of the lucky ones. In the past two months since my accident there have been three other cyclists struck on the 101 that I know of. In my over 7,000 miles of bicycle commuting, I have had several near misses. I have had to avoid cars and logging trucks that have drifted onto the shoulder. At times I have had to ride off the road to avoid being struck. I have had motorists throw bottles at me. Once I even watched a car drift into the shoulder behind me, over-correct and end up flipping over in the median strip.

Although I do not regularly commute on the Eureka-Arcata 101 Corridor, the dangers I face are no different from those faced by the commuters there. While the shoulder on this stretch of highway is by and large generous, there is still only a white line separating bicyclists from vehicles that are traveling many times faster and weighing many times more. I am aware of and appreciate Caltrans' mandate to move traffic safely. That should also include bicycles. 2

Right now we have a unique opportunity to make the most heavily used portion of the 101 in Humboldt County safe for all of us by including a separate bike lane, divided from the motorized traffic, between Eureka and Arcata. There are in-depth studies that show overwhelming public support for this and that there are a high number of potential users if there were to be a safe and separate bike path. I ask you to act in the best interest of the safety of all concerned.

Responses to Cliff Berkowitz:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would include a proposed interchange at Indianola Cutoff that would enhance bicyclist safety by eliminating left turn movements that currently cross on-coming traffic and eliminate the need to cross acceleration and deceleration lanes at Indianola Cutoff. At the other intersection locations the acceleration and deceleration lanes would be extended to provide a longer distance for vehicles to safely make lane transitions.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Jennifer Berman
1596 Ocean Dr
Mckinleyville, CA 95519
casadelmar1234@sbcglobal.net

Where is the bike path? 1

Is there enough of a bike lane around your ~~acc~~ deceleration lanes? 2

There is plenty of time — what is the rush? Another study to include a bike path would be fine! We don't have an imminent population explosion coming any time soon. Let's build this thing with the clean energy future in mind. 3

Also it seems to me that the 50 mph limit has taken care of the immediate safety issues

Responses to Jennifer Berman:

1. To avoid confusion, the following bikeway definitions are provided:

A Class I bikeway consists of separate bicycle right-of-way. The Hammond Trail is an example of a Class I multi-use trail for non-motorized transit.

A Class II bikeway generally consists of restricted bicycle right-of-way delineated from the traffic lane by a white stripe. Sixth and Seventh Streets in Eureka are examples of a Class II bikeway.

A Class III bikeway consists of a shared travel lane for bicyclists and motor vehicles designated only signs and often a wide shoulder. The existing Route 101 highway between Eureka and Arcata is designated as part of the Pacific Coast Bike Route and is a Class III bikeway.

Even though Caltrans received numerous public requests for a separated non-motorized trail (Class I bikeway) added to the project or built instead of the proposed project, Caltrans is constrained by the project need and purpose to enhance safety and provide long term roadway improvements for all transit modes on the Route 101 roadway. However, one of the California Coastal Commission consistency conditions for this project includes a trail. See Group Response to I-D for more information.

2. After project construction there will 10-feet wide paved outside shoulders for both northbound and southbound Route 101 lanes--including adjacent to the acceleration and deceleration lanes. However the project does not include the creation of a Class II bikeway.

3. Even thought the prevailing vehicle speeds have essentially leveled off, vehicle collisions remain a safety concern. See Group Responses I-A and II-B as well as Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. See Group Responses III-A-1, 2, and 3 regarding speed limits and enforcement.

Sept 07
We support Option
#4
No project!!!
This area needs bike
ways & more
public transportation
less CARS.
Thank you Julianne & Art
BETTINI

Responses to Julianne and Art Bettini:

See Group Responses I-A and II-B regarding the No Build Alternative or Safety Corridor.

For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Mr. Rod Parsons
Chief, Environmental Branch E-1
CA Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

To Whom It May Concern:

While reading the 101 Eureka-Arcata Corridor ES1 report I found that the evaluation of the purpose and respective alternatives were incomplete at best. One of the major objectives of this project was to allow cursing freeway speed on the Eureka-Arcata 101 Corridor, yet the bottleneck created by Eureka just south of this corridor was not taken into consideration. Regardless if the Corridor altered to allow a faster flow of traffic between the cities, driving the 101 through Eureka would still stop any Vehicles at multiple lights and with congested traffic. Therefore the time saved by the alteration of the corridor would mean very little to commuters who have been waiting through Eureka traffic. Is it really worth 6 million dollars to save 5 minutes? For the purpose of safety as a driving force behind this project, an explanation of the origin of the projected traffic increase data is needed. The projected increases in traffic seem unreasonably high and/or exaggerated. As stated in the report, the Safety corridor as it stands has diminished the collision rate and created a safe zone of transport. Suggesting that this will not hold without law enforcement is an assumption made by Cal Trans, yet funding more law enforcement was not even one of the explored alternatives.

1
2
3
4
5

This not the only alternative left unexplored. Simple solutions, for example stoplights at major intersections or only working to extend the merging lanes, were not addressed as a solution to decrease the danger of the cross traffic left turns. Most of the

6

current traffic on the 101 corridor is commuter traffic of vehicles traveling between the cities. One logical alternative not presented would be an off freeway bike and pedestrian path. This would allow a more convenient option for citizens to commute between the cities without driving. Another alternative completely misrepresented was the public transportation option. An estimated 90 million dollars to make the currently existing buss system more reliable and frequent is a ridiculously overdramatic cost. I cannot feasibly understand where all the money would be going, and no further explanation was given in the alternative. All other alternatives given were extremely similar. It is necessary for Cal Trans to take a wider view when addressing alternatives and weigh each with equal consideration in order to find the best solution. 7 8

There were certain crucial environmental aspects that were not addressed in the impact report that, in my opinion, should have a large role in structuring the outline of this or any low-land project in the future. The issue of sea level rise due to global warming was not addressed at all in this EIS. By the time this project is completed in 20 years from now the UNEP expects global Sea level rise to be approximately 15 cm world wide (http://www.grida.no/climate/vital/24.htm). This will have greatest impact on the structure of bays and coastal wetlands, like those which the Arcata-Eureka 101 Corridor now currently resides. Yet no mention of this pending change and no alternative were presented which included sea level rise what so ever. And even currently speaking even flooding caused by heavy winter rains were not addressed in this document. The flooding of the wetlands, on which the corridor currently resides, will cause a swelling effect which is likely to make the ground unstable. This is a key element to be addressed while in the discussion of building a very heavy concrete over pass. The pending threats global 9 10

Warming poses to this project or any other project needs to be taken into consideration form here on out if our new construction is planning on lasting over ten years of use.

As a concerned citizen of the Arcata community I believe that this EIS report needs to under go a large revision process in which the purpose and necessity of this project should be reevaluated. Simple solutions, such as Bike paths, stoplights and public transport, could solve any safety issue at hand with little to no environmental impact. The less we impact our nature world the better it is for the community. I believe the delay is worth the wetlands we would be saving.

Thank you for your consideration
Sincerely,

Bethany Joy Bierdeman

Responses to Bethany Joy Bierdeman:

1. The Alternatives that are fully evaluated in the Environmental Impact Report/Statement (EIR/S) evolved from a specific project need and purpose statement as well as a need to minimize cost and environmental impact.

2. See Group Responses III-A-1 and 2.

3. See Group Response I-B.

4. See Group Response I-A.

5. See Group Response III-A-3.

6. See Group Response II-C.

7. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

8. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

9. Please refer to Chapter 4 of the Final EIR/S, which has been revised and includes a discussion of sea level rise.

10. Since the start of the EIR/S, Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop and refine a balanced, effective transportation solution. Initially there were two build alternatives proposed in 2001, and subsequently three new alternatives were introduced and all alternatives were modified various concerns from the public.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Jessica Bigger

ADDRESS 1413 D Street CITY Eureka STATE CA ZIP 95501

REPRESENTING (name of organization or agency) Keep Eureka Beautiful

I would like to make the following comments:

- Keep the trees 1
- Close the cutoffs 2
- Do not support option 3 at all!!!
  - don't want to extend Eureka + clog up traffic between Eureka and Arcata just for a few business owners.
- Option - not on agenda - create median U-turn options like in Michigan. 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Jessica Bigger:

1. See Group Response III-B-2.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), would close the median crossings at California Redwood Sawmill, Mid-City Motor World, Bracut, and Bayside. This alternative includes a half signal at the Route 101/Airport Road intersection as well as a proposed Route 101 interchange at Indianola Cutoff. Unlike Alternative 3, the half signal at Modified Alternative 3A would only stop northbound traffic. Alternative 3A would also include adding another northbound lane to prevent traffic congestion at the proposed signalized Route 101/Airport Road intersection.

3. Alternative 1A includes three U-turns within the Route 101 median. This alternative was extensively evaluated. Alternative 1A received very little public support and would be difficult for bicyclists and pedestrians to use the U-turns.

August 7, 2007 -- Caltrans Meeting at Adorni Center in Eureka, CA

First of all, I'm totally in favor of the Humboldt Bay Trail project that would give cyclists and pedestrians a friendly trail to use that is separate from busy, dangerous roadways. In fact, it seems like this project would dovetail nicely with the Annie and Mary Rail-Trail being proposed in Blue Lake. The public is craving alternative ways of getting from one place to another—there are so many trips that could be made by walking or riding a bike—this would encourage exercise in our communities, help combat obesity which is so prevalent nowadays, it would eliminate traffic congestion and foreign dependency on oil and last, but not least, would reduce our greenhouse gas emissions. There is a groundswell of support for this project—it is long overdue and would mesh perfectly with the eco-consciousness of Humboldt County and other projects that are being proposed. 1

Second of all, I'm totally against turning our 101 Safety Corridor into anything that resembles the fast-paced, car-intensive freeway culture of Southern California. Nothing would ruin this place faster. I like Humboldt County because it is slower paced and has a rural quality to it. In Southern California, you don't want to go 50 mph because you might really get up and close to how ugly it really is. Up here, we still are fortunate enough to have scenery that is pleasing to look at along our freeways—we have open farm field, the Bay and amazing birdlife. I think many of us who live in Humboldt County embrace a lifestyle totally separate from that in Southern California. I moved up here from San Diego and the joke was that one day the freeways down there would be 70 lanes wide and there would still be traffic jams! We need to concentrate on maintaining our quality of life in Humboldt County by promoting road projects that encourage—not discourage—alternative forms of transportation.

Kimberly Binnie Kim Binnie
Trinidad, CA
ktays@suddenlink.net

Responses to Kimberly Binnie:

1. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. For a discussion of speed limits and freeway designation, see Group Response III-A-1.

N. Misha Blacker
2015 Lilac Ln
Eureka, CA, 95503

To Caltrans planners:

Whatever your plans for the 101 corridor, you MUST put in a separate and SAFE bike lane between Eureka and Arcata. A biker was recently injured on the highway when he was hit by a car while he was commuting. I know bike safety takes a backseat to car safety but in this community there is a large group of bicyclists more than in other places. If Caltrans has considered bicyclist anywhere, they need to consider them here.

Thank you,

N. Misha Blacker

Response to N. Misha Blacker:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public project planning was initiated. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Charles P Blake

ADDRESS (home): 2846 Jacobs Av — CITY: Eureka — STATE: Calif — ZIP: 95501

REPRESENTING (name of organizaion or agency): Nor Cal Kenworth Co

I would like to make the following comments:
I am worried about Truck Traffic off of Jacobs Av To get up to speed to cross both lanes of Traffic and then slow down to make the Turnaround.
Optiion 1A Looks to be the best without the overpass

NOTE: Please submit comments **no later than December 15, 2008**

Response to Charles P. Blake:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement, includes a half signal that would allow left turns to and from Route 101. Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Kathleen Bledron

ADDRESS | CITY | STATE | ZIP
3326 B ~~Banna~~ Montgomery St | Eureka | CA | 95503

REPRESENTING (name of organization or agency)
misc

I would like to make the following comments:
Please don't waste money on things we don't need!!

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Kathleen Bledron</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Harry Blumenthal
2773 Avery Lane
Eureka, CA 95501

To Caltrans planners:
I am adamantly opposed to 101 Eureka/Arcata Corridor Improvement Project currently under consideration. I see no reason to change the current 50mph speed limit back to 65mph. That would be a move in the wrong direction in my opinion. The 50mph speed limit has worked very well and I would suggest making it permanent in the most effective ways possible. Businesses along the corridor are accessible and the lower speed limit along such a beautiful piece of Humboldt Bay is actually a joy for locals as well as visitors.
I would be very happy to see you make better use of funds and make the corridor more friendly to bicycle enthusiasts, joggers and hikers. We all are moving too fast. You can help in the need to slow down and experience what is so special and attractive here on the Northcoast and make it safer for all.

Response to Harry Blumenthal:

See Group Responses III-A-1 and 2 regarding the posted speed limits.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: John Bonham

ADDRESS (home): 245 Berkeley St. CITY: Rio Dell STATE: Ca ZIP: 95562

REPRESENTING (name of organizaion or agency): The Farmstore.

I would like to make the following comments:

Please note that I live in Rio Dell. If the medians are closed off that would add another 25 miles to my already long drive to and from work. The simplest solution that I see would be to add a stop light at the second jacobs ave. exit to defer traffic. Not only would this continue to supply a more direct route to and from Eureka, it wouldn't deteriorate all the buisnesses on and near the corridor.

NOTE: Please submit comments **no later than December 15, 2008**

Response to John Bonham:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at the intersection of Route 101 and Jacobs Avenue/Airport Road and allows both bicyclists and motor vehicles to cross or turn around at the proposed Indianola Cutoff interchange. Modified Alternative 3A has many of the advantages of Alternative 3, but would have less wetland impact and have less traffic queuing of southbound Route 101 at the Route 101/Airport Road intersection.

In order to meet the project need and purpose of enhancing safety at all uncontrolled intersections and providing long term roadway improvements, the other elements of Modified Alternative 3A other than signalizing Airport Road are needed.

Gary D. Boughton 814 J St. Eureka 12-3-08
Open House

Support: Alternative with full signal at Airport Road, narrow interchange at Indianola Cut off, close remaining median crossings.

Expressway U-Turns will be dangerous.

Response to Gary Boughton:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop. Note that Alternative 3A was replaced by Modified Alternative 3A: the only difference is that Alternative 3A would restrict left turn moves from Airport Road to southbound Route 101 and Modified Alternative 3A would allow left turns from Airport Road.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Jere Bob Bowden

ADDRESS (home): P.O. Box 1244 | CITY: Ferndale | STATE: CA | ZIP: 95536

REPRESENTING (name of organizaion or agency):

...ould like to make the following comments:

I Support Alt. #3-A 1

But & Minimize impact to wetlands. 2

& SAVE AS MANY EUCALYPTUS Trees as possible and plant new mature EUCALYPTUS trees along the entire corridor. 3 4

NOTE: Please submit comments no later than December 15, 2008

Response to Jere Bob Bowden:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop. Note that Alternative 3A was replaced by Modified Alternative 3A: the only difference is that Alternative 3A would restrict left turn moves from Airport Road to southbound Route 101 and Modified Alternative 3A would allow left turns from Airport Road.

2. Starting from the earliest project planning phase, avoiding and minimizing wetland impact was one of the primary project objectives. See Section 3.3.2 Wetlands in Chapter 3 of the Final EIR/S.

3. See Group Response III-B-2.

4. There are wildlife refuges on both sides of the Route 101 corridor; consequently only native trees, not eucalyptus trees, will be planted to offset tree removal.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME KEVIN Boyle

ADDRESS Box 614 CITY Arcata STATE CA ZIP 95518

REPRESENTING (name of organization or agency) Green Wheels

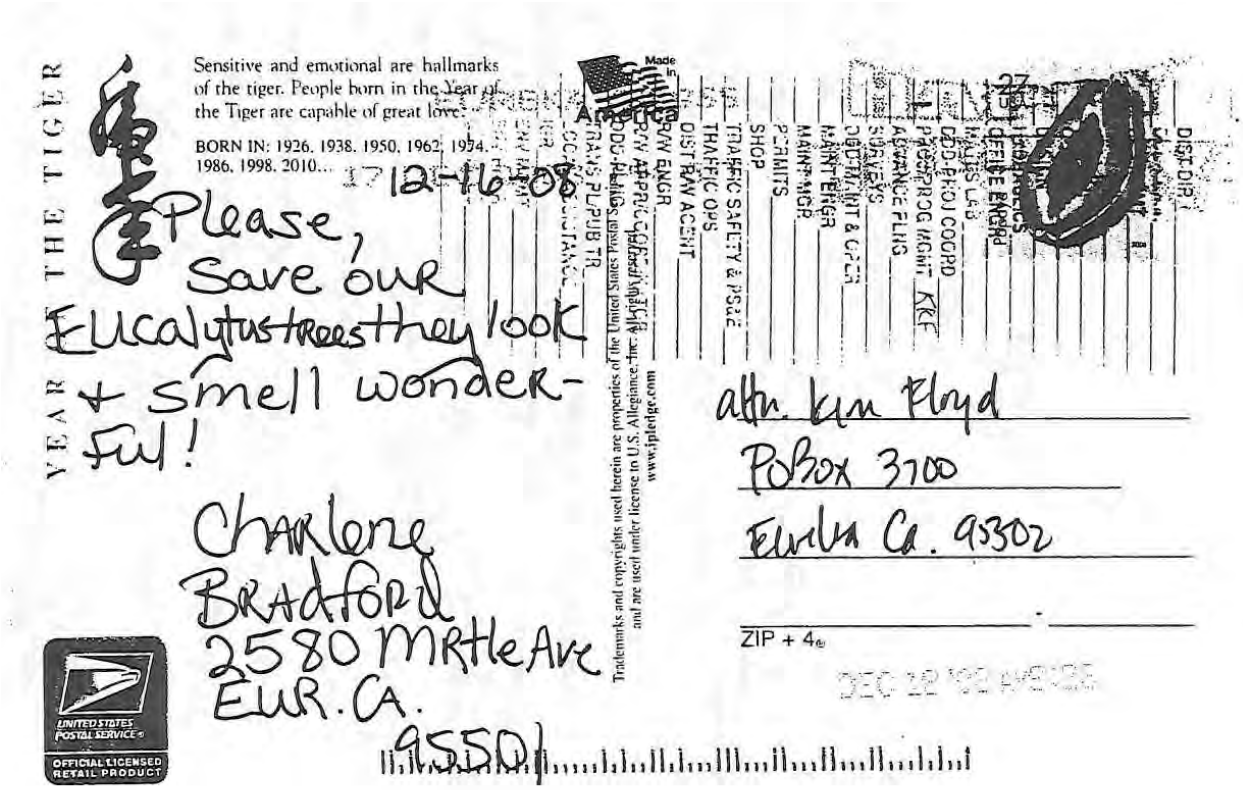
I would like to make the following comments:

MAKE IT SAFE FOR ALL.
WE NEED SAFETY IN THIS
DAY AND AGE.

NOTE: Please submit comments no later than September 28th, 2007

Response to Kevin Boyle:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S) includes safety enhancement and other highway improvements that would have long term benefits for all travel modes.



Response to Charlene Bradford:

See Group Response III-B-2 for a discussion of tree removal.

Lucinda Bradshaw
2500 Sunnygrove Ave.
McKinleyville,CA,95519
Phone: 707-839-5363

To Caltrans planners:
September 26,2007

Dear Cal Trans Planners,

I travel on Hwy 101 every day to and from work. Since the speed limit has been reduced to 50 mph , the traffic moves adequately for me to make the left onto Indianola Cut Off and the left from Indianola Cut Off back onto Why 101, when necessary, without difficulty. Apparently, the statistics on the numbers of accidents which have occurred since the speed limit was reduced reveal that other drivers are also just as safe here as anywhere. I would like to see the road remain as it is with sufficient Highway Patrol enforcement to keep the laws enforced, as they are doing now. 1

Spending millions of dollars to build an overpass or an underpass for the amount of traffic which uses the intersections is not warranted. The traffic bottleneck in Eureka slows traffic down to less than highway speed preceding this stretch of road anyway. If the option of installing a traffic light at Airport Rd. is included in any plan for changing this section of road, that will slow traffic further. I feel this traffic light is unnecessary too. 2 3

Until there is a Eureka bypass, any other changes to Hwy 101 are at least premature. When the Eureka bypass is designed and approved , then a coordinated plan to restrict travel along the bay may be appropriate. 4

In other areas of the country, such as New Jersey and Ohio, two lane major roads with business on both sides have no cross median access for miles. It may be much more cost effective to have access to the already existing business from only one side of the road or the other. Patrons would have to travel to the end of the safety corridor and revers direction to access a business. We would get used to it and it would not cost millions of dollars. 5

Please allow this money to be used for increasing safety by slowing the speed of our travel, not by continually building the roads so we can go faster and faster. In all safety lectures regarding illegal speeding, it is pointed out that the time saved in traveling at 65 mph over this section of road instead of 50 mph is negligible. Please help us by keeping the speed limit down. 6

Thank you very much.

Lucinda Bradshaw

Response to Lucinda Bradshaw:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B.

2. While it is true the traffic volumes at the Indianola Cutoff are relatively low, an interchange at Indianola Cutoff and Route 101 is needed to enhance safety while providing efficient access for both motor and non-motorized transit after the Route 101 medians are closed.

3. A half signal at Route 101 and Airport Road is included in Modified Alternative 3A, the Preferred Alternative. This signal would provide left turns to and from Airport Road; there are several businesses on Jacobs Avenue as well as the airport that have stated access to Route 101 is critical.

4. There are no active short or long term plans for a Route 101 Eureka bypass, however a joint safety enhancement and long term maintenance are currently needed.

5. Alternative 1 would eliminate left turns without a signal and an interchange. This alternative received almost no support from individuals, cities, public agencies, businesses, and organizations.

6. See Group Responses III-A-1 and 2.

Jonathan Brody
455 Union St #15
Arcata, CA 95521

To Caltrans planners:

Please think about safety for bicycles. A bike path from Arcata to Eureka would be a beautiful thing. When I tell my friends that I'm biking to Eureka they think twice, mumbling "hmm, that's a little dangerous."

Thank you

Response to Jonathon Brody:

Caltrans staff considered bicyclist safety in all phases of the proposed project. Regarding a bike path, see Group Response II-H.

Josh Brown
POB 1049
Arcata, CA. 95518
Phone: 707-822-3167

To Caltrans planners:

I am a twelve year Humbodt County resident and presently live in Arcata. Whenever possible I use my bicycle to get around town to shop, visit friends and exercise. I also worked in Eureka for over two years and when my schedule and the weather cooperated, I would bike commute along the 101 corridor.

I urge you to adopt the "no build" alternative for the Eureka-Arcata 101 corridor project. I feel the present speed limit and interchanges are suitable to protect public safety. I feel the proposed $55-$62 million could be better spent on a multi-use trail between Arcata and Eureka and developing a Bus Rapid Transit system between the two municipalities. 1

If the proposed speed limit were raised to 65mph and the Indianola Interchange built it would greatly increase the risk to bicyclist commuting between the two cities. We need to protect bicyclists as well as motorist and the "no build" alternative does both. In this age of declining budgets, global warming and looming peak oil critical public funds need to be invested in alternatives to automobile travel not wasted in making the trip between Arcata and Eureka a few minutes shorter. 2 3 4

Thanks for your time-

Sincerely-

Josh Brown
POB 1049
Arcata, CA 95518

Response to Josh Brown:

1. Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B.

2. An interchange at Indianola Cutoff and Route 101 would remove left turn movements at this interchange and provide safer access for both motor and non-motorized transit.

3. See Group Responses III-A-1 and 2 regarding the post speed limits.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Kim Floyd/D01/Caltrans/CAGov
12/16/2008 11:29 AM

To Mitch Higa/D01/Caltrans/CAGov@DOT, Todd Lark/D01/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: 101 comments

leemarcus@humboldt1.com
12/15/2008 02:39 PM

To Kim_floyd@dot.ca.gov
cc
Subject 101 comments

Hi Kim, I went to the public meeting on the 101 corridor improvements. I liked 3a the best because of the vertical walls that made for a narrower footprint. This would allow more room for the trail between the ramp and the drainage ditch. I would like to see a full signal at Airport Rd, so the trail can cross back to the west here. I was told you would need 3 lanes for retention of stopped cars. The envisioned retaining walls along Jacobs made this expensive. I would like to ask if the majority of the length could have a third lane pushed into the center divider and then shift to an outside lane addition as you approach the signal from the south. Thanks, Marcus Brown

Response to Marcus Brown:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop. Note that Alternative 3A was replaced by Modified Alternative 3A: the only difference is that Alternative 3A would restrict left turn moves from Airport Road to southbound Route 101 and Modified Alternative 3A would allow left turns from Airport Road.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Leslie Bruggman

ADDRESS (home): PO Box 355 — CITY: Loleta — STATE: CA. — ZIP: 95551

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

Doesnt justify the huge sacrafice of the 85 year old trees. They have value too! Future traffic lights at all crossings will solve All the problems simply and less expensivel, leave thing alone. Dont over-complicate things.

NOTE: Please submit comments **no later than December 15, 2008**

Responses to Leslie Bruggman:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), would not remove any eucalyptus trees on the west side of Route 101. Please see Group Response III-B-2 for more tree removal discussion and Group Response II-C for a discussion of signalization.

Cal Trans
PO Box 3700
Eureka, CA 95502

Dear Kim Floyd,

I am a hardworking, self-reliant resident of Humboldt County that utilizes the 101 corridor everyday. There are thousands of people just like me who rely on this sole transportation route to feed our children and keep a roof over our head.

There are special interests in this area who would like to see people like me be unable to work effectively so we will leave this area to those whom live off trust funds and the underground marijuana economy (it's about $300 million in this county). They try to keep competition and fair markets out of town. They oppose any sort of building of new homes so their homes continue to increase in value and others can not afford to live in the area and they are in complete denial that the population of California will increase around 30% over the next 20 years.

While they have time to protest and organize to push their special interest agenda average people are far to busy working, contributing real value to their communities, trying to survive and building a better life for their families. These special interests claim to be the voice of the people but they are a small minority of loud, spoiled, smug people who think only of themselves.

For the greater good of true Humboldt County residents we are very hopeful you will restore 101 to it's original speed while making it safer and far more efficient for everyone to use.

Thank you for time.

Sincerely,

Thomas Bruner
Westhaven

Response to Thomas Bruner:

For a discussion of speed limits and freeway designation, see Group Response III-A-1.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Chase Buchanan

ADDRESS 355 Granite Way #1165 CITY Arcata STATE CA ZIP 95521-7914

REPRESENTING (name of organization or agency)

I would like to make the following comments:
More infrastructure for bicycles is needed! Cyclists will die on the road with current plan.

NOTE: Please submit comments no later than September 28th, 2007

Response to Chase Buchanan:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Sue Buckley

ADDRESS: 141 Kingston Rd | CITY: Fieldbrook | STATE: CA | ZIP: 95579

REPRESENTING (name of organization or agency): myself

I would like to make the following comments:

- Do not change safety corridor - it works, no crashes (fatalities) + it slows me down to enjoy the view of the Bay 1
- Do build bike/walk trail on old RR tracks 2
- Do not build overpasses or cut off access to Bayside, Indianola, + Jacobs Ave 3
- Do increase hybrid bus service w/ handicap access + BIKE RACKS 4

NOTE: Please submit comments no later than September 28th, 2007

Responses to Sue Buckley:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, includes only one new interchange and no overpasses. Closing or signalizing the existing Route 101 median accesses would be the single most important safety enhancement. The proposed interchange would substantially reduce out of direction travel (after median accesses are closed) and enhance safety for transportation modes.

4. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Memo To: Mr. Rod Parsons, CA Department of Transportation
Memo From: Melissa Buehler
Subject: Comments on Eureka-Arcata Highway 101 Corridor Improvement Project

The Highway 101 Draft Environmental Impact Statement for the Eureka-Arcata Highway 101 Corridor Improvement Plan is a long, complex document. The whole report seems to be based off of a main assumption, which uses fuzzy numbers and lack of explanation, which leads one to question the actually need and purpose of this project. The key assumption of the report is that traffic is going to increase, making the intersections along the corridor unsafe. There is no data in the report with real proof 1
backing up this assumption. Of the Alternatives selected for review, they were very 2
similar to one another, leaving the decision makers with two choices, build or not to build. Some of the alternatives eliminated from the study, seemed to be more reasonable than the ones selected. Many of the alternatives were eliminated due to wetland impacts, but the fact is that the highway is built threw a wetland and will have impacts on it if any 3
work is done to the road. The option of public transit was dismissed due to fiscal reasons, 4
which had no data backing it up, and on the assumption that "it would be expected that most commuters would still choose the private automobile over a bus or rail option." There could have been a study included on the success of public transit in other cities. Also, if the projects main purpose is the safety of its users, why wasn't the safety of the bicyclists included in the report? One final point is the effects of global warming weren't 5
taken into account in the DEIS. What's HWY 101 going to look like in fifty years? It's 6
very possible that it might be underwater.

Many of the numbers used in the DEIS report seem to be figurative, with no real data backing them up. One figure that is questionable is their assumption that traffic is 1
going to increase by 50% by the year 2031 (p. 4). This number changes throughout the report, and there is no data provided that backs up this assumption. On page 43 of the DEIS, it states that "Traffic volume on Route 101 between Eureka and Arcata is predicted to increase by approximately 30% by the Year 2031." The report states, "Eureka and Arcata the average annual daily traffic is expected to increase from 35,000 vehicles per day in 2002 to 54,600 by 2030," (p.96), which is an increase of 64.1% if you do the math. In 2000, U.S. census reported that the population of Eureka was 26,128 and the population of Arcata was 16,651 (p.54). Is the population of Eureka and Arcata supposed to double? Well, between 1990 and 2000, the population of Arcata grew by 9.6% and the population of Eureka grew by 3.4% (p.54), so where is all this traffic coming from? Commercial Trucking? The report states that, "Commercial trucks comprise approximately 5% of the total traffic on Route 101 between Eureka and Arcata" (p.11). With a better look at their numbers for increased traffic, it is clear of the uncertainty of the future of this corridor. Therefore, without a clear outlook of the future, 7
the project's need and purpose seems unnecessary at this time.

The alternatives for this project don't give substantial consideration to all the alternatives. The report chose three alternatives that were very similar to each other; it's 2
either build, build more, or build the most. The section on "Alternatives considered but eliminated from further discussion," provided some good alternatives, but they were

eliminated for reasons that weren't justified. Of the fifteen alternatives that were eliminated, ten of them were concerned about the wetland impacts (pp. 46-47). The 101 corridor is built threw the middle of the wetlands, and any work done on the highway will have wetland impacts, and therefore it is not a justifiable reason to eliminate the alternatives based solely on that. 3

The section about public transit was eliminated from possible alternatives because it would cost approximately $90,000,000 to implement (p.49). They didn't explain why it would cost this much, or what kind of public transit system they have in mind. They also make the assumption that "it would be expected that most commuters would still choose the private automobile over a bus or rail option," (p.49). As traffic increases, daily commuters will begin to look for other means of transportation to beat the traffic. Other bus and rail systems in cities all throughout California and the United States are used heavily by daily commuters. There could have been a study included about the success/failure of public transit in other cities. The report didn't do a study on the possibility of using a light rail public service in the corridor. It was dismissed because "an option would likely be more costly than expanding the public bus system" (p.49). There are many benefits of expanding public transit system, which would control the traffic increase of the future. Without the traffic increase, the project's need and purpose is unnecessary. 4

If the projects real purpose is the safety of the people traveling on the corridor, than the safety of the bicyclers should also be considered during the report. There isn't any data presented about the safety of the bikers on the 101. California Highway Patrol stated that in 2005, there were 132 fatalities and 10,428 injuries reported in California due to vehicle and bicycle collisions (The LumberJack, 7/5/2007, p.9). A cyclist was struck in a hit-and-run on Highway 101 at the end of August of 2007, which resulted in serious injuries, and is now recovering in a hospital in Santa Rosa (Lumberjack 9/5/07, p.9). The safety of the pedestrians and bicyclists on Highway 101 should have been included in the report. 5

The effects of Global Warming weren't included in the report. The effects of rising sea levels and increase gas prices weren't considered. If the sea level rises, because of the melting of the polar ice caps; it's possible that this section of the highway will be underwater by the year 2031. The rising gas price also discourages people to drive their own cars, and the demand for public transit will increase. Caltrans should delay the project to see what will happen in ten years or so, instead of making assumptions which might cost a lot in the long run. 6

Many of the problems of the report can be solved very simply. For example, if a bike lane could be put in on the east side of the Highway, completely separate from the Highway. It would eliminate bike cross traffic. The EIR would comply with all the General Plans of the area (Humboldt Co., Arcata's and Eureka's), while increasing the safety of the riders. Better consideration to the effects of global warming need to be considered. Looking at a wider selection of Alternatives, instead of just limiting the project to build, build more, or build the most. The safety problem could be diminished 8

9

10

4

if there were stop lights at the intersections, and the speed limit stayed the same at fifty mph. There wouldn't be out-of-way travel for local residents.

The Arcata-Eureka corridor does need improvement; left handed turns on highways are not normally permitted on highways in the United States. It is dangerous, especially during rush hour. The traffic problem could be decreased if public transit was improved, and a better look at the possibility of a light rail system. It's hard to make everyone happy with a project, but the Highway 101 project has many different possibilities which could make the majority of local residents happy, while fulfilling the project's need and purpose.

Responses to Melanie Buehler:

1. See Group Response I-B.

2. The Alternatives that are fully evaluated in the Environmental Impact Report/Statement (EIR/S) evolved from a specific project need and purpose statement as well as a need to minimize cost and environmental impact. As documented in Chapter 2 of the Final EIR/S, many alternatives were initially identified and looked at, but dropped from consideration because they did not meet project need and purpose or were too expensive in terms of cost or environmental impact. The five Build Alternatives that are fully evaluated in the Final EIR/S are similar because the improvements are basically extensions of the existing roadway which makes the best use of the existing facility while minimizing cost and environmental impact. Conversely, alternatives that involve purchasing new highway right of way and building new facilities separate from the existing highway generally incur higher costs and environmental impacts.

3. While it is true that the existing Route 101 roadway is adjacent to wetlands, incurring sliver wetland fills for highway improvements directly adjacent to the shoulders and medians is generally far less destructive in terms of wetland value and function compared to highway construction such as new frontage roads through existing wildlife refuges.

4. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

5. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S for a discussion of bicycle safety.

6. Please refer to Chapter 4 of the Final EIR/S, which has been revised and includes a discussion of sea level rise.

7. Please see Group Response I-A.

8. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

9. See Group Responses III-A-1 and 2 regarding the posted speed limits.

10. Please see Group Response II-C.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
JOHN BURGUND

ADDRESS 2800 K ST | CITY EUREKA | STATE CA | ZIP 95501

REPRESENTING (name of organization or agency)
SELF

I would like to make the following comments:

DO NOT WIDEN
I AGREE WITH AN INTERCHANGE/ 1
OVER PASS SO THAT LOCAL BUSINESS
ARE NOT HARMED
WE NEED A BIKE TRAIL NOT A 2
MASTER SPEED LIMIT 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to John Burgund:

1. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), includes constructing a new interchange at Route 101 and Indianola Cutoff. This alternative does not include widening for additional through traffic lanes.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. See Group Response III-A-1 regarding the posted speed limit after construction.

September 12, 2007

Dear Mr. Rod Parsons,

I am a new transplant to the Arcata area, having arrived from San Diego to finish off my last two years of academics at HSU. My first time on the corridor was a bit perplexing. I wondered what were the need of the flashing lights, speed restrictions, and the required use of daytime running lights. Ironically enough these construction orange flashing warning lights were not just for transportation safety. Unbeknownst to the public, they were subliminal symbols of what was yet to ensue resulting in political, economical, environmental, and safety controversy.

I realize this project has been going on since 1998 when studies began to upgrade the freeway. Caltrans has put numerous hours in time and funds to develop a draft EIR that could propose a plan for the future safety of citizens commuting between Arcata and Eureka. I am pleased to see that this was not a rushed project and the public interest is being considered at various council meetings.

On September 5, 2007, I went to a City of Arcata Council Meeting in which Caltrans, the City's Transportation Safety Committee, and Green Wheels provided presentations on the draft EIR. As I mentioned before, I am new to the area so I considered myself a good neutral candidate to hear all sides of the proposals. Armed with their presentations, classroom discussion, and reading quite a few sections of text in the draft EIR, I came up with my own concerns.

My first concern is the data that was collected in order to obtain the predicted LOS in the year 2031. The LOS predicted for Alternative 7 (no build) by the year 2031 is said to be an E. If population does grow and traffic does increase I can certainly see that the LOS at non signal interchanges will certainly deteriorate.

Now what the plan doesn't state is the time comparability of LOS vs. out-of-direction travel. Both LOS and out-of-direction travel are based on delays in getting to a persons final destination. Sure the LOS may get better if any of Alternatives 1-3 are proposed, but the result of these same alternatives is out-of direction travel. The delay time traveling back the way you came may be greater than or equal to the LOS grade E if the no build alternative was proposed. I would like to see a table comparing the out-of-direction delay time in Alternatives 1-3 to the *projected* LOS delay time in Alternative 7 (no build). 1

In addition to LOS on Hwy 101 I was more concerned with the LOS on the local access roads. This is where safety can be a big issue when there are schools and residential areas present. Alternatives 1-3 all propose the closing of all non signal intersections along Hwy 101. These closings inherently redirect traffic to Old Arcata Road for means of out of direction travel. 2

On page 114 I reviewed Table 3-15. For Alternatives 1, 2, 3, it shows an increase in volume by 49%, 6%, -2% respectively on Old Arcata Road by the year 2031.

Now with this data I compared it to Tables 3-6 through Table 3-9 on pages 109 to 110. These tables give the LOS grade to left or right hand turns onto or off of Old Arcata Rd from different intersecting local roads for all Alternatives; including existing conditions without improvements.

The inconsistency I have with this is with the projected volume increase on Old Arcata Road, (especially with Alt. 1) Why is it that the LOS grade for existing condition without improvements and LOS grade for Alternatives 1-3 consistently stay the same. I maybe a little rusty in mathematics, but I would think that the increase in traffic volume on a road would be directly proportional to the LOS at an intersection on that same road. If the volume increases, then the LOS will increase. These tables do not show for an increase in LOS on Old Arcata Road even though the volume will increase dramatically.

There are at least three intersections as per Table 3-6, Table 3-9, and in the "Summary of Long-Term (Post Construction) Adverse Effects" stated in the Draft EIR that are predicted to have a LOS grade of F. In some cases these intersections on Old Arcata Road presently have a LOS grade of F. 3

The LOS of Hwy 101 leads me into an important segway that *Greenwheels* likes to call alternate modes of transportation. In the Draft EIR, LOS "places a high emphasis on the free flowing speeds of autos and does not give consideration to the comfort or safety of other roadway users such as bicyclists or pedestrians." On page 95 under **Regulatory Setting,** the "Federal Highway Administration directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects." Just by reading the Draft EIR I can tell that Caltrans is putting an emphasis on vehicles. Alternate modes of transportation take a back burner to vehicles. 4

A study was done by RCAA to collect data on the number of bicycle riders for both the intra and inter-City. The data showed that most people ride on the corridor with more riders midweek then on Saturdays. The study goes on to make the conclusion that the corridor is used more for commuting than for recreation

I have two issues with this conclusion. The first part of the conclusion state that more Arcata-Eureka bicycle travel occurs on the 101 Corridor. The reason behind this observation is because Old Arcata Road has no shoulder and has numerous blind turns as the Draft EIR so states. I honestly think that more cyclists would prefer this route between Eureka and Arcata if it wasn't for these poor conditions. 5

The second issue I have with the bicycle use study is the fact that they came to the conclusion that the corridor was used more for commuting then recreation. This would definitely make sense since the commuters may only have a bike for their primary means

of transportation. It is a necessity for these commuter cyclists to use the corridor to get to and from work. There is no way around it.

On the other hand, the recreation cyclists have a choice to go or not to go. Most likely they have other means of transportation.

The corridor is unsafe for cyclists by having no protection against the steady flow of traffic. In my opinion I believe that more riders, both recreation and commuter would use the corridor more often if some sort of safety barrier was erected. A multi-use trail was also proposed but it might not be as economically friendly as cement safety barriers. 6

Caltrans keeps talking about how the projected volume of traffic will increase by the year 2031. If they come up with proposals to make cyclists feel safe on the corridor then maybe you'll see less and less people driving and more people cycling.

In the Community Wheel, *Greenwheels Chris Rall* brought up the idea of a Bus Rapid Transit System as an alternate source of transportation.. This is a fairly new concept already being used in some communities. It entails private lanes, signal prioritization, and preboard ticket purchase. The key to this area is to evolve the Redwood Transit System.. 7 9

I agree that the Corridor is a safety issue that must be resolved. At the same time I think Caltrans is leaning to get a build proposal for the looming increase in traffic volume. I say start with incremental steps like establishing a safer bike route, rapid bus system, multi-use trail, or even a water taxi. These other modes of transportation will ultimately reduce traffic volume and we won't have that "Doom's Day" of 2031. 8

Although some of the other build alternatives sound pretty good, I do believe that there is a lack of preparation in the fact that there will be more harm than good. In a Global Climate Era we live in today I am shocked that sea level rise wasn't even considered in the Draft EIR. I also think the local roads and residential areas will receive the greatest damage. There are too many inconsistencies in the report that I read. And that was only about 1/8 of the entire report. Caltrans needs to take a hard look at other alternatives other than the proposed ones they issued. 4 9 10 7

Thank you for your time and look forward to writing you again.

Respectfully,

Brian Bushnell 10

Responses to Brian Bushnell:

1. Table 3-3 in the Final Environmental Impact Report/Statement (EIR/S) indicates c direction distances for all build alternatives compared to the No Build Alternative (e condition). The out-of-direction travel distance is roughly proportional to the travel 7

2. See Group Response III-A-4.

3. Even though Alternative 1 is predicted to result in a substantially higher traffic increase compared to the other alternatives, the traffic volumes on the local roads connecting to Old Arcata Road are relatively low (except for Freshwater Road). Since the local roads would have low volumes, the level of service (LOS) at Old Arcata Road intersections would be similar despite the predicted volumes on Old Arcata Road. In the case of the Freshwater Road and Old Arcata Road, both traffic volumes are high and the projected LOS is expected to be "F" for left turn moves from Freshwater Road onto Old Arcata Road for all build alternatives and the No Build Alternative.

4. See Group Response I-D.

5. Without performing a thorough origin and destination survey of bicyclists both currently traveling on Route 101 and potential bicyclists who would ride if conditions were improved, it is not possible to reach an accurate conclusion. However, given that there are more bicyclists on weekdays than weekends suggests that most bicyclists are commuters who prefer to ride on Route 101 which is a more direct route between Eureka and Arcata compared to Old Arcata Road or State Route 255.

6. Please see Group Response II-H for a discussion of a separate trail for non-motorized transit as well as Group Responses I-D, II-B, II-E, II-F, and II-G for a discussion of bicycle improvements.

7. See Group Response II-F.

8. For over ten years, Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop and refine a balanced, effective transportation solution for the Route 101 Eureka-Arcata corridor. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S includes safety enhancement and other highway improvements that would have long term benefits for all travel modes including public transit and bicyclists. None of the build alternatives are designed to increase the traffic carrying capacity of motor vehicles. In other words, the proposed project does not include constructing through traffic lanes.

9. Chapter 4 of the Final EIR/S now includes a sea level rise discussion as well as plans, laws, and regulations to reduce greenhouse gas production from motor vehicles by increasing fuel efficiency, developing alternative fuels, smart land use, and changing driver behavior.

10. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

Edith Butler
1086 Redmond Rd.
Eureka, CA 95503

Re: 101 Corridor

Caltrans:
The 50 mile an hour Safety Corridor is working well. Please create an option that permits the current situation to become permanent. Please do not do anything that would negatively impact the creation of a pedestrian trail between the highway and Humboldt Bay

Thank you for the opportunity to comment.

Edith Butler

Response to Edith Butler:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would enhance safety and provide long term improvements that would benefit all transit modes. This alternative would require minimal widening and would not preclude future non-motor vehicle transit development adjacent to Route 101.

12-16-08

Attn: Kim Floyd
P.O. Box 3700
Eureka, CA 95502-3700

Kim –

1. Instead of the much larger, much more expensive and energy intensive alternatives presented December 3rd, Caltrans should improve 101 safety by installing stop lights at each intersection where uncontrolled access is a safety problem and to maintain the 50 miles per hour speed limit. This approach will address traffic control and motorist speed far better than any of the currently considered alternatives. In addition, this alternative insures substantial management flexibility by enabling the real-time adjustment and synchronization of the traffic lights to control the flow of traffic at various times of the day depending upon conditions. 1

2. The alternatives/modified alternatives currently considered by Caltrans will all dramatically increase the amount of traffic from Arcata through Bayside past the Jacoby Creek School, and from Bayside to Indianola, causing a daily and dangerous traffic problem for the school and the Bayside community's neighborhoods along Old Arcata Road. Caltrans apparently thinks that an unseparated shoulder of only four feet in width is adequate for cars, pedestrians and bicyclists to share at the edge of Old Arcata Road. Any responsible parent knows that this is not safe for children and probably not safe for adults due to the tendency of drivers to drift onto the shoulder and strike non-motorized users. 2

3. All of Caltrans' current alternatives will increase energy consumption (1)because of the extra miles that residents of Bayside must travel backtracking to Arcata or to Indianola in order to travel to Eureka; and (2) because bicycle access for us is cut off and the extra miles to bicycle to Arcata to travel to Eureka will discourage bicycling. In addition, Caltrans proposes no bicyclist or pedestrian safety improvement to the on and off ramps at the Samoa overcrossing where some of these bicyclists would be redirected, additionally increasing the hazard they would face attempting this route. 3 4

4. Continuing the 50 mph speed limit instead of increasing it to 65 mph is far better not just for safety but also because it results in far fewer carbon emissions.

5. It is important to us in Bayside that Caltrans' analysis of this project includes the rising sea level from global warming. The alternative proposed above, which relies upon simple improvements such as intersection traffic lights, will make minimal changes with maximum safety improvements, thereby conserving public funds while the question of the appropriate response to sea level rise is further studied. 5

6. In 2001, the Bayside Grange invited Caltrans representatives and representatives from the City of Arcata and the County of Humboldt ,to speak to a full hall of Bayside residents. The one question that Caltrans, the City of Arcata, and the County of Humboldt were asked to address was, "What are the combined and cumulative effects that the transportation plans of these three government entities have on the community of Bayside?" Are the three agencies coordinating carefully toward a goal of community-building rather than destroying the historic community of this area? The draft EIR cannot be determined to be adequate or complete without fully addressing this overarching question. 6

7. State and Federal law have increasingly required Caltrans to fully consider and provide for the needs of non-motorized travelers, including pedestrians, bicyclists, and the disabled, in all plans, projects and construction. Caltrans policy calls for the implementation of multi-modal planning from the earliest planning stages, through project plans, permits and the construction stage. The U. S. Department of Transportation makes it federal policy to assure the increased safety of bicyclists and pedestrians. Because the EIR wholly fails to address the significant impacts to these travelers, it fails to comply with this State and Federal law. This failure is particularly egregious for this project because of the extraordinarily limited, and similarly significantly impacted, alternative routes available to travelers in the Eureka-Arcata corridor. 7

8. Finally, since none of the above has been adequately addressed and the public needs sufficient time for input on this critical project, extend the comment period so that more people will have an opportunity to respond. The current deadline of December 20th is during the busiest holiday season of the year and not timed for an authentic process to invite active public input. Please notify me before December 20th of the date for the extended time. 8

Thank you for your consideration.
Respectfully,

Dennis Cahill
2723 Graham Rd.
Bayside, CA 95524

Note: We've had neighborhood meetings recently, with the main concerns as expressed above re being "trapped" in Bayside! Besides the very important comments on
* # 8 - where we would like the comment period extended at least 30 days — the possible lack of an interchange at Indianola in some alternatives, problems for Jacoby Creek Elem. students if traffic increases, & such as bicycle access & and increased energy!!!

Response to Dennis Cahill:

1. See Group Response II-C.

2. See Group Response III-A-4.

3. Modified Alternative 3A includes an interchange at Indianola Cutoff and a half signal at Airport Road that would substantially reduce out of direction travel. In addition, if there were no highway improvements, as traffic volumes increase there would be longer delays at intersections which in turn leads to additional out of direction travel and energy consumption. See Section 3.2.8 Energy in Chapter 3 of the Final Environmental Impact Report/Statement (EIR/S).

4. The City of Arcata is proposing traffic calming modifications at Samoa Boulevard and Route 101 that is expected to enhance bicyclist and pedestrian safety.

5. See Chapter 4 of the Final EIR/S for a discussion of sea level rise.

6. Caltrans actively coordinates transportation planning with the local governments (see Chapter 2 of the Final EIR/S for more information). In the case of the Eureka-Arcata Route 101 Corridor project, a traffic computer model was used to determine the effect this project would have on the local and regional transportation network for a 20 year planning horizon. See Section 3.1.6 in Chapter 3 of the Final EIR/S for more information.

7. There are no predicted substantial impacts to bicyclists resulting from Modified Alternative 3A. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. For more information see Group Response I-D.

See Group Responses III-A-1 and 2 for information regarding the posted speed limit after construction. Extending the posted 50 mph speed limit on Route 101 north to Sunset Avenue in Arcata would not be feasible since bicyclists have the option of using parallel surface streets instead of the Route 101 freeway segment.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

8. In order to maintain a project schedule the comment period could not be extended. However, the Caltrans project manager is available to discuss the project after the comment period.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: DENNIS CAHILL – BAYSIDE CA 95524
ADDRESS: 2723 GRAHAM RD. CITY STATE ZIP
REPRESENTING (name of organization or agency): COMMON CITIZENRY

I would like to make the following comments:

(1) ~~[illegible]~~ as it is now – fought speeding traffic [illegible] here; still people speed – often 60-65 – raising it [illegible] will make it worse (sometimes its 65-70-75 NOW!) [illegible] 1

(2) Sending traffic off from Bayside Cut off from the North – means lots more traffic on awful Old Arcata Road – and will increase traffic for Jacoby Creek & Sunny Brae students 2

(3) Be Fair – if changed, also put lights at the Cutoff & Brecut – not just by C. Johnson's – 3

(4) Public hearing [illegible] at the Adorni was awful – couldn't hear both sides. (RIDICULOUS) 4

NOTE: Please submit comments no later than September 28th, 2007

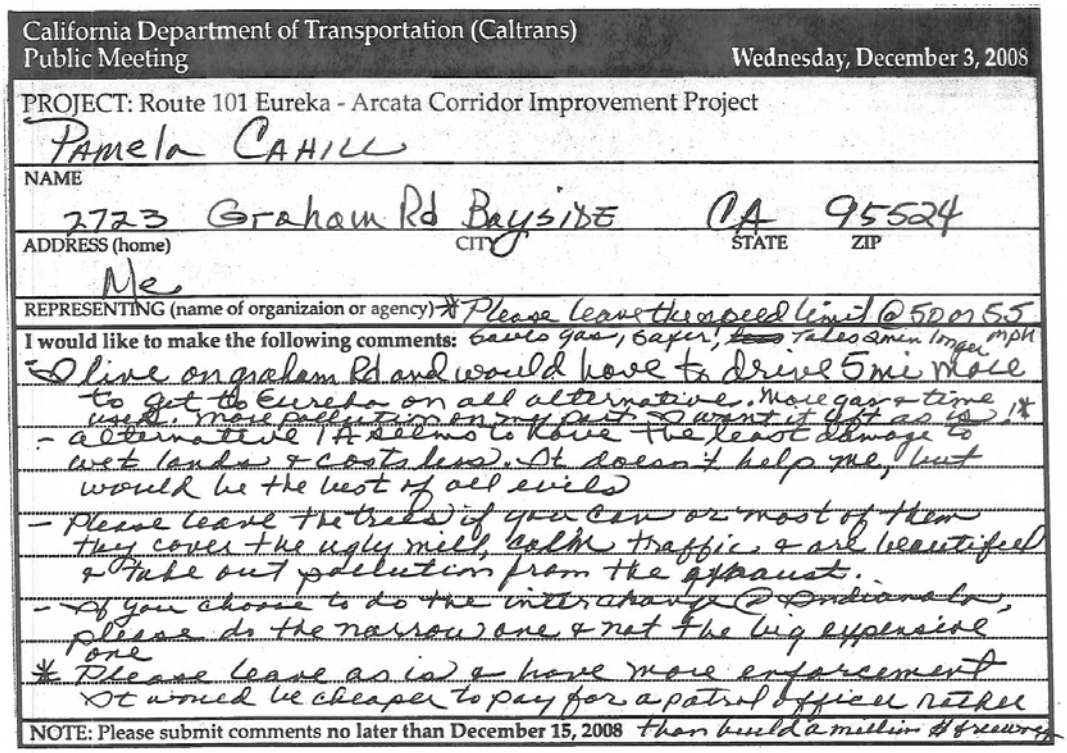
Responses to Dennis Cahill:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and 2 regarding the posted speed limits.

2. See Group Response III-A-4.

3. See Group Response II-C.

4. Caltrans staff regrets the inability to hear individual concerns and questions presented to an audience and panel. During the planning of the hearing, Caltrans staff decided the most effective outreach and presentation approach would be to provide an informal question and answer format at the meeting. Individual questions and concerns can be found in this Volume of the Final (EIR/S).



California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Pamela Cahill

ADDRESS (home): 2723 Graham Rd — CITY: Bayside — STATE: CA — ZIP: 95524

REPRESENTING (name of organizaion or agency): Me

I would like to make the following comments: * Please leave the speed limit @ 50 or 55 (1)

- I live on graham Rd and would love to drive 5 mi more to get to Eureka on all alternative. More gas & time used. More pollution in my part. I want it left as is! * (2)
- alternative 1A seems to have the least damage to wet lands & costs less. It doesn't help me, but would be the best of all evils (3)
- Please leave the trees if you can or most of them they cover the ugly mill, calm traffic, & are beautiful & take out pollution from the atmosphere. (4)
- If you choose to do the interchange @ Indianola, please do the narrow one & not the big expensive one (5)
- * Please leave as is & have more enforcement It would be cheaper to pay for a patrol officer rather than build a million $ freeway (6)

NOTE: Please submit comments no later than December 15, 2008

Response to Pamela Cahill:

1. See Group Responses III-A-1, 2, and 3.

2. See Group Response III-A-4.

3. Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S) since it received almost no public support and the turnarounds would discourage bicyclists.

4. See Group Response III-B-2.

5. Modified Alternative 3A is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact.

6. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Pamela Cahill

ADDRESS (home): 2723 Graham Rd — CITY: Bayside — STATE: CA — ZIP: 95524

REPRESENTING (name of organizaion or agency): Me

I would like to make the following comments: *Please leave the speed limit @ 50 or 55 mph
Save gas, safer, ~~less~~ takes 2 min longer
I live on graham Rd and would have to drive 5 mi more to get to Eureka on all alternative. More gas + time used. More pollution on my part. I want it left as is. *
- alternative 1A seems to have the least damage to wet lands + costs less. It doesn't help me, but would be the best of all evils
- Please leave the trees if you can or most of them they cover the ugly mill, calm traffic, + are beautiful + take out pollution from the exhaust.
- If you choose to do the interchange @ Indianola, please do the narrow one + not the big expensive one
* Please leave as is + have more enforcement. It would be cheaper to pay for a patrol officer rather than build a million $ freeway

NOTE: Please submit comments no later than December 15, 2008

1
2
3
4
5
6

Response to Pamela Cahill:

1. See Group Responses III-A-1, 2, and 3.

2. See Group Response III-A-4.

3. Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S) since it received almost no public support and the turnarounds would discourage bicyclists.

4. See Group Response III-B-2.

5. Modified Alternative 3A is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact.

6. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Pamela Cahill + Dennis Cahill

ADDRESS | CITY | STATE | ZIP
2723 Graham Rd | Bayside | CA | 95524

REPRESENTING (name of organization or agency)
Our family

I would like to make the following comments:

Please leave the safety corridor as it is. A higher 1
speed + clover leaf is over kill. The cost is too much 2
for the slow growth of this area. Use the 62 mil for the 3
Willit's Bye Pass. Preventing traffic from crossing at Bayside
would increase the traffic + danger by Jacoby Creek School 4
and Bayside and all along the "Old Arcata" Road. The
increased speed would increase the danger for bikers on 101
Please leave "well enough" alone. It's working and that's 2
what we need - Safety + saving lives. Jacoby increases the time by 1½ minutes if you increase the speed

NOTE: Please submit comments no later than September 28th, 2007

Responses to Pamela and Dennis Cahill:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

3. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would cost approximately $46 million and does include constructing a compact diamond interchange (no cloverleaf or "flyover" ramps) at Route and Indianola Cutoff.

4. See Group Response III-A-4.

August 27, 2007

Caltrans
Attn: Kim Floyd, Project Manger,
P.O. Box 3700
Eureka, CA 95502-3700

Subject: Eureka- Arcata Corridor
01-Hum-101, PM 79.9/86.3
Ea 01-36600, 363300
Draft Environmental Impact Statement
Environmental Impact Report

Dear Ms. Floyd,

I am a consumer who utilizes businesses along the safety corridor and am deeply concerned that access to these businesses will be nearly eliminated through the closure of the access medians. Closing the medians will result in longer traveling time and distance, increase gas usage, not to mention the increased traffic caused by the out of direction travel. I find the above, frustrating and unacceptable. 1

I have had the opportunity to read the three remaining alternatives being considered for the 101 corridor project and strongly agree with the business owners that alternative 3 is the most sound and logical choice. A traffic light at Airport Rd, with an interchange at Indianola Rd., will allow the businesses to remain viable and for me the consumer, to have access to them. I do know, that if all medians are closed on the 101 corridor my support of the businesses will markedly decrease. I will either have to quit my job or stop using Happy Dog or both. I would likely stop shopping at Carl Jones's and the Farm Store altogether 2

Thank you for your time and consideration in this matter, and I hope you will choose the above alternative to save the businesses and residents in the Corridor

Sincerely,

Marjorie Calwell

Happy Dog Customer

CC: Mr. Spencer Clifton, Humboldt County Association of Governments
427 F St. Suite 220, Eureka, Ca 95501

Mayor Virginia Bass, City of Eureka
531 K St., Eureka, CA 95501

NOTE: This is a form letter submitted by Erzsi Willoughby, DVM;

<u>Responses to M. Calwell</u>:

1. Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. See Chapter 2 in the Final EIR/S for details.

2. Caltrans staff acknowledges the transportation access needs of local businesses. After constructing Modified Alternative 3A, the Route 101/Airport Road intersection is expected to be safer than the existing condition, which currently allows uncontrolled left turn movements. Left turns would be allowed to and from Route 101 at Airport Road after construction.

David Campbell
1390 I St.
Arcata, CA 95521

To Caltrans planners:

You are well aware that there are many reasons to encourage people to choose bicycles for transportation--including traffic congestion, global warming, sedentary lifestyle, and so on. But those of us who opt to ride bikes face serious risks when sharing the road with cars and trucks. As one who has bicycled between Eureka and Arcata on a number of occasions, I can report that the experience is frightening--especially at places there traffic enters or exits the highway. Yet Highway 101 is the only feasible bike route between the two cities (Old Arcata Road would be a much longer ride and is even more dangerous.)

I encourage you to be forward-thinking and to work to create a protected route for bicycle riders as you make decisions for the expenditure of highway funds.

Response to David Campbell:

For a discussion of bicycle improvements, please see responses to Jorge Sanchez's letter (part of the group of written comments submitted by Green Wheels).

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME Joel Canzoneri

ADDRESS (home) 298 Esther Ln CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organizaion or agency) self

I would like to make the following comments:

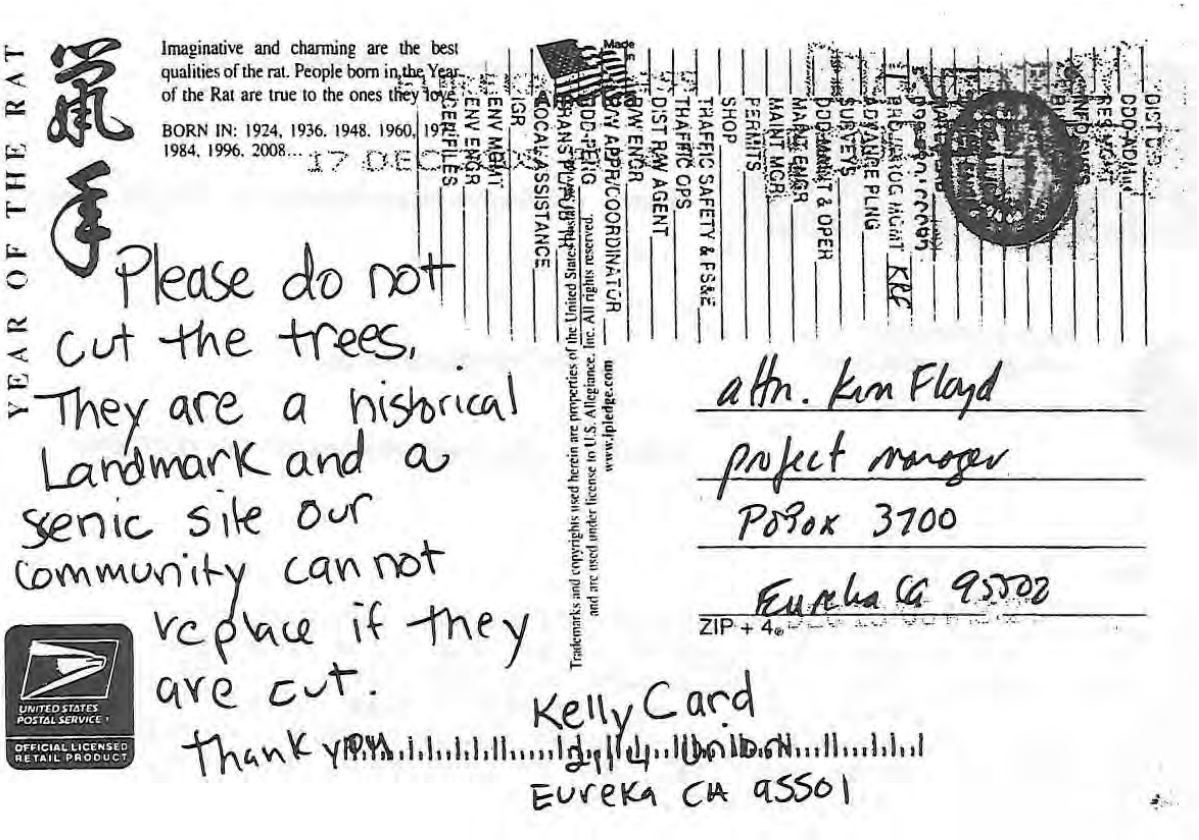
I prefer alternative 3A.

I believe this most effectively meets the long-term purpose and needs of the corridor

NOTE: Please submit comments **no later than December 15, 2008**

<u>Response to Joel Canzoneri</u>:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop. Note that Alternative 3A was replaced by Modified Alternative 3A: the only difference is that Alternative 3A would restrict left turn moves from Airport Road to southbound Route 101 and Modified Alternative 3A would allow left turns from Airport Road.


YEAR OF THE RAT

Imaginative and charming are the best qualities of the rat. People born in the Year of the Rat are true to the ones they love.

BORN IN: 1924, 1936, 1948, 1960, 1972, 1984, 1996, 2008...

Please do not cut the trees. They are a historical Landmark and a senic site our community can not replace if they are cut.

Thank you

Kelly Card
Eureka CA 95501

attn. Ken Floyd
project manager
PO Box 3700
Eureka CA 95502
ZIP + 4

DIST DIR
DDD-ADMIN
RES MGMT
CONTROL
INFO SVCS
BUDGET
DDD-PLNG
DDD-MAINT & OPER
MAINT ENGR
MAINT MGR
PERMITS
SHOP
TRAFFIC SAFETY & FS&E
TRAFFIC OPS
DIST RW AGENT
DIST RW ENGR
DIST RW APPR/COORDINATOR
DDD-PLNG
TRANSPORT PLNG
LOCAL ASSISTANCE
IGR
ENV MGMT
ENV ENGR
CERTFILES

Trademarks and copyrights used herein are properties of the United States Postal Service and are used under license to U.S. Allegiance, Inc. All rights reserved. www.ipledge.com

UNITED STATES POSTAL SERVICE
OFFICIAL LICENSED RETAIL PRODUCT

<u>Response to Kelly Card</u>:

See Group Response III-B-2 for a discussion of tree removal.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Darrell Cardiff

ADDRESS 1457 Dorothy | CITY | STATE CA | ZIP 95519

REPRESENTING (name of organization or agency) Citizen

I would like to make the following comments:

Bike lanes on Eureka Corridor + All State Routes

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Darrell Cardiff</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Patrick Carr
1704 Virginia Way
Arcata, CA 95521
Phone: 825-7446

To Caltrans planners:

I am responding to the California Department of Transportation Draft EIR for proposed modifications to the Highway 101 Safety Corridor between Eureka and Arcata.

My primary concern is that the alternatives examined neither provide for nor compare the impacts of enhanced use of public transit and commuter bicycle use. This is particularly a problem because the near certainty of major increases in fuel costs over the planning period will likely lead to a large increase in public support for these alternative modes of transportation over the single-driver, single-car mode which CalTrans has planned for in this current document. Obviously, if there is a significant increase in utilization of public transit and bicycling, CalTrans' estimates on vehicle usage in this stretch of Hwy. 101, which underpin the entire DEIR, will be far off the mark. A planning alternative that examines increased public transit use and that compares impacts of a bicycle/pedestrian route, perhaps on the CalTrans/101 right of way, should be a part of the DEIR. 1 2 3

I believe that CalTrans also has a responsibility to update its planning methodology to embrace the current understanding of the roles which single-driver, single-car transportation, and land use patterns promoting sprawl-type development play in the growing crisis of global climate change. The Indianola interchange proposed in several alternatives within the DEIR is a prime example of the latter concern. This interchange would likely lead to further land use changes, potentially miles from Hwy. 101, and could itself result in an increase in vehicle miles driven (and tons of CO2 emitted) as consumers drive to the stores or service locations suddenly made viable on comparatively cheap land outside the cities of Arcata or Eureka. 4 5

Additionally, it appears that planning staff did not adequately consider the public support for a Hwy. 101 Corridor that maximizes scenic values over "freeway" values. As Humboldt County increasingly makes the transition from an economy dominated by manufacturing and resource extraction to an economy built on the support of retirees, students, and tourists, relatively scenic travel routes such as the current Hwy. 101 Safety Corridor may in itself help build the regional economic base. I believe this stretch of road is already being considered for "Scenic Highway" status; would it qualify with an Indianola interchange? 6

Finally, I wish to thank you for the opportunity to provide these comments and for your efforts in the planning process.

Sincerely, Patrick Carr, 1704 Virginia Way, Arcata, CA 95521

Responses to Patrick Carr:

1. Public transit improvements alone would not meet the project need and purpose. A rising vehicle collision rate within the Route 101 Corridor requires a long term solution. See Chapter 1 of the Final Environmental Impact Report/Study (EIR/S), which has been revised, for more information regarding the project need and purpose. Please also refer to Group Response I-A. The proposed project is designed to enhance safety and traffic operations at intersections as well construct long term roadway maintenance. Caltrans has a State legislative mandate and responsibility to maintain the existing state highway system and above all else provide safe facilities to the motoring public. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would provide a substantial safety benefit for the vast majority of both motorized non-motorized transit while balancing cost and wetland impact considerations.

2. Please refer to Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S which includes a discussion of the project in terms of public transit and non-motorized transit. Please also see responses to Jorge Sanchez's letter (part of the group of written comments submitted by Green Wheels).

3. Based on the vehicle collision rates and condition of the roadway within the Route 101 Corridor, the proposed project is still needed even though the Safety Corridor was implemented in 2002. Predictions of increased bicycle and public transit use may very well occur, but are for now speculative.

4. Caltrans staff concurs transportation planning needs to evolve to meet the challenges of global climate change and sustainable development. (See Chapter 4 of the Final EIR/S for more information.) However, the proposed project was planned and programmed in a comprehensive, multi-agency regional transportation context and process to address safety and roadway maintenance concerns. See Chapter 2 for more information regarding the transportation planning process.

5. See Group Response III-B-5 and section 3.1.2 Growth in Chapter 3 of the Final EIR/S.

6. See Group Response III-B-3. Section 3.40(B)(5) of the County of Humboldt Bay Area Plan states in part the following:

> The Humboldt County Board of Supervisors shall initiate the preparation of a Scenic Route Study pursuant to the adopted Scenic Highways Element of the Humboldt County General Plan for the portion of Highway 101 between Eureka and Arcata and that portion south of Fields Landing, inclusively.
>
> The Scenic Route Study shall be prepared by the County Planning Department in cooperation with the California Department of Transportation.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

Karen Carrasco
NAME

1385 Grant Ave. Arcata CA 95521
ADDRESS (home) CITY STATE ZIP

25 other folks who all agree (my circle of friends)
REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

- Keep the 50 mph PLEEEEZE, or lower to 45 !!! 1
- Please please please create bike route improvements. Many more of us would commute by bike if it was safer. We are NOT evolving toward more cars, we are evolving towards more biking and walking. 2
- Tourism will be a main industry here, please provide for Bayland viewing and wildlife habitat AND allow our cities (Eur. & Arc.) to provide walking trails between the 2 cities. → over 3

NOTE: Please submit comments no later than December 15, 2008

Requires a First Class Stamp

My vote is for a 101 corridor like the 101 route in Leucadia to Carlsbad – 50 mph., 4 lanes, crosswalks & 4 way signals at intersections, w Wide bike ~~lane~~ lanes as well. I have seen thousands of bikers, joggers, baby-strollers, surfers, dog walkers etc. use the bike (shoulder) lanes & the signals to go to and from the beaches. Very successfully.

Caltrans
Attn: Kim Floyd
PO Box 3700
Eureka, CA 95502-3700

The argument that signals on 101 would channel traffic over to 255(?) Manila road could be solved if you also put at least one crossing with a signal on that road. They need it to access the school on the ocean side. Then the 2 routes would be equally fast / slow. Please reconsider ~~your~~ expensive plan. 4

Responses to Karen Carrasco:

1. The proposal to increase the posted speed limit after project construction has been dropped: see Group Responses III-A-1 and III-A-2 for more information.

2. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. Please see Group Response I-D as well as II-B, II-E, II-F, II-G, and II-H.

3. The proposed project would be compatible with future non-motorized transit trail(s).

4. See Response to Comment I-E.

Lina Carro
101 Misty Hill Lane
Eureka, CA 95503
Phone: 826.4824

To Caltrans planners:

As a 27-year resident of Humboldt County who drives the corridor and has crossed the Indianola Cutoff on a daily basis for 25 years, I write to voice my strong opposition to all three plans CalTrans has presented to our community regarding the Eureka-Arcata corridor. I feel that each of the proposals would degrade the rural appearance and feel of our special community. I also feel that the current safety corridor in place works fine, and I TAKE THE INDIANOLA CUTOFF EACH AND EVERY DAY. 1 2 3

Further, I agree with those who wrote "the offered Eureka-Arcata 101 Corridor project alternatives neglect to address important safety, access, aesthetic, economic, health, and environmental concerns with cost-effective and appropriate solutions that are important to all of us in one way or another. Some of the issues outlined here are more important to some of us than others, but on one key issue is of critical importance to all of us: the project alternatives offered in the DEIR do not address a need for multi-modal transportation solutions to more thoroughly address improved safety on the Eureka-Arcata 101 Corridor. The stated "purpose and need" should be revised to reflect this. We urge that an alternative be added to maintain the 50 mph safety corridor, which has proven effective, and include other alternative traffic engineering and transit solutions to reduce traffic congestion and improve safety by means that are not assessed in the DEIR." 4

Frankly, I am rather shocked at the amount of money CalTrans proposes to spend to make life considerably more miserable for all of us who drive the corridor. I propose instead that the 50 mph hour corridor remain intact (with continued enforcement) and that the money saved from dropping these plans go to construct a safe and pleasant bike/walk path between the two towns along the wetland areas that were saved from the impact of an Indianola "diamond." construction. 5

If I wanted to drive on a freeway interchange every day, I would live in the Bay Area. But, I don't! So, don't destroy our special and beautiful community to award some inside contractors with our tax dollars. Please drop all three initiatives and try working with the public in earnest instead of trying to push projects through like this, and the Richardson Grove project before we can even say how we feel about your abuse of our money. 6

I am beginning to feel distrustful of CalTrans' connections and wonder if you are not using our tax dollars to give road construction jobs as favors even when they're not needed. In fact, I think some journalistic investigation in this area would make for a very interesting series of articles which I may propose to the North Coast Journal. If you go 7

through with this, I also promise that I will work to defeat all future ballot initiatives that give money to road construction and "improvement."

Yours truly,
Lina Carro

Response to Lina Carro:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would not substantially change the corridor in terms of the rural visual setting. The proposed interchange included in Modified Alternative 3A is a compact diamond interchange that was designed to visually blend in with a rural setting unlike the urban interchanges such as the Route 101/299 interchange in the City of Arcata. In addition, the eucalyptus trees on the west side of the highway that were proposed to be removed in the Draft EIR/S are no longer proposed to be removed. See Group Response III-B-2 for more information.

3. Regarding maintaining the Safety Corridor, please refer to Group Response II-B.

4. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

5. For a discussion of bicycle improvements, please see responses to Jorge Sanchez's letter (part of the group of written comments submitted by Green Wheels).

6. The proposed interchange would enhance safety for all travel modes on the existing expressway. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2.

7. Preliminary planning and design began in 1999 to construct a project that would enhance safety for all users. Since project initiation, Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. At the start of the Draft EIR/S in 2001, there were 3 build alternatives. Since 2001, three new alternatives were introduced and all alternatives were modified to address various concerns from the public.

Caltrans has a State legislative mandate and responsibility to maintain the existing state highway system and above all else provide safe facilities to the motoring public. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would provide a substantial safety benefit for the vast majority of both motorized non-motorized transit while balancing cost and wetland impact considerations.

LINA CARRO, CO-OWNER + WINEMAKER 12-3-08
VIOLET-GREEN WINERY
101 MISTY HILL LN. A RESIDENT OF 28+ YEARS.
EUREKA 95503 - I DRIVE THE CORRIDOR EVERY SINGLE DAY +

I VOTE NO ON ALL OF THE PROPOSED EUREKA-ARCATA CORRIDOR "ALTERNATIVES." 1

THEY ARE AN INCONVENIENT + FOR COSTLY.

MY SUGGESTION:

IF YOU ABSOLUTELY MUST CHANGE THE CORRIDOR, 2
LOWER THE SPEED LIMIT TO 45mph AND PLACE A 3
FEW STRATEGICALLY PLACED SIGNALS THAT WOULD MAKE THIS LOVELY STRETCH OF US101 A SCENIC BYWAY FREE OF OVERPASSES + MORE CONCRETE (LESS 4
GREEN.

RESPECT OUR CHOSEN RURAL LIFESTYLE BY BEING A ROLE MODEL + A LEADER IN PROMOTING + HELPING US THE TAXPAYERS

LIVE IN A HUMBOLDT COUNTY THAT IS WORTH VISITING BY TRAVELLERS, CHARMING IN ITS SIMPLE WAYS -- INCLUDING THIS STRETCH OF ROAD. GIVE US 5
A BIKE PATH + WALKING TRAIL LIKE SACRAMENTO HAS.

I HAVE MET NO ONE HERE TONIGHT (I TALKED TO NO FEWER THAN 8 PEOPLE) WHO WANT ANY OF THESE NEEDLESS ALTERNATIVES.

IF YOU CANT AGREE ON "IMPROVING" THE CORRIDOR, 6
THEN PLEASE JUST LEAVE IT AS IT IS. MANY I HAVE MET TONIGHT FEEL EXACTLY AS I DO - THAT YOU SHOULD SIMPLY LEAVE IT AS IS.

However, should you alter, please reflect this place you call home + remember why you decided to live here - for its calm beauty and its serenity.

Please don't sell us down the river to some out-of-the-area contractors! Thank you sincerely. Please keep me posted. Lina

Responses to Lina Carro:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. See Group Responses III-A-1 and III-A-2.

3. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, does include a half signal that would allow left turn moves for both motorists and bicyclists to and from Airport Road. Regarding signalization at other locations, please see Group Response II-C.

4. See Group Response III-B-3.

5. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

6. Based on the vehicle collision rates and condition of the roadway within the Route 101 Corridor, the proposed project is needed even after the Safety Corridor was implemented in 2002. For more than ten years Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. At the start of the Draft EIR/S in 2001, there were two build alternatives. Over the course of almost ten years, three new alternatives were introduced and all alternatives were modified to address various concerns from the public.

Halie Carter
2255 Alliance Rd.
Apt. #5
Arcata, CA
95521

With the current state of the economy, I don't see where you'll get the funding to complete these projects. It will take 5-7 years before the state will have enough money to fund these projects Things change in 5-7 years. Why decide now what could change in the next 5-7 years. Until there is funding to complete the projects it would be prudent to collect more data and up-grade the all ready conciered plans. Perhaps, you may find that in the future these problems are no longer relevant or are obsolete It's pointless to use past decisions as future plans.

Response Halie Carter:

The project funding for the planning and preliminary design was programmed approximately ten years ago by Caltrans and the Humboldt County Association of Governments. Based on the vehicle collision rates and condition of the roadway within the Route 101 Corridor, the proposed project is needed even after the Safety Corridor was implemented in 2002. Caltrans has a State legislative mandate and responsibility to maintain the existing state highway system and above all else provide safe facilities for all highway users. Caltrans has continuously monitored the post Safety Corridor conditions and condition of the roadway and has determined the project is still needed. See Chapter 1 Project Need and Purpose in the Final Environmental Impact Report/Statement for more information.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Lea Carter

ADDRESS

CITY: Eureka

STATE: CA

ZIP: 95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:

The corridor as a main passage way between Arcata & Eureka forgets the many bicyclists of these two towns. It would be very benificial to see a bike route!

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Lea Carter</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Andrea Castro

ADDRESS: 1614 H St. CITY: Arcata STATE: CA ZIP: 95521

REPRESENTING (name of organization or agency)
Community Member, Biker

I would like to make the following comments:
[redacted] I feel strongly that Arcata should be allocating funds to create more infrastructure for alternative transportation. Continuing to support infrastructure for automobiles makes it much harder to accomodate alternative transportation. By using funds to create a safe route for bikers from Arcata to Eureka, the number of cars on the road will decrease & promote overall safety improvements in the corridor for everyone.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Andrea Castro:

Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), would enhance safety and provide long term roadway improvements for all transportation modes.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

177 Johnson Lane
McKinleyville CA 95519
Phone: 707-839-0540
E-mail: judylicedillo@webtv.net

November 21, 2008

Mr. Kim Floyd
Cal Trans Project Manager
1656 Union St.
Eureka CA 95501

Ref: 300 Eucalyptus Trees

Mr. Floyd.....**DO NOT CUT ONE SINGLE EUCALYPTUS TREE DOWN!!!** 1

I drive the 101 corridor twice a day to work and back. Before that I rode with my parents after 101 was completed and before it was labeled "the corridor". Those trees have been there all those years, and before, and now you want to do the unthinkable and cut 300 eucalyptus trees down..... not ONE, not TWO but 300 HUNDRED!

I'll bet, you, Mr. Floyd, are NOT a native to this area either, right? It seems you have no pride or emotional connection to this area and most especially to the beautiful row of healthy trees planted in the 1920's. That's a long time ago.

In all these years they've so far managed to survive other chop happy state personnel and the occasional harsh weather condition. I recall a time several years ago when this area was hit hard with a cold snap and how, after the weather got back to normal, Cal Trans took care of those same trees with pruning and the like. I would say a precedent had been set, wouldn't you Mr. Floyd? To save and care for instead of kill?

I would agree with the Eureka Heritage Society when they state that the trees are a part of the "Cultural Landscape, The Fabric that Introduces the Southbound Traveler to the City of Eureka."

Lastly, I challenge your reason for the killing of those 300 trees. Did you see the article in the Times Standard dated Tuesday, November 28, 2008? The mills, including the California Redwood Company are having serious financial difficulties. So my question is, "Can you guarantee that mill will still be operating in 10 years? In 20 years?" No you can't so you're justification for killing 300 eucalyptus is bunk! 2

Do you drive that maddeningly slow corridor every day, Mr. Floyd? Well I have to tell you that I'm sick and tired of the 50 mph speed limit between Arcata and Eureka! 3

4

Aren't you, Cal Trans, supposed to be saving and/or generating funds for over passes, etc., along that corridor? Where are your priorities?

To me, your 'project' is anti-environmental and is a disgusting waste of money that could be put to much better use by making the corridor safe with properly placed over passes so that a reasonable a speed limit can be once again be attained.

Perhaps you'd be happier living in Arizona or Nevada where there aren't so many trees.

I guess you've noticed I feel strongly about your plan and I'll say it again:

Do Not Cut Down One Single Tree!!

Sincerely,

Judy Cedillo

Cc: Area Superintendent, Tamara Libolt
Humboldt County Board of Supervisors

Encl: News article

IN THE LUMBER SLUMP

What goes down must come up — but when?

John Driscoll
THE TIMES-STANDARD

As the Mendocino Redwood Co. moved to take over the Pacific Lumber Co. about 100 days ago, the lumber market was being pulled out from underneath it.

Now, just like mills across the West, the new Humboldt Redwood Co. formed out of the long PL bankruptcy is having to take some time off. Both the Scotia mill and Mendocino Redwood's Ukiah mill will see some downtime clustered around the upcoming holidays.

Humboldt Redwood CEO Richard Higgenbottom said the Scotia mill has made some operational improvements and adjustments that have improved the quality of the lumber coming out of the mill. A solid log deck has been built up, ensuring a more consistent supply to the mill, he said.

"It's quite a difference," Higgenbottom said, comparing operations now to when the company first took over.

"It's an uncertain time. It was a bad year last year and we're forecasting that next year isn't going to be

But it's the big picture — the one Humboldt Redwood or any

Response to Judy Cedillo

1. See Group Response III-B-2.

2. The proposed project does include extending the existing acceleration and deceleration lanes at the California Redwood (Simpson) mill entrance. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

3. See Group Responses III-A-1 and III-A-2.

4. Route 101 between the Eureka Slough and approximately Jacoby Creek Bridge is an expressway with scattered clusters of businesses and relatively low traffic volumes at the intersections. In addition most intersections, Bracut the only exception, do not have businesses on both sides of the highway at the same location. As such it would not be cost effective to build overcrossings which require filling large areas of wetland for relatively low traffic demand.

Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), does include a proposed interchange at Route 101 and Indianola Cutoff. Indianola Cutoff has relatively high traffic volumes and is midway between Eureka and Arcata, which would make it a convenient location for vehicles to turn around.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Sean Celley

ADDRESS P.O. Box 526 | CITY Arcata | STATE CA | ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Please keep it the way it is.
It works, and the money could be spent
on a bike path to from Arcata ⇄ Eureka

So as now it is safer for all users walk, bike, drive

Please think about the use of bikes
Don't spend money on this please.
thank you for reading

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Sean Celhey</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: JEREME CHANDLER
CITY: ARCATA, CA.
ADDRESS: 2840 CLOVER ST.
STATE:
ZIP:
REPRESENTING (name of organization or agency): N/A

I would like to make the following comments:

I do not agree with the rising speed limit proposal in the Eureka/Arcata Corridor. I am a motorist and Bicycler and feel that this county should represent the nation for leading alternatives to Carbon based transportation. To encourage alternative methods such as bicycling, I feel that raising the speed limit will contribute to the current problem.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Jereme Chandler:

The Draft EIR/S did state raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. Please see Group Responses III-A-1 and 2 for more information.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Lora E Chandler Eureka CA 95503

ADDRESS CITY STATE ZIP

citizen

REPRESENTING (name of organization or agency)

I would like to make the following comments:

- I don't like the closed medians

NOTE: Please submit comments no later than September 28th, 2007

Response to Lora E. Chandler: Comment noted. All Build Alternatives include either closing, signalizing, or building an interchange to replace the existing uncontrolled Route 101 median crossings to prevent broadside collisions. Please refer to Chapter 1 Project Need and Purpose in the Final Environmental Impact Report/Statement for more information.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Pat Chaney

ADDRESS (home): 3363 Buttermilk Ln. CITY: Arcata STATE: CA ZIP: 95521

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

Option 3 I want a full light at Jacobs Ave. I turn there frequently to go to Happy Dog. It is very scary to cross from Southbound to Northbound. 1

At Indianola - people sit there revving engines waiting for 2 seconds to race across. They are selfish and dangerous. 2

NOTE: Please submit comments no later than December 15, 2008

Responses to Pat Chaney:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop.

2. Modified Alternative 3A does include constructing an interchange at Route 101 and Indianola Cutoff. The proposed interchange would prevent broadside collisions that potentially occur at conventional at-grade intersections.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME Ronald Chaney

ADDRESS (home) 3303 Butterwilk CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organizaion or agency)

I would like to make the following comments: I am a licensed civil and geotechnical engr. I would suggest a full signal at airport way/Jacobs Ave. Option 3. It is just one more signal in a line of signals through Eureka but would stop the carriage on 101.

NOTE: Please submit comments no later than December 15, 2008

Response to Ronald Chaney:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop.

540 Bayside Road
Arcata, CA 95521
Friday, September 28, 2007

Caltrans-District 1 Office
1656 Union Street
Eureka, CA 95501

Comments re. 101 Corridor Improvement

Dear Sir:

I believe that this specific Caltrans project is an example that we see all too often of how we spend government money. In this case, one department has acquired its allotted funds and its own best-scenario vision creating a project far beyond what's good for the people or for the region. 1 2

To me it looks like preparation for one long strip-mall all the way from Arcata to Eureka, or should I say Eureka to Arcata. Not having a building permit didn't stop Harvey Harper from building on agricultural

3

back roads and secondary highways instead of being funneled through the main highway with a row of businesses between thee and the scenery.

I am sorry to see little concern for bicyclists at a time when this mode of transportation is becoming more popular and more necessary. How about a path for walkers/runners and bicyclists parralell to the highway? At least there should be accomodations for safe bridge crossings if bridges are necessary. Thanks.

Sincerely, Carl L. Chatfield

Carl L. Chatfield

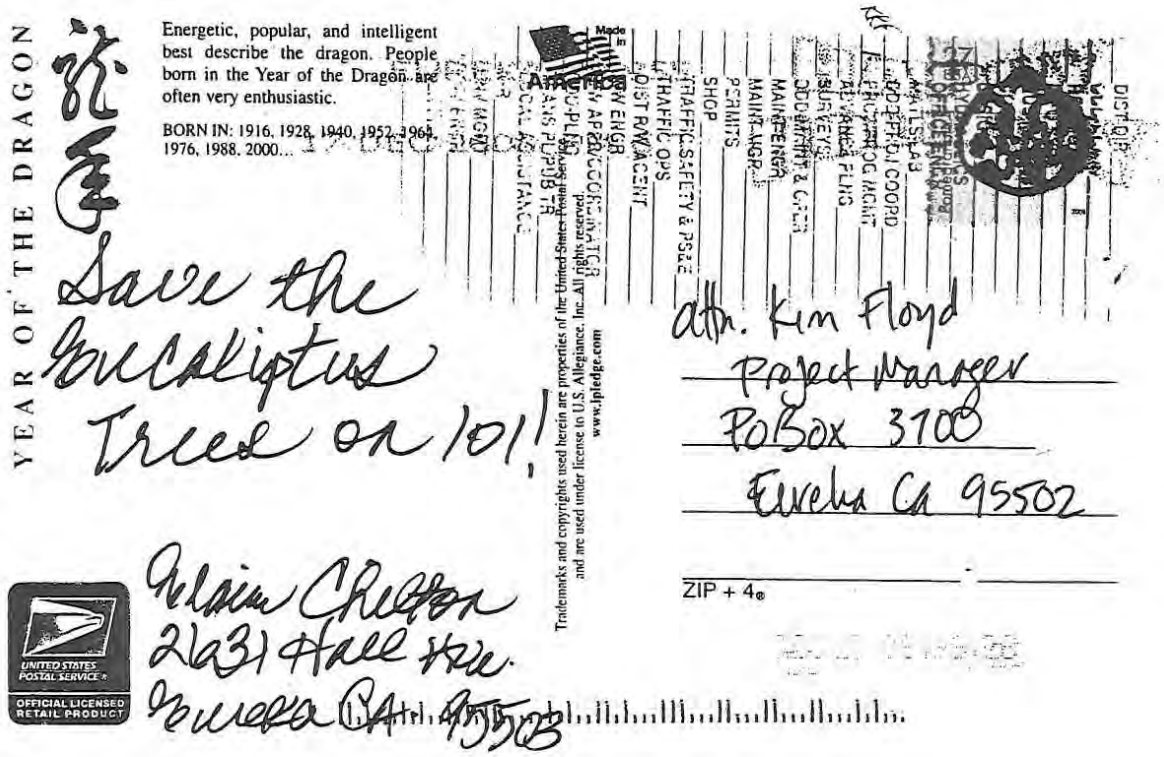
3

Responses to Carl L. Chatfield:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. The proposed project does not include proposing any new access to Route 101 and would thus not open up undeveloped land for development.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.



<u>Response to Elaine Chelton</u>:

See Group Response III-B-2 for a discussion of tree removal.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
DON CHRISTENSEN

ADDRESS	CITY	STATE	ZIP
2 WEST GRANT ST.	EUREKA	CA	95501

REPRESENTING (name of organization or agency)
MY PARADIGM OF REALITY

I would like to make the following comments:
DO NOT INCREASE THE SPEED LIMIT!

DIVERT FUNDING TO PUBLIC TRANSPORTATION

I USE THE CORRIDOR DAILY AND INTEND TO USE IT FOR BICYCLE TRANSPORTATION

NOTE: Please submit comments no later than September 28th, 2007

Responses to Don Christensen:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Please see Group Responses III-A-1 and 2 for a discussion of the posted speed limits.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Linda Christie

ADDRESS (home): 725 Crannell Rd — CITY: Trinidad — STATE: CA — ZIP: 95570

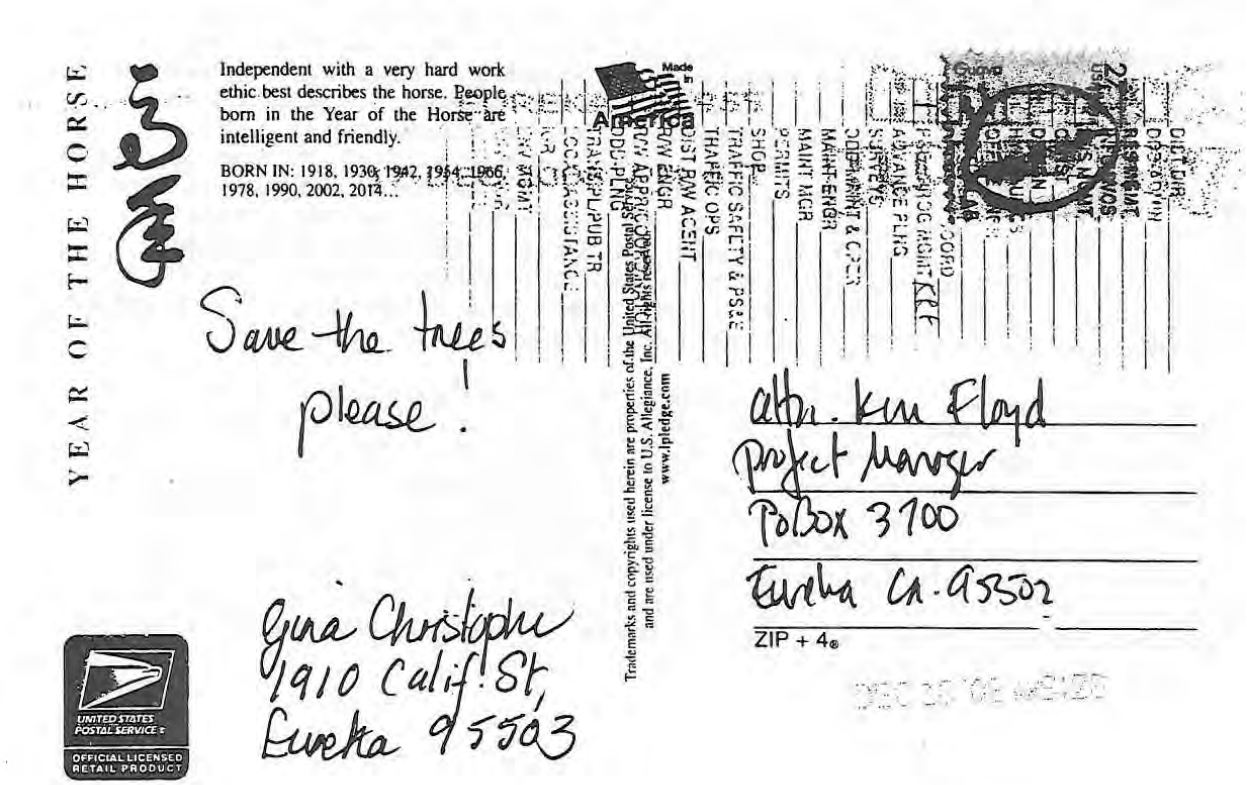
REPRESENTING (name of organizaion or agency):

I would like to make the following comments:
I support having stop lights at the Jacobs Ave. - Airport Road intersection. I also support having a overpass at ~~Indianola~~ Indianola Exchange

NOTE: Please submit comments no later than December 15, 2008

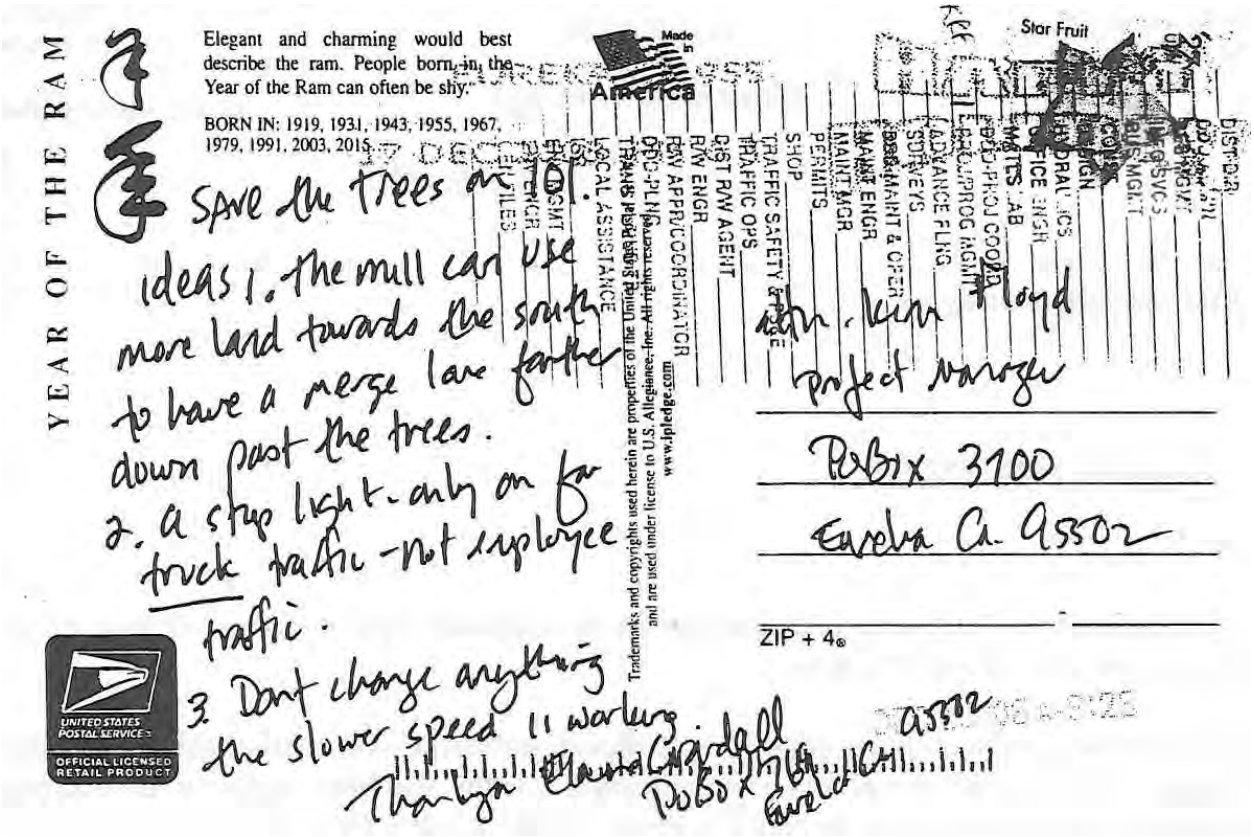
Response to Linda Christie:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at the intersection of Route 101 and Jacobs Avenue/Airport Road and allows both bicyclists and motor vehicles to cross or turn around at the proposed Indianola Cutoff interchange. Modified Alternative 3A has many of the advantages of Alternative 3, but would have less wetland impact and have less traffic queuing of southbound Route 101 at the Route 101/Airport Road intersection.



<u>Response to Gina Christopher</u>:

See Group Response III-B-2 for a discussion of tree removal.



Response to Elaine Ciridall:

The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. See Group Response III-B-2 for more discussion of tree removal.

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: George Clark

ADDRESS (home): 1091 Vista Drive
CITY: Eureka
STATE: CA
ZIP: 95503

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

Caltrans accident estimates are statistical, not actual. Only one fatality has occurred in the last 5 Years.

The City of Eureka has some of the highest Vehicle, Pedestrian and Cycling fatality rates in California. This is where traffic-Safety and Improvements to 101 are desperately needed!!

NOTE: Please submit comments **no later than December 15, 2008**

Response to George Clark:

Caltrans Traffic Safety unit works with the California Highway Patrol to collect and analyze collision data. At locations where there is higher than normal rate of collisions, an investigation is undertaken. In the case of the Route 101 Eureka – Arcata corridor, the Traffic Safety unit confirmed that a safety enhancement project is needed.

Caltrans regularly coordinates with the City of Eureka to investigate and improve traffic safety concerns on Routes 101 and 255 in Eureka. The City of Eureka maintains the non-state highways within Eureka.

James W. Clark
3438 I Street

Eureka, CA 95503
Phone: 707 445-8311

To Caltrans planners: I have studied the alternatives and the DEIR. While I find the installation of a signal as in alternative 1 reasonable, I see no rational supporting other "improvements". 1

The DEIR failed to include alternatives for reducing traffic in the corridor, such as coordinated buss service emphasizing commuter transportation needs. Not only would spending the funds on mass transit make the corridor safer, it would also reduce the production of Carbon dioxide. 2

As it is, it would take 90 minutes to go from my house in Eureka to Arcata by bus. This is not acceptable transportation. Caltrans should be investing our money in transportation, not just roads for cars.

Responses to James W. Clark:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised.

2. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Tahme Clark

ADDRESS 6493 Greenwood Hts. Drive CITY Kneeland STATE CA ZIP 95549

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Our salmon resource and other river habitat is so vitally important - there are so many other "earth friendly" way to get power - put your efforts there & free the river to go back to its natural state

Tahme Clark

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Tahme Clark</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised.

Patrick Cleary
695 Hunts Drive
McKinleyville CA 95536

To Caltrans planners:

I am writing to urge that a pedestrian/bicycle trail be incorporated into the final 101 Corridor plans. A trail would relieve congestion and make the highway significantly safer. Right now, I must see at least five bicyclists a day riding that corridor, which is definitely not safe.

A trail would also be a significant boom for the local economy in attracting more younger professionals to relocate to Eureka and Arcata. As someone deeply involved in economic development, I urge you to incorporate a trail now as the most cost-effective way to plan for the future.

Thank you.
Patrick Cleary
President, Lost Coast Communications.

Response to Patrick Cleary:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

SEPTEMBER 26, 2007

KIMBERLY FLOYD, "CALTRANS"
P. O. BOX 3700
EUREKA, CALIFORNIS

DEAR MRS.FLOYD:

I AM WRITING YOU CONCERNING THE SAFTY CORADOR BETWEEN HERE AND ARCATA. I FEEL THAT THE SIXTY MILLION THAT S PROPOSED TO BESPENT ON THIS PROJECT IS A WAST OF MY TAX DOLLARS. I THINK THAT MAYBE WIDENNG AND RESURFACING IS APPROPRIATE BUT IF THERE WAS A SPEED TRAP SET UP ONCE IN A WHILE OUT BY INDINOLA WITH RADAR THERE WOULD BE MONEY MADE AND PEOPLE WOULD DRVE SLOWER. I SET THE CRUZE AT FIFTY AND AM PASSED ALL THE TIME. THE TICKETS WOULD MORE THAN PAY FOR THE C.H.P. TIME AND MAKE A FEW DOLLARS. THE BUSINESSES WOULD NOT SUFFER BY CLOSEING THE MEDIAN AND ALL WOULD BE HAPPY.

THANK YOU

PERRY CLEVENGER
2236 "O" STREET
EUREKA, CALIF. 95501

<u>Responses to Perry Clevenger</u>:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would would enhance safety and provide long term roadway improvements.

3. Please see Group Responses I-C and III-A-3.

4. Many local businesses have expressed concern that closing the Route 101 medians would result in loss of convenient access which in turn would discourage customers. Modified

Alternative 3A includes a half signal at Airport Road and Route 101 as well as an interchange at Route 101 and Indianola Cutoff which in combination would substantially reduce out of direction travel. See Chapter 3 Traffic and Transportation of the Final EIR/S for more information.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: CORINNE COGGER ~~Arcata~~

ADDRESS: 1108 C st. Apt A | CITY: Arcata | STATE: CA | ZIP: 95521

REPRESENTING (name of organization or agency):

I would like to make the following comments:

Bicyclists need a place on the road. For the safety of everyone on the highway. There is a large bicycling community in our area, and they should be included in the plan

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Corrine Cogger</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Hearing — Tuesday, August 7th, 2007
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Natalia Collier

ADDRESS: 1595 Beverly Dr. CITY: Arcata STATE: CA ZIP: 95521

REPRESENTING (name of organization or agency):

I would like to make the following comments:

As a homeowner at the Indianola Cutoff, I do not want to see an offramp. This would result in an increased diversion of traffic to this rural area and low capacity roads as well as increased noise. The highway speed should stay at its current level. I do not need to spend millions of tax dollars to save 90 seconds of time between towns. It is safe as it is. 1 2 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Natalia Collier:

1. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Study (EIR/S), includes a proposed Route 101/Indianola Cutoff interchange. Any increase in traffic on Indianola Cutoff or Old Arcata Road from Route 101 after project construction would not be substantial. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S for more information.

2. The project need and purpose does not include building improvements for the purpose of raising the posted speed limit or upgrading the Route 101 expressway segment to a freeway. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. Please see Group Responses III-A-1 and 2 for more information.

3. Please see Group Response I-A.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME: Pam + Tom Cone
ADDRESS: 5100 Hwy 101 North (CITY) Eureka (STATE) CA (ZIP) 95503
SELF PO Box 752 Eka 95502 (Across from Simpson mill)
REPRESENTING (name of organization or agency):

I would like to make the following comments:

Our entrance was not considered to have a aceleration + De-aceleration lane. There will be cattle trucks + heavy equipment (Fish + Game) Entering + leaving our entrance. (Why were we not thought about?) I have lived at this address for 30 years and have noticed more traffic. Slowing the speed down has made all the difference. Don't understand what the need is to raise it back to 65 since that means most people will be going 70 (at least). It has been proven that speed kills + it doesn't take but a minute or two longer at 50 - 55.
As a society we need to slow down and enjoy the scenery and not be on such a fast track!
Cal Trans has a much bigger + important project (Broadway + 4th/5th sts). In the future that is the Danger zone!!! Not the 101 corridor. Please get your priorities in order + don't mess with something that is working ok – Pam Cone.

NOTE: Please submit comments no later than September 28th, 2007

Response to Pam and Tom Cone:

Please refer to Group Responses I-A and II-B regarding the need of the project and the long term deficiency of the Safety Corridor. Also please see Group Response III-A-1.

9-17-07

Terry R. Cook
PO Box 6015
Eureka, CA 95502

RE: Alternative #3 Eureka-Arcata Corridor Improvement Project

To all persons and agencies involved with the planning and decisions surrounding this project,

SAFETY IS PARAMOUNT!

I would like to thank all of you involved for the opportunity to effect positive change in our community for safer roads. My concern, along with the concern of many parents in Humboldt County, is for the safety of our children, including both current and future young adult drivers and passengers.

It is not a question of if one of our children will die in the "safety corridor," but when will the next fatality occur? The truth is, young drivers make mistakes, that's how they learn. If there is anything we can do to help prevent those first mistakes from being fatal ones, then we should have the duty and courage to preemptively make those changes.

Imagine a young driver at the Indianola stop sign, waiting to cross the HWY 101 "safety corridor" as he heads south on his way school in the morning. He waits patiently with persistence for an opening in traffic large enough to cross. He has been there before and has a good head knowledge of what a car looks like coming at him at 50 MPH. He waits a couple of minutes and sees a gap opening in the cars. He feels this is his best chance to cross. He steps on the accelerator and begins to cross. He looks left to find a truck that should have been going 50 MPH was actually going 65 MPH. The combination of the speed of the truck and his misjudgment of that speed puts him in a place where he does not want to be, but has no control to escape from. In a matter of only a few moments, lives are changed forever. The tragic loss of a child's life before their time is the fear of every parent. The effects of a child's death are widespread, touching parents,

brothers, sisters, friends, grandparents, aunts, and uncles ….members of this community, you and me.

I ask that you strongly consider alternative number three for this project. This alternative makes safety paramount and access reasonable. Traffic volumes are only going to increase in the future and unfortunately budgets for enforcement always seem to go down. If SAFETY is important to you, choose alternative three, a choice that saves our children's lives.

Best Regards,

Terry Cook

SAFETY IS PARAMOUNT

(par · a · mount)

-adjective

1. chief in importance or impact; supreme; preeminent: *a point of paramount significance.*

2. above others in rank or authority; superior in power or jurisdiction.

Response to Terry R. Cook:

Caltrans staff concur that public safety is the highest priority. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), includes the major features of Alternative 3. See Chapter 2 of the Final Environmental Impact Report/Statement for more information.

Just A Note

Nathan R. Copple, M.D.
225 Shirley Blvd
Arcata, CA 95521

9/23/07

MR. PARSONS,

I am writing to comment on the 101 Eureka - Arcata Safety Corridor "Improvements" that are proposed. As a regular cyclist on 101, I can assure ~~that~~ you that this will not improve things for bicyclists! I ride to work in McKinleyville once or twice a week (over the 101 N bridge over the Mad, but that's another story...), and the 65 MPH traffic is quite →

1

Just A Note p. 2

Nathan R. Copple, M.D.
225 Shirley Blvd
Arcata, CA 95521

intimidating. As you know, breaking distance increase exponentially with speed – the reduction to 50 MPH heading south is a huge improvement, from my perspective.

I do drive the safety corridor as well, and I am impressed with the improvements in safety that you achieved several years ago. I read that Draft EIR on-line, and I honestly don't see the point of "improving" it further. I don't need to go 65 (indeed, driving 50 for 8 miles improves my Prius's gas →

2

3

Nathan R. Copple, M.D.
225 Shirley Blvd
Arcata, CA 95521

p. 3

mileage considerably!)

Obviously, I believe the money you've proposed spending would go a long towards a ~~pth~~ bike path along Humboldt Bay. Please look to the future, when more people will need, and <u>want</u>, to bicycle or walk along the 101 corridor. (And when it's raining, I still love to ride, but to be fair a Bus Rapid Transit system would help with that.)

1

4

Think outside the box! Yours, Nathan Copple

NATHAN COPPLE, M.D.

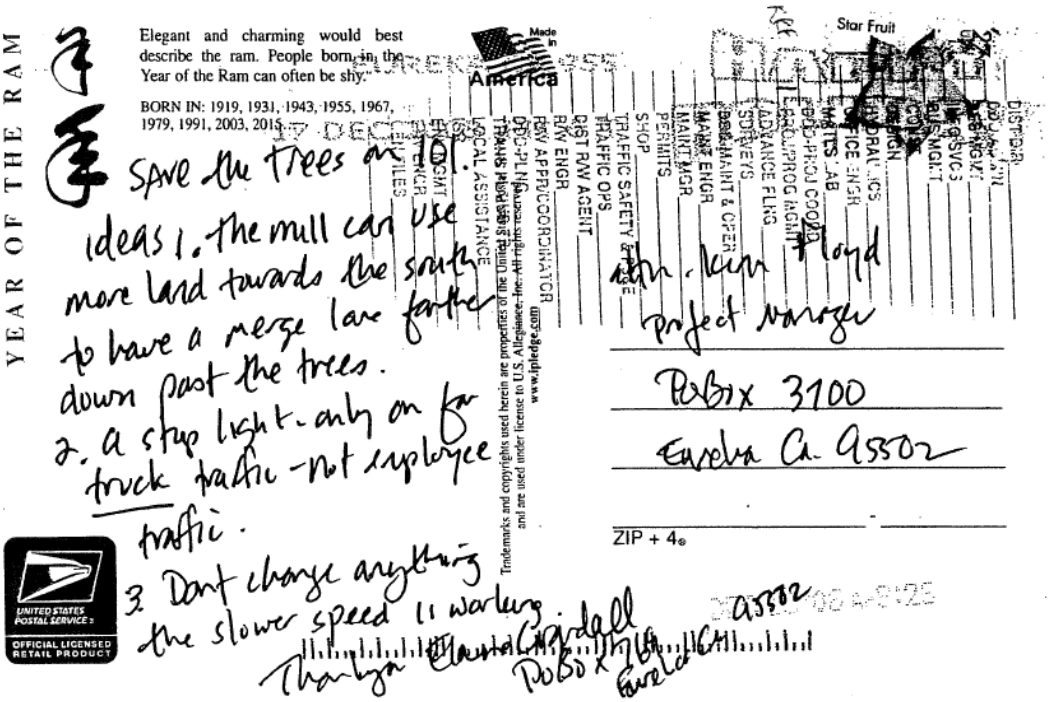
<u>Responses to Nathan R. Copple, MD</u>:

1. Since the Draft Environmental Impact Report/Statement was approved in 2007, the p project has been revised to address bicyclists' concerns. See Group Response I-D for m information as well as Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. See Group Response 1-A.

3. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. Please see Group Responses III-A-1 and 2 for more information.

4. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.


YEAR OF THE RAM

Elegant and charming would best describe the ram. People born in the Year of the Ram can often be shy.

BORN IN: 1919, 1931, 1943, 1955, 1967, 1979, 1991, 2003, 2015

Made in America

Star Fruit

Save the trees on 101.
ideas 1. the mull can use more land towards the south to have a merge lane farther down past the trees.
2. a stop light. only on for truck traffic - not employee traffic.
3. Don't change anything the slower speed is working.
Thanks Elaine Crandall PoBox 3100 Eureka Ca 95502

Attn. Ken Floyd
project manager
PoBox 3100
Eureka Ca. 95502

ZIP + 4

UNITED STATES POSTAL SERVICE
OFFICIAL LICENSED RETAIL PRODUCT

Trademarks and copyrights used herein are properties of the United States Postal Service and are used under license to U.S. Allegiance, Inc. All rights reserved. www.inpledge.com

Responses to Elaine Crandall:

1. For a discussion of eucalyptus tree removal, please see Group Response III-B-2.

2. For a discussion of signalization at locations other than Airport Road, please see Group Response II-C.

3. For a discussion of speed limits and freeway designation, see Group Response III-A-1. See Group Response I-A for a project need and purpose discussion.

Sean Crotty
Bayside Rd
Arcata, CA 95521

To Caltrans planners:

I am a commuter between arcata and eureka california. I work part time in the city and so I bike a couple days a week out along the corridor there. I have heard of the project plans to build an interchange and increase the speed of this segment of the freeway. I've also seen crews out there making some kind of measurements out on the side of the road while commuting. Friends have talked about how dangerous it is to ride on the freeway, especially in the 65 mph area, and frankly I agree. Riding in the 50 mph zone is relatively safe compared to other areas. I propose that safety of bikers, and pedestrian animals be taken into account in the proposed expansion. And I'd like to say that there isn't adequate transportation ways for non-car goers to get between eureka and arcata otherwise. 1

Even being the freeway, it is actually the safest route between the two towns. Out the samoa peninsula road is 45 mph and there is only a 1-2 foot space on the edge of the road for most of it, there is often fog out there as well, that is the road where I have had two near hits since I have been up here. The west route down old arcata road is nice near sunnybray and bayside suburbs, however it is extremely treacherous as one approaches eureka. There are some windy turns with the 1-2 foot concrete of space off the road. and a bridge is no extra space at all. You may see that drivers are more friendly and subdued up here, but not when pushed to share the road with cyclists, especially reacting quickly coming around a turn, there isn't enough space between biciclist and the cars for comfort.

So, riding on the 50 mph corridoor is something like riding in a bikelane on an expressway down south. Not the funest, but there is a good 4-6 feet in most places which is satisfactory for a biciclists comfort bubble. I have seen a deer was hit this last month there, they hang out around the creek sometimes, and I know a teacher from Humboldt State University was also hit this last month and died as well. There are often somewhat intoxicated people driving between the towns. Basically it is not the safest, and increasing the speed limit will make it much less safe, especially for biciclists. 2

Building up the road should include safe space for biciclists. Everytime I am out there during midday and evening, I see 2-4 other bikes and walkers also, so I am not the only one using it. 1 You may suggest just taking the bus. Often I do, however a bus can only take 3-4 bikes at a time and it is just about always full during the day. It was even full during the summer many times before school started, and sometimes drivers will let the bike in the passenger area other times not. At the interchanges the lineup really aren't lined up so far back as to obstruct traffic. Those drivers can complain about waiting but it is not that dangerous if they do. The stoplights at the beginning of the section make for holes in the traffic pretty well. 3 As it is, I wave at cars that are waiting to cross the intersection and they see me and wait for me to pass. 4 With an overchange they might be more in a rush and not think to look for a biciclist in a more driver friendly layout. 5 Also if you want to expand the road. I don't see why, it is always moving smoothly asside from labor day. but there are some areas where the road can't be expanded to easily and

it would be a shame in areas to kill those old big cypress and pines and eukalyptus, and to fill in that marshy drainage. Please keep in mind, if you see cattails, a lot of water passes through that area in the wet season. I hope those planners took a look at the place last winter so they can keep the water and fog in mind. 6

Thank you for your time. This is my perspective, that I would prefer the road stay the same until there is a safe way for cyclists to pass go too. I would rather not bike on a 65mph freeway or have to take the samoa route. Thank you, Sean C. 7

Response to Sean Crotty:

1. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2 for more information regarding the posted speed limits.

3. While it is true that the signal at V Street in Eureka creates traffic gaps, very often the gaps begin to decrease, especially after a mile, since motorists tend to travel at different speeds.

4. An interchange would actually enhance safety for all vehicles. With an interchange in place bicyclists would no longer need to cross acceleration and deceleration lanes and left turn movements would be eliminated.

5. While it is true the Route 101 traffic is usually free flowing, the roadway is proposed to be expanded at key locations to accommodate merging traffic. The proposed project will not expand vehicle carrying capacity.

6. The proposed project would not fill in any drainage ditches. Please see Group Response III-B-2.

7. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Haresh Dadlani

ADDRESS 1847 Peninsula Drive CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:
I would really like to see the bike lane corridor made so I wouldn't have to worry about get hit by a hit and run driver! Stand up to NCRA!! Tell NCRA to stop being shady and comprise with community for a Eureka/Arcata Bike Lane Corridor, Go Planning Department!!

NOTE: Please submit comments no later than September 28th, 2007

Response to Haresh Dadlani:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Kim Floyd
Project Manager
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Re: EUREKA-ARCATA ROUTE 101 CORRIDOR IMPROVEMENT PROJECT

Dear Ms. Floyd,

I just finished reading the letter sent to you from Humboldt Bay Bicycle Commuter Association. I would like to echo their exact sentiments. At a time when alternative transportation needs better representation, it seems both proposed plans will effectively kill any notion that bicycle commuting between Arcata and Eureka is an option for just about anybody.

I find it highly unacceptable that CalTrans has not seriously considered cyclists in this process. I too can endorse no alternative but the no-build alternative.

Timothy Daniels
President, Bigfoot Bicycle Club
Humboldt County, CA

Responses to Timothy Daniels:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2 for more information regarding the posted speed limits.

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Ben Davis

ADDRESS 1667 Old Arcata CITY Bayside STATE CA ZIP 95524

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I believe that increasing the speed of the corridor is an unwise decision and the money used to build an overpass could be better spent on an alternative.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Ben Davis:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of the posted speed limits, see Group Responses III-A-1 and 2.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

12-19-08

Kim Floyd, Project Manager:
My opinion regarding the safety section of 101 between Eureka & Arcata is — leave it alone! It is working the way it is. Save the expense! As for the trees — same. They are beautiful.

Edith Davis
67 Sunshine Way
Eureka, CA
95503

12-22-08

PLEASE LEAVE THE LIFE THEY ARE

THANK YOU

Responses to Edith Davis:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

See Group Response III-B-2 for a discussion of tree removal.

John DeBoice
<h2obear@suddenlink.net>
12/15/2008 01:36 PM

To Kim_Floyd@dot.ca.gov
cc
Subject Highway 101 - Eureka/Arcata Corridor

I do not feel that any improvements are needed to that section. I commute daily from Arcata to Eureka and I actually enjoy driving it at 50 instead of 65, or being pushed by someone who wants to go 75. At 50 one can enjoy the views of the bay, pastures, hills and eucalyptus trees. No changes are needed and spending millions to fix something that is not broken when the state is all but bankrupt is ridiculous.

In summary - it's not broken - don't fix it.

John DeBoice
300 Bayside Road
Arcata

Responses to John DeBoice:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would enhance safety and provide long term roadway improvements that would benefit all transit modes.

2285 School St.
Fortuna, CA 95540
September 6, 2007

Mr. Rod Parsons
California Dept of Transportation
P.O. Box 3700
Eureka, CA 95502

Ref: Eureka/Arcata "Safety Corridor" Project

Dear Mr. Parsons:

Please add an alternative to consider in your evaluation of the above project, namely the "**NO ACTION ALTERNATIVE.** This would evaluate the effects of leaving in place the 50 mph safety corridor you established some time back.

In my opinion, this safety corridor has effectively corrected the hazardous condition that previously existed. I feel this is the best alternative for this stretch of Highway 101, both from a safety and economic basis. The businesses that will be negatively impacted adjacent to this corridor from any of the three alternatives you have put forth deserve to have a "no action alternative" evaluated, and hopefully implemented. I feel the existing safety corridor can handle any increase in traffic in the coming decades. The only negative impact I can foresee is the 2-3 extra minutes it takes for travelers to traverse this safety corridor. Our lives are not that "busy" that we can't afford to incur an additional 3 minutes of travel time.

Sincerely,

Ernie DeGraff

ERNIE DEGRAFF
725-0451

Response to Ernie DeGraff:

Alternative 7, the No Build Alternative is the No Action Alternative and is fully evaluated in the Environmental Impact Report/Statement (EIR/S). However, this alternative would not meet the project need and purpose. Please see Group Responses 1-A and II-B.

Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, is needed to enhance safety and provide long term roadway improvements that would benefit all travel modes.

Catherine DeSantis
17 S. G Street
Arcata, CA 95521
Phone: 707-616-5726

To Caltrans planners:

I am dismayed that you are planning to increase the speed limit to 65 MPH on the 101 corridor. Please be sure to review the stats and note how many fewer accidents there have been since the limit was dropped to 50 MPH. 1 2

Not only is motorists safety positively impacted by the lower speed limit, but there are fewer opportunities for bicyclists to get hurt.

Regardless, I refuse to ride my bike on the 101. I commute in my car daily from south G street to my office in Eureka on 7th and K. It is nearly a straight shot, and I am a fit and able person. However, I am also a mother and will not risk making my daughter an orphan because the corridor is not safe. Please consdier using some of your funding to create a bicycle and foot path from Arcata to Eureka. Please do not be tempted by short sightedness.....we need to be able to safely commute back and forth. Fossile fuels and on the decline and our community does not pay its workers enough to continue using gas to get back and forth. I WANT TO RIDE MY BIKE TO WORK. WILL YOU HELP MAKE THIS POSSIBLE FOR ME AND FOR FUTURE GENERATIONS. 3

Response to Catherine DeSantis:

1. Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2 for more information. Please refer to Group Response I-A regarding the Safety Corridor.

3. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME

Ms. Linda Doerflinger
1840 Sandpiper Ln., Apt. 128
McKinleyville, CA 95519-8246
WWW.HRW.ORG

ADDRESS (home) — STATE — ZIP

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

As professional looking as the presentation was, it was equally confusing. I found it very difficult to discern the differences in the various ~~opt~~ alternatives. I was shocked to not see more planning for bicyclists, as this was one of the biggest issues that came from the last discussion of changes on the corridor. Your plan of increasing the edge of the road from 8' to 10' is an offensive attempted at appeasement - after all the speed limit is increasing & traffic will always increase. You said nothing about water levels rising

NOTE: Please submit comments no later than December 15, 2008

1

2

3

4

Responses to Linda Doerflinger:

1. Caltrans staff regrets any unintended confusion at the open house. Caltrans staff planned to hold an open house with sufficient number of staff available to explain the two modified alternatives and answer questions regarding a very complex project. The informational hand out provided at the open house included contact information for follow up questions after the meeting.

2. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

The proposal to increase the posted speed limit after project construction has been dropped: see Group Response III-A-1 for more information.

3. Caltrans staff regrets that the re-striping for additional shoulder is perceived as "an offensive attempt at appeasement." Even though Caltrans received numerous public requests for a separated non-motorized trail added to the project or built instead of the proposed project, Caltrans is constrained by the project need and purpose to enhance safety and provide long term roadway improvements for all transit modes on the Route 101 roadway. Providing a wider shoulder was intended to enhance bicyclist safety within the context of the proposed project and not a substitute for a fully separated trail. Constructing a new, separate trail would be a major undertaking far beyond the scope of the proposed project, however the proposed project would be compatible with future trail development a separate future bay trail is now California Coastal Commission condition for project Federal Coastal Consistency certification. For a detailed

discussion of why a separate trail is not part of the proposed project and other discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. See Chapter 4 of the Final EIR/S for an expanded discussion of sea level rise.

Ms. Linda Doerflinger
1840 Sandpiper Ln., Apt. 128
McKinleyville, CA 95519-8246

December 13, 2008

To: Kim Floyd
Project Manager
PO Box 3700
Eureka CA 95502

I attended the Caltrans presentation at the Wharfinger Building 12/3. I will briefly note my comments, as I am short on time and don't wish to struggle over complete sentences and perfect grammar:

1) I am not pleased with any of the alternatives. But, honestly, at the presentation, it was very difficult to discern exactly what the three alternatives were. I understand not wishing to get involved with community comments until the community knows what to comment on, but on such a complicated set of alternatives, with sub-alternatives, it seemed rather rude to expect a crowded room of people to decipher all that was there. 1

2) I was shocked at the lack of consideration for bicycle use. I am sure you are hearing from many bicycle commuters, so I need not take my time to repeat all that is wrong with all of the plans. It seems totally egregious to have taken a very poor situation and made it worse. (The Safety Officer from Caltrans who was on the panel at the Community Forum to Promote Safety for Cyclists confirmed that your current proposals do nothing to improve safety for bicyclists and may indeed make it worse). This fact alone should disqualify all of the alternatives. 2

3) Some of the businesses on Hwy. 101 are there because they have been there a long time. They can also move. A county does not necessarily build their road systems to accommodate all existing businesses and residences. Some of those businesses the county allowed over serious objections by the community; the county is responsible and should help to mediate changes. 3

4) I am strongly opposed to a signal at the airport. 4

5) I know you are asked this hundreds of times, but why not change the designation of the road and keep the speed limit low and do little to nothing. If Bracut or Mid City Motors or Carl Johnsons would like safer exits and entrances, hey, let them move. Or, perhaps, they will just have to move, for the safety of the community. 2, 3

Sincerely,

Linda Doerflinger

Linda

Responses to Linda Doerflinger:

1. Caltrans staff regrets any unintended confusion at the open house. Caltrans staff planned to hold an open house with sufficient number of staff available to explain the two modified alternatives and answer questions regarding a very complex project. The informational hand out provided at the open house included contact information for follow up questions after the meeting.

2. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D for more information. The proposal to increase the posted speed limit after project construction has been dropped: see Group Responses III-A-1 and 2 for more information.
3. See Group Response III-B-1.

4. Comment noted. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a half signal instead of a partial signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. The half signal would benefit both businesses and the residents along Jacobs Avenue.

jean doran
1271 c st
arcata, ca--95521
Phone: 707 822 3151HSU

To Caltrans planners:
55 mile per hour with monitoring leads to a Safety Corridor.
T c onvert to a freeway is not only expensive but unproductive
somewhere we need a place for walkers and bicycles

Response to Jean Doran:

The proposed project would not convert the existing expressway segment of Route 101 between the Eureka Slough Bridges and Jacoby Creek to a freeway. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information. For a discussion of the Safety Corridor please refer to Chapter 2 of the Final Environmental Impact Report/Study and Group Responses I-A and II-B.

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public project planning initiation. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements and the separate future bay trail required as a condition by the California Coastal Commission for project Federal Coastal Consistency certification, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Haig Dradoarian

ADDRESS 3490 LK Wood Blvd Apt. F

CITY Arcata

STATE CA

ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

We need (cyclist-bicyclist) a safe route; a direct route from Eureka to Arcata.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Haig Dradoarian</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Margaret Draper, Attorney at Law
pob 176
Bayside

To Caltrans planners:

USEAGE
I and my family use this road frequently, to commute, and to visit parents residing in Fortuna. We live in Arcata. Often in winter, when there is flooding at Hookton Road, I wonder what would happen to the community if 101 was blocked, and I am grateful that it exists. So thanks for considering how to improve it.

My main concern is that the corridor remain viable as well as safe, and my comments include a perspective that may seem outside the scope of the Corridor Project. However, my concern directly relates to this EIR. Attorney General has required planners to consider global warming in all general plans - indeed, the AG is litigating when counties do not. It is thus appropriate for Cal-Trans to consider global warming in every alternative relating to this project as much as it is necessary for County Planners to consider it in discussing transportation between Eureka and Arcata. 1

SPEED LIMIT
Having driven this stretch of road for 15 years, I can say that it is very driveable at 50 mph. Drivers in the left lane can be encouraged to keep to the left and not pull over to allow speed demons access to the left lane. While many people forget this, the fact is that the 1970s, the speed limit NATIONWIDE was 55 miles per hour. Everyone was limited to 55 mph, and the world did not come to a halt. The nation saved gas. People drove slower. Obviously, in order to save gas and prevent war and inflation, this should be the national mph limit now - in that case, the speed would be only 5 miles less than a sensible speed limit. Caltrans should be promoting this concept for safety and many other reasons. 2

AMEND "NO ACTION" ALTERNATIVE
For those who say that the traffic on section of road in question will inevitably will speed up, the answer is clear: paying for Highway Patrol policing in addition to the recommendations of the "no action" alternative is much cheaper for the state, and more environmentally responsible, than any alternative mentioned in the document currently. 3

USE MONEY FOR FLOODING STUDY ON 101
Fifty million dollars is a lot of money, that could be better spent on studies regarding what to do with HWY 101 in California when sea levels rise due to global warming. Scientists have stated that regardless of steps the world takes, some sea level rise is inevitable. Putting our scarce state financial resources toward dealing with that issue IMMEDIATELY is much more critical than what is in this proposal. Indeed, such a study may moot the entire EIR at hand, because the findings could well reveal that entire stretch of 101 is likely to be underwater soon - the question is how soon. 1

FURTHER ADDITION TO THE "NO ACTION" ALTERNATIVE

In the mean time, along with more patrolling, a cost effective addition to the "no-action" alternative that would not cost an arm and a leg would be to provide safe bike/ alternative non-motorized connections between Arcata, Eureka, and Indianola. This will cut down traffic, provide recreation, and be a net benefit to the community. Along with allocated money for Highway Patrol presence (which will probably pay for itself with tickets), such an alternative would cost effective, provide a traffic reducing benefit, and free up dollars for truly important studies. 4

ALL CURRENT ALTERNATIVES ARE INADEQUATE

I recommend that Cal-Trans go back to the drawing boards to revamp the EIR, and include the provisions mentioned above. 5

IDENTIFY SCOPE OF FLOODING STUDY RE HWY 101 IN HUMBOLDT

The danger to CA highway infrastructure from coastal flooding is critical, and planning is way overdue. If I am mistaken and planning is already underway, do please direct me to that effort, and do publicize solutions and alternatives for this area. Flooding of 101 is of grave consequence to Humboldt County. If no current planning process is underway, I recommend that all spending on the current EIR be directed toward this higher priority. 6

Thanks for considering these comments.

Respectfully,

Margaret Draper

Response to Margaret Draper:

1. Chapter 4 of the Final Environmental Impact Report/Statement has been revised to address both sea level rise and climate change.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

3. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B. See Group Response III-A-3 for a discussion of enhanced traffic enforcement.

4. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements and the separate future bay trail required as a condition by the California Coastal Commission for project Federal Coastal Consistency certification, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

5. Since 1999, Caltrans staff has worked with other public agencies have been continuously weighing public comments, revising and adding alternatives to address public concerns while meeting the project need and purpose to enhance safety and construct long term roadway maintenance.

6. Both current flooding concerns as well as long term sea level rise flooding concerns are continually being evaluated. Please refer to Chapter 4 of the Final EIR/S, which includes revised and updated discussion of sea level rise and planning.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Barbara Duncan

ADDRESS (home): 1224 F St. #B
CITY: Eureka
STATE: CA
ZIP: 95501

REPRESENTING (name of organizaion or agency): The Farm Store

I would like to make the following comments:

I support the option to have a traffic light at the intersection at Jacobs Ave.

NOTE: Please submit comments no later than December 15, 2008

Response to Barbara Duncan:

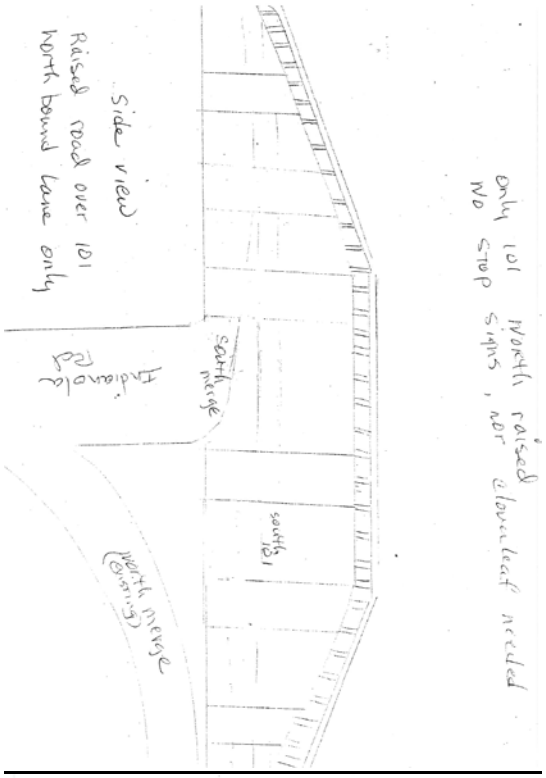
Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at the intersection of Route 101 and Jacobs Avenue/Airport Road and allows both bicyclists and motor vehicles to cross or turn around at the proposed Indianola Cutoff interchange. Modified Alternative 3A has many of the advantages of Alternative 3, but would have less wetland impact and have less traffic queuing of southbound Route 101 at the Route 101/Airport Road intersection.

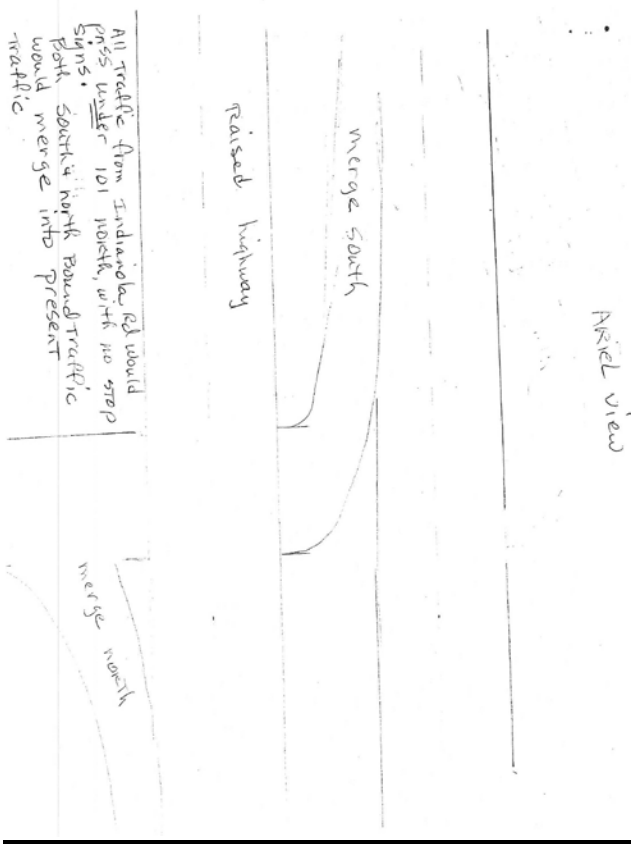
Kim Floyd and the General public.
The attached diagram is my veiw on how to solve the problems at the Indianola Rd. and Highway 101 intersection and highway 101 and Highway 36.
These intersections could be solved at a fraction of the cost,rather than the 30 to 40 million dollars now estimated.
A raised roadway on the north bound lanes would provide for traffic coming off of Indianola or Highway 36,to pass under the roadway,with no stop signs.
Seems very simple and a lot less expensive.
I hope Cal Trans takes this into consideration.
Thank you,Caltrans for reducing the speed limit to 50 miles per hour in the safety corridor,it has saved lives!
Bill Durbin
2280 Grace Ave
McKinleyville, CA 95519
Bill Durbin

Response to Bill Durbin:

Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement and includes a new interchange, would cost approximately $46 million. This alternative also includes long term improvements such as replacing the southbound Jacoby Creek Bridge.

Caltrans staff considered a raised northbound lane interchange design as an alternative to a full interchange design. The raised northbound lane interchange alternative described above would be less costly to construct. However, this segment of Route 101 has a high traffic volume and turning movements from the left lane does not meet driver expectation and requires weaving traffic to accelerate and decelerate from the left lane, which is typically considered the passing or through lane. Providing the conventional compact diamond interchange separates stopped turning vehicles from the through traffic lanes, where left turn movements from the southbound lanes would stop stopped or slow moving vehicles would be in conflict with errant vehicles from the through lanes.


Only 101 North raised
No stop signs, nor cloverleaf needed
South 101
South merge
Indianola Rd
North merge (Ramps)
Side view
Raised road over 101
North bound lane only


Ariel view
Merge South
Raised highway
All traffic from Indianola Rd would pass under 101 north, with no stop signs. Both south & north bound traffic would merge into present traffic
Merge north

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Will Dvorak

ADDRESS (home): 1525 McFarlan St. CITY: Eureka STATE: CA ZIP: 95501

REPRESENTING (name of organizaion or agency): Common Sense

I would like to make the following comments:

1. The Sea level will rise.
   A. If you build interchanges they will be inundated and more tax $ will be spent to fix all the infrastructure. 1
2. Solution: Raise roadbeds and build roundabouts at intersections. 2
   A. Easy to maintain and will eliminate T-bone collisions
   B. Can be ~~[illegible]~~ Landscaped attractively.

NOTE: Please submit comments no later than December 15, 2008

Responses to Will Dvorak:

1. Please refer to Chapter 4 of the Final Environmental Impact Report/Statement for a discussion of sea level rise.

2. Raising the Route 101 roadbed and constructing roundabouts would require constructing extensive fill slopes and fill a much larger area of wetland than the proposed project.

Robert East
PO Box 32
Fields Landing, CA 95537

September 27, 2007

Kim Floyd, Project Manager
Caltrans
PO Box 3700
Eureka, CA 95502

Dear Ms. Floyd,

I am writing to share my opinion on the Eureka Arcata Safety Corridor. I believe that to prevent traffic collisions, something must be done. Many drivers ignore the 50 mile per hour speed limit. I think leaving things as they are will eventually lead to more accidents and deaths. 1

I support closing the medians and building an interchange at Indianola. I also like the idea of a signal at Airport Road, but I think the interchange is the most important part of the plan. 2

It angers me to think a group of HSU students who may or may not even live in the area in five years are doing their best to scuttle these plans when doing so will bring them no closer to a bay trail. I am a cyclist myself. I would love to see a trail around the bay. But a safer highway is more important. 3

Thank you for considering my opinion.

Sincerely,

Robert East

Responses to Robert East:

1. See Group Responses III-A-1 and 2.

2. Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S) includes a half signal at Airport Road and Route 101.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Annie Elfing

ADDRESS | CITY Arcata | STATE CA | ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Anything we can do to encourage using transportation that lessens pollution is worth it! Biking is better for the world & our bodies!

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Annie Elfing</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Elias Elias
141 G Street
95521

To Caltrans planners:

Please make room for bike commuters. State departments of transportation are doing it all over the country.

Response to Elias Elias:

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Jud Ellinwood
1426 Eighth St.
Eureka, CA 95501
p/f: 707-444-8903

September 14, 2007

Ms. Stephanie Coleman, Chief
Environmental Branch E-1
California Department of Transportation
PO Box 3700
Eureka, CA 95502

SUBJECT: EUREKA-ARCATA CORRIDOR IMPROVEMENT PROJECT DEIR

Dear Ms. Coleman:

My wife and I have resided in Eureka for close to twenty years. Job and family obligations require us to commute between Eureka and Arcata on a daily basis. We have studied CalTrans' Eureka Arcata Corridor Improvement Project proposed options, and based on our experience believe the best option is "No Action". In our opinion, the folks who say "if it isn't broken, don't fix it" have got it right. The safety problem has been resolved; using the proposed funding to make the drive between the two towns a minute faster can only be described as an irresponsible use of taxpayer's money. 1

The funding required to build the modifications proposed in the other options should be allocated to building a Arcata to Eureka bicycle and pedestrian trail, improving the Highway 299 Buckhorn Summit grade and eliminating the Highway 101 bottlenecks at Richardson's Grove and Confusion Hill - these are priorities that address real transportation needs. 2

Alternatives #1,2 and 3 simply make no sense given the success of the current safety corridor measures and the transportation priorities of our county.

Sincerely,

Jud Ellinwood and Anda Webb

Jud Ellinwood and Anda Webb

<u>Responses to Jud Ellinwood and Anda Webb</u>:

1. See Group Response I-A.

2. Separate funding has been programmed for Buckhorn Summit, Confusion Hill, and Richardson Grove. See Group Response II-H regarding a bicycle trail improvement.

Kimberly Floyd
CALTRANS
Post Office Box 3700
Eureka, California 95502-3700

Dear Ms. Floyd,

I am writing to express my concern regarding the 3 options for modification of the US-101 corridor between Arcata and Eureka:

- Median closure will route traffic to Old Arcata Road and Bayside increasing the chances of collisions and pedestrian/cyclist impacts. 1
- Additional miles traveled to navagate around the entrance and exit closures will add significantly to the exhaust and rubber emissions around the wetlands and bay as well as add fuel costs to commuters.
- Economic impact to the businesses along US-101 from Jacobs Avenue to Bracut will be huge. Customer traffic now using those businesses will be presented with barriers and confusing routes to entry. 2
- Funding for this project would be much better spent on increased enforcement of speed limits and maintaining the existing Corridor. Upgrades to other highway systems feeding into Humboldt County from points north, south and east are also candidates for these funds. 3

The US-101 Corridor between Arcata and Eureka is working well. Collisions and deaths have been reduced, and as a frequent cyclist, reduced speeds have made cycling along the Corridor comfortable. The problems perceived by CALTRANS are not shared by me or the folks I speak to and work with daily.

Sincerely
Chuck Ellsworth
Chuck Ellsworth
1826 Second Street
Eureka, CA 95501-0707
707-443-4747

Responses to Chuck Ellsworth:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal at the Route 101/Airport Road intersection as well as a proposed Route 101 interchange at Indianola Cutoff. The half signal and interchange would minimize out of direction travel on Old Arcata Road. Old Arcata Road has speed bumps and a reduced speed limit north of Bayside which would discourage drivers seeking to save time.

2. Modified Alternative 3A was suggested by some business owners within the Route 101 corridor. Most businesses would be able to take advantage of the proposed interchange and half signal.

3. See Group Response I-A.

California Department of Transportation (Caltrans)
Humboldt County Fair — August 9th - 19th, 2007
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Faye Emad

ADDRESS: PO Box 795 — CITY: Bayside — STATE: CA — ZIP: 95524

REPRESENTING (name of organization or agency): Hi Kim :)

I would like to make the following comments:

I realize this is late; however, thought I'd put my two cents in – 1

Slow down traffic & IN FORCE the speed limit – 2

Save some money! 3

Do not close Bayside Cutoff. :)

NOTE: Please submit comments no later than September 28th, 2007

Responses to Faye Emad:

1. See Group Response III-A-1.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

3. If one or more Route 101 medians are closed, the result would be creating more demand to use the remaining open medians such as Bayside Cutoff: this would in turn result in degradation of traffic operations potentially safety at Bayside Cutoff. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. For more information, see Group Response III-A-4.

"Mimimouche"
<mimimouche@att.net>
10/02/2007 09:19 AM
Please respond to
<mimimouche@att.net>

To "Kim Floyd" <kim.floyd@dot.ca.gov>
cc
Subject Input re 101 @ Indianola

Hi, Kim!

I sent in one of those little postcards, LATE. I don't know if you can use it or not, but I did want to follow-up and let you know about the concerns that many of us out here off of Myrtle Avenue/Old Arcata Road have about an overpass at Indianola & 101 as well as closing the Bayside Cutoff. Most likely you will have all these points **more** than covered by the various cards you received on time. Please forgive me if I ramble a bit! ☺

Our concerns range from the dangers faced by bicyclists (especially) on 101 (Harvey Kelsey being the latest victim) and the dangers of exposing Old Arcata Road to the increased traffic on Old Arcata Road, if the Bayside Cutoff is closed. Moving bicyclists to the Old Arcata / Mrytle Ave route is not a possibility, since only the most On-the-Edge bicyclists would think to take that route north or south! 1

For those of us with friends (and relatives) that travel to and from Eureka / Arcata by bike, the slowed traffic (50mph) between Eureka & the Bayside Cutoff has been a blessing, and while not optimal from a safety point of view, it at least **decreases** the chance of running the bicyclists off the road, killing or maiming them. Especially, when there seems to be little to no progress in giving bicyclists/foot traffic any reasonable alternatives (trails) in commuting between the two cities. 2

In my opinion, keeping the highway at 50mph is MORE than adequate (under ANY circumstances) for ALL of us that travel that stretch on a regular basis, just as a common sense rate of speed! With the Harper Motors, Bracut Center on the bay and the KOA exit on the east side of the Hwy, in my wildest dreams I can't imagine **how** those exits can be improved to the point that 65mph traffic will afford any modicum of safety for exit or entrance or how an overpass at Indianola Cut-off would improve safety at these sections.

Getting rid of Bayside Cutoff will negatively impact traffic on the Old Arcata Road, which is already dangerous enough for motorists, bicyclists and foot traffic without increased vehicular load!!

Currently, the on-going MAJOR danger (in my opinion) remains the cross-over traffic at both Indianola and at Bayside Cut-offs; however, Slowed Traffic has definitely helped and the warning signs (which were LONG overdue) have been a blessing! If only there were enough Highway Patrol officers to effectively **INFORCE** the speed limit AND keep an eye on those two intersections, pulling over folks that **do not understand** how to safely cross Hyw 101 as they exit (pull across the path of cross-over traffic entering from Bayside and Indianola and cutting-off vehicles from completing the ingress onto 101). 3

Having Controlled Traffic Lights along the entire 101 stretch might not be practical for reasons I don't understand (?). From my simplistic point of view, **everyone** can just slow down, smell-the-roses and back-up into Eureka & Arcata. If they come to a stand-still, there is less chance they can run anyone off the road and crossing over Hwy 101would be a piece-of-cake! ☺ Those of us that do not have a need to be part of the rush-hour commute can learn to NOT to venture out during peak hours or Pay the Price. ☺ 4

If overpasses could be installed at Bayside Cut-off, Bracut/KOA & Harpers exits, as well as at Indianola Cutoff AND there was a bike/walking trail between the two cities installed, I would be all for overpasses! As it is, I think a stop-light at Jacobs is a great beginning! Anything to SLOW traffic is GOOD, for all types of traffic, with or without an overpass ANYWHERE on this stretch! I don't want to EVER see the speed limit on 101go back to 65mph without off hwy bike/walking trails and without SEVERAL overpasses to keep increased traffic off of Old Arcata Road. 5

Thanks for reading all this, Kim!! ☺

Faye Emad

Responses to Faye Emad:

1. If one or more Route 101 medians are closed, the result would be creating more demand to use the remaining open medians such as Bayside Cutoff: this would in turn result in degradation of traffic operations potentially safety at Bayside Cutoff. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. For more information, see Group Response III-A-4.

Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. See Group Response III-A-1.

3. See Group Response I-C.

4. See Group Response II-C.

5. Modified Alternative 3A includes a half signal at Route 101 and Airport Road/Jacobs Avenue.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 – Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME
Jeremy Endsley 1323 Sunset Ave Unit B Arcata CA 95521
ADDRESS CITY STATE ZIP

Myself
REPRESENTING (name of organization or agency)

I would like to make the following comments:
I am in favor of more alternative transportation emphasis in these plans. Other cities, such as Sacramento and Davis, both have extensive bicycle access and connectivity. It can only help Arcata and Eureka to have bike infrastructure because it improves the enjoyment of citizens, thus improving the local economy in the long term. Bike lanes don't stop cars or trucks from having ample access.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Jeremy Endsley</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
EAMON ENGBER Trinidad CA 95570
ADDRESS CITY STATE ZIP

REPRESENTING (name of organization or agency)

I would like to make the following comments:
I am not in support of the 101 Eureka-Arcata Corridor Improvement Project without the addition of bicycle lanes/seperate multi-use trail. I see the project reducing bicyclists safety and increasing fuel consumption by motorists through increased speed limits.
A multi-use trail between the two cities should be a priority.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Eaman Engber:

See Group Responses III-A-1 and 2 regarding the posted speed limits.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Robert Hugh Escher
Box 242
Blocksburg, CA 95514
Phone: 707-223-2115

To Caltrans planners:

I am very disappointed to see that Caltrans is considering such an expensive project along 101 between Eureka and Arcata that does not include any provision for bicycle facilities, but instead is designed to restore the speed to 65mph.

I really think you should reconsider the project to include bike facilities, while keeping the speed at 55 mph which saves gas and lives.

In this time of dwindling oil supplies and the fact that many people want to ride bikes between Arcata and Eureka to save gas, get excercise, and protect our environment, a project to increase speed while not encouraging bicycle use would be a great mistake.

Thank you for considering my comments.

Robert Escher
Director of Sales
Carlson Wireless Technologies

Response to Robert Escher:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

See Group Responses III-A-1 and 2 regarding the posted speed limits.

RE: CALTRANS PROPOSALS FOR 101 ARCATA-EUREKA CORRIDOR

While the Caltrans open house held at Wharfinger on Wednesday displayed additional options to improve vehicle safety on the Eureka-Arcata 101 corridor, the only attention paid to the needs and safety of bicyclists was five words on an "impacts" matrix. 1

It gets worse. One of the proposals touted by Caltrans calls for Eureka-bound traffic from Indianola to turn right out of Indianola and to do a U-turn into the southbound lanes after a few hundred feet. Did anyone at Caltrans consider how dangerous this "solution" would be for bicyclists, having to not just cross, but now to move along with, fast Arcata-bound traffic to get to the median? Please, Caltrans, what were you thinking? We're vulnerable, we don't have the safety cage of a steel automobile around us! 2

If Caltrans is interested in *comprehensively* addressing safety issues on the 101 corridor, it would take bicyclists into account, starting with research to find out just how many of us would ride regularly between Eureka and Arcata if we could do so safely. At the very least, Caltrans could use their clout and take the lead in pressing the North Coast Railroad Authority to relinquish its stranglehold on the railroad right-of-way and support a rail-to-trail proposal. Caltrans has everything to gain—they get bikes off their dangerous 101 shoulders, and reduce automobile traffic as at least a few folks get out of their cars and onto their bikes for the Eureka-Arcata commute. 3

Meanwhile, we cyclists look helplessly on as improvements estimated up to $62 million are bandied around: improvements for drivers, that is, and nothing (or worse) for cyclists. 4

Barry Evans, P.E.
217 2nd Street, Eureka 95501
476 8317
barryevans9@yahoo.com

<u>Responses to Barry Evans, P.E.</u>:

1. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. See Group Response I-D for more information. The proposal to increase the posted speed limit after project construction has been dropped: see Group Response III-A-1 for more information.

2. Alternative 1A was designed in response to requests for an alternative to an interchange. Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

3. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H.

4. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would cost approximately $46 to construct and would enhance safety and construct long term roadway improvements that would benefit all transit modes.

September 25
~~July 29~~, 2007

Caltrans
Attn: Kim Floyd, Project Manager,
P.O. Box 3700
Eureka, CA 95502-3700

Subject: Eureka-Arcata Corridor
01-Hum-101, PM 79.9/86.3
EA 01- 36600, 363300
Draft Environmental Impact Statement
Environmental Impact Report

Dear Ms. Floyd,

This letter is being sent in strong support of Alternative 3 as described in the subject document. We are one of the many land owners, business operators or employees that will be directly (and probably negatively) affected by the closure of the present access locations, ~~especially Airport Road~~, as provided in the other alternatives. We do not agree with the opinion that closure of all medians will have minimal impact to the businesses along the 101 corridor. 1 2

We actively and affirmatively support the efforts of the 101 CAP and its position that includes:

-the installation of the interchange at Indianola Road
~~the retention of the access provided through the installation of traffic control signals at Airport Road~~ (I do not agree with this statement)
-the retention of the existing medians as long as possible
-the installation of the proposed acceleration/deceleration lanes as soon as is practical

Coming south from Arcata and entering the City limits of Eureka should be viewed as the location of the entrance to the City and improved accordingly. In addition, the setting must address this and the fact that the Highway through the City is not going to change in any meaningful manner anytime in the foreseeable future. 3

Thank you for the opportunity to comment. Please do what you can to absolutely minimize the effects of your actions on our businesses and residents in the area.

Sincerely,
Michael Evenson
~~Property owner~~ business Owner
www.oldgrowthtimbers.com

Cc: Mr. Spencer Clifton, Humboldt County Association of Governments
427 F St. Suite 220, Eureka, CA 95501

Mayor Virginia Bass, City of Eureka
531 K St., Eureka, CA 95501

<u>Responses to Michael Evenson</u>:

1. Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. See Chapter 2 in the Final EIR/S for details.

2. Caltrans staff acknowledges the transportation access needs of local businesses. After constructing Modified Alternative 3A, the Route 101/Airport Road intersection is expected to be safer than the existing condition, which currently allows uncontrolled left turn movements. Left turns would be allowed to and from Route 101 at Airport Road after construction. Please refer to Section 3.1.6 – Traffic,

Transportation/Pedestrian, and Bicycle Facilities in Chapter 3 of the Final EIR/S for more information regarding potential transportation related effects to businesses.

3. Caltrans staff acknowledges the importance of a visually appealing City gateway and will work with the City of Eureka to visually enhance the entrance to the City where feasible. However, the proposed project need and purpose does not include City gateway enhancements, nor would the proposed project have visual impacts to the City entrance requiring mitigation.

629 15th St
Arcata, CA 95521
September 11, 2007

Mr. Rod Parsons
Chief, Environmental Branch E-1
C.A. Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr. Parsons:

I am a student at Humboldt State University majoring in natural resources planning and interpretation. I have been reviewing the Environmental impact report posted on the Caltrans website for the proposed Eureka to Arcata Route 101 Corridor Improvement Project and I have some thoughts I would like to share with you.

First off I would like to address some of the assumptions that the need and purpose of the project is based upon. Caltrans is assuming that the safety corridor must become a 65mph corridor rather than 50mph in order to reduce delays, however the delay to traffic through that corridor at that speed is only 10-15 seconds, so there really wouldn't be much of a reduction in delays at all. There is definitely a slow down of traffic on the 101 but the real bottleneck is in Eureka, not the safety corridor. There may eventually be a need to re-route the 101 around Eureka which isn't really considered with this proposal. Another assumption that is being made is that traffic on the corridor will increase by 50 percent over the next 20 years. The fact is that we don't know if the population or traffic will actually increase that much. The next assumption is that we need to eliminate left hand turn and merge lanes on the corridor because they have a higher collision rate than right side turn or merge lanes, and because they increase delays. The high rate of collisions that are talking about is only 3 in the last 10 years, and the delays are only for people trying to get off the 101 in between Arcata and Eureka, which out of all the traffic on the 101 is a small percentage of it. 1 2 3

I also have some input on the project itself and the alternatives. Out of all the alternatives I have to say that as a resident of the area I think that the no-build option is the best course of action because it allows us to continue to analyze the situation and still take on road rehabilitation, bridge improvements, and other projects on a case by case basis, rather than attempting one large and costly project that may or may not actually accomplish what is intended for. The three other alternatives for the most part are all the same thing. The difference between them is miniscule. I think there are a lot more feasible alternatives than they are willing to admit. All three options have significant 4 5

impacts on the surrounding wetlands and the animal species that inhabit them. Option 2, while it does help by minimizing out-of-direction travel for locals has even greater impacts to the surrounding environment. All three options would require the removal of 300 eucalyptus trees and 100 more of various species that would fall within a 30ft "clear recovery zone." Option 2 and 3 would require even more trees to be removed for the interchange at Indianola. Again as a resident of the area I have to voice my concerns. These are all huge mature trees that have been that for decades and they have significant aesthetic value to many including myself. It seems like reducing delays by 15 seconds is worth filling in acres of wetlands. There is little talk of using buses to reduce traffic congestion, and no talk of short line rail. If the population and traffic are expected to increase so much, wouldn't some form of mass transit seem logical? Safety is a concern without any doubt, but it seems like much of the proposed actions aren't urgent and not totally necessary. If anything the construction will increase delays more than it will fix them and will probably have the same effect on the rate of traffic collisions. And if safety was such an issue you would think that there would be some mention of the results of sea level rise and the potential impacts that could have on the proposed construction, especially given global warming which is increasing the rate of sea level rise. 6 7 8 3 9

If I had to make some kind of proposal myself I would say we need some kind of separation between traffic and a bike lane. Currently there is no bike lane and for those who are brave enough to bike it anyway it is a dangerous trek. The idea of a commuter lane is appealing just because it would increase the flow of traffic so much, however I am not convinced that we need it yet. The proposed project would cost around 60 million. I think that the situation is not as urgent as some believe and that we could save 60 million in tax dollars and just put a stoplight at airport road and at the Indianola cutoff. All the median barriers, metal beam guard railing, and lane widening isn't really needed and is a waste of money and time. I would like to see some sign that Caltrans is listening to local needs and concerns about jumping the gun and investing in things that don't need to be done. Thank you for taking the time to read this comment. 10 11 12

Sincerely,

Jonathan M. Farrar

Responses to Jonathon M. Farrar:

1. The Draft Environmental Impact Report/Statement (EIR/S) did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

2. See Group Response I-B.

3. See Group Response II-B regarding maintaining the Safety Corridor.

4. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised.

5. It would basically be correct to state that the Build Alternatives in the EIR/S basically are variations of Alternative 1. The objective of the project team was to design a project that met the project need and purpose while minimizing cost and environmental impacts. Alternatives 1, 1A, 2, 3, and Modified Alternative 3A minimized cost and impact by basically making improvements within the basic existing roadway and minimizing the expansion of the roadway as much as possible. Other alternatives that were not studied extensively, such as building frontage roads, were found to be cost prohibitive and would result in much higher wetland impact and thus were not studied further. Some alternatives, such as bicycle and public transit alternatives, did not meet the basic project need and purpose and were not discussed in detail for this reason.

6. Wetland impacts resulting from Modified Alternative 3A would be compensated at off-site locations, but within the same watershed and within the Coastal Zone. Potential impacts to wildlife were evaluated and determined to be not significant with measures to avoid, minimize and mitigate in place. See Section 3.3 Biological Environment in Chapter 3 of the Final EIR/S for more information.

7. See Group Response III-B-2 regarding tree removal.

8. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

9. Please refer to Chapter 4 of the Final EIR/S which has been revised with additional climate change and sea level rise discussion.

10. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

11. Modified Alternative 3A is identified as the Preferred Alternative in the EIR/S and would meet the project need and purpose to enhance safety and construct long term maintenance improvements.

12. Preliminary planning and design began in 1999 to construct a project that would enhance safety for all users. For more than ten years Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. At the start of the Draft EIR/S in 2001, there were three build alternatives. Eventually two new alternatives were introduced to address various concerns from the public.

2727 Graham Road
Bayside, CA 95524
September 17, 2007

Mr. Rod Parsons
Chief, Environmental Branch E-1
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr. Parsons:

These comments are submitted in response to the Draft Environmental Impact Report/Statement (Draft EIR/S) (Draft) for the proposed Eureka – Arcata Route 101 Corridor Improvement project. I am a resident and property owner in the Bayside area, and am directly affected by the proposed project. In summary, the Draft is based upon faulty assumptions, improperly excludes feasible alternatives and does not consider the full range of impacts of the alternatives that are analyzed.

First, the Draft conjoins two independent projects that have been brought together for the purpose of environmental analysis. The project's purposes that are accomplished through Caltrans' objective to resurface restore and rehabilitate the pavement and roadway can be achieved, to the extent necessary, without regard to any of the safety project options. The analysis of the safety alternatives should not be confounded with the pavement and roadway needs that Caltrans and the Humboldt County Association of Governments (HCOAG) have identified and prioritized. These comments deal only with the safety corridor portion of the overall project. 1

The principal conceptual flaw that limits the analysis in the Draft is the unspoken assumption that it is necessary to have traffic move at 65 mph through the approximately four miles of Hwy. 101 between Airport Road and the Bayside cutoff. The Draft concedes, with its proposed inclusion of a traffic signal at Airport Road in Alternative 3, both that a traffic signal at that location is feasible, from a safety and an operational standpoint, and that any level of service and operational problems that may result from the traffic signal are manageable. Further, as the Draft specifically notes, Route 101 becomes a freeway north of the Bayside cutoff. In essence, this means that Caltrans and HCOAG propose to spend $30 million in order to achieve the difference between 50 mph and 65 mph for that approximately four miles of driving. That difference amounts to about 1 minute of saved time per vehicle. Given the other analytical flaws in the analysis, the environmental and social consequences of building a freeway in that four mile stretch are not worth the more than $30 million cost in order to save drivers about 1 minute of travel time. This is particularly true because the real bottleneck to through drivers on this highway (whether long haul truckers or vacationers, or Humboldt County residents traversing the "metropolitan" area between Fortuna and McKinleyville) is not this four-mile corridor but rather the long stretch of Route 101 through Eureka, which 2 3

Ralph Faust 9/17/2007

presents operational and level of service difficulties far beyond any contemplated in this Draft for this road segment.

The principal flaw in the Draft analysis itself is its complete failure to consider the potential impact of the sea level rise that most Americans, and essentially all scientists, think is the inevitable consequence of the global warming that is occurring today. Route 101 is built roughly at sea level, in the middle of the Humboldt Bay that existed before European settlers diked the bay in its present location. The Draft's authors may believe that the creation of a new high seawall is as inevitable as the sea level rise, or that a revitalized railroad may take care of the problem for them by building its own seawall, or that global warming is a myth, but we'll never know because they don't discuss it. This flaw alone, the failure to consider a significant effect, requires that Caltrans either abandon the project or prepare a subsequent EIR because this is a significant impact that was not considered in the preparation of the initial draft EIR. If Caltrans does choose to prepare a new EIR, it should consider, among other things, the dubious likelihood of approvability of a seawall to protect new development under the Coastal Act and the desirability of rebuilding Route 101 as an elevated causeway to allow water to flow inland and create greater connectivity between the Bay and the wetlands inland of Route 101. 4

A second flaw in the draft analysis is its failure to consider adequately the effect upon traffic on Old Arcata Road between Samoa Road and Indianola Road of the alternatives that close the median crossing of Route 101 at the Bayside cutoff. Old Arcata Road in this area consists of two parts: an urbanized northern segment between Samoa Road and Jacoby Creek Road, partly within the City of Arcata, with a school zone and speed bumps, in which traffic moves at 15-25 mph, and a more rural segment from Jacoby Creek Road south to Indianola Road, on which traffic flows at 40-50 mph but does so on a narrow and winding country road on which residents sometimes feel compelled to put up handmade "Slow Down" signs to try to protect their children from impatient drivers. 5

The Draft states that this road may be improved when the County is able to obtain funding. Most visitors and residents of this area, particularly south of Jacoby Creek School, take access to Route 101 at the Bayside cutoff. Closing this access will inevitably cause those drivers to access 101 either at Samoa Road or at Indianola. The impacts, both temporary and permanent, upon these segments of Old Arcata Road are either not analyzed or are dismissed. But these impacts are real, and will only worsen with increased residential development in this area. The brunt of these significant impacts will fall upon the County, which will be forced to deal with the consequences, either political (of not improving Old Arcata Road), or fiscal (of widening and improving the road). It should be emphasized that these are not consequences of improving Route 101, but solely of closing the median at the Bayside cutoff.

There is a potential solution to these problems that Caltrans chose not to analyze among its alternatives, because it became fixated upon a freeway alternative in its definition of project need and purpose. This alternative would be to maintain this four mile stretch of Hwy. 101 as a safety corridor with a limited speed not to exceed 50 mph and, when

Ralph Faust 9/17/2007

necessary, to install traffic signals at Airport Road, Indianola Road, and the Bayside cutoff. This four mile segment then would gradually evolve to become a boulevard, a divided highway that serves as a transition segment between the urban 101 of Eureka, and the freeway to the north. In effect it would be a compromise between Alternative 3 and the no-project alternative. Because Jacobs Ave. traffic could access 101 at Airport Road, the Cole Avenue access could be closed. Whether any additional traffic signals would prove necessary or desirable could be determined based upon the particular circumstances at each intersection, as traffic patterns and use change over the next twenty years, rather than as part of a grand "one size fits all" scheme. 6

This alternative would solve the safety and operational conflicts that form the heart of the project's "Need and Purpose" in the Draft. It would allow Caltrans to quickly pursue its "resurface, restore and rehabilitate" objectives, to the extent necessary, in the corridor. It would substitute a minor time inconvenience for through drivers on Route 101 for the safety benefits that have been at the heart of the impetus for improvements to this corridor from the inception of this project. Even this driving-time inconvenience could be minimized through use of the sophisticated timing devices available for traffic signal control. As noted earlier, Caltrans has already conceded that the level of service problems can be handled by signalization at Airport Road. The rejection of signalization at Indianola Road was based upon the assumption that all other median crossings would be closed and the further assumption that nine lanes would be needed at that intersection. No data was presented in support of that assumption. Northbound traffic from Simpson, for example, would presumably U-turn at the Airport Road intersection, and this did not eliminate the signalization alternative there.

Further, this alternative would allow for the possible development of a dedicated bicycle/walkway alternative corridor with greater access from the Bayside community, whether as part of this project or in one of the separate configurations that have been discussed in the community. Development of a dedicated bicycle/walkway alternative corridor would significantly advance the non-automobile objectives of the Caltrans mission, allowing for safe use of this corridor for non-motorists. The Draft does not adequately discuss the corridor as a means of non-automobile transit, and forecloses access for bicycles and pedestrians from east of 101 except at Indianola. For the reasons discussed above in relation to "forcing" traffic onto Old Arcata Road, bicycling along that road, particularly south of the Bayside cutoff where the edge of the driving lane is the edge of the highway, is a very dangerous activity. 7

In addition, because it would reduce out of direction travel and better regulate high speed travel this alternative would also reduce energy consumption. Neither the increased energy use from the out of direction travel mandated in all of Caltrans' alternatives, nor the increased energy use from a 65 mph freeway as compared to a 50 mph expressway are analyzed in the Draft. Finally, it would minimize the expenditure of public funds in two important ways. First, in the short run, this alternative is significantly less expensive than any of the three alternatives proposed by Caltrans, probably by a factor of $20-30 million. Second, it will prove to be significantly less expensive in the long run, by allowing Caltrans not to commit to any particular built roadway different from what 8

Ralph Faust 9/17/2007

presently exists until significantly more information about the extent of sea-level rise becomes available. Caltrans rejected signalization in part because it might have "limited longevity", but in the context of assessing sea level rise, this saving of public funds instead could prove to be a huge advantage.

For all of these reasons, I urge Caltrans to abandon this project in its present form, and embrace this discussed alternative. I believe that this alternative would be just as safe, would be substantially cheaper, and would adequately accomplish all of the project purposes except that it would slow the transit time between the Bayside cutoff and Airport Rd. by about one minute. In addition, it would reduce energy consumption, better allow for a dedicated bicycle/pedestrian corridor, and best preserve options for adaptation to whatever the consequences of sea level rise turn out to be for Humboldt County. Last, if, as Caltrans hypothesizes, drivers begin to ignore the speed restrictions in this four-mile safety zone, a tiny fraction of the proposed cost of this project could endow a full time CHP officer to patrol the project area. 9

If this alternative is not acceptable to Caltrans or to HCOAG, then a number of impacts need initial analysis, or further analysis. As stated earlier, the Draft does not consider the effects of sea level rise upon any of the project alternatives, so if any of those alternatives are going to be pursued, then a new EIR should be prepared. The effect of this impact is so significant that it pervades the entire analysis. Other impacts that need analysis or additional analysis include but are not limited to: 4

1. The desirability of a guardrail-separated bicycle/pedestrian pathway as an integral part of any project in this corridor. It is sad, and somewhat scary, to see bicyclists commuting on the side of Hwy. 101 now. One can only speculate at the increased number of commuters who would gladly walk or bike in this beautiful corridor if a safe and dedicated path existed. Caltrans is the state transportation agency, whose mission is supposed to include more than high-speed automobile transportation. Given the carbon impacts of highway traffic, Caltrans should be including dedicated separated bicycle lanes whenever it upgrades any of its highways in an area where bicycle commuting is a possibility. In addition, if the median crossing at the Bayside cutoff is to be closed, then the project should include guardrail-separated bicycle/pedestrian corridors on both sides of Route 101 throughout the length of the corridor. 7
2. A further benefit of guardrail separation is that it would eliminate the need to remove the various mature trees in the corridor as part of what Caltrans calls a "clear recovery zone". Because the terrain on the sides of the roadway is not flat, the "clear recovery zone" is not necessarily a safer alternative than the existing situation. A guardrail would seem to be a better alternative for safety, and would also eliminate the need to remove the mature Monterey cypresses, Monterey pines and eucalyptuses that presently benefit the visual landscape. 10
3. The public transit alternative needs additional analysis. For the same reasons as discussed above, public transit improvements should be a part of any Caltrans highway improvement project where public transit is feasible and operative. The Draft rejects public transit improvements on the basis that "expansion of public 7

4

Ralph Faust 9/17/2007

transit alone would cost approximately $90 million more than the proposed Build 2 Alternative". This means that Caltrans thinks that improving public transit would cost in excess of $150 million. This is a classic example of making up a number to justify a conclusion. It is inconceivable that public transit authorities would think that it would take $150 million to improve public transit in this corridor, and there is no data to support this conclusion in the Draft.

4. There is no analysis of the visual impacts of placing an interchange with a raised roadway at Indianola Road. This proposed interchange would drastically affect the viewshed from a number of locations along Old Arcata Road, Indianola Road, Route 101 itself and across the water of Humboldt Bay. Aside from its aesthetic problems, this interchange is inconsistent with the Coastal Act policy requiring the protection of views to and along the coast, an inconsistency that could doom any ultimate approval by the Coastal Commission. 11
5. Finally, the growth-inducing impacts of placing an interchange at Indianola Road are dismissed without analysis. One large commercial development has recently been constructed east of the proposed interchange, and it is presently known to Caltrans planners that the City of Eureka has significant plans for additional commercial development in that area. The two most significant constraints to additional commercial development in that area are traffic congestion at the Indianola Road/101 intersection and inadequate septic capacity in the historic wetlands upon which the present commercial development exists and the proposed commercial development would be placed. The potential synergistic effect of "solving" one of those problems with a freeway interchange cannot be ignored, and should be analyzed in any future EIR. 12

The above discussion is not meant to be an exhaustive list but rather highlights of the deficiencies in the existing Draft. I strongly urge Caltrans to abandon the project as proposed in any of the alternatives discussed in the Draft, and instead develop a proposal along the lines suggested in this letter. At a cost of approximately one minute per vehicle, every other objective of the project can be attained, with the additional benefits of saving at least $20-30 million, reducing energy consumption, postponing serious construction alternatives until the effect of future sea level rise is better understood, reducing or eliminating visual and growth-inducing impacts, and reducing or eliminating the impacts of diverted traffic upon Old Arcata Road and the County of Humboldt. which ultimately would be forced to deal with those impacts.

Sincerely,

Ralph Faust

Responses to Ralph Faust:

1. The safety enhancement and roadway restoration projects were combined for several reasons: they have overlapping elements and complement each other, construction staging and traffic control during construction would be more efficient, and the ability to effectively conduct cumulative impact analyses of one combined project.

2. See Group Responses III-A-1 and 2.

3. The proposed project improvements do not include upgrading the existing expressway segment between Eureka Slough Bridges and the Jacoby Creek Bridges to a freeway.

4. Caltrans staff understands the long term consequences of constructing highway improvements on a highway segment that is slightly above sea level. However Route 101 is a vital transportation lifeline for the north coast region; it is the most heavily traveled highway in Humboldt County. Safety enhancements and major long term roadway improvements for Route 101 are an immediate, pressing need. Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S) has been extensively revised to address sea level rise in relation to both the proposed project and as a statewide concern.

5. See Group Response III-A-4.

6. See Group Response II-C.

7. Chapter 4 of the Final EIR/S also now includes a discussion of plans, laws, and regulations to reduce greenhouse gas production from motor vehicles by increasing fuel efficiency, developing alternative fuels, smart land use, and changing driver behavior. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

8. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S is needed to enhance safety and provide long term roadway improvements that would benefit all travel modes.

9. Chapter 4 of the Final EIR/S states that a constant speed of 50 mph would be more efficient in terms of greenhouse gas production compared to stop and go traffic conditions resulting from a signalized boulevard segment.

10. Please refer to Group Response III-B-2.

11. Please refer to Group Response III-B-3 and Section 3.1.7 in Chapter 3 of the Final EIR/S which addresses the visual effects of the proposed interchange.

12. Please refer to Group Response III-B-5 and Section 3.1.2 in Chapter 3 of the Final EIR/S which has been substantially revised.

2727 Graham Road

Bayside, CA 95524

December 19, 2008

Caltrans

Attn.: Kim Floyd, Project Manager

P. O. Box 3700

Eureka, CA 95502-3700

Re: Eureka-Arcata Route 101 Corridor Improvement Project

Dear Ms. Floyd:

This letter contains additional comments in response to the proposed U. S. Highway 101 Eureka-Arcata corridor improvement project and the draft EIR prepared in support of that project. It is prompted by the release of two additional "alternatives" for this project by Caltrans. I attach to this letter a copy of my previous letter of September 17, 2007, so that I need not repeat all of the analysis and discussion contained therein. The comments in the two letters should be read in conjunction with one another. In summary, Caltrans should either abandon this project or should redo the EIR for the project to properly identify the various alternatives to fix, if necessary, this section of Hwy. 101, to weigh the impacts of such a major project and to achieve an outcome consistent with the desires and needs of the community as well as with the Coastal Act. The EIR in its present form fails to discuss any alternatives except within an extremely narrow range, and fails to discuss numerous significant impacts of any of the identified alternatives of the proposed project, including carbon emissions from global warming, increased energy usage, sea level rise, coastal access, impacts to the communities east of the Hwy. 101 corridor between Arcata and Eureka, growth inducing impacts of freeway development, and the needs of non-motorized travelers, including bicyclists, pedestrians and the disabled. 1 2

Caltrans recently released two modified alternatives for its proposed Route 101 Corridor project, one calling for a redesign of the Indianola overpass, and the other for several interior "U" or "J" or "Michigan left" turns. Neither of these alternatives is accompanied by any additional analysis of the impacts, and the second has no impact analysis in the EIR at all. The former alternative (Alt. 3A) attempts to deal with the significant wetlands impacts of the previous Indianola overpass alternative by slightly reducing the overall wetlands impacts of that alternative, but it does not eliminate those wetland impacts, and it does nothing with respect to the other impacts of 3

that alternative, particularly the scenic and visual and growth inducing impacts previously identified. It does not change the project in any of the numerous ways that caused problems with the adequacy of the original EIR, and it remains flatly inconsistent with the Coastal Act in numerous respects. 4

The latter alternative (Alt. 1A) appears to be an attempt to reduce the "out of direction travel" impacts of the original proposal, but while it theoretically reduces the distance of out of direction travel, it does so in a manner that will cause more safety impacts than any of the original proposals, because it requires out of direction travelers to quickly merge into 65 mph traffic, cross two lanes and then decelerate into the change of direction turn, only to remerge onto the highway in the other direction. Caltrans had previously stated that such a proposal should not be adopted because it "will result in extensive lane-changing and will create confusion on the part of unfamiliar motorists", and in addition that "safe U-turns cannot be accommodated for trucks". Since this alternative has been put into the mix without any discussion in the EIR it is impossible to know what Caltrans really thinks about it. When the EIR is redone, it should include this discussion. 5

It is ironic that Caltrans had previously suggested that one reason to close the highway crossings at e.g., the Bayside cutoff and Indianola Road was that it was a safety hazard because people were unfamiliar with left turns and mergers from the left. The proposal of this alternative not only shows that Caltrans does not think that these mergers are a safety hazard, but that additional significant safety risks are worth taking in order to close the existing crossings. Most significantly, this proposal demonstrates that the real purpose of this project is to close those crossings and turn this segment of Hwy. 101 into a freeway, and, perhaps, to achieve STAA-ready status for the corridor, regardless of the impacts involved, and even if it makes the road more dangerous. 6

Caltrans also declares in its recent announcement, without identifying it as an alternative at all, but instead noting it as part of the "no project/no build" alternative, the intention to put up median barriers at the crossings. This further shows that Caltrans' real agenda is to close the crossings. Since this is also not analyzed in the EIR, it appears to be in callous disregard of the residents of the various communities east of Hwy. 101 between Arcata and Eureka. Regardless of Caltrans' intent, it should be briefly noted that this is a project, it has impacts, and it requires a Coastal Development Permit because of its significant access, recreation, energy use and global warming impacts, among others. Caltrans should not attempt to delude the public, nor delude itself into thinking that blocking these crossings is a non-event, to be accomplished as part of a "no project" alternative. 7

To start with basics, this section of the highway should not be viewed as a segment of freeway to move traffic as rapidly as possible between Arcata and Eureka, but rather as part of a community transportation corridor that serves the needs of the residents of those two larger communities as well as those of the residents all along the east side of the highway between those two cities. 8

Ralph Faust December 19, 2008

There are many smaller communities such as Sunnybrae, Bayside, Indianola and Freshwater whose residents will be significantly affected by this proposal; in addition, those who live up the various roads that feed into Old Arcata Road from the east will also be affected. The analysis in the EIR does not include any discussion of the impacts upon these communities of the closure of the crossings at the Bayside cutoff or at Indianola Road. There is no discussion of out of direction travel. There is no discussion of the increased traffic and safety impacts on Old Arcata Road, which will become under the Caltrans alternatives the only transportation route for those living or doing business east of Hwy. 101 between Arcata and Eureka. There is no discussion of the curtailment or elimination of non-vehicular traffic along the corridor. To repeat, Hwy. 101 is not simply an opportunity for a freeway, it is a community transportation corridor. The analysis in the EIR should reflect that.

A number of residents of Graham Road who will be significantly affected by this project have had several meetings to discuss the impacts, and the reasons that none of the presently proposed alternatives should be pursued. Among the consensus reasons are these six:

1. Caltrans should continue what is working by maintaining the existing 50 mph speed limit, and putting in stoplights at any intersection where the present evidence of hazards warrants placing them to control the cross flow of traffic. Think of it as a "boulevard" approach. Where Caltrans' traffic studies show any evidence of congestion-based conflicts at intersections such as Indianola Road, these studies are based upon rush hour usage, a relatively short period when local commuters are going to work or home. It is local traffic, not through traffic. Those of us who use the cutoffs regularly know that at most times of the day (or night) there is no traffic problem on Hwy. 101 and no difficulty crossing the road. We don't mind the 50 mph speed limit, because it is safer, it uses less energy, it emits fewer greenhouse gases, it allows drivers to enjoy the scenic coastal vistas of the existing corridor in a way that drivers going 70 mph might not, and it has no significant effect upon travel time in this corridor. To the extent that traffic needs to be managed, Caltrans can do so utilizing real time traffic camera monitoring, with adjustments and synchronization of traffic signals to pulse traffic through during the infrequent busy periods. Caltrans already has been deploying these new technologies and traffic management systems on the segment of Hwy. 101 within the City of Eureka, and could easily and inexpensively do so on the additional 4 miles of the Hwy. 101 corridor to the point north of the Bayside cutoff where Hwy. 101 becomes a freeway. 9 10
2. All of the alternatives except the no project alternative that cut off passage across Hwy. 101 at the Bayside cutoff and Indianola Road will dramatically increase the traffic from Sunnybrae through Bayside past the Jacoby Creek School, and from Bayside to Indianola and to Freshwater and on into Eureka, causing a daily dangerous traffic problem for the school and for the neighborhoods along Old Arcata Road. The burden of these impacts will be felt by the residents of these communities and especially their children, and by those who walk or bicycle along the road. A four foot shoulder on a winding road is 8

3

dangerous due to the tendency of drivers to drift on to the shoulder. In fact, as the death of Greg Jennings on August 25, 2008 has shown, even an experienced bicycle commuter on an eleven foot wide shoulder is not safe from vehicle drift. How then would school children biking or walking to school along Old Arcata Road, faced with additional traffic caused by the Caltrans project, do so safely on a shoulder that is, at most, four feet wide? Any responsible parent knows this is not safe for children.

3. All of Caltrans' alternatives will increase energy consumption because of the extra driving people must do backtracking to Arcata (and/or Indianola if the diamond interchange is built) and because the project actively discourages bicycling by cutting off access to Hwy. 101 (and to any trail that may be constructed west of Hwy. 101). In addition, Caltrans proposes no bicyclist or pedestrian safety improvements to the Samoa interchange to which some of these bicyclists would predictably be redirected. 11 12
4. Both of these last points raise the fundamental question of why Caltrans does not appear to be coordinating its transportation plans with the County of Humboldt and the City of Arcata. This very same point was raised at a meeting at the Bayside Grange in 2001 shortly before the safety corridor was put in place on Hwy. 101. It remains as pertinent today as it was then. Each of these government entities seems to be pursuing a different vision of the relationship between transportation planning and community building. The effect of Caltrans' vision would be to significantly harm the residents of the historic communities east of Hwy. 101 in order to allow traffic to move faster for four miles, burning more energy and emitting more greenhouse gases. To the extent that any of these significant impacts might be mitigated, Caltrans appears to choose, by its silence and indifference in the EIR, that the County and the City bear that burden. 13
5. Maintaining the speed limit at 50 mph instead of increasing it to 65 mph is better not only from a safety perspective and an energy consumption perspective, but also because it results in far fewer carbon emissions over the life of the project. 6
6. The analysis of this project must include the prospect and dimension of future sea level rise from global warming. Absent a proposal for a barrier along the bay or a causeway, the "boulevard" alternative proposed above, which relies upon minimal, simple and inexpensive improvements such as traffic signals while achieving the project's safety goals, conserves public funds while the true dimension of sea level rise and the appropriate response to it in this corridor is further studied. 9 14

There are several additional points that need to be made or elaborated upon. State and Federal law require Caltrans to fully consider and provide for the needs of non-motorized travelers, including pedestrians, bicyclists and the disabled, in all plans, projects and construction. The EIR wholly fails to address these needs. For example, as Caltrans is well aware, many residents in the area east of Hwy. 101 between Arcata and Eureka use their bicycles to commute or to access those cities. They presently ride along the shoulder of Hwy. 101, accepting the hazard that goes with riding on that narrow shoulder. Caltrans is also aware that a planning process has been ongoing to create a bicycle and pedestrian path to the west of Hwy. 101 between Arcata and 12 15

Eureka, and in its participation has appeared to assume that the burden of siting and creating this path will fall upon those cities and the County, and upon the North Coast Railroad Authority (NCRA), which owns the right of way to the west of the Caltrans right of way and out to the bay shore.

As Caltrans has been proceeding on its corridor project, the NCRA has been proposing and preparing to issue guidelines related to trail usage in their corridor that would appear to preclude usage of their right of way for a bicycle/pedestrian path. Caltrans should not proceed with this project until it has coordinated with NCRA and the local communities and established an agreed corridor for a Class 1 pedestrian/bicycle pathway. Once that pathway is established, Caltrans should then revise its plans, consistent with State and Federal law, to ensure that residents east of the Hwy. 101 corridor between Arcata and Eureka can access that pathway in a safe and efficient manner. It is completely unacceptable for Caltrans to point to the use of Old Arcata Road or to the NCRA right-of-way to meet bicycle and pedestrian needs that rightfully (and under the law) must be addressed and provided for within Caltrans' proposal. 16

Caltrans' present proposals, except for the no project proposal, and including the two new proposals, fail to address that elimination of bicycle and pedestrian access, and thus fail to meet Caltrans' federal and state mandates as well as the access and recreation policies of the Coastal Act. As noted above, a bicyclist was recently killed on an unseparated 11 foot shoulder while riding along Hwy. 299 between Arcata and Blue Lake in daylight on a clear day. The present 4 foot unseparated shoulder along Hwy. 101 is clearly inadequate, and Caltrans presents no evidence that it has considered any of these related issues or the impacts upon non-vehicular transportation of its various alternatives. 17

Caltrans claims that this project is necessary for safety reasons, but its safety argument is entirely hypothetical, based upon assumptions of the need for increased speed, of increased traffic, and of an inability to maintain a road other than a freeway along this corridor. The new proposed alternatives share the same faulty set of assumptions. One is entitled to ask: safety for whom? There are no statistics to suggest that the present safety corridor has not been, and does not continue to be safe. Caltrans admits that its own studies show that there has been no significant (if any at all) increase in traffic volume in the corridor over the past five years. In the face of this lack of evidence, Caltrans proposes changes that would significantly increase the burden of motor vehicle and bicycle traffic along Old Arcata Road, increasing the danger not only to motorists but also to pedestrians, bicyclists and especially children. Again, Caltrans should not need to be reminded that this road is a corridor for children attending Sunnybrae School, Jacoby Creek School, and further south, Freshwater School. One might surmise that Caltrans simply does not think that safety for those living along Old Arcata Road is as important as safe high speed driving along Hwy. 101, but the EIR does not ask or analyze the question. 18 19 20 21 8

Moreover, the City of Arcata is proposing a project, approved by Caltrans that would narrow and change Samoa Road near the Samoa interchange. The EIR does not discuss this project, nor

does it propose any changes to the Samoa interchange that might deal with either the effects of that project or the effects of diverting motor vehicle and bicycle traffic from Sunnybrae and Bayside to the Samoa interchange. 22

This is such a bad project that it is not surprising that Caltrans chose not to fully analyze it in its EIR. Energy crisis? Global warming and sea level rise? Alternative modes of transportation? One might ask: how could the authors of this report miss so much? But perhaps there is another explanation. There is much talk that the real motive of this project is the same as that which is driving the Richardson Grove realignment and the illegal Big Lagoon "let's clear cut a State Park" project: the desire to pave the way for STAA trucks to supply big box stores. The story goes that STAA trucks have zero tolerance for crossing traffic, and that since trucks are more important than communities, the road must be redone with the crossings blocked. This would explain the otherwise ridiculous statement that the "no project/no build" alternative includes the prospect of median closures. Median closures are a project, as previously discussed, and constitute "development" under the Coastal Act, thus requiring a coastal development permit. To the contrary "no project" used to mean and presumably still means *no project*. 23 13 24 6 7

In fact, the relationship of STAA trucks and the need for road revisions in order to enable them is still another impact that goes unmentioned and unanalyzed in the EIR. The various projects that Caltrans has been pursuing to allow the passage of STAA trucks have cumulative impacts throughout the County that need to be addressed. In addition to the impacts of the construction itself, the presence of STAA trucks will, among other things, increase hazards for all highway users, increase roadway wear and tear, and increase greenhouse gas emissions. Further, while the STAA trucks may be argued to be growth inducing, they would differentially impact different sectors of the local economy, some quite negatively. None of these impacts are disclosed or discussed by Caltrans. 25

Wetland impacts are also not adequately analyzed. Both of the new alternatives appear to have significant wetland impacts which require analysis. Perhaps no alternative, other than the "no project" alternative, or the "boulevard" alternative suggested above, avoids wetland impacts completely. However, without a discussion of the impacts of the various alternatives in relation to one another it is impossible to discern which of these might be preferable, assuming that one thought that is was permissible to fill wetlands in the coastal zone at all. The Coastal Act allows fill of wetlands solely for specific enumerated purposes, none of which is accommodating increased traffic flow, the purported purpose of the project. 26

Finally, another effect of blocking the crossings along Hwy. 101 is related to the unexamined impact of possible tsunamis subsequent to a major earthquake on the Cascadian fault. Caltrans has just recently placed signs along this corridor stating that it is a tsunami hazard zone. But what should motorists proceeding south from Arcata do if they are in this zone, hear on the radio that a tsunami is coming, realize that they are in the tsunami fatality zone and be unable to get across the road to drive east to possible safety? Their choices would appear to be to abandon 27

Ralph Faust December 19, 2008

their cars and run to the east or gamble that they could get to Eureka before the tsunami hit. The EIR does not analyze this impact either.

For all of these reasons, the draft EIR continues to be legally and factually inadequate. It does not address all of the significant impacts of the proposed project, and it does not propose a range of alternatives that adequately cover the scope of the project need and purpose. Caltrans should abandon the project, or withdraw the EIR and rewrite it to adequately address the project as required by CEQA 28

Sincerely,

Ralph Faust

Responses to Ralph Faust:

1. A wider range of alternative were identified, evaluated, and dropped from further consideration prior to preparation of the Draft Environmental Impact Report/Statement (EIR/S). Caltrans staff has worked for over ten years with public agencies, organizations, and individuals to identify, design, evaluate, and refine project alternatives to meet the specific project need and purpose while avoiding and minimizing cost and environmental impacts. Three new alternatives were introduced since the Draft EIR/S preparation began and all alternatives were modified to address various concerns from the public See Chapter 2 of the Final EIR/S for more information.

2. The Final EIR/S has been revised and expanded to address most of the concerns raised.

3. Alternatives 1A and 3A are essentially variations of existing alternatives and were evaluated and determined to have impacts that were similar or less magnitude than the base Alternatives 1 and 3: for this reason, a supplementary EIR/S was not prepared.

4. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, was submitted to the California Coastal Commission for Federal Coastal Consistency Certification. See Chapter 3 of the Final EIR/S for details.

5. When the turnaround or U turn concept was initially proposed, Caltrans staff determined this concept was not feasible as proposed. Eventually Caltrans developed a feasible design for the corridor location, which became Alternative 1A. Alternative 1A was presented at the December 3, 2008 public meeting. This alternative received almost no public support because the U-turns would pose challenges to bicyclists and could cause potential confusion for all travelers. Alternative 1A is fully described and evaluated in the Final EIR/S.

6. Caltrans staff generally considers traffic merges from the left side as undesirable, but now concedes left merges are not necessarily a collision factor at intersections. Alternative 1A was designed with extra lanes to facilitate travelers making U-turns and create conditions conducive for accessing Route 101 from the left side. None of the Build Alternatives include converting the existing expressway segment of Route 101 between the Eureka Slough Bridges and Gannon Slough Bridges into a freeway. See Group Responses III-A-1 and 2 for a discussion of posted speeds. Currently Route 101 between Eureka and Arcata already meet standards for Surface Transportation Assistance Act (STAA) trucks. Also STAA trucks currently travel the Eureka-Arcata Route 101 Corridor since STAA trucks are allowed to travel on Route 101 between Eureka and the Oregon coast.

7. Alternative 7 is the No Build Alternative and does not include any planned improvements. Routine maintenance activities or unrelated improvement projects would still occur. Caltrans staff is not planning to install median barriers to close the existing median barriers if the proposed project is not approved for construction. The Final EIR/S does discuss the possibility of closing the Route 101 medians if safety conditions warrant such an action and the proposed project is not in place. Closing all Route 101 intersection medians would have likely have substantial environmental consequences to the roadway network similar the traffic consequences of Alternative 1.

8. Caltrans staff concurs Route 101 is not simply a freeway between Eureka and Arcata. As stated previously Route 101 is mostly an expressway and the posted speed limit for the expressway will not be raised after project construction. See Group Response III-A-1 for more information regarding the posted speed limit after project construction.

   Caltrans staff also acknowledges the importance of Route 101 to local residents; however, Caltrans needs to balance the needs of all highway users and above all else must provide safe highway conditions for all travel modes.

   All build alternatives would remove left turn movements to and from Route 101 and Bayside Cutoff. Based on existing traffic vehicle count data, 37 vehicles turned left from southbound 101 to Bayside Cutoff from 8-9 AM, which is the morning weekday peak period. If 50% of these vehicles travel north from Bayside Cutoff on Old Arcata Road then an increase of 19 vehicles would result during the AM peak hour which is approximately a 5% increase in vehicles. Basically, since there are a relatively low current number of left turn movements at the Route 101/Bayside Cutoff intersection, then restricting left turn movements would not result in a substantial increase in traffic on Old Arcata Road.

   Modified Alternative 3A,the Preferred Alternative identified in the Final EIR/S, would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. See Group Response III-A-4 for more information and Section 3.1.6 Transportation in Chapter 3 of the Final EIR/S for a discussion of traffic on Old Arcata Road as well as out of direction travel.

9. See Group Response II-C.

10. See Group Responses II-D, III-A-1, and 2.

11. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, is anticipated to result in slightly higher net collective energy use for travelers compared to the No Build for both existing and future traffic conditions. Although Modified Alternative 3A would result in an increase in out-of-direction travel compared to the No Build Condition, as future traffic volumes increase under the No Build conditions, left turn moves during peak travel periods would cause increases in delay, energy, vehicle emissions, and out of direction travel. See Section 3.2.8 – Energy in Chapter 3 of the Final EIR/S for more information.

12. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. See also Group Response I-D for more bicycle improvements discussion.

13. Please see Chapter 2 in the Final EIR/S for a discussion of the planning and programming of this project. Also see Chapter 4 for a revised and expanded discussion of climate change and sea level rise.

14. Motor vehicles maximize fuel efficiency and minimize greenhouse gas emissions when traveling at a constant speed of approximately 50 mph. In contrast, a "boulevard" alternative would result in subjecting the highest traffic volumes in Humboldt County to constant stopping and acceleration resulting in much higher greenhouse gas emissions.

15. Caltrans staff participates in the Humboldt County Association of Governments (HCAOG) meetings, which includes non-motorized transit planning and is aware of the City of Arcata's plans for a non-motorized transit trail along the west side of Route 101. Caltrans staff designed the project to be compatible with future trails.

16. Caltrans has not taken the position of relying on other public agencies such as the North Coast Railroad Authority or the City of Arcata to fulfill perceived non-motorized transit needs within the Route 101 Corridor. Providing a safe, well maintained roadway for all transit modes are Caltrans' highest priorities and the proposed project fulfills these priority needs. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H.

17. None of the Build Alternatives would eliminate bicycle access on Route 101. Modified Alternative 3A would restrict access at four intersections by eliminating left turn moves; however right turns would still be allowed and the crossing Route 101 at Airport Road and Indianola Cutoff would avoid and minimize out of direction travel from the elimination of uncontrolled left turn moves. As previously discussed in response 12, the Modified Alternative 3A would enhance safety for bicyclists at intersections and the project includes re-striping to create 10-feet wide outside shoulders throughout the project limits.

18. Caltrans staff did not plan or design the proposed project based on a need to increase speed. See Group Responses III-A-1 and 2.

19. Caltrans staff did not plan or design the proposed project based on a need to increase the carrying capacity of the roadway. The project does not include constructing new traffic lanes to add traffic carrying capacity but includes widening roadway segments and extending existing acceleration and deceleration lanes to improve traffic safety and operation at intersections.

20. Caltrans staff did not plan or design the proposed project based on a need to convert an existing expressway to a freeway. The existing expressway segment of Route 101 between Eureka and the Gannon Slough Bridges would remain an expressway after project construction. Modified Alternative 3A does include constructing one new grade separated interchange; however there would a signal south of the proposed interchange as well as at-grade intersections north and south of the proposed interchange.

21. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

22. The City of Arcata staff has been continually coordinating with Caltrans staff regarding the design of the proposed Arcata gateway project at the Route 101/255 interchange. The gateway project and the Caltrans proposed project would be fully compatible. Bicyclists and pedestrians are expected to benefit from the gateway project which includes traffic calming features.

23. Caltrans staff is aware of the short and long term consequences of an energy crisis; however events such as the 1973 Organization of the Petroleum Exporting Countries (OPEC) oil embargo followed by oil production gluts reflect the difficulty of predicting future energy scenarios. In the face of uncertainty, Caltrans has the responsibility of providing safe roadway conditions for the traveling public for any foreseeable conditions. The proposed project would enhance safety and provide long term transportation benefits for all travel modes.

24. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

25. Since the proposed project does not include any elements that would create new STAA truck access, STAA trucks were not specifically analyzed in the EIR/S. STAA trucks have the same weight limitations as non-STAA trucks. The future traffic volumes that formed the basis for the environmental studies in the EIR/S would be unchanged despite the proportion of future STAA truck volumes.

26. The Final EIR/S includes a wetland impact analysis for Alternatives 1A and Modified 3A as well the other three Build Alternatives.

27. A discussion of tsunami evacuation on Route 101 has been added to Section 3.2.3 Geology in Chapter 3 of the Final EIR/S. Southbound and northbound travelers staying on Route 101 between Eureka and Arcata would eventually exit the tsunami zone. However, a large number of southbound travelers on Route 101 attempting to cross the northbound Route 101 lanes to travel east during an evacuation would likely impede traffic in both directions. For this reason, closing the medians would actually improve evacuation during a tsunami event.

28. The Final EIR/S includes additional discussion of many of the topics mentioned. The No Build Alternative would not meet the project need and purpose.

Sharon Fennell
1480 Peninsula Drive
manila california 95521

To Caltrans planners: My home is adjacent to hwy 255. Our town of Manila crosses the hwy. Over the years since the 101 corridor had the speed limit altered I have seen a large increase in traffic in our town. There are times when i cannot access 255 without a long wait as both sides of the hwy are impacted. It is my humble opinion and greatest wish, that you have a wider vision for what happens to 255. I think that 255 should be considered as a scenic drive, with bikes , walkers or kinetic sculptures traveling along this road.
I would ask for a speed limit of 50 mph in Manila for starters. This would be a simple and inexpensive solution.
Do not forget the plans for Samoa, Fairhaven and Manila for that matter. The Samoa bridge will become a log jam if you do not make careful decisions.
Thank you,
Sharon Fennell

Response to Sharon Fennell:

See Group Response I-E.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Jessica Fleek

ADDRESS (home): PO Box 2523
CITY: Mckinleyvillic
STATE: CA
ZIP: 95521

REPRESENTING (name of organizaion or agency): The farm Store

I would like to make the following comments:

d would like the idea of having traffic lights at the intersection at Jacobs Ave. to make it safer to cross.

NOTE: Please submit comments no later than December 15, 2008

Response to Jessica Fleek:

Modified Alternative 3A, the Preferred Alternative identified in the Final Impact Report/Statement (EIR/S), does include a half signal that would allow left turn moves for both motorists and bicyclists to and from Airport Road.

1382 ½ Foster Rd.
Arcata, CA 95521
24 September 2007

Rod Parsons
Attn: Eureka-Arcata 101 Corridor Project
Environmental Branch E-1
CA Dept. of Transportation
PO Box 3700
Eureka, CA 95502-3700

Dear CalTrans,

I am a graduate student at Humboldt State University pursuing an M.S. in Natural Resources, Wildlife concentration. As a student of wildlife and an avid bicycle commuter, I am very concerned with the proposed development of the Eureka-Arcata 101 corridor. I do not endorse any of the alternatives listed in the EIR and can only support a **no-build** alternative. 1

The offered Eureka-Arcata 101 Corridor project alternatives neglect to address important safety, access, aesthetic, economic, health, and environmental concerns with cost-effective and appropriate solutions. Instead of the proposed project alternatives, I urge that the 50 mph safety corridor, which has proven effective, should be maintained, and urge the pursuit of alternative traffic engineering and transit solutions. 2

By building the Indianola overpass, this will disturb roosting shorebirds and may ultimately decrease the amount of wetlands available to breeding, migrating and wintering flocks. The last thing the state of California needs to do is develop our limited wetlands. I oppose any effort to do this. 3

What the safety corridor needs is a viable option for cyclists and pedestrians. By closing the medians and increasing the speed limit to 65 mph, this will discourage cyclists from using the corridor and further increase the transport barrier between Eureka and Arcata. Many people in Humboldt County cannot afford to own a car and many of those are my friends and fellow students who are nervous about cycling between Arcata and Eureka. The proposed alternatives for the 101 corridor only benefit those motorists that feel the urgent need to save a couple minutes on the drive in between Eureka and Arcata. 2 4

Instead of changing the safety corridor, I would like to see Caltrans work with other groups on designing and building the Humboldt Bay multi-use trail and implementing projects that benefit transit such as express bus service.

Sincerely,

Alissa M. Fogg

<u>Responses to Alissa Fogg</u>:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

3. Modified Alternative 3A identified as the Preferred Alternative in the Final EIR/S would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. The interchange would be constructed entirely within the existing State highway right-of-way and would permanently fill in wetland within the Route 101 median as well as the shoulders. This wetland is generally not used by shorebirds since it is not strongly subjected to tidal influence and is physically separated from the bay by the railroad bed. Wetland impacts will be fully compensated both on, and off-site.

4. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

Suzanne Forsyth
318 12th Street
Arcata, CA 95521

To Caltrans planners:
The safety corridor is working! The fifty-mile-an-hour speed limit is entirely appropriate for this stretch of highway. Nor does it hurt to be reminded each day of the importance of "safety" while driving.

For what reasons do we need a high speed freeway for this 8-mile stretch of road? I can think of no legitimate reason. But one thing that our community does desperately need is a safe, separate bicycle pathway. There are a multitude of people in our community who would gratefully utilize a bicycle pathway. We are fortunate to live in a community in which so many citizens support this healthy and clean mode of transportation.

Responses to Suzanne Forsyth:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

For a discussion of bicycle improvements, please see responses to Jorge Sanchez's letter (part of the group of written comments submitted by Green Wheels). For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

BellaVia Research

August 31, 2007

Kim Floyd, Project Manager
Caltrans – District 1
P.O. Box 3700
Eureka, CA 95502-3700

Dear Ms Floyd:

I am writing in regards to the proposed route 101 Eureka-Arcata corridor improvement project.

I would like to see other legal alternatives considered, in addition to the proposed creation of a 65 miles per hour speed corridor and the related improvements, which could include an overpass, traffic lights and closed medians. 1 2

I feel strongly that a better alternative is to keep the existing 50 mph speed zone with better law enforcement. It has proven to be a safe speed for this stretch of road with fewer accidents. People seem to respect the lowered speed limit. Drivers arrive at their destinations only minutes later than they would at 65 mph. One additional highway patrolman is much cheaper than converting this stretch of road back to a 65MPH raceway. Additionally, there is greater fuel efficiency driving 50 rather than 65 mph. Better fuel mileage equals less carbon emissions. Better for the pocketbook and for the environment. 3

I read the paper today at the courthouse, and was saddened to see that an HSU professor was involved in a hit-and-run as he biked on 101. In my younger years I was an avid cyclist. No more. And why? Because I'm terrified, absolutely terrified, to take my children or risk my own life on the road closest to my house (highway 200, North Bank Road) or highway 101. If there were a bike path on 101 linking Arcata and Eureka, I would jump at the chance to take my children to Eureka by bike. What could be a better, more satisfying way to attend fun weekend events in Eureka (like last weekend's organic planet festival) than by bike? 4

I would like to see Caltrans install guardrails on both sides of the freeway to create safe bike lanes. I have seen vehicles inadvertently drift over into the existing bike lanes from time to time. As traffic increases, guardrails become an inexpensive solution to an increasingly vexing safety problem. More people would travel by bicycle if they felt safer (I know a lot of people who fit that bill!). Additionally, the beautiful eucalyptus trees on the west side of the freeway could be saved and kept intact.

I urge you to open the EIR process to other alternatives, including those described above, before it is too late.

Sincerely, Julie Francis

2790 Clay Road
McKinleyville, CA 95519

707.839.1222 (P)
707.845.1878 (M)

julie@bellaviaresearch.com
www.bellaviaresearch.com

Responses to Julie Francis:

1. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

2. The Alternatives that are fully evaluated in the Environmental Impact Report/Statement (EIR/S) evolved from a specific project need and purpose statement as well as a need to minimize cost and environmental impact. As documented in Chapter 2 of the Final EIR/S, many alternatives were initially identified and looked at, but dropped from consideration because they did not meet project need and purpose or were too expensive in terms of cost or environmental impact. The five Build Alternatives that are fully evaluated in the Final EIR/S are similar because the improvements are basically extensions of the existing roadway which makes the best use of the existing facility while minimizing cost and environmental impact. Conversely, alternatives that involve purchasing new highway right of way and building new facilities separate from the existing highway generally incur higher costs and environmental impacts.

See Group Response II-C regarding the signalization of intersections.

3. See Group Response III-A-3.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Humboldt County Fair
Route 101 - Eureka/Arcata Corridor Improvement Project
August 9th - 19th, 2007

NAME Cheryl Franco

ADDRESS 111 Evergreen Lane CITY Eureka STATE Ca. ZIP 95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Keep the same and develop the outside area.

NOTE: Please submit comments no later than September 28th, 2007

Response to Cheryl Franco:

See Response I-A. Caltrans does issue encroachment permits for proposed development that would directly affect Route 101, however local and county jurisdictions implement the primary land development controls.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
JULIA FREEWOMAN

ADDRESS
[illegible] S. WESTHAVEN

CITY
[illegible]

STATE
CA

ZIP
95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:
CYCLING IS A PROMINENT COMMUTING OPTION BETWEEN ARCATA/EUREKA.

NOTE: Please submit comments no later than September 28th, 2007

Response to Julia Freewoman:

Comment noted. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Nancy Frey

ADDRESS 4150 Cedar St CITY Eureka STATE CA ZIP 95503

REPRESENTING (name of organization or agency) family from Carl Johnson Co. & The Farm Store

I would like to make the following comments:

☆stoplight☆ My family has been crossing for many many years at this intersection! The 50 miles an hour has helped but I still wait several minutes to cross.

Thanks!

NOTE: Please submit comments no later than September 28th, 2007

Response to Nancy Frey:

Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. See Chapter 2 in the Final EIR/S for details.

To: Kimberly Floyd, Project Manager December 19, 2008

Re: Hwy 101 Eureka-Arcata Corridor Project

As a bike commuter and long time Arcata resident I have concerns about the proposed 101 Corridor Project. The current alternatives being considered do not seem to make bike travel on the highway any safer and likely more risky.

1

I support the comments the Humboldt Bay Bicycle Commuters Association has submitted.

I think the current 50 mph speed limit has significantly helped make bicycle travel safer along the Eureka-Arcata Corridor. I lived on highway 101 between Eureka and Arcata for 15 years; I saw my share of accidents. With the establishment of the "safety corridor" I the number and severity of accidents have dropped.

With the current Fiscal problems plaguing the State of California why put millions of dollars towards a project that, at this time does not seem to meet the needs of the entire local community. 2

I keep thinking about the saying "If it is not broken, don't fix it".

Sincerely,

Jan Friedrichsen

Responses to Jan Friedrichsen:

1. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. Also see Group Response I-D for more information. The proposal to increase the posted speed limit after project construction has been dropped: see Group Responses III-A-1and 2 for more information.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

September 27, 2007

Rod Parsons
Chief, Environmental Branch E-1
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502

Dear Mr. Parsons,

I have recently read Ann King Smith's thorough and thoughtful letter regarding the Corridor Improvement Project and support all her suggestions without reservations.

As a cyclist who bicycles between Arcata and Eureka approximately once a week both for transportation and exercise, I am in total support of ALTERNATIVE 7-NO BUILD along with the suggestions that Ms. King Smith details. The cars that whisk by me as I bicycle sometimes leave a small wind tunnel behind that requires extra concentration to keep my bike on track. Additionally I am always wondering as I pump, whether some piece of debris from a passing truck or car will come crashing my way. I cannot imagine how much worse the risks will be if the speed limit is increased. I have had three flat tires in the past year as a result of passing over nails, glass and other sharp objects that are scattered along the side lane. What a pleasure it would be to be able to ride along a separate but parallel bicycle lane. 1 2

As a family physician, I am constantly challenged by patients whose illnesses result from unhealthy, sedentary lifestyles. The context and environment in which people live can have a huge effect on the choices they make regarding their health. Transportation is a public health issue and any opportunity to improve an individual's access to exercise should be supported. Retaining the trees adjacent to the corridor and creating a bicycle lane would provide incentives for people to get out of their cars, get on their bikes, burn calories and enjoy the scenery. Environmental pollution would also be reduced. 3

I have had to treat many people who have suffered trauma from car accidents and I have had to sign death certificates as well. Research has proven that a lower speed limit decreases trauma and death. In the few years that the 101 corridor has existed with a speed limit, there has been a commensurate decrease in accidents. 4

Please give all of Ms.Ann King Smith's suggestions your most serious consideration and support the health of the Humboldt community. Thank you for your time. 5

Sincerely,
Corinne Frugoni
Corinne Frugoni M.D.
1929 Haeger Ave
Arcata, CA 95521

Response to Corrine Frugonim, MD:

1. See Group Response I-A for a project need and purpose discussion.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. For a discussion of eucalyptus tree removal, please see Group Response III-B-2.

4. For a discussion of speed limits and freeway designation, see Group Response III-A-1.

5. See responses to Ann King Smith's written comments.

California Department of Transportation (Caltrans) Comment Card
Humboldt County Fair August 7 - August 17, 2008

NAME: DAVID FULLER

ADDRESS: 2465 Erie St CITY: Eureka STATE: CA ZIP: 95501

REPRESENTING (name of organizaion or agency, if any)

PHONE NUMBER (optional)

I would like to make the following comments / ask the following question:

I would like to see the Hwy 101 "Safety Corridor" remain as it is with no changes. It's safe and upgrades are not needed. I drive it round trip 7 days per week. Keep the speed @ 50mph. Thanks!

<u>Response to David Fuller</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor. See Group Responses III-A-1 and 2 regarding the posted speed limits.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

Mary E Gallagher
NAME

1288 Hatchery Rd Arcata Ca 95521
ADDRESS (home) CITY STATE ZIP

Johnson Ranches, Inc / Farm Store
REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

Full signal lite at Airport Rd
& interchange at Indianola Rd

NOTE: Please submit comments no later than December 15, 2008

Response to Mary Gallagher:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop.

Sage Gang-Halvorson
978 Villa Way
Arcata, CA 95521

To Caltrans planners:
Please include a bike lane or path in Eureka-Arcata Corridor project.

Responses to Sage Gang-Halvorson:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public since project planning was initiated. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2 for more information regarding the posted speed limits.

rw gardner
<gardner@humboldt1.com>
12/01/2008 11:45 AM

To Kim_Floyd@dot.ca.gov, jrsmith@co.humboldt.ca.us
cc
Subject Caltrans 101 Corridor Project

Gentlepersons:

This is a plea to preserve the eucalyptus trees along the corridor. At the current 50 mph speed limit, the turn into the mill for trucks shouldn't be a serious problem. If the trees had been a major problem wouldn't they have been removed years ago? These trees have become a landmark and heritage of our area. They should remain.

Sincerely,

Bob Gardner

Response to Bob Gardner:

The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. See Group Response III-B-2 for more discussion of tree removal.

Despite the low vehicle volumes accessing the mill entrance, extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Traffic on Route 101 is projected to increase and having the roadway meet design standards becomes more critical for traffic safety and operation reasons. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

Randy Gardner
<misc@randyg.org>
12/13/2008 05:58 PM

To Kim_Floyd@dot.ca.gov
cc
Subject Times-Standard article "Let 'em know what you think"

Well, if public input is wanted, here's my opinion on the issue...

As someone who works off Indianola cutoff and commutes over the "safety" (I've seen far more accidents than I ever saw when it had a proper speed limit, so that word gets quotes) corridor, I would say that NO median crossing closures are acceptable, and any option which includes them is not up for consideration. There is no way to close any of them without inconveniencing a group of people or businesses. 1

If "something must be done" (despite there not being any problem before), put in an over/underpass for Indianola, but do not close any median crossings. In fact, put back in the one across from Eureka Oxygen/John's/etc - having to loop all the way to the northern one and back to get to Eureka is a complete waste of time. 2

And when you're done putting the over/underpass in for Indianola, fix the bloody speed limit - there is no excuse for a 50mph zone on a clean, straight 4-lane highway - even one with roads crossing it. Get rid of the useless flashing lights (of COURSE traffic doesn't stop! anyone who doesn't know this deserves to be taken off the road!) and everything else, too. 3

This stretch of road was a lot better before caltrans started "fixing" it - and any median crossing closures will just make it worse.

In addition, why would anyone ever want to remove the trees? Trees make the highway pretty, and differentiate us from some slum in southern California. No one wants to see the inner workings of the lumber yard, cow pastures, etc - if anything, more trees should be planted! 4

Thank you for reading,
--Randy

<u>Responses to Randy Gardner</u>:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Study (EIR/S), includes both an interchange at Indianola Cutoff (midway between Eureka and Arcata) and a half-signal at Airport Road. These two features would collectively reduce out-of-direction travel to and from businesses along the Route 101 corridor. While this project would result in some degree of out of direction travel, the trade off would be enhanced safety by preventing broadside collisions caused by left turn moves at uncontrolled intersections.

2. The Route 101 median opening at Cole Avenue was closed because of the high frequency of collisions at this intersection.

3. See Group Responses III-A-1, 2, and 3 for a discussion of speed limits and enforcement.

4. For a discussion on tree removal see Group Response III-B-2.

Spring Garrett
1845 Oak Place
McKinleyville, Ca 95519 1

To Caltrans planners:

Please consider reconsidering the options. Let's have a bike lane and keep the speed down. I don't mind going slower. It's the most sane thing to do.

Thanks, Spring Garrett 2

Response to Spring Garrett:

Since 1999, Caltrans staff working with other public agencies have been continuously weighing public comments, revising and adding alternatives to address public concerns while meeting the project need and purpose to enhance safety and construct long term roadway maintenance.

3 The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

4

5

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME
MARY GEARHEART

ADDRESS | CITY | STATE | ZIP
613 PARK AVE | ARCATA | CA | 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I OBJECT TO THE PROPOSED CORRIDOR IMPROVEMENT
PROJECT. I BELIEVE THE PROPOSED SOLUTIONS WOULD
ENCOURAGE MORE COMMERCIAL DEVELOPMENT ALONG 1
WHAT SHOULD BE A DESIGNATED SCENIC CORRIDOR. 2
WE SHOULD BE SEEKING MORE OF WAYS TO
MAKE THE CORRIDOR MORE SCENIC, PROTECT 3
THE WETLANDS, REQUIRE MOTORISTS TO DRIVE 4
SLOWER AND ENJOY THE BEAUTY.

NOTE: Please submit comments no later than September 28th, 2007

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME
MARY GEARHEART

ADDRESS | CITY | STATE | ZIP
613 PARK AVE | ARCATA | CA | 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I OBJECT TO THE PROPOSED CORRIDOR IMPROVEMENTS 3
AS I THINK THE COST FAR OUTWEIGHS THE BENEFITS.
I ALSO FEEL STRONGLY THAT CAL TRANS AND LOCAL
GOVERNMENTS SHOULD BE LOOKING AT WAYS TO
ENCOURAGE ALTERNATE FORMS OF TRANSPORTATION 5
INSTEAD OF MAKING IT EASIER FOR PEOPLE TO
GET IN THEIR CARS & DRIVE FASTER.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Mary Gearheart:

1. See Group Response III-B-5.

2. See Group Response III-B-2.

3. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), was designed to minimize both wetland and visual impacts while meeting the project need and purpose to enhance and provide long term roadway improvements. See Chapter 3 of the Final EIR/S for more information.

4. Comment noted. Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system: as such vehicle drivers on north or south trips longer than a few miles are encouraged to use Route 101 rather than residential streets. Slowing down traffic on Route 101 could result in additional traffic on Old Arcata Road and State Route 255 which are adjacent to residential areas.

5. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

September 25, 2007

Caltrans
Program/Project Management
Attn: Kim Floyd
P.O. Box 3700
Eureka, CA 95502-3700

Dear Kim:

I am submitting the following comments on the DEIR for the Eureka – Arcata Route 101 Corridor Improvement Project.

The proposal to remove many mature trees in order to meet standards for the clear recovery zone does not appear to be environmentally justified. While some of the safety improvements suggested for the RRR work are needed, the mature eucalyptus trees are historical, and every effort should be made to retain them. 1

Even if it is determined that today acceleration and deceleration lanes are needed at the Simpson Sawmill, I believe that there is a real possibility that in another few years, there will not be a sawmill at that site. I am asking this solution be reanalyzed taking into consideration it is an inappropriate industrial use in a scenic corridor and wetland.

Furthermore I do not believe the costs associated with the three Safety Corridor alternatives justify proceeding in the manner suggested in your EIR. I believe a new study with different alternatives needs to take place before proceeding. The new study needs to look at alternative transportation needs and not just address vehicular traffic. 2 3

Thank you for the opportunity to comment.

Mary Gearheart
613 Park Ave
Arcata CA 95521

Mary Gearheart

<u>Responses to Mary Gearheart</u>:

1. For a discussion of trees, see Group Response III-B-2.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor. Preliminary planning and design began in 1999 to construct a project that would enhance safety for all users. For more than ten years Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. At the start of the Draft EIR/S in 2001, there were two build alternatives. Over the course of almost ten years, three new alternatives were introduced and all alternatives were modified to address various concerns from the public.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

09 December 2008

Attn. Kim Floyd – Project Manager

I am writing to comment on the proposed safety corridor project on Hwy. 101 between Arcata and Eureka. My first concern is the preservation of as many trees as possible, most especially the line of Eucalyptus on the west side between the highway and California Redwood Company. I strongly feel they are an historic resource that deserves to be preserved for that reason alone, but also feel they do a great job in slowing the traffic down as well as their share of absorbing air pollutants, reducing runoff of polluted storm water and cleaning of CO2 from the atmosphere. 1

If we were an enlightened county we would have long ago declared that corridor a scenic corridor and worked with Caltrans to improve it to those standards. That being said, we can't start any sooner to work toward that goal. By today's land use standards, neither California Redwood Company nor Harvey Harper Motors would be allowed to build in the locations they occupy. We should be trying to find ways to buy the land from these businesses and put it back to the wetlands they were prior to filling instead of looking for ways to make the property value go up by increasing the ease of accession for these two properties. By working with the Coastal Conservancy and Land Trusts this could surely be accomplished for less than the $39,000,000 proposed for the least expensive alternative. 2

Sincerely,

Mary Gearheart
905 H Street
Arcata CA 95521

<u>Responses to Mary Gearheart</u>:

1. For a discussion of trees, see Group Response III-B-2.

2. Even if businesses could be purchased and relocated, the primary broadside collision factor would remain: uncontrolled left turn and crossing moves across Route 101 through traffic lanes at six intersections.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Mary V. Gelinas

ADDRESS | CITY | STATE | ZIP
P.O. Box 609 1100 Kane Ridge Rd. Trinidad CA 95570

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Please do not spend any taxpayer dollars on "upgrading" the safety corridor between Arcata and Eureka. It is safe as it is if speed restrictions are enforced. I repeat, do not pursue proposed changes to corridor. It would be a waste of money.

NOTE: Please submit comments no later than September 28th, 2007

Response to Mary V. Gelinas:

Alternative 7, the No Build Alternative is the No Action Alternative and is fully evaluated in the Environmental Impact Report/Statement (EIR/S). However, this alternative would not meet the project need and purpose. Please see Group Responses 1-A and II-B.

Modified Alternative 3A, identified as the Preferred Alternative in the Final (EIR/S), is needed to enhance safety and provide long term roadway improvements that would benefit all travel modes.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME
Carman Gentile cg.piano@sudden link.net

ADDRESS (home) CITY STATE ZIP
4281 Percheron Lane, Arcata

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

I am a motorist and a bicyclist.
1. Do not close the median crossings. Add the turnarounds but keep medians open also. 1
2. Install full light at airport. 2

Long term: Make the corridor a regular limited access freeway with a 2-lane service road running ~~parallel~~ parallel on the East side of the corridor freeway. 3

NOTE: Please submit comments no later than December 15, 2008

Responses to Carman Gentile:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), would eliminate all uncontrolled Route 101 median crossings in order to meet the project need and purpose of enhancing safety. See Chapter 1 in the Final EIR/S for more information. Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

2. Modified Alternative 3A does include a half signal that would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop.

3. The existing Route 101 corridor consists of a four-lane expressway north of the Eureka Slough Bridges to approximately Jacoby Creek Bridges. North of Jacoby Creek Bridges, Route 101 is a four-lane freeway up to and beyond the northern project limit of the 11th Street overcrossing in the City of Arcata. A frontage road on the east side of Route 101 was considered but dropped during the early planning phase; however the costs of right-of-way acquisition and wetland impact were too high in relation to the benefits.

Denise Elizabeth George
827 Villa Way
Arcata, CA 95521

To Caltrans planners:
I am a local citizen and tax payer, who bicycles between Arcata and Eureka in efforts to have less impact on the planet, and to keep in good physical health. The corridor could use a lot of improvements in becoming more bicycle-user friendly. More cyclists means less motor traffic and pollution.
I would like to see more consideration and money spent on creating a safer route for those of us who are pedaling to do the right thing. (Perhaps even putting some of that $55-62 million towards the Hammond Trail Project.)

Thank you for your time and I hope you will keep us in mind.

Sincerely,

Denise George

Response to Denise George:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Diane George
3346 Jacobs Ave
Eureka, CA 95501
September 26, 2007

Caltrans
Attn: Kim Floyd
P.O Box 3700
Eureka, CA 95502-3700

Subject- 101 Eureka-Arcata Corridor

Dear Kim;

I will not go into any detail re 101 Corridor project alternatives I am sure you have been inundated with such. However, Cathy and I would like to have it in writing that we, along with our 9 employees, would like to see Alternative 3 get the nod.

We thank you for your years of hard work on this matter and also thank you for working with us to find a compromise.

Sincerely,
Diane

cc Spencer Clifton
Humboldt County Assoc of Governments
Mayor Virginia Bass

Response to Diane George:

Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. See Chapter 2 in the Final EIR/S for details.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Donna Gephart

ADDRESS 1992 Ridgewood Dr. CITY Eureka STATE CA ZIP 95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I drive on Hwy 101 from my home in Cutten to my work in Arcata 5 days a week. I was thrilled when the safety corridor was instituted and I appreciate the slower, safer pace of traffic. I would hate to see that change. I don't feel any upgrades are necessary ESPECIALLY at the expense of the beautiful greenbelt that I enjoy daily. Please leave the corridor alone!

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Donna Gephart</u>:

See Group Response I-A.

The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

2615 Copenhagen Rd.
Loleta, CA 95551

September 11, 2007

To Rod Parsons, Chief, Environmental Branch, California Dept. of Transportation

Dear Mr. Parsons,

I am writing regarding the proposed Hwy 101 Corridor project between Eureka and Arcata. I have lived in Humboldt County for 26 years and have driven this rode many times. As the population increased over the years the traffic did also and this stretch of Hwy 101 became dangerous because of cross-traffic accidents. Since the safety corridor with speed limit of 50 mph was initiated there have been no fatalities. More speed is not the answer. 1

As a taxpayer in this state, I don't feel that many millions of dollars should be spent to fix something that is working just fine. Many of us would like to see a rail to trail project along this stretch of the bay. It is more environmentally friendly and would be a wonderful addition to alternative transportation in this region. 2 3

Personally, I would like to see a project that utilized the existing rail track to develop a light rail form of transportation similar to Portland's between McKinleyville, Arcata, Eureka and eventually Fortuna to Rio Dell. I also am in favor or a hike/bike trail between Arcata and Eureka as far as College of the Redwoods.

Sincerely yours,
Edge Gerring

Edge Gerring

<u>Responses to Edge Gerring</u>:

1. See Group Response I-A.

2. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. For more information, see Group Responses III-A-1 and 2.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: JIM GIAMPAOLO

ADDRESS (home): 6700 MYRTLE AVE — CITY: EUREKA — STATE: CA — ZIP: 95503

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

1) CLOSE MEDIAN CROSSINGS
2) UNDERCROSSING AT INDIANOLA CUTOFF
3) CONSTRUCT A "FULL" SIGNAL AT AIRPORT ROAD

ALT 3

NOTE: Please submit comments **no later than December 15, 2008**

Response to Jim Giampaolo:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at Airport Road and allows both bicyclists and motor vehicles to cross or turn around at the proposed Indianola Cutoff interchange. Modified Alternative 3A has many of the advantages of Alternative 3, but would have less wetland impact and have less traffic queuing of southbound Route 101 at Airport Road.

Deborah Giraud
718 Second Ave.
Trinidad, CA 95570
Phone: 707-677-0446

To Caltrans planners:

I have been commuting for 17 years from Trinidad to Eureka. The safety corridor is working at 50 miles per hour. I can not stand the thought of o 60 million dollars going into that stretch of road. It is so much money. Our population is not growing that fast that we need that much spent on that section. What is going to happen in 25 years to Eureka? How can Cal Trans and the city work on that bottleneck? That is what you should be concentrating on. The need for a bike path is obvious. I kow you will probably end up doing something, but scale it way back, and add the bike path. 1 2 3

Thanks...

Response to Deborah Giraud:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B.

2. See Group Response I-B for a discussion of projected traffic increase. Caltrans staff has and will continue to work continuously with the City of Eureka to address traffic operations and safety on Route 101 in Eureka.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Lin Glen
PO Box 1004
Blue Lake, CA 95525

To Caltrans planners:

The proposed plan to upgrade the Arcata to Eureka 101 highway inadequately addresses the needs of cyclists.

The number of bicycle commuters and bicycle tourists increases every year, along with the price of fuel and people's awareness of the negative impact of auto travel on the environment. The currrent roadway is not safe for cyclists. Any improvement plan must adequately address this group of users as they are most at risk when traveling on this section of the highway.

Thank you for addressing this matter.

Response to Lin Glen:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Lori Goodman

ADDRESS | CITY | STATE | ZIP
6687 Humboldt Hill Road, Eureka, CA 95503

REPRESENTING (name of organization or agency)
Self

I would like to make the following comments:

What we need on the corridor between Eureka/Arcata are TRAILS for walking, biking, even a train. (1) What we need are more trees and more enforcement of the 55 mph speed limit. (2) Let's spend the money that way and truly improve the corridor! (3) (4)

NOTE: Please submit comments no later than September 28th, 2007

Responses to Lori Goodman:

1. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

2. See Group Response III-B-2.

3. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. For more information, see Group Responses III-A-1 and 2.

4. See Group Response I-A.

CHARLES F. GOODWIN, JR.
1312 Gates Street
Eureka, CA 95501-2627

September 28, 2007

Kim Floyd, Project Manager
Caltrans
PO Box 3700
Eureka, CA 95502-3700

Subject: Highway 101 Safety Corridor DEIS Comments

Dear Ms. Floyd:

As a member of the Humboldt County Aviation Advisory Committee I have reviewed the Caltrans DEIS for the Corridor Improvement Project between Eureka and Arcata. I submit these comments to Caltrans solely as an individual and not as a representative of the HCAAC. These comments are regarding the possible impacts to future operations of Murray Field, one of the six airports in the County aviation system, by option 3 of the DEIS.

Project Alternative 3 has at least two major impacts on airport operations:

1. The creation of a signalized intersection at Airport Road and Highway 101 introduces a potential conflict between southbound traffic stopped at the signal and arriving aircraft landing over Humboldt Bay on Runway 11. Southbound trucks stopped at the signal and backed up across the extended runway center line introduce a situation not currently present when traffic is constantly moving.
2. Realigning the Airport Road intersection with Highway 101 the north (east) encroaches on airport property. This has the effect of removing the land from airport use and has the potential to restrict future airport operations.

I also see other considerations regarding the DEIS. Removal of trees on the west (north) side of 101, between 101 and the rail tracks, especially those trees nearest the runway, will expose existing power lines to departing aircraft. These trees now act as a natural barrier, encouraging longer straight out departures before beginning right-hand turns. Power lines, by themselves, are difficult to see from aircraft in flight.

A careful reading of the DEIS seems to indicate that its preparation was done without consultation with or following guidelines established by Caltrans Division of Aeronautics, regarding potential impacts on the Eureka Murray Airport. Also, there is no indication in the DEIS that any consultation was sought from the Federal Aviation Administration on potential airport impacts. Both agencies are established to provide airport over site.

Sincerely yours,

Charles F. Goodwin, Jr.

Charles F. Goodwin, Jr.

Response to Charles F. Goodwin, Jr.:

Please see responses to letter from Humboldt County Aviation Division letter in the Responses to Organizations section.

"wmpgrace13"
<pgrace@fnf.com>
Sent by:
notify@yahoogroups.com

12/21/2008 10:00 AM

To Kim_Floyd@dot.ca.gov

cc

Subject Eureka-Arcata Corridor

I would just like to say that I agree completely with Scott Kelly's assessment of the the alternatives that are being considered for the safety corridor.

In fact, my personal opinion is that the best option is leaving things as they are, i.e. 50 mph and no changes to the medians. I understand that no road can be made 100% safe, but I think that the current stretch without fatalities (touch wood), is testament to effectiveness of the current safety measures.

I would definitely like to see some other alternative to riding on the freeway eventually developed, but since that's not what's being considered, I'll save that for a different letter.

Let's just say that I think Scott's right when he say's that the options being considered, if enacted, would definitely be a detriment to the cycling community.

Thanks,
Pat Grace
2806 S St.
Eureka, CA 95501

Responses to Pat Grace:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D for more information.

The proposal to increase the posted speed limit after project construction has been dropped: see Group Response III-A-1 for more information.

For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H.

Kim Floyd/D01/Caltrans/CAGov
12/04/2007 01:45 PM

To Mitch Higa/D01/Caltrans/CAGov@DOT
cc Todd Lark/D01/Caltrans/CAGov@DOT
bcc
Subject Late comment received

Mr George Green 826-1149 telephoned regarding Eureka Arcata public comment period.

His comment was to restrict all left crossings, raise speed to 55 mph, take down excess signs. All those signs are a "drag" 1

Gas would be saved not waiting/idling to make left turns, in his opinion. Make accommodation for bike path with money saved from not building an overpass. 2

Response to George Green:

1. Alternative 1 includes the removal of left turn opportunities and safety corridor signs as well as constructing various roadway improvements. Alternative 1 was not selected as the Preferred Alternative because of its overall unacceptable environmental impacts. While Alternative 1 has the least direct impacts to jurisdictional wetlands and Other Waters of the U.S., it would have the potential to incur the most impact to Environmental Justice communities and create substantial out-of-direction travel. Construction of Alternative 1 would result in the following adverse environmental effects:

- Environmental Justice communities would be substantially disproportionately and adversely affected by access restrictions;
- Substantial out-of-direction travel and delay would result from Route 101 median access closures;
- Local residents, businesses, pedestrians, and bicyclists would be substantially adversely affected by the access closures;
- There would be a substantial increase of traffic diverted to Old Arcata Road;
- Access restrictions would result in substantial out-of-direction travel with corresponding increases in lost time, energy consumption, and vehicle exhaust emissions.

See Chapter 2 of the Final Environmental Impact Report/Statement (EIR/S) for more information.

2. While eliminating left turn movements could save energy in some circumstances, the elimination of left turns would require more of direction travel and result in a net increase in energy compared to the existing condition. See Section 3.2.7 Energy in Chapter 3 of the Final EIR/S for more information.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Sue Grenfell

ADDRESS 1212 Carson Rd CITY Fieldbrook STATE CA ZIP 95519

REPRESENTING (name of organization or agency) —

I would like to make the following comments:

I commute ~~out~~ to work everyday along the Eureka/Arcata Safety Corridor. Reducing the speed limit along that stretch has been a tremendous improvement, and I see no need for further changes. There is nothing wrong with going 50 mph. I would much rather see Caltrans invest money in other projects & rather than making significant modifications to this stretch of road. 1 2

Thank you for your consideration.

Sue Grenfell

NOTE: Please submit comments no later than September 28th, 2007

Response to Sue Grenfell:

1. See Group Responses III-A-1 and 2 for information regarding the posted speed limits.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would cost approximately $46 million to construct and would enhance safety and provide long term roadway improvements.

HARPER FORD Country
Since 1912
4800 Highway 101 North • Eureka, CA 95503
Business Phone: (707) 443-7311
Fax Number: (707) 443-3839
1(800)524-8608
Email harper@northcoast.com

Caltrans September 27, 2007
Attn: Kim Floyd, Project Manager
P.O. Box 3700
Eureka, Ca. 95502-3700

Dear Ms. Floyd,

I am an employee (in my 9th year) of Harper Motors located on the 101 Corridor. I commute each day (6 days a week, sometimes 7) from Fortuna (near the Rohnerville line), close to 52 miles per day. I am not the only employee who travels that distance. It would be difficult for me to increase the travel time - and the real problem would be the effect on business (sales, service, parts). I am a Commission only sales person - based on accessibility to our business the incomes of many employees

HARPER FORD Country
Since 1912
4800 Highway 101 North • Eureka, CA 95503
Business Phone: (707) 443-7311
Fax Number: (707) 443-3839
1(800)524-8608
Email harper@northcoast.com

would be affected.

In addition, my commute on Rte. 101 from Fortuna has been hazardous (to say the least). The construction is at a standstill and with winter upon us - what is going to happen?

Please, please consider the long-standing businesses which are a crucial part of this economy and the dedicated employees who will be severely impacted.

Thank you for your consideration.

Respectfully,
Helene Griffin

Response to Helene Griffin:

Comment noted. Caltrans staff has worked with local businesses to plan, design, and continuously refine the proposed project to not only meet the project need and purpose, but to avoid and minimize impacts to businesses. Modified Alternative 3A, the Preferred Alternative identified in the Final Impact Report/Statement (EIR/S), includes a new Route 101/Indianola Cutoff interchange and a half signal at the Route 101/Airport Road intersection that would allow left turn moves to and from Route 101. The interchange and half signal would minimize out of direction travel to businesses after the project removes all uncontrolled left turn and crossing moves on Route 101 between Eureka and Arcata. For more information, see Chapters 2 and 3 in the Final EIR/S.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME: Brett Gronemeyer

ADDRESS: 1243 Myrtle Ave. #5, CITY: Eureka, STATE: CA, ZIP: 95501

REPRESENTING (name of organization or agency):

I would like to make the following comments:

At the open house on August 7th I saw nothing addressing use of the 101 corridor by bicyclists or pedestrians. All users need to be accomidated. Of all the options presented, I am in favor of Alternative 3. The businesses on Jacobs Avenue need an interchange & traffic signal at Airport Road. I work for a business on Jacobs Ave.

NOTE: Please submit comments no later than September 28th, 2007

1

2

Responses to Brett Gronemeyer:

1. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D for more information. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H. The proposal to increase the posted speed limit after project construction has been dropped: see Group Response III-A-1 for more information.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at Airport Road and allows both bicyclists and motor vehicles to cross or turn around at the proposed Indianola Cutoff interchange. Modified Alternative 3A has many of the advantages of Alternative 3, but would have less wetland impact and have less traffic queuing of southbound Route 101 at Airport Road.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Teri Grunthaner

ADDRESS: 1710 Stewart Ave
CITY: Arcata
STATE: CA
ZIP: 95521

REPRESENTING (name of organization or agency)
myself and loved ones

I would like to make the following comments:
The reason I do not ride to Eureka from Arcata is simple: I dont feel safe riding my bike on the freeway. I am unable to support Eureka business because of this, and would love to have a safe & accesible bike path. Even if that doesnt happen, I will only be more discouraged to ride if the speed limit is raised.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Teri Grunthaner</u>:

See Group Responses III-A-1 and 2 for discussions of the posted speed limit.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

GUERRA & MCBANE LLC

August 24, 2007

CALTRANS,
Attn: Kimberly Floyd, Project Manager,
P. O. Box 3700,
Eureka, CA. 95502-3700

Dear Ms. Floyd:

Subject: Highway 101 DEIR

I would like to address the finding of no impact on cultural and historical resources in the DEIR. Both Highway 101 and the Old Arcata Road are historic transportation corridors, built on old levee roads and railroad beds. Even earlier, much of this linked Indian communities along the Bay. Both of these routes should have been studied for scenic and history highway designation years ago. Major sections of Highway 101 on this route were part of the old Redwood Highway. These roads are not just passing through open space but a vernacular landscape that includes elements such as the eucalyptus screens planted along 101 by Cottage Gardens Nursery around 1924.

A study was conducted by the county in 1974 for projects along Old Arcata Road by S. Van Kirk for the Planning Department, under planning staff Eric Hedlund. This identified resources along the full length of the corridor and is still the most comprehensive research conducted to date. In addition, these projects would also impact Samoa Boulevard from Arcata to the Samoa Bridge, another potential historical resource. These resources have been documented in recent studies on South G. Street neighborhood in Arcata and on the old County/Airbase Road on the Peninsula.

All of these resources qualify as cultural landscapes under the General Guidelines for Identifying and Evaluating Historic Landscapes, California Department of Transportation, February 1999. A finding in the DEIR of no impact on cultural resources is clearly inadequate. Studies should consider both the short term impacts of the lengthy construction period on these alternate routes as well as the long term impacts of each of the alternatives proposed. The safety corridor has increased traffic and speeding on Old Arcata Road and Samoa Boulevard, so these three routes should be studied as a group in order to develop a safe and viable long term solution to transportation issues. At minimum, this project should maintain the scenic vistas, cultural landscape and ambiance of these scenic and historic transportation corridors to the extent possible.

I appreciate the opportunity to provide comments. I understand that this is can be a difficult and time-consuming process, as it should be when we are planning the future of our communities. Please place my name on your mailing list for any meetings, hearings or workshops.

Sincerely,

Suzanne Guerra

BOX 367 • BAYSIDE, CA. • 95524
PHONE: 707-442-3320 • FAX: 707-442-5352
E-MAIL: SUZANNEGUERRA@NETSCAPE.NET

Response to Suzanne Guerra: The cultural Areas of Potential Effect were set and approved in accordance with pertinent State and Federal cultural resource regulations. Caltrans did not assess potential impacts to cultural resources along Old Arcata Road, which is the responsibility of the County of Humboldt. Please see Group Response III-B-2 for a discussion of tree removal.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Lynne Gurnee

ADDRESS (home): 3446 Lowell St — CITY: Eureka — STATE: CA — ZIP: 95503

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

Too expensive for current budget. It seems okay the way it is. Could you install cameras (like they have in San Francisco for people who run red lights) to facilitate ticketing speeders? Maybe slow the speed to 45 mph? I am opposed to cutting the eucalyptus. I am opposed to closing all the crossings. I am opposed to undercrossings for bicyclists (not safe for solo women cyclists), and opposed to a very separate bike path as they tend to collect broken glass -- cost $ to keep clean.

1
2
3
4
5
6
7

NOTE: Please submit comments no later than December 15, 2008

Response to Lynne Gurnee:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Intersection enforcement is different than speed enforcement. See Group Response II-D for more information.

3. See Group Responses III-A-1 and III-A-2.

4. See Group Response III-B-2.

5. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at Airport Road and allows both bicyclists and motor vehicles to cross or turn around at the proposed Indianola Cutoff interchange.

6. See Group Response III-A-4.

7. Comment noted. A separated bicycle path is not included in the proposed project.

Comment

Your diagram shows the least amount of traffic accidents @ the mill. It is a bit ironic that you plan to take out the most trees to accomodate the mill traffic.

Go back to the drawing table!!!

Rick Gustafson
P.O. Box 278
Bayside, CA 95524

Response to Rick Gustafson:

The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. For more information see Group Response III-B-2.

Despite the low vehicle volumes accessing the mill entrance, extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Traffic on Route 101 is projected to increase and having the roadway meet design standards becomes more critical for traffic safety and operation reasons. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Tyla Hafstrom

ADDRESS | CITY | STATE | ZIP
2851 Main St. | Eureka | CA | 95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I currently do not ride a bike for transportation purposes, although I would consider it if there was a nice, safe bay trail between arcata + Eureka. I also do not currently use public transportation due to the fact that there are not enough options, I don't feel it is safe enough, and I don't know enough about it.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Tyla Hafstrom</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME
Judy Haggard

ADDRESS: 1237 Gross Rd.
CITY: Fieldbrook
STATE: CA
ZIP: 95519

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I'm very concerned that there is no mention in any of the alternatives of the concerns of proponents of alternative transportation proposals (i.e., the proposed Eureka - Arcata bike/hike trail).

There is one thing in the alternatives that I am definitely in favor of - removal of the non-native trees, esp. the eucalyptus trees - in fact, they should all be removed.

NOTE: Please submit comments no later than September 28th, 2007

Response to Judy Haggard:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of tree removal, please see Group Response III-B-2.

Monday Dec. 15, 2008

To those Concerned!

I think both Alternatives 1A and 3A are unnecessary to the continued safety of the corridor. 1

Closing the median crossing would be very inconvenient to the businesses along the Corridor — virtually guaranteeing their demise. 2

The amount of traffic on the corridor doesn't jusify these radical alternations. 3

If safety is the real issue, and not one of assigning monies to a project, perhaps a few solar-paneled street lights and increased Highway Patrol presence. 4

And please do not cut down, or drastically thin, the eucalyptus trees. They are a pleasure to both citizens and tourists alike. If safety is the issue, hire an expert who would both preserve and protect all concerned. Going through and razing them is absolutely not called for. 5

These proposals are not needed nor wanted. Please stick to preserving and protecting pavement already in place. 1

Sincerely,

Deborah Hall 3785 G St #3
Eureka CA 95501

Responses to Deborah Hall:

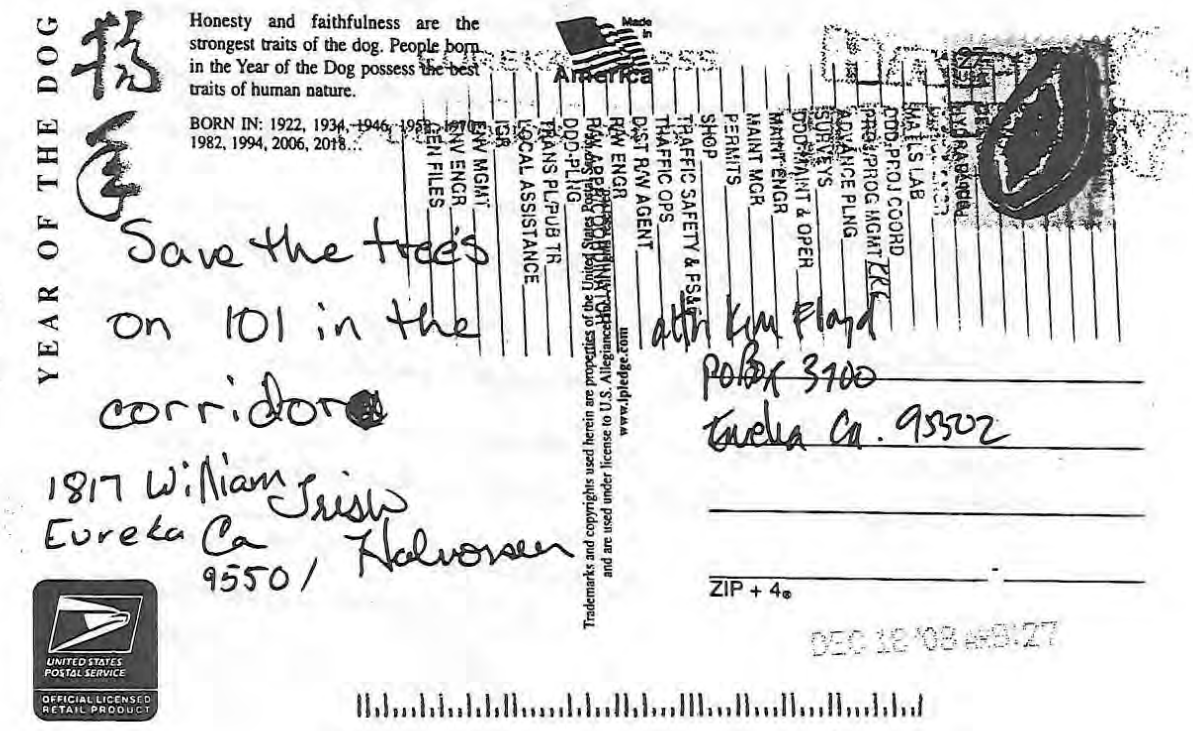
1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would include an interchange at Indianola Cutoff and a half signal at Airport Road that would substantially reduce out of direction travel while enhancing safety. Many of the local businesses favor a safety enhancement project. See Section 3.1.1 in Chapter 3 of the Final EIR/S for more information.

3. Comment noted. Route 101 between Eureka and Arcata is the most heavily traveled highway segment in Humboldt, Mendocino, and Del Norte Counties.

4. Increasing highway enforcement and additional lighting would not address uncontrolled left turn and crossing moves, which are single major factors associated with broadside collisions.

5. The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. See Group Response III-B-2 for more discussion of tree removal.



<u>Response to William Halvorsen</u>:

See Group Response III-B-2 for a discussion of tree removal.

Luke S. Hamm
1624 Hyland St.
Bayside, CA 95524

To Whom It May Concern:

I would like to encourage the California Department of Transportation to develop alternative transportation infrastructure in the Eureka-Arcata 101 corridor, namely improved conditions for the cycling public by keeping the corridor speed to 50 miles per hour. As a cycling commuter I find the proposed changes in the corridor to be dangerous and inefficient.

I would like to further encourage the development of alternative transit and cycling infrastructure along Humboldt Bay, particularly along the Eureka-Arcata 101 corridor.

Thank you for your consideration.

Luke Hamm

Response to Luke Hamm:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2 for more information regarding the posted speed limits.

37 Lorenz Lane
Bayside, CA 95524
August 10, 2007

CalTrans
P. O Box 3700
Eureka, CA 95502

This letter is in regard to the proposals for the Arcata/Eureka 101 corridor.

I question the projections being made for the increased traffic volumes. A large part of my skepticism comes from the nature of projections: they look at past trends and then continue them into the future. A better way to think about future transportation needs is to do strategic planning that considers all the factors that may influence the transportation future. Chief among these would be the future real price of propulsion fuels. In nominal terms they have gone up 2.5 times over the past eight years. In real terms that translates to a near doubling of the price. Strategic looking into the future of these prices indicates an increase of a least this rate as demand increases from countries like China and sources of these fuels become more expensive. Price and demand are inversely related. Thus, one likely outcome will be less individual automobile travel per capita over the next 20 years. 1 2

As I am sure CalTrans is aware, the state has mandated substantial decreases in the amount of greenhouse gases produced. A project that increases road capacity has the potential to counter this mandate. 3

Sincerely,

Richard Hansis

<u>Response to Richard Hansis</u>:

1. See Group Response I-B.

2. See Group Response II-E.

3. The proposed project is primarily designed to enhance safety with roadway improvements; this project would not add traffic carrying capacity.

Ms. Kimberly Floyd
Project Manager- Eureka-Arcata Corridor Project
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

December 1, 2008

Subject: Eureka-Arcata Route 101 Corridor Improvement Project
Potential Modifications to Alternatives
Presented to 101 CAP Group, November 6, 2008
01-Hum-101, KP 128.6/138.9 (PM 79.9/86.3)
EA 01- 36600, 363300

Dear Ms. Floyd,

This letter is being sent following your presentation to our group on November 6, 2008. The 101 Corridor Access Project (CAP) group greatly appreciates being included in the process and the continuing opportunity to provide its opinions and comments. 1

Following your presentation, it is the opinion of the group that neither of the two suggested modifications to the alternatives be pursued.

The J-turn alternative (Michigan turnarounds) was something that was discussed several years ago and was set aside at the time because it 'didn't meet design standards'. We believe that this is not an acceptable long term solution to improving the Corridor. We think that this option would eliminate multi-modal use of the corridor (especially for bicycles and pedestrians), would create hardship on the residents of Jacobs Avenue, possibly reduce public safety owing to the merging requirements, and would result in substantial out of direction travel to the employees, businesses and clients using the corridor.

The half-signal at Airport is better than closing the median. However, we do not support this modification.

We can also see a couple of problems with the half-signal. One is an increase in out of direction travel for those who want to go south from the Jacobs Avenue and County Airport areas. A second is the retention of the need to make left and right merge movements at the u-turn location. Another is the elimination of the ability of bicycles and pedestrians to cross the Expressway. We continue to 2

support the full signal at this location and the retention of the concept of creating an 'entry' into the City of Eureka starting here.

It is our understanding that the full signalization of Airport Road is hampered by the need of using a small part of the adjoining County Airport property.

It is our opinion that the County property that would have to be taken for the full signalization at Airport Road would serve the greater public good as a traffic signal rather than airport property.

Under both alternative designs, it appears that the ability to cross the Expressway by bicycle (and pedestrian) traffic will be lost. With the increasing number of bicyclists using the corridor, including the traffic coming from Myrtle Avenue/Old Arcata Road, our preferred alternative continues to be the interchange at Indianola (as modified upward) coupled with the full signalization at Airport Road/Jacobs Avenue. This alternative provides the linkage and accommodation of non-motorized traffic, the establishment of two routes to cross the Expressway and the minimization of out of direction travel and related effects on local residents. 3

Thank you for taking the time for your presentation to the Group and thank you very much for providing the opportunity to participate and comment.

Sincerely,

Trevor Harper
Chair of the 101 CAP

Cc: Mayor Virginia Bass, City of Eureka
Mayor Mark Wheetley, City of Arcata
Mr. Dave Tyson, City Manager, City of Eureka
Mr. Spencer Clifton, Humboldt County Association of Governments
Mr. Tom Matson, Public Works Director, County of Humboldt
Ms. Jill Geist, Chair of the Humboldt County Board of Supervisors

Letter to Caltrans- December 1, 2008
Comments on Potential Modification of Alternatives
101 Corridor Project 2 of 2

Responses to Trevor Harper:

1. Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S) since it received almost no public support and the turnarounds would discourage bicyclists.

2. Note that Alternative 3A was replaced by Modified Alternative 3A. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, is similar to Alternative 3A except that Modified Alternative includes a half signal instead of a southbound Route 101 signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road.

3. A full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop. Under Modified Alternative 3A, the half signal at Airport Road would not stop the southbound Route 101 traffic, but would still allow left turns from Airport Road.

Caltrans
Attn: Kim Floyd, Project Manager,
P.O. Box 3700
Eureka, CA 95502-3700

September 26, 2007

Subject: Eureka-Arcata Corridor
01-Hum-101, PM 79.9/86.3
EA 01- 36600, 363300
Draft Environmental Impact Statement
Environmental Impact Report

Dear Ms. Floyd,

This letter is being sent in strong support of Alternative 3 as described in the subject document. I am an employee of Harper Motors, which is located on the 101 corridor. 1

My ability to get to work in the future will be directly (and negatively) effected by the closure of present access locations. 2

The closure of medians will reduce my access, increase the miles traveled and increase the amount of time and energy involved getting to and from work. This is not acceptable given the possibility to maintain at minimum the access at Airport Road and Indianola Cutoff.

I support the efforts of the Business Owners along the Corridor with their efforts in keeping their businesses viable and accessible. I ask that you do whatever you can to absolutely minimize the effects of your project on the businesses, their employees and customers along the corridor.

Thank you for the opportunity to comment and provide our thoughts.

Sincerely,

Employee of Harper Motors

Cc: Mr. Spencer Clifton, Humboldt County Association of Governments
427 F St. Suite 220, Eureka, CA 95501

Mayor Virginia Bass, City of Eureka
531 K St., Eureka, CA 95501

<u>Response to Harper Motors Employee</u>:

1. Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. See Chapter 2 in the Final EIR/S for details.

2. Caltrans staff acknowledges the transportation access needs of local businesses. After constructing Modified Alternative 3A, the Route 101/Airport Road intersection is expected to be safer than the existing condition, which currently allows uncontrolled left turn movements. Left turns would be allowed to and from Route 101 at Airport Road after construction.

Rainbow Self Storage

Serving Humboldt County for 32 Years

Caltrans

August 02, 2007

Attn: Kim Floyd, Project Manager
P.O. Box 3700
Eureka, CA 95502-3700

Subject: Eureka-Arcata Corridor
01-Hum-101, PM 79.9/86.3
EA 01- 36600, 363300
Draft Environmental Impact Statement
Environmental Impact Report

Dear Ms. Floyd,

On behalf of our business, its employees and customers, I would like to indicate my strong support of Alternative 3 as described in the subject document.

While I represent only one of the many business owners in the area, I speak for our employees and 800 plus tenants (at our Jacobs Ave location) that will be directly (and negatively) affected by the closure of Airport Road access as provided in the other alternatives.

We adamantly do not agree with the opinion that closure of all medians will have minimal impact to the businesses along the 101 corridor.

We actively and affirmatively support the efforts of the 101 CAP and its position that includes:

-the installation of the interchange at Indianola Road

-the retention of the access provided through the installation of traffic control signals at Airport Road

The impacts to our Jacobs Avenue tenants alone could amount to about 400,000 miles of "out of direction travel" per year should the crossing at Airport Road and Indianola be closed.

Additionally, Rainbow Self Storage is presently adding approximately 850 storage units at our Indianola location that would be directly affected by a closure of the Indianola crossing, again causing massive "out of direction travel".

Administrative office: 4055 Broadway, Eureka, CA 95503
Phone 707-443-2281 Fax 707-443-2282

This "out of direction travel" estimate is only for one part of one business that will be affected by the loss of just one crossing. When taken as a whole the potential impacts are enormous.

Even if Caltrans does not value the damage the other alternatives would do to longstanding businesses, their employees and customers, the additional consumption of carbon based energy and the additional pollution generated by the extra miles driven should be an important consideration.

Indianola Road is the northern boundary of the City of Eureka and has become the entrance to the City.

The 1950's Highway plan by Caltrans is no longer viable.

Over the past 50+ years since the Caltrans border to border highway plan was conceived, the City has expanded to include the Jacobs Avenue area as part of our commercial district and Caltrans should willing to modify a 50 year old plan to accommodate these changes.

The stop light at Airport Road and the long planned for overpass at the Indianola Road intersection are necessary to address the real needs of Highway 101 travelers and our community and should be constructed as soon as possible.

Thank you for the opportunity to comment. Please do what you can to absolutely minimize the effects of your actions on our businesses and residents in the area.

Sincerely,

Ron Harris, Owner
Rainbow Self Storage

Cc: Mr. Spencer Clifton, Humboldt County Association of Governments
427 F St. Suite 220, Eureka, CA 95501

Mayor Virginia Bass, City of Eureka
531 K St., Eureka, CA 95501

<u>Response to Ron Harris</u>:

Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff is more compact and instead of a full signal at Airport Road, a half signal is proposed. Modified Alternative 3A was designed to allow left turn moves to and from Route 101 at Airport Road. Modified 3A was designed to minimize both out of direction travel as well as wetland impacts. See Chapter 2 of the Final EIR/S for more information about Modified Alternative 3A.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME
Arlene Hartin

ADDRESS (home) 2301 E ST. CITY Eureka STATE CA ZIP 95501

REPRESENTING (name of organizaion or agency)

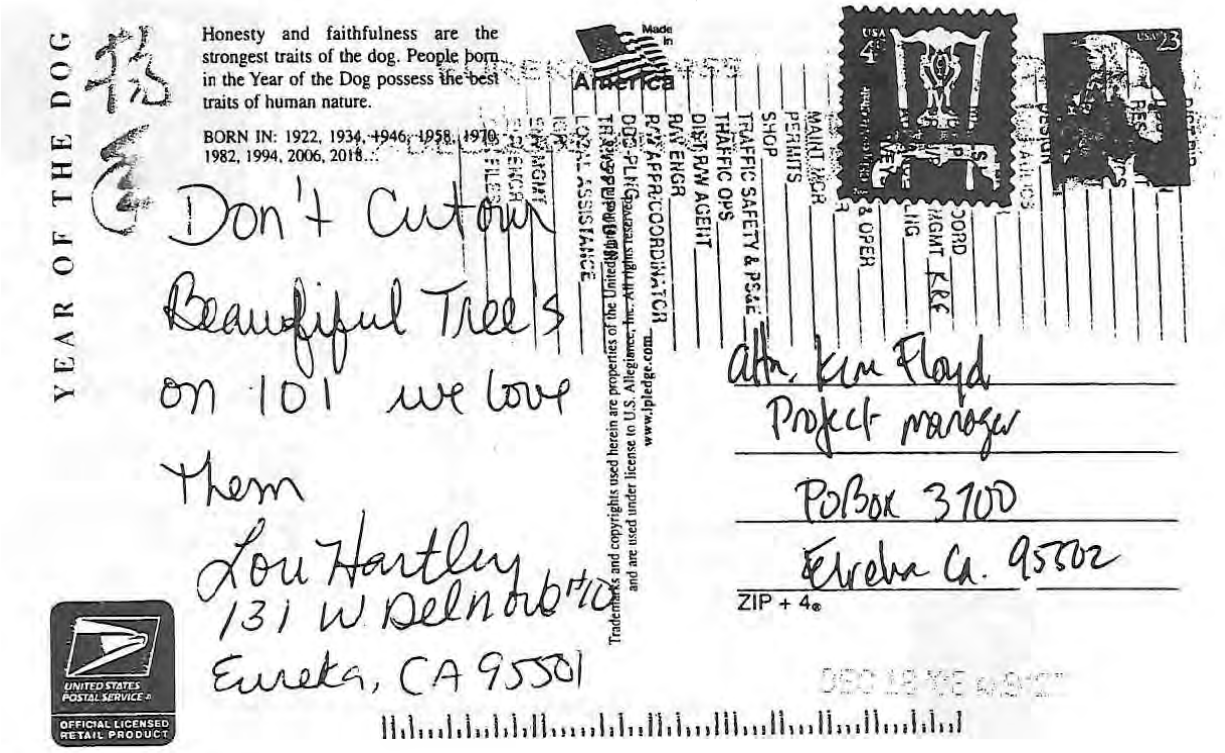
I would like to make the following comments:
I do like the Turnarounds, would like the full light at Airport Rd.
I would still like to see a road going from Town diretly to Jacobs Ave., like the one orig. planned from 6th-S7.
I do applaud all the efforts to make this work. It is not easy.

NOTE: Please submit comments **no later than December 15, 2008**

Response to Arlene Hartin:

Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a half signal that would allow left turns to and from Route 101. Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

An alternative to construct a new 6th Street Bridge across the Eureka Slough to Jacobs Avenue was considered early in the planning process but was dropped from consideration because of the high cost for bridge construction and the bridge would not benefit southbound Route 101 traffic accessing Airport Road.



Response to Lori Hartley:

See Group Response III-B-2 for a discussion of tree removal.

GINNI HASSRICK, LCSW
517 THIRD STREET, SUITE 33 EUREKA, CA 95501 (707) 444-8798 FAX (707) 839-4525

8-21-07

Kem Floyd
Project Mgr.
Dept. of Transportation
District 1

Dear Kem
Re: 101 Changes on Safety Corridor

As a property owner on old Arcata Road I object strongly to any changes in 101 between Arcata and Eureka. According to CHP figures, since the 50 mph speed limit was installed, No fatalities have occurred and the accident rates are lower than in 2003-13, 2004-14 2005-13 2006-21 2007-?

This is less, by far, than between Arcata and McKinleyville. Please don't spend monies on this but look to expenditures on bridges and other unstable structures.

Sincerely, Ginni Hassrick

Response to Ginni Hassrick:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor. Caltrans Traffic Safety unit works with the California Highway Patrol to identify and correct state highway segments with elevated collision numbers.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Sunny Hawk

ADDRESS (home): 2255 Alliance Rd, #5 CITY: Arcata, STATE: CA ZIP: 95521

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

① I understand the need to provide safety and I can see that on one level a higher speed limit brings us "forward" into mainstream America. However this area is not mainstream. 1

② While a light for left hand turns on demand may help with ~~Bigpond~~ Midcity intersection, I don't see a dramatic increase in collisions for the others. 2

③ Don't cut down the Eucalyptus Trees! Besides ~~to go~~ faster in speed is not a solution to traffic. → 3

NOTE: Please submit comments no later than December 15, 2008

Requires a First Class Stamp

Caltrans
Attn: Kim Floyd
PO Box 3700
Eureka, CA 95502-3700

A speed corridor worked. In this time of fiscal crisis to decide anything seems like a waste of time. No one knows what the needs of the companies on this road (if they are still in existence) will be. The part of the project for foot and bicycle traffic doesn't seem viable at this time. So why are we going to spend the money to fix something that isn't clearly broken? 4 5 1

- Without the data & when and where & why the accidents have occurred, how can one determine what is the correct solution? 1

Responses to Sunny Hawk:

1. See Group Responses III-A-1 and III-A-2 for more information.
2. See Group Response I-A.
3. See Group Response III-B-2.
4. See Group Response II-B.

5. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Responses I-D for more information. Also refer to Group Responses II-B, II-E, II-F, II-G, and II-H for bicycle improvements.

VIRGINIA HEDGECOCK
1107 15TH ST.
EUREKA, CA 95501
Phone: 707 445-4910 X305

To Caltrans planners:
As a regular weekend bicycle rider to Arcata and back from Eureka I know that I would less willing to take my bike if the speed limits are raised without a larger bike lane.

Thank-you
Virginia Hedgecock

Response to Virginia Hedgecock:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Annie Hehner

ADDRESS	CITY	STATE	ZIP
2220 Baldwin st	Arcata	CA	95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

It's hard enough to bike on 101 as it is! Please don't spend $ on an interchange! It's dangerous and a waste!

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Annie Hehner</u>:

Modified Alternative 3A was selected as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Furthermore this alternative would be compatible with future non-motorized transit and public transit improvement projects.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Phil Heidrick

ADDRESS | CITY McKinleyville | STATE CA | ZIP 95519

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Please consider including a pedestrian and bicycle trail

The safety corridor should be left as it is. No BUILD

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Phil Heidrick</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME
Helen

ADDRESS | CITY | STATE | ZIP

REPRESENTING (name of organization or agency)
Humboldt Partnership for Active living

I would like to make the following comments:

I do not like the proposed project because it does not include non-motorized transportation options.
thanks

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Helen</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Susanne Hendny

ADDRESS 25 Wisteria Ln CITY Eureka STATE CA ZIP 95503

REPRESENTING (name of organization or agency) none

I would like to make the following comments:

Leave it as currently is. I live within 2 miles of Indianola Rd 1
I like having a safety corridor and encourage building of bike lanes 2
along highway. Would love a multi-use trail. No more speed 3
highways!

NOTE: Please submit comments no later than September 28th, 2007

Responses to Susanne Hendny:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Charles Herbelin

ADDRESS (home): 2619 Ridgeway Lane — CITY: Eureka — STATE: CA — ZIP: 95501

REPRESENTING (name of organizaion or agency): Private citizen

I would like to make the following comments:

Leave all crossings – Put signals on each 1
Slow traffic to 45 MPH 2
Clear bike lanes with raised buttons to 3
warn cars off – They often threaten bikes
Do NOT PAVE ANYMORE Marsh Land 4

NOTE: Please submit comments no later than December 15, 2008

Responses to Charles Herbelin:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Impact Report/Statement (EIR/S), would eliminate all uncontrolled Route 101 median crossings in order to meet the project need and purpose of enhancing safety. See Chapter 1 in the Final EIR/S for more information. Modified Alternative 3A does include a half signal that would allow left turn moves for both motorists and bicyclists to and from Airport Road. See Group Response II-C for a discussion of signalizing multiple intersections.

2. See Group Responses III-A-1, 2, and 3.

3. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. The proposed project does include replacing the southbound Route 101 Jacoby Creek Bridge with a wider bridge that would include bicycle railing installed on the outside barrier and would have an 8-feet wide separated area for bicyclists and pedestrians. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. Modified Alternative 3A would permanently impact approximately 0.01 acre of Estuarine Subtidal Waters and 0.1 acre of Estuarine Intertidal Wetland. See Section 3.3.2 Wetlands in Chapter 3 of the Final EIR/S for more information.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Margaret Herbelin

ADDRESS (home): 2619 Ridgeway Lane

CITY: Eureka | STATE: CA | ZIP: 95501

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

Close the meridian crossings then no acceleration lanes are needed if traffic speed is kept to 45 mph. – lower it!! A traffic light at the Airport intersection will keep traffic slowed longer. Don't remove any trees. 1 2 3 4

There are many places in CA where one travels much further than the few miles between Eka/Arc. to "come back" to a business. 5

Increase safety for cyclists!!! 6

NOTE: Please submit comments no later than December 15, 2008

Response to Margaret Herbelin:

1. While it is true that if the Route 101 medians were closed, the existing acceleration lanes serving left turn moves onto Route 101 would not be needed. However, acceleration lanes would still be needed for vehicles accessing Route 101 from the right side of the highway.

2. See Group Responses III-A-1, 2, and 3.

3. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow left turn moves to and from Airport Road.

4. See Group Response III-B-2.

5. Comment noted; however, many businesses along Route 101 between Eureka and Arcata have been established at the same location for many years and have direct access expectations

6. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. The project now includes re-striping the traffic lanes to provide 10-foot wide outside shoulders in both directions throughout the project. The proposed project also includes replacing the southbound Route 101 Jacoby Creek Bridge with a wider bridge that would include bicycle railing installed on the outside barrier and would have an 8-feet wide separated area for bicyclists and pedestrians.

Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. At the Route 101/Airport Road intersection, a half signal is proposed that would also enhance bicyclist safety. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Kim Floyd, Project Manager
Caltrans - District 1
P.O. Box 3700
Eureka, CA 95502-3700

Dear Ms Floyd:

This is in regard to the proposed route 101 Eureka-Arcata corridor improvement project.

I believe the current draft environmental impact report could be improved by including other legal alternatives in addition to the proposed creation of a 65 miles per hour speed corridor and the related improvements, which could include an overpass, traffic lights and closed medians. 1 2

One alternative that I prefer is to keep the existing 50 mph speed zone with better law enforcement. It has proven to be a safe speed for this stretch of road with fewer accidents. Drivers arrive at their destinations only minutes later than they would at 65 mph. One additional highway patrolman is much cheaper than converting this stretch of road back to a 65MPH raceway. Additionally, there is greater fuel efficiency driving 50 rather than 65 mph. Better fuel mileage equals less carbon emissions. Better for the pocketbook and for the environment. 3

As both a motorist and occasional bicyclist, I would like to see Caltrans install guardrails on both sides of the freeway to create safe bike lanes. I have seen vehicles inadvertently drift over into the existing bike lanes from time to time. As traffic increases, guardrails become an inexpensive solution to an increasingly vexing safety problem. More people would travel by bicycle if they felt safer. Additionally, the eucalyptus trees on the west side of the freeway could be saved and kept intact. 4 5

One overriding issue that needs to be considered is the possible effect in this area of global warming. Experts predict the sea level will rise in future years, possibly covering the existing highway 101 corridor. We don't know yet the extent to which these changes will occur. But, it makes sense to hold off on the expensive changes proposed and to see how things play out. We may need to find an alternate road site for the highway. 6

I urge you to open the EIR process to other alternatives, including those described above, before it is too late.

Sincerely,

Margaret Herbelin
Coordinator: The Humboldt Bay Forum

Responses to Margaret Herbelin:

1. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. For more information, see Group Responses III-A-1 and 2.

2. See Group Response I-A.

3. See Group Response II-H.

4. See Group Response III-B-2.

5. Please refer to Chapter 4 of the Final EIR/S, which has been revised and includes a discussion of sea level rise.

6. Environmental Studies for the proposed project began in 2001. Since then Caltrans staff has worked with public agencies and the public to add and refine project alternatives in an effort to avoid, minimize, and mitigate adverse effects while meeting the project need and purpose.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Glenda Hesseltine

ADDRESS (home) | CITY: Eureka | STATE: CA | ZIP:

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

Please see the "My Word" column in the Times Standard on 12-2-08 for my comments opposing the destruction of these historic trees.

NOTE: Please submit comments no later than December 15, 2008

Louder than the chainsaw

Glenda Hesseltine/For the Times-Standard

Posted: 12/02/2008 01:27:25 AM PST

I was so glad to see Peter Hannaford's Nov. 19 editorial protesting Caltrans' proposed removal of the 300 historic and stately eucalyptus trees between Arcata and Eureka. This "chainsaw mentality" of Caltrans is the same mentality that wants to destroy the most scenic part of Highway 101 at Richardson Grove, also in the name of "improvement," removing 39 trees in less than third of a mile. What can they be thinking?

How amazing that our state is willing to spend millions of taxpayer's dollars, during a horrific budget crunch, on two totally unnecessary projects that benefit only a small segment of the population. The one mill behind the eucalyptus may benefit from the removal of the trees, but what about the hundreds of commuters that enjoy the trees as living history and cultural monuments.

And, just how does Caltrans justify destroying a portion of a state park (Richardson Grove) that belongs legally to all residents of California? That project is scandalous. Richardson Grove, as a redwood park, must be held in sacred trust, not indiscriminately trimmed, pruned, or thinned to suit the needs of Northern California commerce.

In total disregard of strong community requests, Caltrans has consistently refused to mark the trees they plan to remove in a manner that allows the public to clearly see the scope of the project. When questioned about this, the answer was, "We don't want to alarm the public." What are they planning that could be that alarming? Why are they so unwilling to plainly mark the trees to be removed? What don't they want you to know?

Trucks, even the big ones, can currently get through safely if the speed limit is lowered. It costs very little to lower a speed limit, but apparently that's too simple.

We do not have the money to spend on either of these ill-conceived projects.

Let the "chainsaw mentality" meet the iron resolve of people who do not want their trees taken arbitrarily. Be at the Wharfinger on Wednesday, Dec. 3, for the meeting on the eucalyptus. Call Caltrans for information on the controversial Richardson Grove removal project. Let the public voice be louder than the chainsaw.

Glenda Hesseltine resides in Eureka.

Response to Glenda Hesseltine:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental EIR/S, would not remove any eucalyptus trees on the west side of Route 101. Please see Group Response III-B-2 for more tree removal discussion.

Patrick Higgins
4649 Aster Road
McKinleyville, CA 95519
Phone: 839-4987

September 27, 2007

Rod Parsons, Chief, Environmental Branch E-1,
California Department of Transportation,
P.O. Box 3700
Eureka, CA 95502 – 3700

Re: Eureka – Arcata Route 101 Corridor Improvement Project DEIS & EIR

Dear Mr. Parsons,

I have reviewed the Eureka – Arcata Route 101 Corridor Improvement Project DEIS & EIR and thank you for the opportunity to provide comments. I question the assumptions put forth in the study as to the need for closing turn lanes and reconfiguring Highway 101 between Eureka and Arcata. Consequently, I recommend that you pursue Alternative 7 (No Project), although I strongly support CalTrans carrying our needed improvements to infrastructure like repaving, increased lighting and bridge rail replacement. 1

I have adjusted my travel schedule when headed for Eureka to allow time for the slower trip as a result of the safety corridor. I think the improved safety record indicates the community as a whole supports the concept. I question the study's assumption that saftey corridors only remain effective for a limited number of years and believe safety can be maintained as long enforcement is present periodcially. Also, with the rapidly rising cost of fuel, one cannot assume that traffic congestion will escalate over the next decade at the same rate it has in the past. 2

The increased speed limit of 65 miles an hour would substantially reduced bicycle safety on this stretch of Highway 101 and I was disappointed to see no plans for alternative modes of transport in Project Alternatives. Our community really wants a bicycle trail between Eureka and Arcata and, if part of the $55-62 million in programmed funds for the proposed Project go un-used, we hope that you consider funding a bike path. Not only would our community health improve and our quality of life, but bicycle commuting could save energy and money. CalTrans should be taking more seriously its charge to fund alternative modes of transport in communities across California to combat global warming. 3 4

I appreciate the hard work you have done on the proposal, but believe that the Project is not needed at this time.

Sincerely,

Pat Higgins

Response to Pat Higgins:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised.

2. See Group Response II-B.

3. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Tom Hinz
5928 Stover Road
Blue Lake, 95525

To Caltrans planners:

Please consider keeping the Arcata Eureka corridor as is and consider spending the money on alternative transportation such as bicycle paths and mass transit.

Response to Tom Hinz:

Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Eureka
The Greater Eureka Chamber of Commerce

September 27, 2007

California Department of Transportation
Eureka District Office
P.O. Box 3700
Eureka, CA 95502-3700

Attn: Kim Floyd, Project Manager

RE: COMMENTS ON DRAFT EIR – PROPOSED ROUTE 101 EUREKA-ARCATA CORRIDOR IMPROVEMENT PROJECT

Dear Ms. Floyd:

Thank for this opportunity to comment and provide input into the planning process related to the above reference matter.

While the Chamber Board is reserving comment on a preferred alternative until later in the process, please accept the following recommendations as consistent with the Eureka Chamber's longstanding transportation policy:

A.) The selected alternative should offer the highest degree of public safety
B.) The selected alternative should represent a long-term permanent resolution of the issues involved
C.) The selected alternative should provide for efficient goods movement that does not put local/regional shippers at a competitive disadvantage
D.) Any alternative given even serious consideration should recognize the importance of maintaining or improving customer and goods access to those businesses located along the corridor. Particularly those doing business on Jacobs Avenue.

The Chamber believes that the final alternative will be the product of leadership that results in the highest degree of public safety, goods movement efficiency and beneficial for existing and new area businesses.

I hope that these recommendations meet with your favorable consideration. Please feel free to call me with any questions you may have.

Sincerely,

J. Warren Hockaday
Executive Director

2112 Broadway ▪ Eureka, CA 95501 ▪ (707) 442-3738 ▪ FAX 442-0079

<u>Response to J. Warren Hockaday</u>:

Caltrans staff generally concur with your recommendations. Caltrans staff has worked with local businesses to plan, design, and continuously refine the proposed project to not only meet the project need and purpose, but to avoid and minimize impacts to businesses. Modified Alternative 3A, the Preferred Alternative identified in the Final Impact Report/Statement (EIR/S), includes a new Route 101/Indianola Cutoff interchange and a half signal at the Route 101/Airport Road intersection that would allow left turn moves to and from Route 101. The interchange and half signal would minimize out of direction travel to businesses after the project removes all uncontrolled left turn and crossing moves on Route 101 between Eureka and Arcata. For more information, see Chapters 2 and 3 in the Final EIR/S.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME			
Gad A. Hodgkins	Eureka	CA	95503
ADDRESS	**CITY**	**STATE**	**ZIP**
2638 Pigeon Pt Rd	Eureka	CA	95503

REPRESENTING (name of organization or agency)
self

I would like to make the following comments:
I am against widening 101 ~~that~~ in the Eureka-Areata area.
Widening is not necessary.

NOTE: Please submit comments no later than September 28th, 2007

Response to Gad A. Hodgkins:

Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), would enhance safety and provide long term improvements that would benefit all transit modes. This alternative does not include roadway widening for through traffic lanes. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety.

Matt Hodgson
<Matthew.Hodgson@humboldt.edu>
12/16/2008 09:06 PM
Please respond to
Matt Hodgson
<Matthew.Hodgson@humboldt.edu>

To Kim_Floyd@dot.ca.gov.
cc
Subject Re: EUREKA-ARCATA ROUTE 101 CORRIDOR IMPROVEMENT PROJECT

Dear Ms. Floyd,

I just finished reading the letter sent to you from Humboldt Bay Bicycle Commuter Association. I would like to say that I firmly agree with the opposition expressed in their letter. With the large increase in the number of bicycle commuters on the corridor in the last few years it seems a huge mistake to not make improvements to the corridor that will encourage cycling as an alternative means of transportation.

As a regular bicycle commuter between Eureka and Arcata and a motorist I find it highly unacceptable that CalTrans has not seriously considered cyclists in this
process.

I too can endorse no alternative but the no-build alternative.

Matt Hodgson
Web Designer
Humboldt State University | Marketing & Communications
Building 88, 707.826.3396

Responses to Matt Hodgson:

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Responses I-D, II-B, II-E, II-F, II-G, and II-H for more information. The proposal to increase the posted speed limit after project construction has been dropped: see Group Response III-A-1 for more information.

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

HOFF OUTDOOR ADVERTISING

5644 South Broadway St. Eureka, CA 95503-6905
Tel # 707.443.2045 E-mail: jhoff@hoffusa.com

Tuesday, July 10, 2007

Rod Parsons
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Re: Eureka-Arcata Route 101 Corridor Improvement Project

Dear Rod:

I recently read through the draft environmental impact statement for the above named project. I support Alternative #3, which---among other things--- would involve closing some media crossings and building an interchange at Indianola. 1

I definitely see the need for the proposed improvements. I drive this section of highway four to five times a week, and I have done so since 1968 when I began attending Humboldt State University. I have watched the volume of traffic grow with each successive year. In addition to driving the corridor, I occasionally ride this section of freeway on my bicycle.

In addition to my interest in the project from the standpoint of a motorist and bicyclist who uses the freeway, I also have another interest in following this project. Along with Thomas J. Mc Murray, Jr. I own AP 501-241-005 and 404-141-002. These two pieces of property stretch from the Indianola Cutoff to the Simpson mill and from the center of the southbound US 101 lane to the Humboldt Bay, including the railroad tracks. CBS has four billboards on the properties. The railroad has an easement across our property for railroad purposes. Caltrans has an easement across the property for highway purposes. I noted on the draft plans that there were several notations "construction easement from railroad (alternatives 2 & 3." I assume Caltrans would not only have to obtain a construction easement from the railroad but also from the owners of the property, namely Mr. Mc Murray and myself. 2

In addition to supporting the highway improvements listed in Alternative #3, I would also support the complete removal of all of the *Eucalyptus globulus* trees located on the west side of US 101 between the Indianola Cutoff and the southern end of the Simpson mill. It was a huge mistake to have planted the trees there in the first place. My reasons for supporting the complete removal of all trees are as follows: 3

Stroboscopic Effect Though I noted that the draft EIR listed a number of operational and safety problems related to the existence of the Eucalyptus trees, one negative effect that was not listed was the stroboscopic effect they create for drivers when the late afternoon sun shines through the trees. Though my eyesight is quite good, this quai stroboscopic effect is very annoying and it adds an element of danger. As you rapidly pass from bright sun light to shadows, it makes it somewhat difficult to clearly see what is on the pavement and what is adjacent to the right lane (bicyclists). The removal of all of the trees immediately adjacent to the highway would eliminate this hazard. 4

Debris On Highway. When I ride my bicycle on this part of the freeway I have to pay particular attention to debris from the Eucalyptus trees on the shoulder. I usually have to dodge at least one branch or other piece of debris from a tree. In the winter, when the winds are really blowing and I am driving south on this section of the freeway, in the back of my mind I always wonder, "are any of those big limbs going to come down on me?". 5

Traffic Safety. As I travel around the country, California seems to be one of the few states which insists on planting or allowing trees to grow near the freeway right of way. This is a mistake. I don't like the thought of having to take an evasive maneuver off the freeway to avoid a situation and then having to look out for a tree on the right of way. Trees also provide hiding places for deer and other critters, which have no good reason to be adjacent to the highway. 6

Bay Views Removal of all of the Eucalyptus trees between Indianola and the Simpson mill on the west side of the freeway would open up approximately ½ mile of unobstructed views of Humboldt Bay to motorists. Though I like billboards, I also like to see distant views of the bay and mountains. 7

Future Bicycle Path. I have heard about the plans for a bicycle path between Arcata and Eureka. I like this idea. The removal of all Eucalyptus trees would remove one more impediment to the construction of the path. 8

As an adjacent property owner to this proposed series of projects, I would like to be added to your mailing list for notification of public hearings relating to the project and when any new documents relating to the project appear on the Caltrans website. I also noticed that there is a Citizens Advisory Committee on this project. If they plan to meet in the future, I would appreciate receiving notice of the meeting(s) so that I can attend. 9

Sincerely,

James Hoff

Responses to James Hoff:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), has many of the features and advantages of Alternative 3. For more information see Chapter 2 in the Final EIR/S.

2. At the project location south of Indianola Cutoff, the project has been modified to move the southbound Route 101 lanes towards the median thereby eliminating the need for a temporary construction easement or a permanent easement.

3. As stated in response number 2, the realignment of the southbound lanes would eliminate the need to remove any eucalyptus trees on the west side of Route 101.

4. This comment will be passed on to the Caltrans Safety unit.

5. The roadway is periodically swept and tree growth is also periodically monitored and pruned.

6. Where feasible to enhance safety, Caltrans does adhere to a policy of removing fixed objects too close to the edge of the traveled way (within 30 feet for freeways and expressways) since fixed objects can pose potential hazards for errant vehicles or vehicles making emergency maneuvers. In the case of the Eucalyptus trees on the west side of they highway, they are separated by guardrail from traffic flow and do not need to be removed for safety reasons. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety.

7. Comment noted, however as stated in response number 2, the Eucalyptus trees will remain on the west side of Route 101.

8. See Group Response II-H.

9. You will be added to the project mailing list.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Linda Hoffman

ADDRESS 4093 Hartman Dr CITY Eureka STATE CA ZIP 95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Have the Corridor remain as it is here with some means going for a bike trail

NOTE: Please submit comments no later than September 28th, 2007

Response to Linda Hoffman:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Annette Holland
364 Lindholm Lane
Bayside, CA 95524
Phone: 707-822-2003

To Caltrans planners:

I am a resident of Bayside, a community that would be tremendously impacted by the proposed changes to the 101 Safety Corridor between Arcata and Eureka. The impacts on the community of Bayside have not been adequately assessed. I would like to comment on the impacts that the proposed project would have on my community as well as on wildlife, bicyclists and pedestrians. I would also like to know what impacts global climate change and projected sea level rise will have on this stretch of highway, and how you are planning for that. 1

If the Bayside Cutoff is closed to traffic heading towards Eureka, there will be an increase of traffic (and most likely an increasein the speed of traffic) along Old Arcata Road. Old Arcata Road is the only north/south route (and the only through route) for cars, bicycles and pedestrians traveling through Bayside. There is no alternative route whatsoever. 2

When my family moved to Bayside in 1982, there were no bicycle lanes or even shoulders for cyclists to ride along Old Arcata Road. A few years later, a student riding his bicycle near Jacoby Creek Elementary School, located on Old Arcata Road, was hit by a car, resulting in serious injury. Our community started a petition drive and campaign to ask for bicycle lanes along Old Arcata Road. We did not get a detached bike lane but the County did build wider shoulders to accommodate bikes, as part of the Old Arcata Road improvement project, between Stevens Lane and Jacoby Creek Road. South of Stevens Lane to Indianola there are still no bike lanes and no shoulders, so that stretch of road is extremely dangerous for bicyclists and pedestrians as it is.

Bicyclists along Old Arcata Road have to cross the road to get to the residential areas, and it is already difficult at times to do this safely. Many students from the elementary school, Arcata High School, and Humboldt State University commute along this road, as well as recreational bicyclists and increasing numbers of community residents.

I have started bicycling more myself in an effort to reduce my carbon footprint, out of a concern about global climate change. I strongly believe that the California Department of Transportation should be encouraging multi-modal transportation, rather than making it more difficult and dangerous. 3

My husband is also bicycling more, and rides his bike to his job in Eureka. Because Old Arcata Road in so dangerous with its lack of shoulders south of Stevens Lane, he rides on 101. He has to cross the highway on his bicycle at the Bayside Cutoff, which is also dangerous, but there is no realistic alternative. 4

The original purpose of the safety corridor was to reduce the likelihood of accidents and fatalities along 101. But your proposal would significantly increase the likelihood of accidents and fatalities along Old Arcata Road. 2

We believe that construction of a dedicated bicycle and pedestrian path on the old railroad, with ways to safely access that bike lane. People would have a safe bicycle and walking path, and it would be a boon for tourism. 3

Could you please consider an alternative for the 101 project that provides a route along 101 that will be safer and more accessible for bicyclists? Ideally, there should be pedestrian/bicycle bridges or underpasses to access a trail on the Bay side of the freeway. 5
This would be beneficial for the environment, the health and well-being of our citizens and visitors, and our local economy. The current proposal for returning to a 65 mph freeway and putting an ugly interchange at Indianola would detract from the area's 6
natural beauty and would also make both 101 and Old Arcata Road even more dangerous 7
for bicyclists and pedestrians.

Another unfortunate consequence of raising the speed limit back up to 65 mph in this safety corridor is that it will make it more dangerous for people who wish to use electric vehicles. The plug-in electric vehicles that are coming onto the market have a limited range, and driving at fast speeds reduces how far these cars are able to travel. 6

The proposed alternative also fails to consider the impact on local wildlife. If there is funding to raise a stretch of highway, one place I would like to suggest it could be raised (with a much smaller project at way less cost) is where Jacoby Creek flows underneath 101. The Jacoby Creek Land Trust and the City of Arcata have been working for many years with great success to create a streamside corridor. The corridor provides a path for wildlife to travel along the creek, but there is no safe way (except for creatures that fly or swim in the creek) to get to the Bay. If the highway could be raised just slightly above the creek, this would be an ideal place to locate a crossing point for bicyclists, pedestrians and wildlife to pass under the freeway. 8

Another problem with the proposals for the 101 Safety Corridor is that there is no consideration of the impact of global climate change and predicted rises in sea level. 9
I urge you to consider both the impact of climate change on your plans, and also the impact of your plans on climate change.

If your proposal is implemented, there will surely be an increase in pollution resulting from more cars traveling at higher speeds. Your proposal would also make it more difficult for people who are trying to be responsible citizens to make the changes in the ways we transport ourselves that are needed to preserve the health of our environment. 6

The increased contribution of CO2 emissions resulting from your proposed project may seem small, but many of us are going to great lengths to make small changes in our lifestyles in the hope that our children and grandchildren may inherit a habitable planet. 10
Each of us may only be able to make a small change, but all of our changes add up.

CalTrans, along with other governmental agencies, needs to contribute to the solution of the urgent problem of global climate change, rather than making it worse. 9

The benefit of saving drivers a maximum of one minute in their driving time between Arcata and Eureka is a negligible benefit, and it is far outweighed by the problems that the proposed "improvements" will cause. 6

I urge you to reconsider and come up with a new alternative that addresses the issues of global climate change and impacts on wildlife, that provides for multi-modal transportation on 101, and that does not further compromise the safety of bicyclists and pedestrians on Bayside's only travel route, Old Arcata Road.

Thank you for considering these comments.

Sincerely,

Annette Holland

Responses to Annette Holland:

1. Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S) includes a detailed discussion of anticipated global climate change and sea level rise.

2. The traffic effects of eliminating left turns to and from Bayside Cutoff at Route 101 have been evaluated in Section 3.1.6 Traffic and Transportation in Chapter 3 of the EIR/S. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel for southbound Route 101 travelers needing to access the Bayside area. See Group Response III-A-4 for more information.

The median closure at Bayside Cutoff would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. However if one or more Route 101 medians are closed, the result would be creating more demand to use the remaining open medians such as Bayside Cutoff. This would in turn result in degradation of traffic operations potentially safety at Bayside Cutoff.

3. For a discussion of bicycle improvements, please see responses to Jorge Sanchez's letter (part of the group of written comments submitted by Green Wheels). For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

4. The proposed interchange at Indianola Cutoff included in Modified Alternative 3A the Preferred Alternative along with the recently improved Old Arcata Road would provide a safer alternative for both motorized and non-motorized transit with minimal out of direction travel compared to the existing condition.

5. Constructing bicycle and pedestrian overcrossings on Route 101 were considered. The cost and wetland impact were substantial. In contrast, an interchange at Indianola Cutoff would

provide enhanced safety to all travelers and would be located approximately midway between Eureka and Arcata.

6. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

7. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would not substantially change the corridor in terms of the rural visual setting. The proposed interchange included in Modified Alternative 3A is a compact diamond interchange that was designed to visually blend in with a rural setting unlike the urban interchanges such as the Route 101/299 interchange in the City of Arcata. In addition, the eucalyptus trees on the west side of the highway that were proposed to be removed in the Draft EIR/S are no longer proposed to be removed. See Group Response III-B-2 for more information.

8. There existing southbound and northbound Route 101 bridges span Jacoby Creek but do not impede wildlife movement at this location.

9. Chapter 4 of the Final EIR/S has been revised to address both sea level rise and global warming in greater detail than the Draft EIR/S.

10. An air quality analysis was performed on Modified Alternative 3A and it was determined that this alternative would not substantially increase air pollutant production compared to the existing condition. However, the safety enhancement for both motorized and non-motorized transit would be substantial.

December 18, 2008

Kim Floyd
Caltrans
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr. Floyd:

As a resident of Bayside, I am extremely concerned about the impact of the proposed 101 Corridor Project on my community. I believe CalTrans should give people more time to comment on the proposed project, and I am asking you to please extend the comment period beyond December 20th. I am writing this letter in haste and would like a chance to offer more complete comments. I believe there are many others who would like to comment but will not be able to do so before the December 20th deadline. 1

Some of my gravest concerns are about the effect the proposed project will have on bicyclists and pedestrians utilizing both the 101 corridor and Old Arcata Road, about the effect the project will have on plans for a trail around Humboldt Bay, and about the lack of planning for predicted future rises in sea level. I am convinced that our community would be better off if 101 were left as it is than we would be after millions of dollars were invested in the proposed "improvements".

The result of this project, as proposed, would be to shift the "danger zone" – where serious or even fatal accidents would be likely to occur – to the only through road in our community, where there would be a significant increase in danger to children riding bicycles to school and to people walking on the only route available for going anywhere within the town of Bayside. By cutting off the access to 101 from the Bayside Cutoff, the new plan would increase the volume and speed of traffic along Old Arcata Road. Children and adults wanting to walk or ride bikes anywhere in or through Bayside must ride on the narrow shoulders and must also cross Old Arcata Road without the benefit of any stop signs, stop lights, roundabouts or pedestrian crossings. 2

My husband and I moved to Bayside in the 1980s, when there were no shoulders along this stretch of Old Arcata Road. There was, at that time, a serious accident involving an elementary school student who was bicycling on Old Arcata Road and who was hit by a car. Several members of the community circulated a petition asking the County Board of Supervisors to at least create shoulders along the road. This was done, and there are many people who regularly bike and walk along this route, including me, my husband, and many of our neighbors, including school children. We live on Graham Road, and there is no other way to get anywhere except on Old Arcata Road. We have no alternate route to revert to if Old Arcata Road becomes crowded with fast-moving cars.

I think that the effort to help cars travel faster between Arcata and Eureka is an unworthy goal. Our society has placed way too much emphasis on the almighty car, to the 3

detriment of other forms of transportation and to our communities. We need to encourage people to get out of their cars and to take buses, walk or bicycle. We need to reduce our carbon emissions. We need to plan for the predicted rise in sea level, which is only one of the extremely serious consequences of our over-use of fossil fuel, exacerbated by our dependence on driving cars. 4

We should consider installing a stoplight at the Indianola interchange, as an alternative to an expensive overpass. This would allow a safe way for bicyclists to get to the other side of 101, where we could have a wonderful bike trail on or next to the old railroad line. We should also consider a small-scale overpass for pedestrians and bicyclists only, located near the Bayside Cutoff. 5 4

If a bike trail were installed, I am certain that many hundreds of people would make use of it. If a trail were built around Humboldt Bay, it would be a wonderful resource for local people and for tourists, and a boon to our economy as well as to our health and well-being. 4

There is no good reason why car drivers need to shave a few minutes from the time it takes them to drive between Eureka and Arcata. That is a ridiculous goal. CalTrans needs to think about what will actually benefit the citizens of Humboldt County and visitors to Humboldt Bay. A beautiful trail around the Bay, wonderful bike and pedestrian trails, healthy people, and safe routes for local residents to get to town and to school are much more important goals, in my opinion. 3

Please let me know if you will allow more time for comments, and please take these comments into consideration.

Sincerely,

Annette Holland

Annette Holland
364 Lindholm Lane
Bayside
CA 95524

Responses to Annette Holland:

1. Comment Noted. The public notice, project brochure, and Caltrans website include contact information and we encourage the public to contact the Caltrans Project Manager for questions and comments after the comment period closed.

2. See Group Response III-A-4 and Section 3.1.6 Transportation in Chapter 3 of the Final EIR/S for a discussion of traffic on Old Arcata Road as well as out of direction travel.

3. Since the public circulation of the Draft EIR/S in July 2007, the proposal to raise the speed limit to 65 mph on the expressway segment of Route 101 has been dropped. Please also see the posted speed limit discussion in Group Responses III-A-1 and 2.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

5. See Group Response II-C.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME: Rick and Carol Holland — 9/10/07

ADDRESS: 3186 Lucia Avenue — CITY: Eureka — STATE: Ca — ZIP: 95503

REPRESENTING (name of organization or agency): Johnson Banches property (Jacobs Ave & ~~Airport~~ Airport Road)

I would like to make the following comments:

We recommend alternative 3 with a safe speed limit from Eureka to the stop light at Jacobs Avenue

NOTE: Please submit comments no later than September 28th, 2007

Response to Rick and Carol Holland:

Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. See Chapter 2 in the Final EIR/S for details. The posted speed limit would be adjusted appropriately at this location.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Shelley Holstein

ADDRESS: 1940 O St | CITY: Eureka | STATE: CA | ZIP: 95501

REPRESENTING (name of organization or agency): North Coast Center

I would like to make the following comments:

It is my understanding that No Accidents (fatal) have happened since instituting the reduced Speed Limit on the 101 Corridor! I am thus (composed) concerned why you would spend money to fix a problem that no longer exists. [illegible]

It would appear that money would be better spent developing a mass transit system vs. enabling an Tri automobiles. Development of bike paths would be a nice touch as well!

NOTE: Please submit comments no later than September 28th, 2007 — Shelley Holstein

Responses to Shelley Holstein:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Solon B Holstein

ADDRESS: 1940 'O' ST CITY: Eureka STATE: CA ZIP: 95501

REPRESENTING (name of organization or agency): North Coast Citizen

I would like to make the following comments:

There are no compelling reasons to change the current system of control in the 101 Corridor. Certainly not destroying trees etc — alternatively we need bike & walking trails to support the current, effective system of traffic control (Solon/hd.)

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Solon B. Holstein</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Mr. Rod Parsons

Chief Environmental Branch E-1

C.A. Dept. of Transportation

P.O. Box 3700

Eureka, CA. 95502-3700

Re: EIR for 101 corridor by Humboldt Bay

To whom this may concern:

I am writing this letter to address what I consider to be significant shortcomings with the Humboldt Bay 101 corridor EIR. I am concerned that much of this report seems to reflect short-sighted thinking. For example, the issues associated with global warming are not taken into consideration with respect to their possible effects on this project. The effects of sea-level rise, a certain future factor, have not been included at all. According to a paper released by the California Coastal Commission in June of 2001, the North Spit of Humboldt Bay's water levels have risen 10.74 +/- 2.68 (mm/year) in the years 1985-1997. The Coastal Commission's report further stated, "it is very likely that, by 2050, much of the California coast will 1

experience coastal water levels that are 1 foot (0.3 meters) higher than they are currently. By 2100, it is very likely that water levels will be 3 feet (0.9 meters) higher than they are currently. Such a rise in sea level can have profound effects on the coast." (http://www.coastal.ca.gov/climate/SeaLevelRise2001.pdf) Clearly spending 60 million dollars on a project that will likely be under water in the not so distant future is ludicrous. 2

Secondly, no significant portion of the EIR is dedicated to alternate forms of transportation. Even more disappointing is the ease with which mass transit was written off as a viable option. The EIR states that mass transit was looked into, but deemed too expensive (90 million dollars). This number seems illogical; how was that figure reached? Interestingly enough there is no listed reference for the development of that number. Furthermore, there was no plan to create a safe track for bicycle or foot traffic, a form of travel that will inevitably increase with rising gas prices and emission standards. This project could be a gateway to promote increasingly eco-friendly and healthy forms of commuting. I would like to see this type of foresight applied to the final plan. 3

Finally, there are possible flaws in Caltrans hypothetical future projections for traffic density. The EIR estimates a fifty percent increase in traffic within the next 4

twenty-five years (page 6 of the EIR). I have a hard time believing this due to the declining trend in Humboldt County's economy over the recent years. This area just does not have the jobs currently to support such traffic increases. Conceivably there will be some increases in traffic due to future population growth and retirees who may move to this area, but fifty percent still seems grossly exaggerated? In addition, Caltrans provides no basis, once again, for these estimates. Much of what is stated in this EIR is driven by this unsubstantiated estimate.

Can a project that is based on unsubstantiated numbers and that uses sixty million tax dollars be wise? The safety corridor has thus far served its purpose; the fifty mile/hr speed limit has solved the Indianola cutoff problem. The phrase "if it isn't broken don't fix it" comes to mind. Please consider the "no build" option. Let's all wait until there are real problems at hand before we spend this amount of money. 5

Thank you for your time.

Sincerely,

Geoffrey Hoopes

Responses to Geoffrey Hoopes:

1. Please refer to Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes a discussion of sea level rise.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, is estimated to cost $46 million.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

4. See Group Response I-B.

5. See Group Response I-A.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: ~~Route 101~~ Eureka - ~~Arcata~~ Corridor Improvement Project

NAME Larry Hourany, PhD

ADDRESS (home) 1988 Ocean Dr, CITY McKinleyville STATE CA ZIP 95519

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:
The adage "If it ain't broke, don't fix it" applies here. There are many more-needed projects in Humboldt County, why select such an expensive project when there's no demonstrable benefit to the public. This is a make-work project, when there are make-work projects that actually need doing.

NOTE: Please submit comments no later than December 15, 2008

Response to Larry Hourany, PhD:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Caltrans 3 August 2007
Attn: Kim Floyd
Project Manager
P.O. Box 3700
Eureka, CA 95502

Dear Kim Floyd

Regarding the Proposed Route 101 Eureka - Arcata Corridor Improvement Project:

I think it should include Bicycle Trail and possibly Pedestrian as well. For comparison, note the lack of Bicycle or Pedestrian facilities between McKinleyville and Arcata.

Sincerely, Lee House

Lee House
1790 Bartow Rd
McKinleyville, CA 95519

<u>Response to Lee House</u>:

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. In addition, the proposed project also includes replacing the southbound Route 101 Jacoby Creek Bridge with a wider bridge that would include bicycle railing installed

on the outside barrier and would have an 8-feet wide separated area for bicyclists and pedestrians. Also see Group Response III-A-1 regarding the posted speed limit after project construction. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans) Comment Card
Humboldt County Fair August 7 - August 17, 2008

John Houston
NAME

2300 Lincoln Ave Samoa CA 95564
ADDRESS CITY STATE ZIP

REPRESENTING (name of organizaion or agency, if any) PHONE NUMBER (optional)

I would like to make the following comments / ask the following question:

1. EUREKA/ARCATA SAFE CORRIDOR — WHEN WILL ACTION BE TAKEN TO CORRECT THE SAFETY PROBLEM 1

2 EUREKA/HWY 255 IS VERY UNSAFE @ THIRD ST 2
A. PEDESTRIAN CROSS WALK NEED TO BE ELIMINATED
B. NO LEFT TURNS ; NO CROSS TRAFFIC.

Responses to John Houston:

1. The environmental documentation has been delayed as Caltrans staff work to address and resolve project concerns raised by local governments, agencies, organizations, and individuals. After the final environmental document is approved, final design needs to be completed along with obtaining all required resource agency permits.

2. Through traffic and pedestrians are no longer allowed to cross State Route 255 on Third Street in Eureka.

Joyce Houston
4698 13th Street
McKinleyville, CA 95519
Phone: 839-1474

To Caltrans planners:

Please reconsider your proposition to increase the speed within the special corridor between Arcata and Eureka and create new overpass structures at Indianola. Instead, consider the growing need to look at how community members can bicycle between the two cities, and how that can be safely accomplished. 1 2 3

It is scary enough to bike along the current corridor with large trucks and many cars exceeding the 50 mph speed limit. To think that they would be sanctioned to increase their speed to 65 mph is downright terrifying!

In Humboldt County, we have a serious, growing obesity problem among children and adults. We need to encourage increased physical activity, and biking is a great option. It isn't safe to bike between Arcata and Eureka now. Don't make it worse with your current proposal.

Respectfully,

Joyce M. Houston

Response to Joyce M. Houston:

1. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2 for more information. Please refer to Group Response I-A regarding the Safety Corridor.

2. An interchange at Indianola Cutoff and Route 101 would remove left turn movements at this interchange and provide safer access for both motor and non-motorized transit.

3. Since the project initiation, Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Adam Howell

ADDRESS | CITY | STATE | ZIP
214 Marilyn Ave | Arcata | CA | 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:
The current 50mph speed limit on the 101 Eureka-Arcata corridor is safer than 65mph. Also please consider addressing the needs of bicyclist commuters.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Adam Howell</u>:

Please see Group Responses III-A-1 and 2 regarding the posted speed limit.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Dr. Charles Hoyle
225 Spruce St.
Eureka Ca 95503

To Caltrans planners:
The improvement plan for the Eureka-Arcata 101 corridor neglects the transit needs of our community. Instead of the proposed plan, I would like to see funds diverted to a bike trail between the cities and improved public transit, such as increased bus frequency. Reduction of traffic will increase road safety while decreasing environmental impacts.
Sincerely,
Dr. Charles Hoyle

Response to Dr. Charles Hoyle:

Please refer to Group Responses I-D and II-E, II-G, and II-H.

California Department of Transportation (Caltrans)
Humboldt County Fair — August 9th - 19th, 2007
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Ben & Beverly Hueske

ADDRESS | CITY | STATE | ZIP
1818 Ocean Drive | McKinleyville | CA | 95519

REPRESENTING (name of organization or agency)
Ourselves or Taxpayers if you Prefer

I would like to make the following comments:
Close down all crossroads - interchange at Indianola - all cross roads closed - have everyone going into Arcata or Eureka needing to go to light to get to the businesses that are between these two towns.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Ben and Beverly Hueske: Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), includes constructing an interchange at Route 101 and Indianola Cutoff. This alternative would close all Route 101 medians except at Airport Road and Route 101, where a half signal would be constructed.

California Department of Transportation (Caltrans)
Humboldt County Fair — August 9th - 19th, 2007
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Nancy Hueske
1815 Ocean Drive, McKinleyville CA 95519
ADDRESS CITY STATE ZIP

REPRESENTING (name of organization or agency)
[redacted]

I would like to make the following comments:

I would like to see a "light rail" from McKinleyville (or at the very least Arcata) to CR. 1
To ease congestion - build a bridge connecting Sixth St. to Jacobs, closing Cole/Airport. Build frontage 2
road to Harpers to Jacobs. Adding a light (signal light) 3
at Airport will increase rear-end collisions. 4
I would like to see my tax dollars used to develop mass transiet on the rails development. Has anyone looked at a ferry boat between Arcata/Eureka? 5

NOTE: Please submit comments no later than September 28th, 2007

Responses to Nancy Hueske

1. Caltrans completed a Value Analysis Study Report in February 2002. The report included an analysis of alternatives proposed in the PSR and supplemental PSR, developed possible viable alternatives, built consensus and resolved issues with project stakeholders and transportation partners, examined reducing project costs as well as reducing life cycle costs, and validated the project need and purpose. For more information regarding the Value Analysis process, refer to Section 2.1 - Alternatives Development Process in Chapter 2 of the Final Environmental Impact Report/Statement (EIR/S). A number of public transit alternatives were discussed, but ultimately dropped from consideration. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

2. A new 6th Street Bridge crossing the Eureka Slough was considered during the Value Analysis process. A new bridge would have a relatively high construction cost and would not meet the project need and purpose of enhancing safety.

3. Various alternatives that would include constructing frontage roads were considered the Value Analysis process. One or more new frontage roads would have unacceptable, unavoidable wetland impacts within the California Department of Fish and Game wildlife refuge.

4. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, includes a half signal at Airport Road and Route 101. While it is true traffic signals in some circumstances constructing may result in an increase in rear end collisions, the proposed signal at Airport Road is expected to have minimal rear end collisions. The signal would be a half signal and only stop northbound Route 101, which would be departing a 30 mph zone in Eureka. In addition, the project includes constructing an additional lane to accommodate the increase in traffic queuing.

5. Ferry transit was not been considered during the project planning process; however ferry transit would not likely be feasible because of the shallow depth and tidal conditions of the bay.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Rees Hughes

ADDRESS: 1660 Brigid Lane
CITY: Arcata
STATE: CA
ZIP: 95521

REPRESENTING (name of organization or agency)
presently a private citizen!

I would like to make the following comments:
As a resident of Humboldt County for more than two decades we have watched the Eureka-Arcata 101 corridor with much interest. I believe that the low tech solution of lowering the speed limit and improving signage has proven to be very successful... at increasing corridor safety and access. I would hate to see us throw a great deal of money to solve a problem that has been solved through low tech solutions. I might also add that we feel comfortable with our daughter a young driver using the safety zone as it exists.

NOTE: Please submit comments no later than September 28th, 2007

Response to Rees Hughes: The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would enhance safety and provide long term roadway improvements.

cakittyb@aol.com
12/20/2008 11:36 PM

To Kim_Floyd@dot.ca.gov
cc
Subject Eureka/Arcata Corridor

Dear Ms. Floyd,

We as well as many hundreds of other people live east of 101 between Eureka and Arcata. We are currently able to use Indianola and Bayside cutoffs to gain access to and from 101. We need to be able to retain use of both roads. 1

As population has increased over years, the traffic on Old Arcata Road has increased dramatically. Should access to and from 101 be further limited (as per CalTrans plans to close medians, etc), more drivers will be forced to use Old Arcata Road for longer distances through residential areas in order to find access points to 101, further increasing traffic which will result in bottlenecks, danger for those whose driveway entrances are directly on Old Arcata Road, traffic in front of Jacoby Creek School, increased costs due to increased use of gasoline, and increased air pollution. 2

The goal of CalTrans improvement of the Eureka/Arcata corridor should be to enable local residents to gain safe and convenient access to and from 101. Traffic lights at the 3 access points would serve this purpose as well as to encourage safer traffic speeds on the corridor. 3

Sincerely,

Kitty and Michael Hugo
166 Lindholm Lane
Bayside, CA 95524

Response to Kitty and Michael Hugo:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes an interchange approximately midway between Eureka and Arcata as well as a half signal at Airport would reduce out of direction travel after the Route 101 medians are closed or modified. After project construction both Bayside Cutoff and Indianola Cutoff would remain open. However left turn moves to and from Bayside Cutoff would be prohibited to enhance safety.

2. As stated previously, the project was designed to minimize out of direction travel. The segment of Old Arcata Road near Jacoby Creek Charter School has speed bumps, a 25 mph speed limit, and traffic circles to slow traffic. In contrast, Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system: as such vehicle drivers on north or south trips longer than a few miles are encouraged to use Route 101 rather than residential streets. See Group Response III-A-4 for more information.

3. Please see Group Response II-C for a discussion of signalization options. Also see Chapter 2 in the Final EIR/S which includes a discussion of various conventional and non-conventional highway improvement alternatives. Please also refer to Group Responses III-A-1, 2, and 3 regarding setting speed limits and enforcement.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME: Helen Hui

ADDRESS: 3006 S St | CITY: Eureka, | STATE: CA | ZIP: 95501

REPRESENTING (name of organization or agency):

I would like to make the following comments:

I think a traffic signal is a bad idea. I live at the intersection of S and Harris and we have accidents all the time. Traffic signals do not prevent accidents. In some cases they may even cause them. I thought this was a public hearing. I wanted to hear what others have to say.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Helen Hui</u>:

For the past ten years since the start of the Environmental Impact Report/Statement (EIR/S), Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop and refine a balanced, effective transportation solution. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, does include a half signal at the Route 101/Airport Road intersection. The half signal would minimize out of direction travel as well as provide access to the many businesses and residences along Jacobs Avenue as well as the airport.

While it is true traffic signals in some circumstances constructing may result in an increase in rear end collisions, the proposed signal at Airport Road is expected to have minimal rear end collisions. The signal would be a half signal and only stop northbound Route 101, which would be departing a 30 mph zone in Eureka. In addition, the project includes constructing an additional lane to accommodate the increase in traffic queuing.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
NICHOLAS HUME

ADDRESS | CITY | STATE | ZIP
2770 BUTTERMILK LN | ARCATA | CA | 95521

REPRESENTING (name of organization or agency)
SELF

I would like to make the following comments:

THE PROPOSED EXPENDITURE & ACERAGE OF LOST WETLANDS IS INAPPROPRIATE & UNNECESSARY. PLEASE USE THIS FUNDING FOR MASS TRANSIT, BIKECYCLE INFRASTRUCTURE & OTHER ROADS IN NEED OF ATTENTION (OLD ARCATA, ETC.)

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Nicholas Hume</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME
DAN IHARA

CITY: MANILA/ARCATA
STATE: CA
ZIP: 95521

ADDRESS
231 DEAN ST ARCATA CA 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

1. I SUGGEST CONGESTION PRICING AROUND PEAK COMMUTER TIMES (TOLL IMPROVEMENTS WOULD BE LESS EXPENSIVE THAN EXPANDING 101) 1

2. SUBSIDIZED COMMUTER TRAIN SERVICE PROVIDED ESPECIALLY DURING PEAK COMMUTE TIMES BETWEEN EUREKA & ARCATA/ARCATA & EUREKA 2

3. THROUGH STUDY OF IMPACT ON TRAFFIC ON NAVY BASE ROAD DURING CONSTRUCTION BE INCLUDED 3

29 SEP 2007 PM 1 1
EUREKA CA 955

NOTE: Please submit comments no later than September 28th, 2007

Responses to Dan Ihara:

1. Congestion pricing would perhaps have the benefit of reducing the travel demand during peak periods and thereby facilitating left turn movements. However, the underlying left turn movement potential conflict condition would remain: left turning vehicles moving across opposing lanes of traffic. Charging drivers during peak hours could delay traffic at both ends of the Route 101 corridor and divert traffic to State Route 255 and Old Arcata Road, which have a much higher proportion of residential areas compared to Route 101.

2. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

3. During project construction, two lanes of traffic in each direction on Route 101 will be maintained during peak travel periods. If lane and ramp closures are necessary, they would be limited to night and off-peak hours. There will be other measures taken to minimize travel delay and travel diversion to State Route 255 and Old Arcata Road. For these reasons, a substantial increase of traffic on State Route 255 and Old Arcata Road is not anticipated during construction.

Douglas A. Ingold
Attorney at Law
780-A Redwood Drive
P.O. Box 715
Garberville, CA 95542
Voice/Fax (707) 923-2455
dai@asis.com

December 17, 2008

Kim Floyd
Cal-Trans Project Manager
P.O. Box 3700
Eureka, CA 95503

Re: Eureka/Arcata Corridor

Dear Kim Floyd:

I live in Arcata and practice law in Garberville. I drive the corridor several times a week and occasionally cycle it. I would prefer to leave it as it is. However, if you are going to make a change, I would prefer the simpler of the two, which appears to be 1A.

With regards,

Douglas A. Ingold

<u>Responses to Douglas A. Ingold</u>:

Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S) since it received almost no public support and the turnarounds would discourage bicyclists. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S.

Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D as well as Group Responses II-B, II-E, II-F, II-G, and II-H. The proposal to increase the posted speed limit after project construction has been dropped: See Group Responses III-A-1 and 2 for more information.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Cartice Jacoby CA 95521

ADDRESS 1198 CITY Chester Ct STATE CA ZIP 95521

REPRESENTING (name of organization or agency) self

I would like to make the following comments:
We need bike lane (separate from traffic) between Arcata & Eureka and more frequent bus.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Cartice Jacoby</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Roger James

ADDRESS: P.O. Box 689 CITY: Trinidad STATE: CA ZIP: 95570

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I absolutely oppose spending taxpayer dollars to "upgrade" the safety corridor. The current configuration is safe, if existing speed restrictions are enforced.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Roger James</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, is needed to enhance safety and provide long term roadway improvements that would benefit all travel modes.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME CJ Janisse

ADDRESS 2191 James ct CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:
I want a Bike trail! thanks

NOTE: Please submit comments no later than September 28th, 2007

Response to CJ Janisse:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Robert Jimenez

ADDRESS | CITY | STATE | ZIP
3656 OLD ARCATA Rd SP14 | Eureka | Ca. | 95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Alternative -2

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Robert Jimenez</u>:

Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Alternative 2 would result in substantial out-of-direction travel and delay compared to Modified Alternative 3A. See Chapter 2 in the Final EIR/S for details.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: CARL JOHNSON

ADDRESS (home): 65 SPRUCE ST — CITY: EUREKA — STATE: CA — ZIP: 95503

REPRESENTING (name of organizaion or agency): JOHNSON RANCHES

I would like to make the following comments:

I FEEL THE ONLY OPTION THAT MAKE SENSE FOR ALL OF THE USERS OF THE CORRIDOR MUST INCLUDE A SIGNAL AT AIRPORT RD & INTERCHANGE AT INDIANOLA

NOTE: Please submit comments no later than December 15, 2008

Response to Carl Johnson:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop.

28 September 2007

To the California Department of transportation and the Humboldt County association of Governments:

Caltrans has made one excellent proposal in its recent evaluation of projects to alter Highway 101 between Eureka and Arcata: Nothing. 1

When the price and benefits of the new designs are weighed against the corridor's safety record, its importance for bicycle commuters, and the scenic and environmental value of the land, more infra-structure encouraging single occupant vehicle use is deplorably wasteful. 2

The No Build option successfully puts aside the current batch of proposals. Hopefully, plans for a Eureka – Arcata trail will emerge in Caltrans next visions for corridor improvements. 3

Sincerely,

Chad Johnson

1382 ½ Foster Ave.
Arcata, Ca 95521

<u>Responses to Chad Johnson</u>:

1. The No Build Alternative would not meet the project need and purpose and was evaluated for study comparison purposes only.

2. See Group Responses I-A and II-B.

3. See Group Responses I-D, II-A, II-E, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Leif Johnson
ADDRESS: 2409 Eye st
CITY: Arcata
STATE: CA
ZIP: 95521
REPRESENTING (name of organization or agency): Myself

I would like to make the following comments:

the exits on the 101 corridor between Arcata and Eureka should be left open. Funds that would be used for the purpose of stopping left hand turns should be used for a new bike trail instead.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Leif Johnson</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A was selected as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Modified Alternative 3A would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. In addition, Modified Alternative 3A was designed based on suggestions from local businesses to enhance both access and safety. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final Environmental Impact Report/Statement for more information.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Richard E. Johnson
825-17th Street
Eureka, Ca., 95501-2651
(707) 445-3833
6knees@suddenlink.net

August 21, 2007

CalTrans
1656 Union Street
Eureka, Ca. 95501

Re: U.S. 101 Corridor

To Whom it may concern:

Put me in the category of- "If it ain't broke-don't fix it!" 1
Of the fatalities that occured at the intersection of Bayside Cutoff and U.S. 101, three were good friends of mine, so I do have an interest in the situation.
I believe, since the institution of the 50mph, and increased awareness of the situation, the problem has pretty well been solved.
I am not an engineer, but it looks to me, due to the proximity of the roadway to the bay, that exchanges or overpasses would require re-alignment of the roadway, and I think that money could be better used in other places.
Also, the projected increases in usage seem to be a little (or a lot) inflated to me. 2
However, the congestion at North Eureka at heavy traffic times is a problem.
Closing the accesses to local businesses would be financially disastrous to all of them and is not a viable solution, in my opinion. 3
Finally, increased police presence on the corridor would greatly reduce the incidence of those who continue to violate the speed limit. 4
Thank You,

Richard E. Johnson

Richard E. (Dick) Johnson

Responses to Richard E. Johnson:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. See Group Response I-B.

3. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement, would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. In addition, Modified Alternative 3A was designed based on suggestions from local businesses.

4. See Group Response III-A-3.

Richard E. (Dick) Johnson
825-17th Street
Eureka, Ca., 95501-2651
(707) 445-3833

Sept. 24, 2008

Cal-Trans
1656 Union Street
Eureka, Ca., 95501

To Whom it may concern; Re: 101 Safety Corridor

As far as I know, there have been very few problems on the corridor between Eureka and Arcata for several years, and being that there is always some risk of accidents, the best solution for the corridor at this time is to leave it as it is. 1

The businesses adjacent to the corridor have hundreds of thousands of dollars invested in their operations, and from 50 years experience in the retail trade, I know that it doesn't take much of a disruption to discourage people from going to a particular business, so making it harder to get there is going to impact these businesses greatly. 2

Also, the option of closing some crossings and making U-turns the only way to get back the way you came, in my opinion, is worse than a crossing. 3

The traffic signals at 5th and West Ave. extension provide enough breaks along the corridor so that entering or crossing isn't that big of a problem, in my opinion. 4

Vallejo and Grants Pass, Oregon both have long safety corridors, though different from ours, and as a last resort, I think "on demand traffic signals" would be the best solution if the traffic gets to a point where they are needed.

I don't know what the percentage is, but the bulk of the travelers on the corridor are local and we know the reasons and risks, and except for a few inveterate speeders, the traffic flows quite smoothly. 5

Last, but not least, several of the deaths that occurred were friends of mine, so I do have a humanitarian interest in the safety of the corridor. 6

Sincerely,

Richard E. Johnson

Richard E. (Dick) Johnson

<u>Responses to Richard E. Johnson</u>:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would eliminate uncontrolled vehicle crossing movements at Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. At the Route 101/Airport Road intersection, a half signal is proposed that would provide left turn moves to and from Route 101. Modified Alternative 3A would provide the best balance of enhancing safety while providing convenient access for most Route 101 travelers.

3. Alternative 1A, which includes U-turns, is not the Preferred Alternative identified in the Final EIR/S.

4. While traffic signals on Route 101 within the Eureka urban core do create traffic breaks or gaps for highway crossing opportunities north of the Eureka urban core area, because of the variation of individual vehicle speeds, the gaps often diminish at Mid-City Motor World and the Indianola Cutoff intersections.
5. See Group Response II-C.

6. Traffic congestion on the main through lanes of Route 101 has not been identified as a concern and is not part of the project need and purpose.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
JEREMIAH JOHNSTON

ADDRESS | CITY | STATE | ZIP
1710 STEWART AVE APT A | ARCATA | CA | 95521

REPRESENTING (name of organization or agency)
HUMBOLDT CIRCUS & HUMBOLDT JUGGLING SOCIETY

I would like to make the following comments:

IN REGARDS TO THE CURRENT DECISION ON THE PROJECT, I FIRMLY BELIEVE IT IS A STEP IN THE WRONG DIRECTION FOR A TOWN SO CONCERNED WITH SUSTAINABILITY, THE GREEN REVOLUTION! AND TRYING TO ENCOURAGE ALTERNATIVE TRANSPORTATION. THIS WILL DISCOURAGE BICYCLISTS MORE THAN EVER! USE SOME OF MONEY TO SET A GOOD EXAMPLE FOR THE REST OF THE COUNTRY! BUILD A BIKE TRAIL INSTEAD! PLEASE!

NOTE: Please submit comments no later than September 28th, 2007

Responses to Jeremiah Johnston:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Caltrans
Program / Project Management
Attn: Kim Floyd
PO Box 3700
Eureka, CA 95502-3700

September 28, 2007

Dear Kim Floyd,

I am writing this letter to request that the Draft EIR include mitigation measures to account for the increase in traffic on S.R. 255 during the construction period of the Proposed Route 101 Eureka-Arcata Corridor Improvement Project. The Draft EIR for the Proposed Route 101 Eureka-Arcata Corridor Improvement Project has only looked at the affects of each proposed plan on Manila and not the "Short Term Effects" of increased traffic on State Route 255 that is expected to occur during the construction period and until the project is considered stabilized and complete according to the General Construction Permit. I would also like you to address in your EIR the effects of Alternative 7 - The No Build which maintains the existing Safety Corridor and how the long term effects will impact the already unsafe S.R. 255. According to Catrans traffic counts, auto activity on S. R. 255 has risen by 25 to 30 percent since the safety corridor was implemented and traffic accidents between Vance and the lumber mill have increased 74% from 2002 to 2006. I expect that with the continuation of the existing safety corridor that we will continue to have an increase in traffic and an increase in accidents. 1 2 3

The Humboldt County Association of Governments (HCAOG) funded the Manila Community Transportation Plan (MCTP) prepared by Whitlock & Weinberger Transportation, Inc in 2003. The community has a long documented history of concerns relating to the safety of and access of multimodal traffic in Manila. Correspondence with Caltrans and other entities date back to 1985, citing lack of lighting, improper grading, high speeds and dangerous intersections of the highway with county roads. Residents have also identified the absence of pedestrian facilities, landscaping and frequent heavy fog as issues.

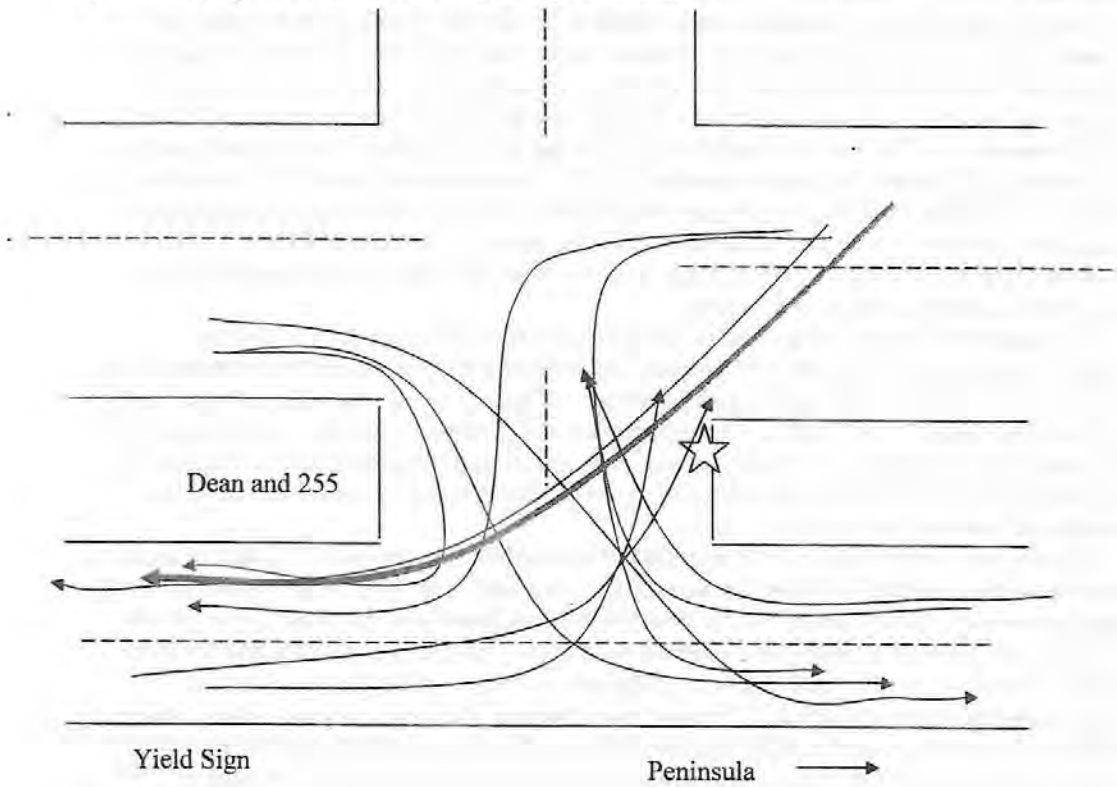
Caltrans has stated that there was very little that could be done because of a lack of accident statistics supporting our claims. However, according to the MCTP in 2003 the collision rate for the three intersections at Lupin Avenue, Pacific Boulevard-Dean Street and Peninsula Drive (south) were all 0.53 collisions per mve (million vehicles entering). The average collision rate for these intersections would be between 0.22 and 0.33 collisions per mve. Therefore, the collision experience at the intersections of S.R. 255 with Lupin Avenue, Pacific Boulevard—Dean Street and Peninsula Drive (south) are higher than what would normally be expected for similar facilities in California. And, the Humboldt County Redevelopment Plan Draft Program EIR November 2005 pg 3.2-17 states that S.R. 255 from Eureka City limits to Mad River Slough was LOS "D" in 2003. 3

I understand that the current policies of Caltrans do not allow you to make improvements from a proactive perspective. (Perhaps this is the issue we should be addressing) I know from personal experience that my son and I have almost been the accident statistic and possibly a fatality that could have made a difference. Luckily, we were not. Unfortunately, our experience cannot be calculated to determine Caltrans liability in addressing the substandard conditions that created the 3

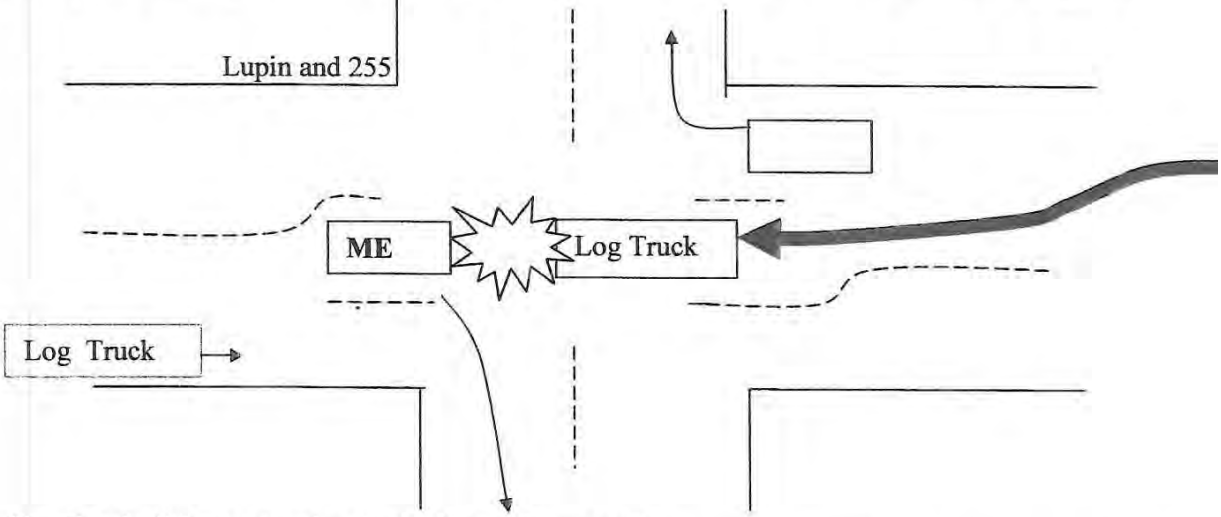
situation that threatened my life and my child's. I have decided to submit this as public record in hopes that my concerns can be addressed. 4

Situation 1: Concerning my son when he was twelve.
My son was waiting to cross the highway on his way to the community center. He had been taught were he should stand at the intersection of Dean and S.R 255 (There is only one safe place for pedestrians to stand when trying to cross at these intersections and even that is not very safe.) He was almost hit by a car that was heading south on 255 and who was making a left hand turn onto Dean. The following is an illustration depicting the issues that created this situation. As you can see the potential for an accident is extremely high at this intersection. High speeds and a substandard deceleration lane accentuate the potential for an accident. This situation is relevant to most of the intersections in Manila.

- The Blue lines indicate what I assume traffic is expected to do
- The Red lines indicate what I have observed happening.
- The Green line is what occurred on the day my son was almost hit.
- The star is my son's location and where I propose a sign should be posted outlining the potential dangers at these intersections to pedestrians.



Situation 2: When a logging truck almost hit me.
I was facing north on S.R. 255 waiting to turn left onto Lupin. A car heading south on 255 was slowing to turn right onto Lupin. A truck heading south and coming up quickly behind the car was traveling too fast to stop. He passed to the left of the car. The truck was headed straight at me sitting in the middle of the road. When I looked in the review mirror I saw another truck heading north. I had to quickly accelerate and get out of the way of being sandwiched between two trucks. As you can see the potential for this to occur again and the possibility of it being a fatal accident are high. High speeds and a substandard deceleration lane are responsible for this potential liability. This can occur at almost all of the intersections in Manila. This situation is why many of the cars do not come to a complete stop before they make a left hand turn. Many cars cut across the lines at high speeds creating situations similar to what occurred in the first situation outlined on page one.



Situation 3: Where a logging truck almost hit me again.
I was at the intersection of Dean and S.R. 255 preparing to cross S.R. 255 to attend a meeting at the community center. It was a cold foggy morning and the visibility was poor. The willows had also grown up making the line of site poor as well. I thought that all was clear, but when I started to pull out onto S.R. 255 a log truck appeared out of nowhere. When I pressed down hard on the accelerator the car died right in the middle of the lane heading north on 255. The truck could not stop and slammed on its breaks making the truck jackknife around me. The truck continued north as it could not stop. Fortunately that experienced driver saved my life.

I hope these illustrations give you a better understanding of the safety concerns we face as a community and as a county. I hope that you will address these situations and concerns in preparing the final EIR for the Proposed Route 101 Eureka-Arcata Corridor Improvement Project. Let us do what we can to be proactive in preventing the occurrence of an accident statistic or a fatality in regards to the situations presented above. I appreciate your time and look forward to resolving our traffic issues.
Sincerely,

Salena Kahle
Manila Community Resident
CC: John Woolley

Responses to Salena Kahle:

1. Two lanes of traffic in each direction will be maintained during peak traffic periods during construction. Consequently an increase in traffic is not anticipated on State Route 255 during construction.

2. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement, is predicted to increase traffic by 1% in the year 2031. Consequently the difference between the No Build Alternative and identified Preferred Alternative would be negligible.

3. A Caltrans Traffic Accident Surveillance and Analysis System analysis was performed for the highway segment and the intersections through Manila along Route 255. The analysis was done for the five-year time period of 4/1/2002 through 3/31/2007. The results indicate that at least four State Route 255 intersections in Manila have safety concerns.

These and future concerns will be addressed by various safety or traffic calming improvements, such as new and/or improved turn channelization, intersection lighting, shoulder widening, radar speed feedback signs or other type of improvement considered on a case-by-case basis, provided the projects can be justified by actual collision history and a favorable benefit/cost analysis (Traffic Safety Index.) This approach is in keeping with the June 2001 Route Concept Report (RCR) for the Route 255 Corridor. (Source: *Route Concept Report, Route 255 Corridor*. Caltrans Office of System and Community Planning. Eureka, California, June 2001.)

Planning and preliminary design efforts for traffic calming improvements on State Route 255 in Manila are currently underway as a separate action from the Route 101 Eureka-Arcata Corridor Improvement project. A feasibility study will also look at some possibilities identified by an earlier Caltrans-funded study the Manila Community Services District completed. Some of the ideas posed were crosswalks, roundabouts and signals, as well as revising currently posted speed limits.

4. Your letter documenting the two scenarios has been submitted to the Caltrans District 1 Traffic Safety Office.

"pajaro@juno.com"
<pajaro@juno.com>
12/03/2008 09:56 AM

To kim_floyd@dot.ca.gov
cc
Subject Re: 101 Meeting

I'd like to give my two cents regarding the Eureka-Arcata Route 101 Corridor Improvement Project Alternatives.
I personally am in favor of maintaining a safe speed limit within the corridor that allows for the current road alignment to remain. Implementing Alternative 1A is the next best plan. 1
I don't feel the corridor requires Millions of tax dollars to create additional road infrastructure in an area that quite honestly doesn't qualify as "Freeway". 2
I like the idea of transferring some of the available Caltrans funds to the School Districts where the money is sorely needed. (I understand it doesn't work that way.) 3

I fail to understand why the Eucalyptus trees along the corridor need to be cut. What improvement will that make? Please leave the trees alone. 4

Douglas Kamprath

Responses to Douglas Kamprath:

1. Please see Group Response III-A-1, 2, and 3.

2. Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

3. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), would enhance safety and provide long term improvements that would benefit all transit modes.

4. The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. See Group Response III-B-2 for more discussion of tree removal.

"pajaro@juno.com"
<pajaro@juno.com>
12/01/2008 08:51 AM

To kim_floyd@dot.ca.gov
cc
Subject 101 Meeting Comments

Hi Kim,

Here are my comments about the 101 corridor.

Alternative choice- I would choose Alternative 1A over 3A if any one of those actions needs to be taken. I am in favor if just keeping the speed limit down to 50 MPH and keeping the median crossings- therefore no action if that is an option. Less is more in this case.

In this time of budget crunches etc., I think that the money could be better used in other places and for other projects.

Trees- I am not in favor of cutting the trees unless it absolutely needs to be done. Unless the road is going to be widened, truck views won't be obstructed by trees if trucks are getting onto the road and heading south, or north for that matter. The trees have been growing along the highway since the early 1900's and provide a landmark and a wind block for motorists even if they are not native. Unless it is truly a safety hazard to have them growing at their current location, I am in favor of leaving them where they are. Trim them if that needs to be done.

Thanks,
Michele Kamprath
McKinleyville

Responses to Michele Kamprath:

1. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

2. See Group Responses III-A-1, 2. and 3 for a discussion of speed and enforcement.

3. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

4. Caltrans has a State legislative mandate and responsibility to maintain the existing state highway system and above all else provide safe facilities for all highway users. Caltrans has continuously monitored the post Safety Corridor conditions and condition of the roadway and has determined the project is still needed.

5. See Group Response III-B-2.

Michele Kamprath
1882 Blake Road
McKinleyville, CA 95519

Comments on the DEIR proposed changes to the Indianola cutoff.

Dear Cal Trans,

I am writing to comment on the highway 101 changes proposed at the Indianola cutoff. I am proposing that no physical changes be made at this time on the highway. I propose that with the amount of money it will cost to "fix" this section of highway that increased law enforcement could be utilized and the speed limit could stay at 50 MPH. The 50 MPH limit and headlight section has increased visibility for motorists and decreased the number of accidents. 1

I would like to see some of the money for proposed changes go to safer alternatives to driving such as a bicycle route along the highway. There are other stretches of highway in the state that would benefit from the money saved at this intersection and stretch of highway. 2

If changes on this section of highway are imminent, I do not want to see the eucalyptus trees cut down. They have not been a significant threat to traffic in the past. If needed, a trimming would be more appropriate. 3

Thank you,
Michele Kamprath

Responses to Michele Kamprath:

1. Please see Group Responses I-A, I-C, and II-B.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. Please refer to Group Response III-B-2.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME VIOLET RAY AND BRIAN KANEKO

ADDRESS 36 OLE HANSON RD CITY EUREKA STATE CA ZIP 95503

REPRESENTING (name of organization or agency) SELF

I would like to make the following comments:

PLEASE DO NOT RAISE THE SPEAD LIMIT ON 1
THE 101 SAFETY CORRIDOR. OUR SUGGESTION FOR
IMPROVING THE CORRIDOR IS INSTALLING A STOP LIGHT 2
AT ONE OF THE CUTOFFS OR AT THE AIRPORT/CARL JOHNSON
EXIT. THIS WOULD CREATE A BREAK IN TRAFFIC MAKING IT 3
EASIER TO CROSS THE 101. ALSO- INSTALL CAMERAS THAT
TAKE PHOTOS OF THE LICENSE PLATE OF SPEEDING CARS + TICKET
THEM. WE WOULD ALSO USE A BIKE LANE. THANK YOU 4
[illegible] 36 OLE HANSON RD EUREKA 441-1857

NOTE: Please submit comments no later than September 28th, 2007

Responses to Violet Ray and Brian Kaneko:

1. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at Airport Road and allows all highway users to cross or turn around at the proposed Indianola Cutoff interchange.

3. Please see Group Response II-D.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2615 Copenhagen Rd.
Loleta, CA 95551

September 11, 2007

To Rod Parsons, Chief, Environmental Branch, California Dept. of Transportation

Dear Mr. Parsons,

I am writing regarding the proposed Hwy 101 Corridor project between Eureka and Arcata. I have lived in Humboldt County for 26 years and have driven this rode many times. As the population increased over the years the traffic did also and this stretch of Hwy 101 became dangerous because of cross-traffic accidents. Since the safety corridor with speed limit of 50mph was initiated there have been no fatalities. 1 2

As a taxpayer in this state, I don't feel that many millions of dollars should be spent to fix something that is working just fine. Many of us would like to see a rail to trail project along this stretch of the bay. It is more environmentally friendly and would be a wonderful addition to alternative transportation in this region. 3

Personally, I would like to see a project that utilized the existing rail track to develop a light rail form of transportation similar to Portland's between Arcata, Eureka and eventually Fortuna. I also am in favor or a hike/bike trail between Arcata and
Eureka as far as College of the Redwoods.

Sincerely yours,
Melanie Kasek

Melanie Kasek

<u>Responses to Melanie Kasek</u>:

1. See Group Response I-A.

2. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Mary H. Kay
1460 Silverado Place
McKinlyville, CA 95521
Phone: 707-616-7906

To Caltrans planners:

I strongly object to the plans to speed up traffic along Highway 101 between Arcata and Eureka. This is a dangerous corridor, made more so by the lack of any bike/walk lanes which forces bikes and pedestrians onto the tender mercies of motor vehicle drivers. I favor lowering the speed limit further and installing lights to make turns safer, along with fulfilling the basic need of a safe bike/hike corridor to Eureka from Arcata. 1 2 3

It is only a matter of time before that corridor is much more built up so that the entire freeway ambiance will be impossible. Spending my tax money to create a huge concrete uglification and land grab along the bay is NOT acceptable. I grew up in Seattle, where people now realize that the Viaduct was a very poor use of waterfront and are working on plans to tear it down. Please do not levy the burden of such a teardown on this poor county. 4

In fact, I request that CalTrans seriously consider slowing down traffic all the way to Trinidad along 101. My McKinleyville commute to Arcata is increasing dangerous, made so by the speed hogs who drive the numerous "hug a logger" pickups on that road. Speeding is rampant, as you could determine by placing a speed meter device along the road. And people are killed. My daughter's friend in high school was killed on the highway south of Trinidad when the road turned icy and cars were sliding off in great number. 5 5

So, far fro agreeing to speeding up the highway between Eureka and Arcata, I wish it slowed to 50 or less as far as Trinidad.

Mary H. Kay
A homeowner and taxpayer!

<u>Response to Mary H. Kay</u>:

1. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information. Because the posted speed will remain unchanged after project construction, any additional traffic queuing is expected to be the same as the No Build Alternative.

2. Please refer to Group Response II-C.

3. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would not substantially change the corridor in terms of the rural visual setting. The proposed interchange included in Modified Alternative 3A is a compact diamond interchange that was designed to visually blend in with a rural setting unlike the urban interchanges such as the Route 101/299

interchange in the City of Arcata. In addition, the eucalyptus trees on the west side of the highway that were proposed to be removed in the Draft EIR/S are no longer proposed to be removed. See Group Response III-B-2 for more information.

5. Slowing down the existing freeway segment of Route 101 between Arcata and Trinidad is beyond the scope of the proposed project.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Barbara Kennedy

ADDRESS (home): P.O. Box 29 — CITY: Weott — STATE: CA — ZIP: 95571

REPRESENTING (name of organizaion or agency): Self

I would like to make the following comments:

Due to the current economic conditions I recommend placing all non-essential projects on hold. Right now, holding the speed limit at 50 mph has improved safety. As for the California Redwood Co - I doubt they will be shipping much product due to the housing slump & the fact that they are used $300,000 + by the Evergreen Pulp Mill. I oppose tree removal. thanks!

NOTE: Please submit comments **no later than December 15, 2008**

1
2
3
4

Response to Barbara Kennedy:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. See Group Responses III-A-1 and III-A-2.

3. Extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

4. See Group Response III-B-2.

Barbara Kennedy
202 Lum Street
Weott, CA 95571

To Caltrans planners:

I am concerned that the project does not provide for alternate means of transportation such as bike lanes and walking trails. In light of the concerns over global warming and dependency on foreign oil, it would seem logical that provisions be make for bike lanes and walking trails between Eureka and Arcata as part of the project. The project should be scaled back or put on hold until these concerns are addressed and a way found to accommodate alternate means of transportation.

Response to Barbara Kennedy:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Regina Kerns
3413 G Street
Eureka 95503

To Caltrans planners:

I would love it if we could have a bike/walking trail adjacent to the bay. Humboldt Bay is one of the greatest assets that this area has, and it would be a visual travesty to overwhelm the view with a bridge or even traffic lights.

I think that a trail around the bay would enhance the tourism appeal of Eureka. I have noticed that several bicycle tours stop in Old Town and that visitors with dogs stay at a local bed and breakfast. The railroad bed converted to a trail fits nicely with what could be Eureka's future.

Response to Regina Kerns:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

500 Stephens Lane
Bayside, CA 95524
July 20, 2007

Rod Parsons
Chief, Environmental Branch E-1
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr. Parsons

We are writing to you to express our concerns regarding the Proposed Route 101 Eureka-Arcata Corridor Improvement Project. We have read the draft environmental impact statement and we feel that it does not adequately address the effect that the alternatives will have on traffic and safety on Old Arcata Road – Myrtle Avenue.

We have lived for the past 29 years on Stephens Lane which is a small road which intersects with Old Arcata Road about one half mile south of the Bayside Cutoff. There are approximately twenty residential properties on Stephens Lane as well as the Humboldt Bay Christian School. Stephens Lane intersects Old Arcata Road at a curve which severely limits visibility of oncoming traffic. There is already heavy traffic on Old Arcata Road during rush hours and the posted 45 MPH speed limit is often disregarded which can make entry to the road dangerous.

If the median divider on Bayside Cutoff is closed as proposed in Alternatives 1, 2 and 3, southbound traffic from the Bayside and Jacoby Creek areas will drive down Old Arcata Road at least as far as Indianola Road in order to enter Highway 101 which will increase traffic on Old Arcata Road and increase the danger to traffic attempting to enter from Stephens Lane. 1

We are well aware of the problems of traffic on the existing 101 corridor. However, in your environmental impact statement you do not address the dangerous situation that already exists on Old Arcata Road or the effect the alternatives will have on an already dangerous traffic situation. In the last five years there have been three traffic fatalities on Old Arcata Road between the Bayside Cutoff and Indianola Road. Alternatives 1,2, and 3 will only make this problem worse. It is implied that the plan to widen Old Arcata Road will somehow mitigate this impact, yet the fact that Humboldt County has put this project on hold since 1990 due to financial constraints is glossed over. We are concerned that even if the widening project is ever completed it will only encourage traffic to travel faster on Old Arcata Road which may make the blind curve intersection with Stephens Lane even more dangerous. 1

We understand your concern that the benefit that the Safety Corridor has had on traffic safety may wane over time. However, we do not see any general pattern yet in traffic

violating the 50 MPH speed limit. Indeed, most residents of our communities understand the reason for the Safety Corridor and seem willing to comply with restrictions along the corridor. If there is concern that the benefit of the corridor will decrease could not consistent law enforcement mitigate the tendency of drivers to become complacent with the traffic restrictions? 3

Even if Alternative 7 (No Change) is accepted it will not address the already dangerous situation on Old Arcata Road. I understand that CalTrans probably sees this as a County problem and not a concern of theirs. However, traffic problems do not respect County and State jurisdiction lines and we feel that any proposed solution needs to address all of the traffic problems between Arcata and Eureka. 4

Sincerely,

Bruce Kessler, M.D.

Pamela Kessler

Responses to Bruce Kessler, M.D. and Pamela Kessler:

1. It is likely that traffic would increase on Old Arcata Road near Stephens Lane if left turn moves are restricted at Bayside Cutoff. However it is also likely under the No Build Alternative that traffic would increase on Old Arcata Road from projected growth and less drivers willing to turn left at the Route 101/Bayside Cutoff intersection as Route 101 traffic volumes increase. Since the Draft Environmental Impact Report/Statement (EIR/S) was circulated to the public in 2007, Old Arcata Road has been widened to enhance safety. In general, if improvements to Route 101 are constructed, Route 101 would continue to draw and retain drivers since Route 101 is a more direct route with higher posted speed limits compared to Old Arcata Road. In addition, Old Arcata Road north of Jacoby Creek Road has traffic calming improvements such as speed bumps, traffic circles along with a reduced speed limit which will collectively discourage drivers to use Old Arcata Road as an alternative to Route 101. See Group Response III-A-4 for more information.

3. See Group Responses I-A, I-C, II-B, and III-A-3.

4. Caltrans meet regularly with the County of Humboldt as well as the Humboldt County Association of Governments to plan, coordinate, program, and prioritize highway improvements for both state and county roads.

Siddiq Kilkenny
1030 C
Arcata, CA 95521
Phone: 707-822-8215

To Caltrans planners:
September 26, 2007

Rod Parsons,
attn: Eureka-Arcata 101 Corridor Project,
Environmental Branch E-1,
California Department of Transportation,
P.O. Box 3700,
Eureka, CA 95502 – 3700.

I was astonished by the stunning inadequacy of the EIR presented by Cal Trans to the County of Humboldt. I was equally stunned at the profound lack of creativity and recognition of reality in the limited alternatives proposed. I hope some of these ideas will assist the Cal Trans planners to do a better job of presenting their data and honoring the community of Humboldt. 1

1. Traffic Projections

For the 10 years of 1990 to 2000 the population growth rate in Humboldt County was 6.2%. Population is expected to grow at the same rate in the future. This would mean that the expected population growth from the year 2000 to the year 2031 will be approximately 18%. Yet the Cal Trans EIR predicts that traffic will have increased by 50 % in 2031 2

The Cal Trans EIR is effectively saying that for every new baby born in Humboldt County their will be 2.7 more cars. Please explain how the traffic projections are in such profound contradiction with population growth. And include how possible moderating influences such as fuel prices and alternative modes of transportation could substantially alter traffic projections for the future. 3

2. Traffic Volume

There is very limited information in EIR that speaks to traffic volume. Please provide more complete data regarding volume. Please include traffic volumes on 101 between Eureka and Arcata both north and south at one hour intervals for each day of the week and each month of the year. 4

Without the presentation of adequate and complete data the development of any alternatives is stunningly suspect.

3. Safety Comparisons

Safety comparisons are made for the corridor as compared to other expressways in California but no comparison is made between sections of roadway from the Arcata Eureka corridor to the corridor from Arcata to McKinleyville or to the corridor south of the 255 intersection and on through Eureka to Herrick. 5

When the "safety corridor" was initially discussed with the Cities of Eureka and Arcata and Humboldt County Board of Supervisors Cal Trans and the California Highway Patrol) used a safety comparisons between the Arcata Eureka 101 corridor and the Arcata to McKinleyville (a true freeway) corridor as evidence that Arcata Eureka corridor was actually safer than the Arcata to McKinleyville corridor.

Please include in the EIR complete accident and safety data for the corridors both immediately north and south of the Arcata Eureka 101 corridor.

Since the safety corridor went into effect in May of 2002 the rate of fatalities has gone to zero and the rate of injury collisions has dropped to slightly above the State average. Humboldt County needs more complete analysis of safety data before changing a system that apparently is working very well. 6

4. Traffic Delays and Traffic flow

All traffic moving south on the 101 corridor will hit the significant number of traffic lights in passing into and through Eureka. These traffic lights are geared to move traffic along at 35 miles per hour. By increasing the speed on the 101 corridor between Arcata and Eureka to 65 mph plus, the result will be quicker and larger backups on the highway. Because of backups, it is likely that the overall time of travel from McKinleyville to Eureka is not likely to change. The longer backups coming into Eureka will likely reduce safety. 7

Please include overall traffic safety, traffic flow, and traffic projections considerations for the entire corridor from McKinleyville's Murray road to the southern end of Eureka at Herrick. A more thorough and broad analysis of how currently proposed alternatives will impact traffic safety needs to be articulated. 8

The profound lack of data in the EIR puts into question all the alternatives proposed. The alternatives proposed are exceedingly narrow in their conception, creativity, engineering, and understanding of larger and longer term transportation questions and priorities for the County. 9

5. New Alternatives must be proposed

A completely revised EIR must be done that includes significant discussion of bicycling, light rail transit, bus lanes, and consideration of reducing the speed on the safety corridor to 45 mph. 10

All alternatives must include proposals to for maintaining the levee, restoring the rail line and providing an exclusive bicycle lane. 11

Thank You

Siddiq Kilkenny
1030 C
Arcata, California 95521

Response to Siddiq Kilkenny:

1. Caltrans staff regrets that the Draft Environmental Impact Report/Study (EIR/S) was perceived as inadequate and lacking in creativity. The Final EIR/S includes major revisions to add clarity and support findings.

During the early project planning stages, many innovative and unconventional solutions were brainstormed, discussed and evaluated during the Value Analysis process during the early project design and planning phase (see Chapter 2 of the Final EIR/S). After a preliminary evaluation to determine if the alternatives met the project need and purpose and were feasible, all but three of the alternative were dropped from further consideration. The effort and cost to evaluate every alternative would be exceedingly expensive. In addition since the Draft EIR/S was circulated to the public, two modified alternatives were designed and evaluated. Please see Chapter 2 of the Final EIR/S for more information regarding the two modified alternatives.

Thank you for your suggestions; all comments are carefully considered and in some cases, the project is modified in response to public comment. For example a strong public reaction to Eucalyptus tree removal on the southbound side of Route 101 resulted in Caltrans engineers realigning the southbound traffic lanes to avoid the tree removal. And all comments help Caltrans and FHWA staff understand individual and collective values.

2. Traffic volume projections are focused on travel trends as well as historic growth for each state route and not on County population trends. Consider that many vehicle trips on Route 101 originate from the community of McKinleyville, which has grown much faster in the past 20 years than the County on average and has a high residence to job ratio. See Group Response I-B for more information.

3. Although every newborn child in the County would not directly result in the addition of 2.7 cars, young children often need to be transported to school and extracurricular activities: this can result in a net increase in vehicle trips by parents. In addition, the County population increases by people moving into the County and not just by new births.

See Group Response II-D for a discussion of rising fuel prices and travel choices.

4. Section 3.1.6 the transportation section in Chapter 3 of the Final EIR/S includes the relevant traffic volume data to calculate the existing and projected 20 year level-of-service (LOS) for intersections and roadway segments. Presenting peak period and annual average daily traffic volumes for LOS calculations is the standard practice for evaluating project alternatives compared to the No-Build Alternative. The purpose of focusing on the peak period traffic volumes is that if

a roadway segment or intersection can adequately function during peak periods, they can function adequately at all other times. To present and analyze off-peak period traffic volumes would not be cost effective nor would it serve a meaningful purpose.

5. Caltrans has public safety responsibilities on all State and Interstate highways in California. However, the Humboldt County Association of Governments specifically requested Caltrans to develop a project to address safety concerns on the Route 101 corridor between Eureka and Arcata, which has highest traffic volumes on the north coast of California (north of Sonoma County). In order to meaningfully compare and evaluate project alternatives, the Eureka – Arcata Route 101 corridor was only compared with similar highway facilities.

6. See Group Response I-A regarding updated collision data and the project need and purpose.

7. The Draft EIR/S stated that the posted speed limit would be raised from 50 mph to 65 mph. As a result of many public comments favoring a lower speed limit, the current posted speed limit will be maintained immediately after project construction—but subject to change. See Group Response III-A-1 for more information regarding maintaining the existing posted speed limits.

In terms of southbound traffic on Route 101 between McKinleyville and Eureka, the morning peak period traffic is generally free flowing. Because the posted speed will remain unchanged after project construction, any additional traffic queuing is expected to be the same as the No Build Alternative.

8. Although Route 101 extends beyond both 9Eureka and Arcata, the specific traffic safety enhancement need for this project is independent of any perceived Route 101 safety concerns beyond the existing project limits from the north end of the Eureka Slough Bridge in Eureka to the 11th Street Overcrossing in Arcata.

9. Generally an EIR/S is the culmination of preliminary planning and engineering documents and focuses only on evaluating alternatives that are feasible and practicable. Previous studies identified and documented preliminary evaluation of a much broader range of project alternatives: the alternatives that were dropped from consideration are described in Chapter 2 of the Final EIR/S.

10. The Draft EIR/S has been extensively revised and every attempt has been made to adequately address all public concerns including alternate travel modes. See Group Responses I-D, II-A, II-E, II-F, and II-G for a discussion of bicycle and public transit improvements and project need and purpose.

11. The railroad bed and the railroad levee are outside of the Caltrans roadway right-of-way. Caltrans has no direct authority or responsibility to restore the rail operation. See Group Response II-H for a discussion of a separate bicycle trail.

Kiju Kim
1945 G St. Apt H
Arcata, CA 95521

To Caltrans planners:

I am writing this letter with concern to the Eureka-Arcata Route 101 Corridor Improvement Project. I believe that this proposed project is inefficient and inadequately short-sighted. While safety and traffic congestion are important issues, the enormous amount of money involved might be better used to facilitate more long term and sustainable undertakings, such as mass transit and bike lane improvement. Safety is always of importance and the particular area does pose some risk for motorists. But it does not seem to be of as dire significance as the report states, particularly after the implementation of the 50 mph speed limit. The data that concerns collisions was conducted in years previous to the new speed limit, which is somewhat misleading. A safety issue that is not addressed enough in the EIR is improvements to accommodate bike users and the improvement of bike lanes. Just recently a Humboldt State University professor was injured and hospitalized in a hit and run while riding his bike on the 101, adding to the list of many that have had life threatening encounters with cars while on the inadequate bike lane. Furthermore, this plan seems to cater strictly to motorists, while alternative transportation such as buses, rail, or bikes is ignored. In terms of safety, the fact that mass transit is much safer than individual motorized vehicles is not taken enough into consideration. Also, according to the Environmental Impact Report, this project and its alternatives will lead to an increase in the speed limit because of an apparently inherent increase in safety for motorists (page 207). This does not take into account that there will be a likely increase in risk for bicyclists riding on the 101. Cars pose the greatest threat to an individual's safety on the road and to improve the facilitation of alternative transit will only decrease that risk by having less people in cars and more on buses, bikes, etc. 1

The issue of traffic congestion is certainly of concern as the population and traffic volume is likely to increase. While this project might improve congestion to an extent on that particular stretch of land, the fact that the streets of downtown Eureka will become even more of a bottleneck does not seem to be of concern when reviewing the EIR. Eureka is currently where the majority of congestion occurs as motorists drive through the 101 highway, and unless there is a simultaneous project that improves traffic flow through that area, any improvements elsewhere that is supposed to relieve traffic congestion in that particular area will only exacerbate the conditions in Eureka. In turn, safety for pedestrians, bicyclists, as well as motorists will likely worsen. Just as alternative transit would diminish safety risks; it would also alleviate traffic to a great extent. I believe the most effective approach to reducing traffic problems is to utilize mass transit, whether in the form of buses or rail. While a rail system would be of great cost and quite a long term project, the EIR projects a sense of a relatively short term approach that is not looking far enough into the future. Granted, long term evaluations are more difficult to ascertain, but not thinking enough into the future can cause a 2

multitude of more problems down the line. Many issues concerning transportation today are a result of this lack of long term consideration.
My choice concerning which approach to use for this issue is the no build alternative. 3
This is certainly not the perfect solution and any existing problems and issues will still remain, but after reviewing the EIR, I believe this project does not appropriately address the problems and ignores important issues such as alternative transit methods and long term assessment. Many of the alternatives presented in the EIR are too similar and it seems like there was not enough effort to come up with a variety of methods that would improve the situation of transportation between Eureka and Arcata. The millions of dollars in cost for this project can be more effectively utilized to address transportation issues by allocating it to larger, more long term projects such as a rail system as well as smaller projects such as the improvement of bike lanes. Also, this project seems outdated and things are different since this corridor improvement was first initiated. The study at the beginning of the EIR concerning collisions and accidents reflects this, as the data does not reflect changes that have since occurred, such as the 50 mph speed limit. At this point, the no build seems to make the most sense to me because further assessment is necessary and to go ahead with this project is a hasty attempt to correct problems that are, while important, not of severe enough of an issue relative to others to appropriate such sums of tax dollars.
Sincerely,

Kiju Kim
Student
Humboldt State University

Responses to Kiju Kim:

1. Please see responses to Jorge Sanchez's letter (part of the group of written comments submitted by Green Wheels).

2. The Draft EIR/S stated that the posted speed limit would be raised from 50 mph to 65 mph; however this proposal has been dropped. See Group Response III-A-1 for more information regarding maintaining the existing posted speed limits. Because the posted speed will remain unchanged after project construction, any additional traffic queuing is expected to be the same as the No Build Alternative.

3. The No Build Alternative would not meet the project need and purpose of enhancing safety, improving traffic operations, and implementing long term roadway maintenance. Modified Alternative 3A was selected as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Regarding the project purpose and need, please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised.

Erica Kimnach
P.O. Box 309
Salyer, CA 95563

September 11, 2007

Mr. Rod Parsons, Chief
Environmental Branch E-1
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Re: Eureka-Arcata Route 101 Corridor Improvement Project

Dear Mr. Parsons:

I am deeply concerned with the proposed project to improve Route 101 between Eureka and Arcata. After reviewing the Environmental Impact Report, I find the proposed alternatives to be inadequate. The alternatives neglect to address the larger issues regarding transportation and traffic congestion in the area. In a community where we pride ourselves on sustainability, we should be looking at ways to reduce cars on the roadway, not how to accommodate more. 1

What is the goal? To improve safety and reduce congestion? Are these really major concerns for us as a local community? Climate change may be one of the greatest threats 2
facing our planet, and we are worried about saving a few extra minutes and 3
accommodating a few more vehicles. Here is an opportunity for Humboldt County, and the cities of Eureka and Arcata to be leaders in the effort to stop global warming.

It is known and accepted locally that global warming is on the increase and species and their habitats on the decrease. The chances for ecosystems to adapt naturally are diminishing, but we have chances as humans to make adaptations, which can potentially slow down the rate of global climate change. For example, we can work to move away from using cars as our main mode of transportation. Cars are a significant source (25 percent) of U.S. carbon dioxide emissions. The EIR for this project should offer alternatives that focus on additional ways to commute between Eureka and Arcata.

The EIR seems to have an emphasis on safety and reduced congestion, but there is little supporting evidence to show that these should be reason to spend upwards of $60 million 4
of our regional transportation dollars. There have been no fatalities since the speed limit has been reduced to 50 mph, and the real bottleneck congestion begins in Eureka, not on the safety corridor of Route 101.

If Caltrans assumptions stand correct, then we will expect to see a 50 percent increase in traffic by 2031, and the project is presumed to deal with this traffic increase. The EIR 5
document does not clearly explain how any of the alternatives will truly help reduce issues associated with this traffic increase. As it stands now, the goals of the proposed project will be solved only temporarily with the alternatives listed. If this $60 million was spent on alternative means of transportation such as mass transit much more will be

accomplished then creating a temporary solution to a never-ending problem.

The alternatives listed want to increase speed along the corridor. This action encourages more drivers to get on the road, and it has been shown that you can save 15-20% on fuel by driving 65 instead of 75. Optimum MPG are found at 35-45 MPH. I believe diminishing oil resources, and global warming are more pressing issues than saving a minute or two on your way to work. So is Caltrans going to promote burning more fuel for a few extra minutes? 6

There is a high dependence on cars for transport. The Route 101 Corridor Improvement project has the ability to help reduce this dependency which in turn will help deal with some of Caltrans major concerns regarding safety and congestion. Alternatives should be listed that provide more transportation choices. More transportation choices mean less congestion, reduced pollution, fewer auto crash deaths and life changing injuries. Improving walking, bicycling, and transit can provide a higher quality of life to our community and by curbing our use of the automobile locally we can help fight other local concerns such as suburban sprawl. 1

Mass transit systems, bicycle paths, the use of the existing non-operating rail, car-pooling organizations, and many other alternatives should be seriously considered and included in the EIR. Perhaps we could even look into a ferry system, which would increase commuter traffic along the Eureka waterfront, an area that has been attempting to draw more people. We need to look at all the alternatives, not just those most convenient for Caltrans. 1 7

I feel that there are additional ways to reduce delays and improve safety along Route 101 that have not been addressed in the alternatives. It seems that Caltrans has already made their decision, before opening this process up to the public. How can other methods of transport between Arcata and Eureka be ignored in this process? The focus should not be only on improvements to the existing road. Most of the traffic in the safety corridor is local commuters. Why not try and reduce the commuters on the road rather than provide for more? A long-term transportation strategy is essential to the future viability of our communities. It is in good faith, that we as citizens believe that Caltrans and all other agencies involved are looking at all possible alternatives and will choose which alternative best solves the most important issues to our community. I ask that more alternatives be provided which contain more innovative ways of dealing with our local transportation concerns as well as the concerns of Caltrans. 8

Sincerely,

Erica Kimnach

Responses to Erica Kimnach:

1. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

2. In addition to safety enhancement and improving traffic operations at intersections, the project need and purpose includes providing long term major roadway maintenance and other improvements.

3. Please see Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S) which includes an expanded discussion of climate change and sea level rise.

4. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would cost approximately $46 million and would enhance safety and provide long term roadway improvements for all transit modes.

5. Please see Group Response I-B. Also refer to Section 3.1.6 Traffic and Transportation in the Final EIR/S which includes a revised discussion of projected level of service.

6. See Group Response III-A-1.

7. Ferry transit was not been considered during the project planning process; however ferry transit would not likely be feasible because of the shallow depth and tidal conditions of the bay.

8. Please refer to Chapter 2 in the Final EIR/S which summarizes the Value Analysis process. Two separate Value Analysis processes were followed to identify and evaluate a wide range of alternatives.

Rod Parsons
Eureka-Arcata 101 Corridor Project, Environmental Branch E-1,
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502 – 3700

Dear Mr. Parsons:

I am a homeowner and owner of small rental properties in McKinleyville, and would like to register my opposition to the Caltrans proposal to spend $55-62 million of our local transportation funds in order to increase the speed on the Eureka-Arcata 101 corridor to 65mph. 1 2 3

The present reduction to 50 mph has been effective at reducing auto accidents and conserves the potential for turning this beautiful stretch of highway next to Humbolt Bay into a scenic corridor, which I believe is its highest and best use. 1 4

Having lived in the East Bay for much of my life, I witnessed the transformation of that portion of the San Francisco Bay from purely freeway, industrial, and landfill uses to a successful segment of a master plan to circle the bay with a scenic trail and rail system. It has been a great contribution to the quality of life and economy of that region, turning it into an attractive destination rather than an eyesore to speed past. 5

Considering the rapidly rising interest in energy conservation, health and fitness, and appreciation of the few biologically functioning bay and estuarine environments remaining in our country, I support the no action alternative. This would give us the opportunity to put our transportation funds into a project which makes better use of the unique bayside location, and would better accommodate the changes in emissions regulations and transportation technology which are being driven by concerns for global warming. 1 3

I would like to see the DEIR analyze 1) actual time saved by increasing speeds from 50 to 65 mph between Arcata and Eureka, 2) effects on greenhouse gas emissions, 3) accident rates of new projects over what we currently have with the 50 mph safety zone, 4) percentage of the population that would actually benefit from the $60 million improvements. 6 7 8

Thank you for the opportunity to comment.

Sincerely yours,

Joyce King
685 School Road

Responses to Joyce King:

1. Please see Group Response I-A.

2. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Study (EIR/S), would cost approximately $46 million to construct.

3. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

4. See Group Response III-B-2.

5. Most of the undeveloped land on both sides of the Route 101 corridor is protected by existing zoning or is within existing wildlife refuges.

6. Please refer to Chapter 4 of the Final EIR/S, which has been revised and includes a discussion of sea level rise and climate change.

7. It would not be possible to predict future collisions for any alternatives. However, the elimination of uncontrolled left turn moves would greatly reduce broadside collisions.

8. Anyone who travels on Route 101 between Eureka and Arcata or depends on the delivery of good and services would directly or indirectly benefit from the proposed project which would

enhance safety, improve the level of service at intersections, and construct various highway improvements for all travel modes.

3399 Pigeon Point
Eureka, CA. 95503
9-9-07

Re: Hwy 101 safety corridor:

The 50MPh works! Don't agree to spend millions on something that's not broken. The argument that CHP has to baby-sit that stretch of road is valid — and cheap — compared to the $30 - $60 million projected for "improvements." Leave it alone!

Elmone & Rich Kissling

<u>Response to Elmone and Rich Kissling</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

Kara Lynn Klarner
4242 Ivy Lane
95503
Phone: 707 443-6978

To Caltrans planners:
Safety should be optimized. The speed limit on Eureka-Arcata Corridor should stay at 55 mph, which has proven to reduce fatalities and accidents. The needs of pedestrians and bicyclists must be considered.

Response to Kara Lynn Klarner:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2 for more information. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

"Rick Knapp and Jean Hawthorne" <rickjean13@suddenlink.net>
12/07/2008 10:25 AM
Please respond to "Rick Knapp and Jean Hawthorne" <rickjean13@suddenlink.net>

To "Charlie Fielder" <Charlie_Fielder@dot.ca.gov>, "kim_floyd" <kim_floyd@dot.ca.gov>
cc "Ralph Martinelli" <ralph_martinelli@dot.ca.gov>
Subject Eureka-Arcata Corridor Project

Charlie and Kim,

While I didn't attend the open house, I need to say that from a bicyclist perspective, I am concerned about both the out-of-direction travel and safety associated with any U-turn option that closes intersections. Thinking about my bike trips in the corridor: If I were to ride from Eureka to a store on Jacobs Avenue, upon leaving, instead of stradling my bike at an intersection, looking both ways for a gap to make a full crossing of the intersection to the shoulder on the other side, I would have to ride north to the location of the turnaround, stop on the 8-foot shoulder and turn my bike at a right angle in order to be able to look both directions, then I would have to find a gap in 2-way traffic as well as being sure not to be impacted by the U-turn traffic (which could include semi-truck traffic) in order to make the crossing to the opposite shoulder, With the U-turn-only access for southbound vehicles to businesses on the east side of the highway, cyclists will have to make crossings of the highway in a way that is inconsistent with the normal rules of the road, since they cannot merge into traffic like mororists using accel lanes. It will make commuter cyclists act more like jay-walkers (or runners) instead of responsible cyclists. Most will be very uncomfortable making the crossings.

Out-of-direction travel is more of an issue for cyclists than motorists, since they have to pedal their vehicles. However, I am sure that motorists having to make these U-turns to commute to work every day would be mighty upset with "whover did this." They might try to make up for the lost time, as some did by changing their Eureka-Arcata commute to use Route 255 when the speed limit was lowered. And, I believe historically, left-side merges have a higher rate of collision than right-side merges. The U-turn only approach would radically increase the left turn merges.

Also of concern is the interregional traffic that will not be familiar with the roadway characteristics and may be surprised to see U-turns and irratic movements across the lanes to reach right turn destinations. This could be particularly problematic at times of congestion.

You have probably fully considered these concerns, but just in case, I wanted to let you know of mine.

Good luck finding the alternative that will meet the travel needs of the public in a way that will not introduce new safety issues into the corridor.

Sincerely,

Rick Knapp
211 Ponderosa Court, Eureka CA 95503

Response to Rick Knapp:

Alternative 1A was not identified as the Preferred Alternative in the Final Environmental Impact Report/Statement primarily for the reasons described in your letter. Instead Modified Alternative 3A is the Preferred Alternative identified in the Final EIR/S. Modified Alternative 3A is similar to Alternative 3A (presented at the December 3, 2008 public open house) except that it includes a half signal allowing left turns to and from Route 101 at Airport Road.

Ann Marie Knight
3314 M St.
Eureka, CA 955503

To Caltrans planners:

As an automobile driver and bike rider, I believe traffic signals at Indianola and Bayside Cutoffs would be the best solution safe and efficient transportation on Hwy. 101. 1
In a perfect world with the money, a frontage road across from the Target Store area until Indianola would allow safe and efficient passage to and from the Jacobs Ave. and 2
Indianola. People coming and going from Eureka could completely stay off !01. From Arcata, people could safely enter the frontage road and 101 from Indianola. Perhaps I'll start shopping in that area again if this was done. A seperate bike path on either side of 3
101 would be just wonderful, but as Mike Jones said, private property issues need to be looked into. In the 1970"s, I biked anywhere from 10=100 miles in a day. I safely transported my young children with a bike trailer. I see parents doing this in Chico, CA. My husband also bikes to work and elsewhere. These are new times with new traffic problems and I sure hope a lot of effort is put into making it safer to ride a bike in this area.

Yesterday, a student came in very angry. She said, Where are the Highway Patrol!" We almost got killed by some guy going over 80 mph in the corridor.

Last. I hate round a bouts. I've almost been hit on my bike sand my car several time due 4
to confused commuters. I think the old fashioned stop sign works great for slowing down traffic and preventing accidents.

Thank you for listening,

Ann Knight annknight3@yahoo.com

<u>Responses to Ann Marie Knight</u>:

1. See Group Response II-C.

2. Caltrans staff concurs that frontage roads would enhance traffic circulation. In fact, new frontage roads were considered during early project planning and design stages. However all frontage roads options were dropped after preliminary evaluation because of the substantial wetland filling and impacts to wildlife refuges.

3. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. There are no roundabouts included in any of the project alternatives.

Amy Kocourek
549 G Street Apartment C
Arcata, CA 95521

To Caltrans planners:

I don't know what you are thinking! We don't need further enhancement for vehicular traffic along the 101 between Arcata and Eureka. What we need is a bicycle lane alongside 101, so local commuters can cut down their vehicle dependancy and instead enjoy a nice, safe, fossil-fuel-free ride. The people of our community NEED a safe bike lane. Do the right thing and give it to them already!

Thank you.

Amy Kocourek

Response to Amy Kocourek:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public project planning was initiated. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Ron Kokish
450 Mosier Court
Trinidad, CA 95570
Phone: (707) 897-5087

To Caltrans planners:

I frequently ride my bicycle from Trinidad to Eureka - average 2-6 times/month when weather permits. The most problematic part of the ride is between Eureka and Arcata, where I can chose between Old Arcata Road, around the Bay and across the Samoa Bridge, or along Highway 101. Blind curves, debris along the highways, lack of wide, paved shoulders and fast-moving traffic make all of these alternatives dangerous and unpleasant. A safe, clean, evenly paved multi-use trail paralleling Highway 101 would be a great boon to cyclists, would encourage more people to cycle this relatively short distance more of the time and would be greatly appreciated. PLEASE include such a trail as part of any improvement project along this busy corridor.

Response to Ron Kokish:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Ronald Konicke

ADDRESS (home): 4056 N Hwy 101 — CITY: Eureka — STATE: CA — ZIP: 95503

REPRESENTING (name of organizaion or agency): Resare Lumber

I would like to make the following comments:

I like the turnbacks, and long acceleration-deceleration. There needs to be one more turn back north to south at the Bayside road. There are three business and Cal Trans who will have to travel to arcata overpass to go south - to Eureka. Otherwise move the planned Turnback at Bracut north to Bayside road.

Thanks Ronald Konicke

NOTE: Please submit comments **no later than December 15, 2008**

Response to Ronald Konicke:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement, includes a half signal that would allow left turns to and from Route 101. Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

Lester L. Krause KKK
715 Park Ave
Arcata CA 95521
Phone: 707-498-2810

To Caltrans planners:

I appreciate your efforts to improve the Hwy 101 corridor between Arcata and Eureka, and understand how difficult it must be to weigh all the factors and opposing interests as to what constitutes an "improvement".
As one who has used the corridor almost daily for over 30 years, and regularly uses all the intersections, I know how dangerous they have become due to the increase in traffic. 1
However, I would hate to see a 65 mph freeway between Arcata and Eureka with the only exit at Indianola. I prefer the option of lengthening the merging and exit lanes at the intersections, and slowing traffic even more to 45 mph, with large, bold, repetitive signage. Humboldt Bay is beautiful; why not invite people to enjoy the scenery for a few minutes? Far more time is lost from the congestion in north Eureka than from a 5 mph decrease over 5 miles. 2 3
I also favor a designated bike lane. I do not ride myself, but have noticed more bicycle traffic along the corridor, and I believe still more people would ride their bikes if it were safer to do so. 4

Respectfully,
Lester L. Krause III

<u>Response to Lester L. Krause III</u>:

1. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

2. If Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Study was constructed, Route 101 traffic would be able to make right turn exits at all existing intersections.

3. Caltrans sets posted speed limits based on a few key factors. It is now required that the posted speed limit be at the nearest five mph increment of the 85th percentile of the prevailing traffic speed. An arbitrarily low speed limit of 45 mph is basically unlawful and will create enforcement problems. It will make “violators” of the majority of drivers and will not command the respect of the public. A speed limit set too far below the 85th percentile will also encourage speed-variance. Most drivers will “drive the road” while the “rule-followers” will always adhere to the limit. The posted speed limit takes into account the different character north and south of Airport Road, “right-in, right-out” at intersections and non-motorized use of the highway, while balancing the expected prevailing speeds on the new facility.

4. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public since project initiation. Bicyclist needs and improvements have been considered from project

initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Alicia Kroth

ADDRESS (home): 1767 Blakeslee Ave
CITY: Arcata
STATE: Ca
ZIP: 95521

REPRESENTING (name of organizaion or agency): The farm Store

I would like to make the following comments:

I support the option of adding a traffic light to the cross streets of Jacobs Ave and 101 to improve safty at that intersection

NOTE: Please submit comments **no later than December 15, 2008**

Response to Alicia Kroth: Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement, includes a half signal that would allow left turns to and from Route 101.

September 28, 2007

Caltrans
Program/Project Management
Attn: Kim Floyd
P.O. Box 3700
Eureka, CA 95502-3700

Dear Kim:

Thank you for the opportunity to review and comment on the Eureka – Arcata Route 101 Corridor Improvement Project.

I submit the following comments.

Wrong Problem

I believe the wrong problem is being studied. The purpose and need of this project is stated to be safety, traffic operating conditions, long-term roadway maintenance, and highway design standards. While all this is commendable, it is clear that a comprehensive, multimodal transportation solution would better meet the needs of the region. 1

I therefore believe the Draft EIR should be withdrawn, and a new one prepared. 1
The same logic used to justify combining the Route 101 Corridor Safety Improvement project with the RRR work (page 30) applies to combining this with a Bike/Hike/Trail initiative. These include minimizing wetland impacts, simplifying coordination with public agencies, minimizing construction activities, achieving efficient traffic management during construction, achieving a higher degree of compliance with the Federal Highway Administration policy of setting logical project termini of sufficient length to address environmental matters in a broad scope, ensuring a higher degree of independent utility. All of these would be accomplished with a combined initiative. As discussed later, short-term improvements to the Safety Corridor could extend its life, and allow time for this more inclusive study to be done. 2

Questionable Project Elements

So while I believe the EIR is fundamentally flawed in that it has the wrong purpose and need, the document as prepared has other problems. Many conclusions are reached using fuzzy logic and questionable data. Support for some conclusions are based on a number of value analysis studies that were done before the Safety Corridor was implemented, and now have questionable validity. Some of the more recent value analysis work appears to been done without adequate public participation, such as the 2005 Value Analysis which the EIR states was done entirely with Caltrans personnel. It is this study which attempts to justify the removal of numerous large trees within the nine-meter "clear recovery zone", despite the very high environmental impact that would result. 3 4 5 6 7

1

Because of this decision to combine the RRR project with the Route 101 Corridor Safety Improvement project, all three "build" alternatives include the RRR work. Many of the items listed under this portion of the project are easily justified, and have minor environmental impact. A couple do not.

Specifically these are (with original numbering from pages 33-34 of the EIR)

1) Extend or establish the existing Route 101 right-side acceleration and deceleration lanes at the following intersection locations listed from south to north in Table 2-1. The intersections are Cole Avenue, Mid-City Motor World, Simpson Sawmill, Indianola Cutoff, Bracut, and Bayside Cutoff.

These are not all equal in value or impact. In particular the proposal to establish acceleration and deceleration lanes for the Simpson Mill would necessitate the removal of many mature eucalyptus trees. The amount of traffic entering and exiting this facility is small, and there is no record of an accident having ever occurred at this intersection. This item does not therefore appear environmentally justified. Due to the specialized nature of this traffic, it would seem quite feasible to drastically shorten the length of these proposed lanes, therefore significantly reducing the environmental impact. 7 8

11. Remove existing large trees within the corridor that are within the nine-meter (thirty feet) clear recovery zone.

The proposal to remove all trees within the clear recovery zone is not fully justified due to the resulting environmental damage. The EIR shows the partial removal of the eucalyptus tree row still has High Impact even after mitigation. While it is entirely possible for some trees to pose an excessive hazard and have their removal justified, the "all or nothing" approach suggested here is not satisfactory. We believe a tree-by-tree analysis will show that the eucalyptus trees should remain, and only selected trees on the east side pose a hazard. 9

<u>Feasible Alternatives Dropped from Consideration without adequate justification</u>

The logic used to drop alternatives 5 and 6, and PSR Alternative Y2 (pages 42-45) is vague, poorly documented, and laced with unsupported conjecture. 10

Traffic volumes predicted for Route 101 between Eureka and Arcata are not supported by either historic growth patterns, or projections by the California Department of Finance for population growth. Possible improvements to Myrtle/Old Arcata Road and Route 255 are not taken into consideration. 11

Simply stating that "Continual funding of additional enforcement would require an ongoing financial commitment by HCAOG, Caltrans Office of Traffic Safety Programs, the state Office of Traffic Safety, or the California Transportation Commission with funding approvals by the State Legislature in many instances" does not mean this cannot 12

2

be done. The evidence in the EIR indicates this additional enforcement was quite effective. It should not be so casually dismissed. To put this in perspective, the $3.8 million set aside for the Waterfront Drive Connector that testimony indicated can never be built due to environmental concerns and prior commitments to preservation would fund additional enforcement for over 30 years!

Many of the arguments for dropping these three alternatives from consideration are speculative or based on unsubstantiated assertions. 11

Alternative 5, Alternative 6, and PSR Alternative Y2 all appear to be clearly feasible, and should be further analyzed and reevaluated against the Purpose and Need. 11 14

Safety Corridor.

In the discussion of the Safety Corridor on pages 114-117 it is stated other safety corridors in the state experienced increases in collision rates over time. This is used to infer that the same thing will happen with the Eureka – Arcata Safety Corridor. This argument is not compelling, and has not happened to-date. 15

This safety corridor is relatively short. The possibility is this short length reduces driver frustration and improves compliance. This possibility is not discussed. The effectiveness and expected life of the Eureka – Arcata Safety Corridor should be based on an analysis of its unique characteristics, not by comparisons to others in the state having few common characteristics. 16

Consideration should be given to improving what is already a highly effective safety corridor so it functions even better and its effective life is extended. Overhead message boards, fully illuminating the speed limit signs to match the "your speed" readouts, flashing beacons at all five remaining unsignalized intersections, "Enforced by CHP " signs on the "Please Turn on Headlights" signs, and improved pavement markings at at-grade intersections are all examples of initiatives that could result in such improvements. Further Value Analysis could probably come up with additional ideas not mentioned above. 17

Realignment of the Southbound Lanes

The dismissal of the possibility of moving the southbound Route 101 lanes toward the median is not adequately documented. It is my opinion the greatest environmental damage is the impact on visual aesthetics and destruction of a historic cultural resource by the proposed acceleration and deceleration lanes at the Simpson Mill, and resulting environmental damage to the scenic landscape. The row of eucalyptus trees are nearly 81 years old, and have an expected remaining life of many more years. They are considered a cultural landmark. They slow southbound traffic by an average of four miles per hour, and screen the Simpson Mill from view. The photo simulations in the EIR show clearly the magnitude of the impact of their removal would be immense. 7

3

The desired improvements to the clear recovery zone on the west side of the highway and acceleration/deceleration lanes for the Simpson Mill can be accomplished by moving the southbound Route 101 lanes toward the median. The logic to discard this option was questionable. Notions of problems with geometric alignments are not backed up with engineering data, and the argument about wetlands is not quantified and does not appear to be an overriding consideration. We do not believe the arguments put forth for not considering the realignment of the southbound lanes are adequate. This seems clearly feasible and should be further studied.

Another possibility not discussed is put in Acceleration/Deceleration lanes at the Simpson mill that are shorter than standard. This could accomplish most of the safety objectives while greatly reducing environmental impact.

Finally my last request is that a new Draft EIR be prepared and released. If any of the Alternatives I mentioned (5, 6, and Y2) or any other alternative not considered in this EIR are added, then there will have been no opportunity to make meaningful comment on the Environmental Impacts which is the purpose of the document. Only release of a new draft will alleviate this problem.

Thank you again for the opportunity to comment.

Sincerely yours,

Ron Kuhnel
1604 G ST
Eureka, CA 95501

<u>Responses to Ron Kuhnel</u>:

1. See Group Responses I-D and II-G.

2. There are similarities and major differences of combining projects such as a bicycle/pedestrian trail with the overall Route 101 corridor improvements. The main difference is that the existing proposed project consists of improvements and new structures augmenting the existing roadway. A grade or barrier separated bicycle trail would be a separate, new structure extending the entire segment on a new alignment between Eureka and Arcata. As stated in the Group Responses, a bicycle/pedestrian trail would not meet the project need and purpose and substantially increase cost, delay, and wetland impact.

3. See Group Responses I-A, B, and C which were prepared to clarify the project need and purpose. Also Chapter 1 – Project Need and Purpose in the Final Environmental Impact Report/Statement (EIR/S) has been revised.

4. Many of the studies summarized in the Final EIR/S have been revised for clarification and updated.

5. For clarification, two Value Analysis (VA) studies were conducted for the proposed project. VA studies are intended to develop, evaluate, and refine conceptual solutions very early in the

process. In contrast, the studies summarized in Chapter 3 of the Final EIR/S are technical studies, separate from the VA studies, evaluating the potential project effects. The first VA study was conducted prior to the implementation of the Safety Corridor to identify a long term solution to the Route 101 concerns: the Safety Corridor was always intended to be a temporary solution until a long-term solution could be planned and constructed.

6. Unlike the first VA, the second VA study in 2005 did not have public participation. The second VA focused on the long term roadway maintenance improvements such as paving and bringing the roadway to highway design standards. Generally roadway rehabilitation and maintenance are issues requiring specialists. The public was invited to comment on the maintenance improvement aspect of the project at the August 7, 2007 and December 3, 2008 public meetings.

7. In response to public concerns, the proposal to remove the Eucalyptus trees on the west side of the Route 101 has been dropped. The project has been re-designed to realign the south bound Route 101 lanes to the median to avoid tree removal on the west side of the roadway at the California Redwood (formerly Simpson) mill.

8. While it is true traffic volumes and collision rates are considerably lower at the California Redwood intersection than the other intersections/median crossings, the acceleration and deceleration lane improvements are still needed. Without improvements, the slow acceleration and deceleration of large commercial trucks can disrupt traffic flow at this location. Also all motorists have a general expectation that the State highway system meets minimum design standards.

9. The trees within the clear recovery zone on the east side of the roadway were evaluated individually for both biological and scenic value. Based on scenic quality, size, and distance to the roadway, some trees within the clear recovery zone will remain. New trees will be planted to compensate for removing the trees within the clear recovery zone. The visual and biology sections of Chapter 3 of the Final EIR/S have been revised to address these issues. Also refer to the plan sheets in Appendix A for tree removal locations.

10. The justification for dropping Alternatives 5 and 6 is straight forward: these two alternatives would still allow uncontrolled left turn movements at the Route 101 median crossings. Eliminating left-turn movements are the single most important safety enhancement feature of the proposed project. See Chapter 1 for a revised and updated project need discussion. The justification for dropping PSR Alternative Y2 has been revised since the approval of the Draft EIR/S. See Chapter 2 of the Final EIR/S for more information about Alternatives 5, 6, and Y2.

11. See Group Response 1-B.

12. See Group Response III-A-3.

14. The No Build Alternative is included and evaluated in detail in the EIR/S because it provides a baseline condition to compare the Build Alternatives. The No Build Alternative would not meet the project need and purpose nor is it necessarily superior to Alternatives 5 and 6 or PSR Alternative Y2.

15. Drawing specific, firm conclusions based solely on safety corridor data from other regions of the State would be inappropriate. However, the intent of presenting safety corridor data from other regions was presented as another means of evaluating the Eureka-Arcata Route 101 Safety Corridor: the actual collision data for the subject safety corridor carries the most weight.

16. Although it is likely true that a relatively short Safety Corridor would increase speed limit compliance and minimize driver frustration, the single key factor related to fatal plus injury related collisions, which is uncontrolled left turn movements, would remain under the existing Safety Corridor scenario.

17. Enhancements to the existing Safety Corridor infrastructure could potentially maintain a safer prevailing speed and promote greater awareness of crossing traffic, however based on experiences of other Safety Corridors and safety signage in general, the effect would be temporary. As mentioned previously the single key factor related to fatal plus injury related collisions, which is uncontrolled left turn movements, would remain under the existing Safety Corridor scenario. For more information see Group Responses I-A, I-C, II-B, and II-D.

Memo To: Caltrans
Memo From: Jared Kurtz
Comments on Eureka-Arcata Route 101 Corridor Improvement Project

This project is intended to help fix the problem of a dangerous stretch of the 101 around Humboldt Bay. In the past there were many more wrecks along this small stretch of the 101 than there was in most of its entirety. The lead agencies involved in this process are Caltrans and the Federal Highway Administration. It would make sense that they are the lead agencies as the very nature of this project, building up the highway, falls right down their alley. This DEIS does provide ample evidence that the preparers of this document are an interdisciplinary team. Pages 320 to 324 list off all of the people who were involved in the project, many of them being environmental planners, engineers, technicians, geologists, landscape architects, to people in various sciences. A critical decision has to be made with regards to this project. How to improve the safety of the corridor while not impacting the local environment significantly, while trying not to severely inconvenience people who use the road or live and work along it? This is no piece of cake. There are a number of businesses that lie along or near the corridor that rely on the cutoffs to get people to their stores. There are a few parks where people live along this stretch of road who could be really inconvenienced due to having to travel greater distances than they do now because of changes in the road layout. Then there is the fact that all of the build alternatives of this DEIS are going to eat up some acreage of land that now lie in wetlands. There are also threatened and endangered species that might be adversely effected by the construction along the safety corridor. 1

There is no doubt that something needed to be done with the stretch of highway 101 between the cities of Eureka and Arcata. The problem then becomes how do they decide on the best course of action? In the past there have been a higher number of collisions between north bound traffic and left turning traffic, especially when it gets foggy like it tends to do out here a lot. Even though the posted speed limit is 50 mph in the safety corridor, more often than naught I have seen drivers exceeding this limit from slightly to outright speeding. From the inception of the safety corridor I have seen a gradual increase in overall traffic speed along this stretch of road. In the beginning I saw many people following the rules to now most people will drive a little bit faster than the posted limit. I predict that within a few more years not many people will obey the posted limit and drive on it like it was a 65 mph road. It was stated in the DEIS that construction needs to be done and that the no build alternative was not acceptable because of an increase of population and therefore an increase of traffic. If the population did not increase drastically the no build solution would be fine if there was an increase in police presence along the corridor's stretch to discourage speeding. Travel time is not really that big an issue, some may believe it is, but an increase to 65 mph is probably only going to give someone about a one minute increase in travel time, which is negligible. I personally don't see the population of this area increasing to that extent over the next 20 years. If the Humboldt State University administration has its way the population of the school will be doubled or even close to being tripled by then, but not everyone who goes to school will be using the corridor on a daily basis. Some will live in Arcata, and some will live on campus, so the increase in the school's population does not necessarily equal an increase in daily 101 users. I do not think this is a good reason to justify against the no build alternative, but I do think that it is necessary. Even when it was first created it was only considered a temporary solution to a larger problem that needed to be fixed. 2 3 4

After looking over the DEIS I felt that it could have been written a little easier to

understand. At times I thought the writing was very technical and required a bit of thought to understand what was being said. It is very helpful that there was a glossary of terms and acronyms for those who didn't know them, but the simple fact that there were 11 pages of them indicate that a lot of big ideas and big words were being used. These documents are supposed to be written for someone with an 8th grade level of education to understand. I have a hard time imagining 8th graders sitting down with this DEIS and digesting half of what was written. I am also unsure if the general public would be able to understand completely what was being said or even turned off by the technical writing in the draft. I understand that there are many ideas and concepts that need to be related to understand the extent of what is being proposed for the 101, but I do believe the language could be just a bit hard to understand. Because of this it possibly won't relate to as many people as it could. 5

Another fact that needs to be addressed is that many of the graphics were of poor quality, namely the maps. I thought that at many times most of the maps were so pixilated and blurred that I could not really understand what they were supposed to convey. The important features on the maps and the important writing on them that were for the most part barely intelligible. For example I found table 3-22 so blurred out that I could not read a word. I suggest better quality images for the final EIS because the maps in use right now did not help in assisting comprehension 6

While looking over this DEIS I can get a rough idea on how the alternatives were thought out by picking bits of information here and there throughout the draft, but it was not exactly clear on how they were generated. It would help if it was more clear on how Alternatives 1,2, and 3 were thought out and the exact reasoning behind them in more detail and in a more centralized place instead of scattered throughout the document. 7

I personally do not think that 3 alternatives and a "leave as is" alternative constitutes a wide range. For a draft, I would have liked to have seen a wider spectrum of ideas than what was presented. I would have liked to have seen a few more alternatives that were both varied and inventive. The document did include other alternatives that were not decided upon, but they were all basically just slight variations of each other. They did list the alternatives that didn't make it into the final list. I did find their designations and the lists in the tables (Table 2-2) kind of confusing. You really had to think hard and remember all of the other alternatives listed to know what they were saying not to mention a little bit of imagination to picture the finished construction. Of the alternatives that didn't make it into the draft reasons and criteria were given why this was so. Disappointingly, the dollar amounts for the alternatives not chosen were not given. It was not stated whether cost had a role to play in the chose of leaving them out. 8

All of the alternatives, except the no change one, requires an enormous amount of taxpayers money. The range is 30 million to 62 million for the initial cost. This seems like a rather large sum of money for a stretch of road that is only a few miles long. I am not an expert on road and bridge cost, but I do know that it isn't cheap, but 62 million dollars just seems like a ridiculous amount of money needing to be spent. I am not certain how much this will have a weight in the final choice of the preferred alternative. It did not seem readily apparent that cost was a big an issue as safety and convenience when the alternatives were generated and decided upon. 9

After each idea or plan a mitigation strategy was clearly defined and laid out. It was very helpful and easy to get to if I wanted to see how mitigation was going to happen, all I had to do was look at the end of each section. For example, I am in favor of the mitigation that might take place in Chapter 3 Affected environments pages 257-270. There are many plans and strategies

being put forth to restore and enhance the local tidewater and wetland ecosystem as a trade off for constructing in the corridor. I would give my vote for anyone of them that would help to create a beautiful, biologically healthy habitat. This would perhaps even make up for the fact that any way you look at it, up to about 20 acres of wetlands near the proposed site would be taken up. I would almost be in more favor of a strategy that would look into restoring or rehabilitating an area not too close to the construction site. It would be a more healthy and productive environment as opposed to a site very close to the highway because of the very nature of a high human use area. 10

The document did go into detail about endangered and threatened species and how they could be effected by the construction. Of particular concern is the Tidewater Goby as it could potentially occur right in the vicinity of construction on the sloughs. The DEIS itself stated that this is a sensitive species with a high possibility of extinction. There is going to be major construction on some of the sloughs when bridges are being put in or repaired and no matter how you look at it, construction will definitely effect the goby if in the area at the time. Mitigation and or minimization of the impact was mentioned, but all it could state was that basically they would try as best as they could to sensitively and carefully work around the area where it could occur. They might be able to minimize the impact of construction, but it will most definitely effect the Tidewater goby any way you look at it. Construction in its very nature is obtrusive and even if it is toned down, it will still have a great impact on a small ecosystem. One can only hope that the mitigation measures will be enough not to seriously endanger the Tidewater goby in the area. 11

Some of the perks that I liked were the fact that a calculation of energy use was attempted. It helped to get an idea of how much energy and gas use for each alternative is thought to be consumed and how many gallons per day will either increase or decrease for each of the selected alternatives. Noise level from the construction was also calculated as a potential impact. There were a few tables showing the amount of noise and its impact along with mitigation measures.

What I really found disappointing was the fact that in all of the alternatives no real improvements for recreational and commuter bicycling were addressed. How the road is right now is a real danger to those who wish to use the corridor. Many people would be grateful for increased measures of safety along the 101 and possibly even greater numbers of people would use it if the road allowed for easier and better bicycling. I do not wish to see more wetlands consumed by road than there needs to, but an alternative with better and safer bicycling needs to be looked into. The very nature of many of the residents of Arcata and Eureka would immediately be in favor of a bicycle friendly road along the 101. It will be harder to remedy this after the construction. It would be much easier to research into this and come up with a better alternative that would at the very least increase safety for those who use bicycles on this road. If alternative 1 were chosen then there would be an increased number of traffic along Old Arcata Road compounding the danger to bicyclists who use the road as a means of travel, which would be unacceptable. Even widening the shoulder of the 101 just slightly of what is being considered now would be a big gain to bicyclists and a fair trade in my opinion. 12

I agree with the decision to remove some of the eucalyptus trees along the corridor, though I would like to see them all removed. They are a non-native and are listed as an invasive species that is taking up quite a bit of area where more appropriate native vegetation could be. I would not consider leaving any of these trees standing. My question is why are we leaving federally listed invasive species who are taking up quite a bit of room? It would be better if they 13

were all replaced by a more appropriate indigenous variety. We are in northern California in the heart of redwood country, not in Australia. They do not hide ungainly obstructions like the mill all that much and removing them in favor of native trees, even though it would take time, would be an acceptable and beneficial trade-off. 14

I am in agreement with the decision to lengthen the life of the older bridges along the corridor. After seeing the tragedy of what happened to the bridge in Missouri over the summer I am concerned with any bridge that is gaining in years. It is true that these bridges are not as large and therefore not as big a threat to people as it was to the rather large one that collapsed in the midwest, but it is still a danger. A very foggy day and a collapsed bridge on the 101 could end with the deaths of many. If Caltrans is taking the time to refit the road and construct possible compact diamond interchanges then they also should consider replacing all the bridges that are old along the 101 for the safety of the people using it.

I am concerned about the fact that the new construction of the 101 is in a floodplain. 15 True, the highway already is now, but we're talking about investing more money into it and therefore there is more to be lost if it were to flood. The document did go into detail that the areas that could be affected by a flood would be so small that it would be negligible, but it didn't take into consideration that nature doesn't work according to plan. The impacts might have been researched and well studied, but what you can't input into the equation is the extent of what could happen in the future. History can prove that what the normal and extreme parameters are in the past doesn't always apply to what can happen in the future. There are occasional times when the extreme can be more than what was expected and in this case could have damaging effects on the new construction. Another fact that was not really taken into consideration was global warming. I do not know Caltran's and the Federal Highway Administration's position on global warming, but the fact is that they are a state institution. I know many people in the government and their stance on global warming is that it is simply not real and do not know if this thought trickles down into offices like Caltrans or the FHWA or not. Most of the science is behind global warming being real, and if it is, then it needs to be considered in this EIS. Global warming can cause ocean levels to rise because of ice melt at the poles. The 101 between Arcata and Eureka lies basically at sea level. Implications then need to be addressed, like what would happen to all the new construction on the 101 if the sea level rose ten feet over the course of the next 20 years? The simply fact of the matter is that the road is where it is and in all likelihood isn't going to be moved, so what can one do about it?

Overall, this DEIS isn't half bad. All of the alternatives, it seems, don't really reach the best conclusion. Any way you look at it though, someone or something will be negatively impacted by either leaving the road alone, or trying to fix it. Of all of the alternatives presented, 16 I liked build 2 the best. It seemed like a good compromise between a small amount being built, to a whole lot being built up. It had the interchanges at the cutoffs along with the compact diamond interchange which allowed for people to access various areas along the road. It took more acreage than alternative 1 but it did not eat up as much land as alternative 3. It saved 7 million more dollars than alternative 3 with almost 3 less acres needing to be used. I also did not think the light fixture at the airport was necessary in alt 3. If I had to choose one out of the four I would choose alt 2, though I would still like to see more and different alternatives than the ones presented in the final EIS. I still recommend that the agencies look into making an alternative that would safely incorporate recreational and commuter bicycling along the corridor. Alternative 2 uses less land than alternative 3, so if alternative 2 were to use just a bit more land than is intended right now and make a bicycling lane, then this problem could be fixed.

Responses to Jared Kurtz:

1. As stated in the Environmental Impact Report/Statement (EIR/S) disclosed that a group of individuals with different specialties prepared studies for the EIR/S. However, although not stated in the EIR/S, many internal interdisciplinary meetings attended by the specialists were held during all phases of project planning and design. At these meetings many of the topics mentioned

in your letter, such as wetlands and safety, were discussed to identify, design, and refine an alternative that would meet the project need and purpose while minimizing environmental harm.

2. For more than ten years Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. Chapters 1 and 2 of the Final EIR/S summarize the problem identification, interagency coordination, and meetings.

3. See Group Response I-B.

4. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

5. The EIR/S readability issue has been made by several individuals. The Final EIR/S has been updated from the Draft EIR/S and many portions were re-written for clarity. However, because of the history and complexity of the project and overall document content and cost limitations, it would be impracticable to carefully explain every project detail. Volumes I and II of the FEIR/S are close to 1,000 pages total.

6. Comment noted. Additional graphics have been added to the Final EIR/S.

7. The evolution of Alternative 1 is relatively easy to understand by first understanding the primary safety concern of uncontrolled left-turn movements and the need for general long term roadway improvements. The other Build Alternatives were designed to address the access restriction concerns resulting from closing the roadway medians in Alternative 1. The discussion of Alternatives has been revised in Chapter 2 has been revised in the Final EIR/S.

8. It would basically be correct to state that the Build Alternatives in the EIR/S basically are variations of Alternative 1. The objective of the project team was to design a project that met the project need and purpose while minimizing cost and environmental impacts. Alternatives 1, 1A, 2, 3, and Modified Alternative 3A minimized cost and impact by basically making improvements within the basic existing roadway and minimizing the expansion of the roadway as much as possible. Other alternatives that were not studied extensively, such as building frontage roads, were found to be cost prohibitive and would result in much higher wetland impact and thus were studied further. Some alternatives, such as bicycle and public transit alternatives, did not meet the basic project need and purpose and were not discussed in detail for this reason.

9. Modified Alternative 3A identified as the Preferred Alternative in the Final EIR/S. This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Modified Alternative 3A would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. The project is not “a few miles long.” The proposed improvements extend along 6.4 miles of the busiest roadway in Humboldt County. In addition to rising costs of such material as steel, all project costs must be covered. For example, the wetland mitigation cost is expected to exceed over one million dollars.

10. Both temporary and permanent wetland impact will be compensated. See Chapter 3 for more information.

11. Section 3.3.5 in Chapter 3 of the Final EIR/S has been revised and discusses potential construction effects on the tidewater goby. In addition, Caltrans and FHWA are formally consulting with the U.S. Fish and Wildlife Service in accordance with U. S. Endangered Species Act to avoid, minimize, and mitigate for potential goby impacts.

12. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

13. The eucalyptus trees lining Route 101 are in close proximity to both U.S. Fish and Wildlife Service and California Department of Fish and Game refuges; neither agency has made a formal request to Caltrans to remove the eucalyptus trees. However many comments have been submitted in favor of tree preservation. See Group Response III-B-2 for more discussion.

14. Comments noted. Although there would be advantages to replace or improve every deficient bridge between Eureka and Arcata, the major bridge construction work encompasses many factors. For the proposed project, safety, cost, environmental issues, and the immediate need for improvements were the major factors driving the bridge improvement work.

15. Please refer to Chapter 4 of the Final EIR/S which includes a discussion of sea level rise and climate change.

16. Alternative 2 was not identified as the Preferred Alternative since it would impose a substantial reduction in access for both residents and many businesses along Jacobs Avenue and the Murray Airfield airport. Modified Alternative 3A on the other hand would provide access at Airport Road and Jacobs Avenue but would have less wetland impact compared to Alternative 3.

Dec 4, 2008

Cindy Kuttner
1740 Buttermilk Lane
Arcata, CA 95521

Eureka-Arcata Route 101
Corridor Improvement Project

The simplest and cheapest solution: 1
- maintain and enforce 50 mph in corridor
- create a safe bicycle/pedestrian trail to reduce traffic 2
- Keep all healthy trees and shrubs because 3
  1) They are beautiful and help drivers relax and enjoy the drive
  2) they slow us down.
- Build a business route to Jacobs Ave, airport and Harper Motors (That's the expensive part!) 4
- Make light changes longer for folks heading north (at Myrtle Ave) so there are bigger gaps between traffic. 5

These are my humble opinions. Thank you for the well-run information meeting last night. As usual, CalTrans folks are patient, polite and generous with their time.

CINDY KUTTNER ARCATA, CA

Responses to Cindy Kuttner:

1. See Group Responses III-A-1 and III-A-2 regarding speed and enforcement. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. See Group Response III-B-2.

4. A frontage road connecting Jacobs Avenue and Mid City Motor World was considered during the early project planning phase. However, the wetland impact and right-of-way acquisition from the California Department of Fish and Game refuge would be substantial and not be feasible to serve the anticipated traffic demand for the frontage road.

5. Adjusting the timing of Rout 101 signals was also considered during the early planning phase. Adding additional red time to northbound Route 101 traffic would result in delaying one of the most heaviest travelled highway segments in Humboldt County and would cause considerable queuing within Eureka during peak travel periods. Also, there are six intersections with cross traffic over a span of approximately 4 miles; consequently any traffic gaps created by signals would eventually shorten or disappear with vehicles traveling at variable speeds and vehicles turning onto Route 101 at intersections. Finally, the potential for broadside collisions remains unchanged for vehicles turning left across southbound Route 101.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME David Lane

ADDRESS 1111 S. Iverson Ave CITY McKinleyville STATE CA ZIP 95519

REPRESENTING (name of organization or agency)

I would like to make the following comments:
The corridor between Arcata & Eureka will inhibit traffic as it is already a problem.

NOTE: Please submit comments no later than September 28th, 2007

Responses to David Lane:

If this comment pertains to disputing future traffic volume increases on Route 101, see Group Response I-B.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME DEREK LANGE

ADDRESS MCKINLEYVILLE CITY CA STATE 95519 ZIP

REPRESENTING (name of organization or agency)
NA

I would like to make the following comments:
LEAVE IT THE WAY IT WORKS
RESPECT ALL.

NOTE: Please submit comments no later than September 28th, 2007

Response to Derek Lange:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A was selected as the Preferred Alternative in the EIR/S. This alternative would meet the project need and purpose to enhance safety for both motorists and bicyclist and construct long term maintenance improvements.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME
Helen L'Annunziata

ADDRESS | CITY | STATE | ZIP

REPRESENTING (name of organization or agency)
Keep Eureka Beautiful

I would like to make the following comments:

We do not want to see this proposed project go through. We do not want to see our limited street trees removed, they already function to slow traffic.
Thank you.

NOTE: Please submit comments no later than September 28th, 2007

Response to Helen L`Annunziata:

Please see Group Response III-B-2.

Michael Lau
3715 Erie Street
Eureka CA 95501

To Caltrans planners:

I am asking Cal Trans to please mitigate the danger posed to bicyclist from all four alternatives proposed project in the Safety corridor. Currently, this corridor is the best and safest route for bicyclists between Eureka and California. Your proposed project would increase danger for bicyclists in order to save a minute or two for car commuters. Does Cal Trans consider this a fair trade off? I would like to remind Cal Trans of their mission statement: 1 2

- SAFETY -
Provide the safest transportation system in the nation for users and workers.
- MOBILITY -
Maximize transportation system performance and accessibility.
- DELIVERY -
Efficiently deliver quality transportation projects and services.
- STEWARDSHIP -
Preserve and enhance California's resources and assets.
-SERVICE-
Promote quality service through an excellent workforce.

Clearly Cal Trans has failed their mission to address safety, mobility stewardship, and service of this project to the bicyclist stakeholder group. I ask Cal Trans to add a separate trail between Arcata and Eureka to mitigate for the increase danger of of the proposed project. As an alternative, you could drop your project all together and use the moneys for more worthwhile projects. 3 1

Thank you very much,
Michael Lau

Response to Michael Lau:

1. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. All Build Alternatives would eliminate uncontrolled left turns for the purpose of enhancing safety—not for the purpose of raising the posted speed limit. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2 for more information.

3. For most major highway improvements there are tradeoffs that need to be balanced based on priorities. Caltrans has a State legislative mandate and responsibility to maintain the existing state highway system and above all else provide safe facilities to the public. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would provide a substantial safety benefit for the vast majority of both motorized non-motorized transit while balancing cost and wetland impact considerations.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Robert Lawton

ADDRESS PO Box 700 CITY Eureka STATE CA ZIP 95502

REPRESENTING (name of organization or agency)

I would like to make the following comments:

The safety issue of past has changed for the better. Leave the corridor as it stands. 1
Save the money for another project. The
businesses on the corridor would be affected 2
(Braecut, Arcata Redwood, Resole Lumber
Jacobs Avenue). If these were your
businesses, would you want to have your
customers go south/north to get to you
or to get home – No!!!

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Robert Lawton</u>:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Modified Alternative 3A was selected as the Preferred Alternative in the Final EIR/S. This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Modified Alternative 3A would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. In addition, Modified Alternative 3A was designed based on suggestions from local businesses to enhance both access and safety. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final Environmental Impact Report/Statement for more information.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME Laura Lazzarotto

ADDRESS 2911 C St | CITY Eureka | STATE CA | ZIP 95501

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I think that new views exposing the lumber mill should be minimized to the extent possible. The Eucalyptus trees provide a natural screen. This area will look more industrial rather than rural. If an intermodal trail or similar is likely to become a reality in the future, I think that consideration is necessary for aesthetic coordination of the area between the highway and the trail. I have concern that there is no space to plant even shrubs, let alone trees, as a visual buffer because of the clear recovery zone.

<u>Response to Laura Lazzarotto</u>:

See Group Response III-B-2.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME: Taslim Lazzarotto

ADDRESS: 2911 C St. CITY: Eureka STATE: CA ZIP: 95501

REPRESENTING (name of organization or agency):

I would like to make the following comments:

I heard that to do the progect you have to cut down some trees, that is NOT ok I think to cut down trees that people have been looking at there whole lives. Plus we NEED trees to help us breath air, so if every one cut downs trees how will we breath? So PLEASE DONT HURT the trees. 1 2

NOTE: Please submit comments no later than September 28th, 2007

Response to Taslim Lazzarotto:

See Group Response III-B-2.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Lee Leer MD

ADDRESS | CITY | STATE | ZIP
3390 McMillan Ct | Arcata | CA | 95521

REPRESENTING (name of organization or agency)
Resident of Humboldt County

I would like to make the following comments:

I sincerely hope that the Arcata-Eureka corridor not be turned into a "Freeway." 1
The current speed limit is not a problem. 2
Please devote money instead to developing a bike trail! 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Lee Leer, MD:

1. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would cost approximately $46 million and would enhance safety and provide long term roadway improvements for all transit modes. Modified Alternative 3A would not convert the existing expressway between the Eureka Slough Bridges and Jacoby Creek Bridges to a freeway.

2. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Nancy Dye Leer PhD MPH

ADDRESS 3390 McMillan Ct CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organization or agency) concerned citizen

I would like to make the following comments:

I feel that an overpass on 101 between Arcata and Eureka is a ridiculous and damaging idea. What's needed is a bike path and removal of the billboards are far more important. Beautifying this natural area will do more to slow traffic and make the road safer than any concrete CHP "solution". Don't cut the trees.

NOTE: Please submit comments no later than September 28th, 2007

1
2
3
4
5

Responses to Nancy Dye Leer, PhD, MHP:

1. The Redwood Community Action Agency Humboldt Bay Area Bike Map designates the Route 101 intersections at Mid-City Motor World, Indianola Cutoff, Bracut, and Bayside Cutoff as "Difficult Intersections – Use caution in these areas." Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement, would eliminate uncontrolled vehicle crossing movements at these Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. See Group Response III-B-4.

4. Comment noted. Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system: as such vehicle drivers on north or south trips longer than a few miles are encouraged to use Route 101 rather than residential streets. Slowing down traffic on Route 101 could result in additional traffic on Old Arcata Road and State Route 255 which are adjacent to residential areas.

5. See Group Response III-B-2.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME
Jerome Lengyel

ADDRESS: 7422 Myrtle Av.
CITY: Eureka
STATE: CA
ZIP: 95503

REPRESENTING (name of organization or agency)
Member of Humboldt Bay Bay Bicycle Commuter Assn.

I would like to make the following comments:

I'm a daily commuter on 101 between Eureka & Arcata to work the past 30 years. It tends to be a dreary trashed out windy hill board clutter ride & only a few redeeming features, the best being the beautiful stately long row of eucalyptus trees, which also do a good job of breaking the really strong winds often whistling off the ocean or blasting from the south & winter storms; its a haven for me in that section at times. 1

Also the reduction in speed has been very helpful allowing me to safely get away from Indianola Cutoff going south on my morning commute. The reduction in injuries & deaths has been dramatic & a minimum of costs & the speed change. 2

NOTE: Please submit comments no later than September 28th, 2007

Responses to Jerome Lengyel:

1. See Group Response III-B-2.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor. Also see Group Response III-A-1 regarding the posted speed limit after project construction.

Dear Editor;

I'm a long term bike commuter from Indianola to Eureka on the 101 corridor. I'm concerned over proposed changes that sound bike-unfriendly. In my 35 year commuting history I would say now is the best overall its ever been. Because of the slower speed limit that most people observe I can make my left turn from Indianola Cutoff much more safely than when most drivers were doing 70. During my trips I have been witness to 5 fatalities, a biker with loss of a leg, and another maimed motorcyclist, a personal friend of mine. Since the slower speed limit I have seen no significant accidents there. 1

Try not to get euphoric about the present price of gasoline. This is probably ephemeral,and we all will be paying a big price again soon,with bikes looking more attractive. The health benefits of biking are self evident as well. I enthusiastically encourage bike use on our highways. 2

Also I'm very fond of that row of eucalyptus that is along the west side. They serve as a windbreak, a distinctive landmark and are beautiful, and shelter a lot of birds. Perhaps instead of cutting them they could be pruned away to lessen the fallout on the road. 3

Biking is easy, safe pleasant, cooling to the mind,cheap ,available now .Let's not spend millions in these bad times on unneeded projects that worsen the situation.

Yours truly,

Jerome Lengyel
7422 Myrtle Av.
Eureka,CA 95503
443-5883

<u>Responses to Jerome Lengyel</u>:

1. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D. The proposal to increase the posted speed limit after project construction has been dropped: see Group Responses III-A-1 and 2 for more information.

2. See Group Response II-E.

3. The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. For more information see Group Response III-B-2.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME
Nancy Lengyel ~~Eureka~~

ADDRESS: 7472 Myrtle Ave
CITY: Eureka
STATE: CA
ZIP: 95503

REPRESENTING (name of organization or agency)
Self

I would like to make the following comments:

The trees on the 101 corridor should stay! 1
I've lived near & driven on the 101 corridor
for 30 years. The new safety features
are great and most like the slower pace of 2
travel between cities. We do not need to
change it again. It is working now. Please
save those trees. They mean a lot to those
that drive back and forth so much.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Nancy Lengyel:

1. See Group Response III-B-2.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would enhance safety and provide long term roadway improvements.

Gordon Leppig and Juli Neander
1812 Fischer Avenue
McKinleyville, CA 95519

August 25, 2007

Mr. Rod Parsons,
Chief Environmental Branch E-1
California Department of Transportation
Eureka, CA 95502-3700

Eureka-Arcata 101 Corridor Improvement Project DEIR/DEIS

Dear Mr. Parsons:

We have the following comments on the Eureka-Arcata 101 Corridor Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (DEIR/DEIS). The California Department of Transportation (Caltrans) proposes spending $30-60 million on this project with the stated purpose of improving safety and reducing traffic conflicts and intersection delays.

We find this project is significantly flawed in that it does not adequately address needed improvements to regional public transportation and bicycle and pedestrian mobility and access on the Corridor. The project and its current alternatives focus almost entirely on automotive transportation issues and are not sufficiently comprehensive or creative to incorporate the other transportation needs and issues of the Corridor and the greater Humboldt Bay Region. 1

Furthermore, we find all the alternatives but the no-action alternatives are incompatible with the California Transportation 2025 Plan (CTP), and with the Humboldt County Association of Governments (HCAOG) Humboldt County 2006 Regional Transportation Plan Update. 2

Safety Issues

We regularly drive the Eureka-Arcata 101 Corridor and we find the Safety Corridor installed in 2001 has been effective in improving the safety of this section of highway. Therefore we believe that one of the principal problems that this project intends to address has already been solved. 3

While we feel the Corridor is now relatively safe for automobiles, pedestrian and bicycle safety is extremely poor due to the lack of a designated bicycle/ pedestrian lane or adjacent trail. The DEIR/DEIS does not adequately address Corridor pedestrian and bicycle safety issues nor do the project alternatives propose meaningful improvements to Corridor pedestrian and bicycle facilities to improve their safety. 1

1

HCAOG Bicycle and Pedestrian Goals and Policies

This project is ill-conceived because it does not adequately address improvements to bicycle and pedestrian mobility and access on the Corridor. Because of this, it is also incompatible with State and County Transportation Plans.

The HCAOG is the final authority for all of the decisions generated in the region's transportation planning and programming arena. HCAOG has developed the Humboldt County 2006 Regional Transportation Plan Update (County Transportation Update) to guide the County's transportation planning process over the next twenty years. The County Transportation Update has a goal to: "Create a transportation system that provides inter-community and intra-community non-motorized pedestrian, bicycle travel throughout the region." To meet this goal, the County Transportation Update includes nine policies to promote bicycle and pedestrian access and mobility in the County. Two of these policies and an objective of the County Transportation Update include:

> "D-5 Policy: Encourage bicycle-friendly design on all streets and roadways through new technologies, "best practices" standards, guidelines, and innovative treatments where appropriate on new roadways and multiuse paths.
>
> D-9 Policy: HCAOG recognizes the high level of public support for provision of a dedicated bicycle and pedestrian facility between Arcata and Eureka.
>
> Objective: Promote the study of alternatives for a dedicated facility between Arcata and Eureka."

The Eureka-Arcata 101 Corridor Improvement Project does not appear to be consistent or compatible with any of the policies in the County Transportation Update Bikeways and Pedestrian Facilities Section because it virtually ignores the important issues of bicycle and pedestrian access and mobility.

Incompatibility with the California Transportation Plan

The Caltrans Mission is to "Improve mobility across California." By this, according to the Caltrans homepage, you mean improved mobility for all means of transportation, not just automobiles and trucks. To help guide and implement this mission over the coming decades, the State developed the CTP.

According to the Caltrans Website, "the CTP is a statewide, long-range transportation plan that provides for the movement of people, goods, services, and information. The CTP offers a blueprint to guide future transportation decisions and investments that will ensure California's ability to compete globally, provide safe and

effective mobility for all persons, better link transportation and land use decisions, improve air quality, and reduce petroleum energy consumption."

The CTP Executive Summary states: "Often our only viable (transportation) alternative is to drive alone just like millions of other Californians already on our roadways. The lack of options for getting from here to there is the result of choices—individual choice, but also choices made by those responsible for building our communities and the supporting infrastructure." The Executive Summary goes on to ask, among other questions: "Can I easily walk or ride my bicycle?" "I can choose to make informed decisions about how our communities will grow into the future…integrating decisions about how I provide mobility and access; and how I enhance the environment in which I live."

The CTP vision is one of a "fully integrated, multimodal, sustainable transportation system that supports quality of life, a prosperous economy, and quality environment, and social equity." The CTP has a Bicycle and Pedestrian Element intended to provide a long-term vision and guidance for developing bicycle and pedestrian facilities in California. Improving air quality and reducing petroleum energy consumption are central tenants of the CTP, yet none of the project alternatives substantially addresses these issues. Rather, this project is growth-inducing and promotes automobile use and long-term traffic congestion. 4

Because this project does nothing to improve air quality or reduce petroleum energy consumption, and provides no enhancements to bicycle and pedestrian access and mobility, and indeed is virtually silent on this issue, it appears this project is incompatible with the CTP. 5

Improved Public Transportation

Improving public transportation options and efficiency would reduce Corridor traffic and therefore help address the traffic and safety concerns that this project hopes to ameliorate. For instance, bus service between Eureka and Arcata is currently inadequate for work-commuters. To effectively service work-commuters, buses should run about every 15 minutes during peak periods. At present, the Redwood Transit Authority north-bound peak period bus schedule has afternoon buses leaving (for example) Eureka's 5th and H Streets at 4:22, 4:45, and 5:54. So for the typical 9-5 worker in the Eureka Old Town/ Down Town business district wishing to commute home by bus, they either need to leave work 20 minutes early every day to catch the 4:45 bus, or wait almost an hour to catch the 5:54. Clearly public transportation scheduling could be greatly enhanced to decrease traffic and increase safety on the Corridor, but the DEIR/DEIS does not adequately address this issue nor does it provide an "improved public transportation alternative." 6

1

6

3

Traffic Model

We also question the accuracy of the traffic model projections included in the DEIR/DEIS. At the Caltrans August 7, 2007 public hearing, we were told by a Caltrans engineer that these traffic models were not based upon the anticipated future cost of fuel or any improvements in public transportation or bicycle and pedestrian access on the Corridor. This traffic model does not include substantial improvements to public transportation over the next 30 years. Without improved public transportation, increased traffic may be a self-fulfilling prophecy.

Currently, many cyclists and potential bicycle commuters perceive the Corridor as unsafe for cycling because there is no dedicated bicycle lane or adjacent trail. Without substantial upgrades or improvements to bicycle mobility and access on the Corridor, Caltrans is intentionally suppressing bicycle rider-ship. Increased bicycle rider-ship would also help reduce Corridor traffic and therefore safety issues.

Finally, the DEIR/DEIS traffic model has little credibility if the model was developed without an input of substantially higher fuel costs. All reputable long-range economic forecasts predict substantially higher fuel costs over the next 30 years. It is difficult to apprehend that Caltrans predicts a 50 percent increase in Corridor traffic by 2030 regardless of whether fuel costs are $4 a gallon or $12 a gallon.

Consequently, we support the no-action project alternative. If the project were to be approved, we strongly recommend the project be compatible with State and County transportation plans by incorporating a robust bicycle and pedestrian element that includes a separate dedicated bicycle and pedestrian facility as well as substantial improvements to public transportation.

Sincerely Yours,

Gordon Leppig and Juli Neander

cc: Humboldt County Board of Supervisors
Humboldt County Association of Governments Board of Directors
Humboldt County Association of Governments Citizens' Advisory Committee
Arcata City Council
Eureka City Council

Responses to Gordon Leppig and Juli Neander:

1. Since project planning began, Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop and refine a balanced, effective transportation solution. In the Final EIR/S three new alternatives were introduced and all alternatives were modified to address various concerns from the public.

Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Responses I-D, II-B, II-E, II-F, II-G, and II-H for more information.

For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

2. Compliance with local and regional plans is discussed in Chapters 2 and 3 in the Final Environmental Impact Report/Statement. The proposed project, co-sponsored by HCAOG, is focused on enhancing safety and constructing various highway improvements for the long term enhancement and preservation of the existing roadway while minimizing cost and adverse environmental effects. Modified Alternative 3A, consists primarily of improvements to the existing roadway that would benefit all transportation modes. Conversely, this project is not a major highway expansion project and would not involve realigning the highway on another alignment, or adding traffic lanes to increase traffic carrying capacity, or upgrading the expressway to a freeway.

In general the plans cited in your letter reflect guidelines and goals. Where appropriate, every Caltrans highway improvement should consider opportunities to improve public and non-motorized transit improvements or at least be compatible with non-motorized transit, if not include non-transit improvements. However, it would not reasonable or feasible to include major non-motorized improvements such as a bicycle trail in every transportation project such as replacing a culvert or installing a sign. The proposed project would enhance safety for non-motorized transit by providing wider outside shoulders and eliminating uncontrolled left turn moves.

Caltrans is an active participant on the Humboldt Bay Trail Planning Team. Caltrans is supportive of the effort to develop separated non-motorized trails adjacent to Route 101 between Eureka and Arcata and have committed that no elements of the Arcata-Eureka Corridor project will preclude development of a bay trail.

3. See Group Response I-A.

4. See Group Response III-B-5.

5. Modified Alternative 3A would enhance safety and the roadway for the benefit of all travel modes; however the key safety enhancement feature of eliminating uncontrolled left turn moves would result in out of direction travel. Modified Alternative 3A includes an interchange and a half signal that would substantially reduce the out of direction travel. See Section 3.2.7 in Chapter 3 of the Final EIR/S for more information.

6. Caltrans staff follows the accepted practices and standards for computer traffic forecasting. It would be difficult to predict with any meaningful degree of accuracy long range public transit improvements and the possible consequences of higher energy prices. Instead Caltrans staff base traffic projections on long term historic trends rather than potential specific scenarios such as a long, continuous trend of rising energy prices. For example, since the 1973 OPEC oil embargo there have been fluctuations in oil prices and energy consumption. In the case of the oil embargo, after a sharp decline in vehicle trips, many consumers purchased fuel efficient vehicles and vehicle trips began to steadily increase. See Group Response II-E for more information.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME
GORDON LEPPIG

ADDRESS | CITY | STATE | ZIP
1812 FISCHER | McVILLE | CA | 95519

REPRESENTING (name of organization or agency)

I would like to make the following comments:
all alternatives, but the no project alternative should include an adjacent Bike and pedestrian trail.

NOTE: Please submit comments no later than September 28th, 2007

Response Gordon Leppig: For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation

Flex your power!
Be energy efficient!

Deputy Directive

Number: DD-64-R1

2/3/08 COMMENTS:
OW DO THE PROJECT ALTERNATIVES
ROVIDE FOR THE BICYCLE-RELATED
ESPONSIBILITIES INCLUDED IN DD-64-R1?
TAPPears this project makes bicycle
~~Commuting~~ COMMUTING more dangerous than the no-
project alternative and therefore does not
comply with this Deputy Directive.
GORDON LEPPIG
PRIVATE CITIZEN
95519
1812 FISCHER AVE McKVILLE, CA

Refer to Director's Policy:
DP-22 Context Sensitive Solutions
DP-05 Multimodal Alternatives
DP-06 Caltrans Partnerships
DP-23-R1 Energy Efficiency, Conservation and Climate Change

Effective Date: October 2008

Supersedes: DD-64 (03-26-01)

TITLE Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITIONS/BACKGROUND

Complete Street – A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

"Caltrans improves mobility across California"

The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of "complete streets."

State and federal laws require the Department and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and nonmotorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Department standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of "complete streets," manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:

- Establishes policy consistent with the Department's objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

Deputy Directors, Planning and Modal Programs and Project Delivery:

- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure Department manuals, guidance, standards, and procedures reflect this directive, and identify and explain the Department's objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.

"Caltrans improves mobility across California"

Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures Department manuals, guidance, standards, and procedures reflect this directive and identifies and explains the Department's objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and State agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that State highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

"Caltrans improves mobility across California"

Chiefs, Divisions of Aeronautics, Local Assistance, Mass Transportation, Rail, Transportation Planning, Transportation System Information, Research and Innovation, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

APPLICABILITY

All departmental employees.

Randell H. Iwasaki
RANDELL H. IWASAKI
Chief Deputy Director

October 2, 2008
Date Signed

Responses to Gordon Leppig:

Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Response I-D for more information.

Since the public circulation of the Draft EIR/S in July 2007, the proposal to raise the speed limit to 65 mph on the expressway segment of Route 101 has been dropped. Please also see the posted speed limit discussion in Group Responses III-A-1 and 2.

Caltrans is an active participant on the Humboldt Bay Trail Planning Team. Caltrans is supportive of the effort to develop separated non-motorized trails adjacent to Route 101 between Eureka and Arcata and have committed that no elements of the Arcata-Eureka Corridor project will preclude development of a bay trail. Caltrans, where feasible, supports trail options described in the 2007 Humboldt Bay Trails Feasibility Study. Any one of the proposed project Build Alternatives would not preclude constructing a bicycle/pedestrian bay trail.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Diana Lescher

ADDRESS | CITY: Arcata | STATE: CA | ZIP: 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

The money used to make the Arcata Corridor should be used to make the public transport system here in Arcata better. For the people who live here, the environment, and the money

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Diana Lescher</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Sue Leskiw
5440 Cummings Rd
Eureka CA 95503
Phone: 707-442-5444

September 26, 2007

Rod Parsons
Eureka-Arcata 101 Corridor Project
Environmental Branch E-1
California Department of Transportation
PO Box 3700
Eureka CA 95502-3700

These comments on the Draft Environmental Impact Statement/Environmental Impact Report (EIR/EIS) for the Eureka-Arcata Route 101 Corridor Improvement Project are being submitted on behalf of the North Group, Redwood Chapter, Sierra Club, with nearly 1,300 members in Humboldt, Del Norte, Trinity, and western Siskiyou Counties.

Some of the concerns we have with the EIR/EIS are detailed below, in no particular order.

1. The document does not allow selection of a choice of options from among the alternatives offered. Page 32 notes that 19 alternatives were developed during the project design and planning process, but only 4 are presented here. The rationale for eliminating the former Alternative 5, "Safety Corridor as Long-Term Solution," because "there is no avenue to provide long-term continuous financial assurances for additional enforcement and education" is weak. 1 2

2. All alternatives (other than No Build) should not be based on a concept of increasing the speed limit from 50 to 65 mph, as this wastes fuel and increases potential damage from accidents. Saving 1-2 minutes driving from Eureka to Arcata is not worth it. 3

3. Alternatives in the EIR/EIS used collision data from 1994-1999, which was prior to establishment of the Safety Corridor. During the first year of the Safety Corridor, the document states that there were "45% fewer collisions, including 80% fewer collisions at intersections." But page 4 asserts that the effectiveness of the Safety Corridor is expected to decrease over time and traffic is expected to increase approximately 50% by the year 2031 (note that on page 43, the increase is stated to be 30%!). 4
We take issue with both these assertions. What is the source of the traffic figures? (These projections are not supported by either historic growth patterns or projections by the state Department of Finance for population growth.) The population of Humboldt County certainly will not increase 30-50% over the next 24 years, so most of the increased traffic 5

would come from out of the area. Decreased effectiveness of the Safety Corridor is attributed to "habituation," which would not occur with nonresidents.
Twenty-nine Safety Corridors in California were evaluated. The EIR/EIS notes the number of lanes for each, but not their length or topography. The particular one mentioned on page 117 -- Highway 17 from Los Gatos to Santa Cruz -- is nothing like the Eureka-Arcata corridor. It is approximately 20 miles long (rather than 4-5 miles, depending on whether a signal is installed at Airport Road), winds through steep topography (rather than being flat and straight), for much of it opposing lanes are separated merely by a guard rail (rather than a wide, grassy median), and carry extremely heavy traffic flow during rush hours. Experience with other Safety Corridors should not be automatically applied to the Eureka-Arcata Corridor. 6

4. Closing the medians would increase vehicle miles traveled (and fossil fuel consumption) to reach businesses along the corridor. It will add traffic to Myrtle Avenue/Old Arcata Road (between Bayside and Indianola Cutoffs), already dangerous for bicyclists, pedestrians, and drivers due to lack of shoulders, narrowness, curves, and myriad intersecting roads and driveways. (How many cars/day currently use the Bayside Cutoff to access Highway 101?) 7

5. Removing 50% or more of the trees within 30 feet of the roadway will increase the monotony or "visual Valium" of the road (page 138, "less variation in the landscape"), resulting in more driver inattention and higher speeds. Page xiii admits that all three alternatives would have moderate to high visual impact from tree removal. Cutting trees that screen roadside development from view would change the character of the highway from rural to urban landscape. The project area should be considered a scenic corridor rather than a portion of a freeway, with the 50 mph speed limit retained. 8 2

6. This stretch of Highway 101 is very close to Humboldt Bay, yet the impact of rising sea level from climate change has not been addressed in the EIR/EIS. 9

7. The sketches of the Indianola Interchange do not make it clear how lengthy off- and on-ramps, plus two bridges, would fit within the horizontal plane. Placing 300,000 cubic meters of fill would put approximately 600,000 tons weight on top of bay fill. What is the likelihood of liquefaction following a strong earthquake? A 25-foot-high fill would impact views of the Bay. 10

8. Alternatives should incorporate a bicycle lane or multi-use trail along the corridor. Alternative mass transit projects that could reduce vehicular traffic growth rather than accommodate it need to be considered seriously. 11

9. Are any of the billboards recommended for "shielding" by guardrails those that the Humboldt Bay National Wildlife Refuge has asked to be removed as illegal? 12

10. A significant portion of the funding for the three alternatives would come from STIP money that could instead be spent on local transportation infrastructure. 13

The North Group would support the signalization of the intersection of Airport Road, to slow traffic, provide a time gap for left turns farther north, decrease miles driven due to backtracking, and reduce impacts on long-time businesses located on Jacobs Avenue. We would also support extension of existing acceleration and deceleration lanes to meet highway standards, larger turn pockets to reduce potential for collisions, and bridge widening. 14

Because of the way that the EIR/EIS presents the alternatives, North Group Sierra Club must choose Alternative 7, the No Build Alternative. We join with City and County elected officials, business owners, bicyclists and trail supporters, conservation organizations, even the Times-Standard, who agree that none of the currently presented alternatives are acceptable and either have either opted for the No Build Alternative or called for preparation of a new EIR/EIS. 15

The EIR/EIS states that the final EIR on this project will respond to public comments. If that is the case, CalTrans should withdraw the draft EIR/EIS and release a revised draft that offers a wider selection of choices. 16

Sue Leskiw, Secretary-Treasurer
North Group, Redwood Chapter, Sierra Club

Response to Sue Leskiw:

1. A large number of alternatives were identified early in the planning process. All but three alternatives were dropped from consideration primarily because they either did not meet the project need and purpose or they were cost prohibitive or both. Evaluating numerous alternatives in detail is costly and time consuming: consequently three alternatives that met the project need and purpose were carried forward to the environmental evaluation process in the Draft Environmental Impact Report/Statement (EIR/S).

2. Alternative 5 was dropped from further consideration for more substantial reasons than speed limit enforcement concerns. See Group Response I-A for a discussion of maintaining the existing Safety Corridor and Group Response III-A-3 regarding speed enforcement.

3. See Group Response III-A-1 regarding maintaining the existing posted speed limits.

4. See Group Response I-A and Chapter 1 of the Final EIR/S for a discussion of more recent collision data.

5. See Group Response I-B for a discussion of projected traffic volumes on Route 101.

6. Drawing specific, firm conclusions based solely on safety corridor data that may or may not have similar characteristics to the Eureka-Arcata Safety Corridor would be inappropriate. However, the intent of presenting safety corridor data from other regions was presented as another means of evaluating the Eureka-Arcata Route 101 Safety Corridor in terms of identifying similar trends: the actual collision data for the subject safety corridor carries the most weight.

7. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, two modified alternatives were designed and evaluated in the Final EIR/S. One of these is the Modified Alternative 3A, which is identified as the Preferred Alternative in the Final EIR/S. This alternative includes closing all Route 101 medians (except at Airport Road), building a half signal at the Route 101/Airport Road intersection; and a constructing new Route 101 grade separation at Indianola Cutoff. The new half signal and grade separation would accommodate the heaviest demand traffic moves after the Route 101 medians are closed; consequently Modified Alternative 3A would minimize out-of-direction travel.

8. See Group Response III-B-2 regarding tree removal.

9. Future sea level rise and climate change are complex topics. Chapter 4 of the Final EIR/S has been extensively revised to address both topics.

10. Caltrans staff will conduct subsurface investigations to determine the soil and groundwater conditions at the Route 101/Indianola Cutoff. The data from the subsurface investigation will be used to properly design the grade separation and the type and amount of fill to support the grade separation. Caltrans follows a policy to design structures to withstand the anticipated Maximum Credible Earthquake (MCE) and resulting liquefaction, from close proximity faults. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period.

11. See Group Responses I-D, II-A, II-E, II-G, and II-H regarding public transit and non-motorized vehicle transit improvements.

12. To date, none of the billboards that are proposed for guardrail have been deemed unauthorized by the U.S. Fish and Wildlife Service.

13. The planning and design of the proposed project is already partially funded from the State Transportation Improvement Program (STIP). To qualify for funding in the STIP, projects must be included in the Humboldt County Association of Government (HCAOG) Regional Transportation Improvement Plan and consistent with the consistent adopted HCAOG Regional Transportation Plan. Further STIP funding for the proposed project will be determined by the HCAOG.

14. As mentioned in response 7, the Preferred Alternative would include a half-signal at Airport Road. The half-signal would only stop northbound Route 101 traffic, while still allowing left-turns from Airport Road to southbound Route 101. As part of Modified Alternative 3A, the existing acceleration and deceleration lanes would be extended and the southbound Jacoby Creek Bridge would be replaced by a wider bridge. Widening northbound Jacoby Creek Bridge and northbound Gannon Slough Bridge has been dropped from the project because of cost and potential impacts to sensitive fish species. Extending the left turn lanes will not be included in the proposed project since the Route 101 roadway medians would be closed which would eliminate the need for left-turn lanes.

15. The No Build Alternative is not acceptable because it would not meet the project need and purpose of improving safety and traffic operations as well as constructing long-term roadway maintenance and improvements.

16. The Final EIR/S does include responses to public comments and does include two modified alternatives. However since the two modified alternatives have fewer impacts than the initial alternatives evaluated in the Draft EIR/S, preparing a supplemental Draft EIR/S is not required.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Matt Levan
ADDRESS: 355 Granite Ave. #4211
CITY: Arcata
STATE: CA
ZIP: 90275

REPRESENTING (name of organization or agency):

I would like to make the following comments:
The roads of Eureka need to be made more suitable for bicyclists.

NOTE: Please submit comments no later than September 28th, 2007

Response to Matt Levan:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Rick Levin
4340 Browns Road
Eureka, CA 95503

To Caltrans planners:

As a daily commuter on 101 who enters and exits at Indianola Cutoff, I believe an overpass is overkill.

The reduced highway speed makes a lot of sense and seems to effectively take care of the problem.

Please reconsider your plan.

Thank you,

Rick Levin
Renaissance Computing

Response to Rick Levin:

An interchange at Indianola Cutoff and Route 101 would remove left turn movements at this interchange and provide safer access for both motor and non-motorized transit. In addition, the interchange provides a convenient turnaround location to minimize out of direction travel since it would be located approximately halfway between Eureka and Arcata.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2 for more information.

Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B.

Project: Route 101 Eureka-Arcata Corridor Improvement Project

Lora Liegel 1635 Hyland St Bayside 95524

Comments: There is no concern in any of the proposals regarding traffic that comes and goes from Bayside Cut off Rd. I'm particularly concerned for bike traffic. Why can't there be a turn around between Bayside Cutoff & Arcata, like there is proposed more South on 101? Cars & bikes would need to travel too many extra miles if they can't come and go (Access) Bay side Cutoff! 1 2 3

Responses to Lora Liegel:

1. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), includes an interchange at Indianola Cutoff which would minimize out of direction travel by providing access to southbound Route 101 for travelers in the Bayside area.

2. Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

3. A turnaround between Bayside and Arcata was considered, however the wetland impact and costs for a turnaround at this location would not be feasible with the predicted traffic demand at this location.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Edmund Light

ADDRESS (home): 3824 Jacobs Ave. #32, CITY: Eureka, STATE: CA, ZIP: 95501

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

The radar readouts raise the cancer rate. 1

Without a full 4-way signal at Airport, the many trailer park residents and business' workers ~~w~~ will have to ~~make many more lane ch~~ problems going to Eureka, besides costs, to use a turnaround, +1 lane change, +1 merge into fast lane, all potentially fatal. 2 3

NOTE: Please submit comments no later than December 15, 2008

Response to Edmund Light:

1. Caltrans staff is unaware of either the radar speed sensors or the readouts inducing cancer. The radar feedback signage will likely be removed after project construction.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement, includes a half signal that would allow left turns to and from Route 101.

3. Alternative 1A was designed to include adequate lane lengths for making lane changes; however, Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME
JACK LIMMER

ADDRESS: 4076 BROOKWOOD DR.
CITY: BAYSIDE
STATE: CA
ZIP: 95524

REPRESENTING (name of organization or agency)
HUMBOLDT COUNTY AIRPORTS ADVISORY COMMITTEE

I would like to make the following comments:
THE FAA, CALIF (CALTRANS) DIVISION OF AVIATION AND THE HUMBOLDT COUNTY DIVISION OF AVIATION ALL NEED TO BE CONTACTED REGARDING ANY RELOCATION OF THE AIRPORT RD. INTERSECTION NORTH ONTO ANY AIRPORT PROPERTY AT MURRAY FIELD. STATE AND FEDERAL GRANT MONIES ARE USED FOR FUNDING OPERATIONS OF THE FIELD AND REQUIRE THEIR APPROVAL OF ANY CHANGES AT THE AIRPORT. NO CHANGES WOULD BE ALLOWED THAT IMPACT THE SAFE OPERATION OF AIR TRAFFIC.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Jack Limmer</u>:

Please refer to responses to Humboldt County Aviation Advisory Committee and County of Humboldt.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME: Ann Lindsay

ADDRESS: 2475 North Bank Rd CITY: McKinleyville STATE: CA ZIP: 95519

REPRESENTING (name of organization or agency):

I would like to make the following comments:

I don't mind driving 50 mph to Eureka
and back. Lets keep it that way, and 1
preserve access to the businesses 2
along the highway. I would prefer
my tax dollars to go towards making
the road through Manila safer for
pedestrians and building a nice bike 3
trail along highway 101.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Ann Lindsay:

1. For a discussion of speed limits and freeway designation, see Group Response III-A-1.

2. See Group Response I-A for a project need and purpose discussion.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2810 JACOBS AVENUE
EUREKA, CA 95501

EUREKA OXYGEN CO.

TEL. (707) 443-2228
FAX (707) 443-2242

August 24, 2007

Caltrans
Attn: Kim Floyd, Project Manager
P.O. Box 3700
Eureka, CA 95502-3700

Subject: Eureka-Arcata Corridor
01-Hum-101, PM 79.9/86.3
EA 01-36600, 363300
Draft Environmental Impact Statement
Environmental Impact Report

Dear Ms. Floyd,

As a business owner on Jacobs Avenue we strongly support Alternative 3. We have already been severely impacted by internet sales. By depriving our existing customers with adequate access to our business along with all other businesses along Jacobs Avenue it will just put another nail in our coffin.

Sincerely,

Keith Linville
Business Owner
Eureka Oxygen Company

Cc: Mr. Spencer Clifton, Humboldt County Association of Governments
427 F St. Suite 220, Eureka, CA 95501

Mayor Virginia Bass, City of Eureka
531 K St., Eureka, CA 95501

WELDING & INDUSTRIAL SUPPLY

<u>Response to Keith Linville</u>:

Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. See Chapter 2 in the Final EIR/S for details.

Caltrans staff acknowledges the transportation access needs of local businesses. After constructing Modified Alternative 3A, the Route 101/Airport Road intersection is expected to be safer than the existing condition, which currently allows uncontrolled left turn movements. Left turns would be allowed to and from Route 101 at Airport Road after construction.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Jane Lockie

ADDRESS 811 J St Apt B CITY Eureka STATE CA ZIP 95501

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I would ride my bike from Eureka to Arcata daily + not worry about being killed on the freeway

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Jane Lockie</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Pete Loetterle

ADDRESS: 322 B 9th St
CITY: Arcata
STATE: CA
ZIP: 95521

REPRESENTING (name of organization or agency)
John Muir Charter School

I would like to make the following comments:

Since the safety corridor was established five or six years ago, I have not heard of any accidents involving bicyclists or motorists turning across on-coming lanes of traffic. As an active, democratically minded, voting citizen, I would like very much to see this latest resolution involving an increase in the speed limit LAID TO REST.

NOTE: Please submit comments no later than September 28th, 2007

Response to Pete Loetterle:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Please refer to Group Responses III-A-1 and 2 for a discussion of the posted speed limits.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Patricia L Shade Lotus

ADDRESS (home): 2425 C Street

CITY: Eureka

STATE: CA

ZIP: 95501

REPRESENTING (name of organizaion or agency): Self = Great Grandfather Henry M Devoy - planted these trees

I would like to make the following comments:

These eucalyptus trees are part of my family heritage. planted by my Great grandfather Henry M Devoy. 1

There has never been an accident caused by these trees - so please find another solution

Slow traffic Triple Fine for Speeding 2

Also = I dont like this hap-hazard Meeting called open house 3

NOTE: Please submit comments no later than December 15, 2008

Requires a First Class Stamp

I was expecting a forum to explain clearly the different plans. Thank you.

Trisha Lotus
Trishale@Sonic.net
(707) 476-0173

Caltrans
Attn: Kim Floyd
PO Box 3700
Eureka, CA 95502-3700

Kim Floyd/D01/Caltrans/CAGov
12/31/2008 11:20 AM

To "Trisha Lee" <trishale@sonic.net>
cc
bcc Mitch Higa/D01/Caltrans/CAGov
Subject Re: 12-31-08 Comments regarding Caltrans 101 Corridor Project regarding eucalyptus trees and ideas

"Trisha Lee" <trishale@sonic.net>

"Trisha Lee" <trishale@sonic.net>
12/31/2008 08:55 AM

To "CalTrans Kim Floyd" <kim_floyd@dot.ca.gov>, "CalTrans Julie East" <julie_east@dot.ca.gov>, "CalTrans Deborah Harmon" <deborah_harmon@dot.ca.gov>
cc "Jamie Sharon Laidlaw" <jimlee41@gmail.com>, "Trisha Lee" <trishale@sonic.net>, "Berta Sis Tasley" <rtasley@aol.com>, "Joy \(Alysa\) Shade" <Joy.Shade@flextronics.com>
Subject 12-31-08 Comments regarding Caltrans 101 Corridor Project regarding eucalyptus trees and ideas

Dear Caltrans People:

DON'T LIE TO PEOPLE AND SAY CALTRANS PLANTED THOSE EUCALYPTUS TREES; THEY WERE PLANTED BEFORE THE HIGHWAY 101 CORRIDOR WAS IN EXISTENCE, BY A CREW LED BY OUR GREAT GRANDFATHER HENRY M DEVOY. STOP THE LIES NOW WHO EVER IS TELLING LIES. YOU KNOW WHO YOU ARE! 1

THESE ARE MY SUBMISSIONS IN OPPOSITION TO CUTTING EUCALYPTUS TREES ON 101 CORRIDOR.

In the Caltrans 101 Corridor between Eureka and Arcata Project

~No cutting any 90 year old eucalyptus trees that still serve as windblock to businesses and homes all across from them.

It is with great sadness about seeing the news about dozens loosing their jobs at California Redwood Lumber Company in the Times-Standard, and along with this sadness I feel for these people comes with it a mixed blessing, that these amazing Eucalyptus trees will survive yet again.

It is for California Redwood Lumber Company (aka Simpson Lumber Company) that this lead on was going to be needed, per Caltrans, and it seems California Lumber Company is letting workers go, and this is not a sign of solvency. In time this company will fade, and that area behind the Eucalyptus Trees along the corridor will be restored to protected wetlands as it is designated, and as it should be. 4

In Kathy Dillon's Nov 16 article, she mentioned the trees dying in a frost and being cut down in 1933, and then they grew again:

11-16-08 Times-standard.com by Kathy Dillon
Half of eucalyptus trees along Highway 101 corridor to be cut

http://www.times-standard.com/ci_10998770?IADID=Search-www.times-standard.com-www.times-standard.com

Great Grandfather Devoy passed over in 1933, the same year the eucalyptus trees died from a frost and were cut down, and then they grew back again...that is so amazing to me...Trisha Shade Lotus

Please see link attached above for proof, since someone from Caltrans has said (to someone; I will not disclose this information) that Caltrans (Highway Commission is what it used to be called I believe) planted the Eucalyptus trees along the 101 Corridor; and this is simply not the case, so please inform people not to go around saying things that are simply not true.

Ideas for a safe 101 Corridor that will save California $65 Million Dollars

~Enforce 50 mph, seatbelts, headlights on, no cell phones, no stupidity 2

~Triple fines in permanently designated construction zone will generate $ for Highway Patrol presence and other needed services.

~Possibly move Simpson (California Redwood Company) out of this protected wetland zone to an empty plant or merging with another business like the Pulp Mill, and restore this property where Simpson has run their Lumber Company for many many years. It is in a protected wetland area. Are toxins emitted from a lumber processing company that could contaminate the bay. If so, we must clean it up. 5

~I suggest a tax write off for moving expenses, if they are still in business, as this will be a win win to save California money they do not have to spend.

~Possibly install a stop light that trips when side traffic is needing to cross over Corridor, and this will actually stop traffic on the Corridor at the most frequented cross over if deemed necessary. Flashing lights will be needed to warn drivers. Cameras will discourage running red lights. This would only be needed at the busiest cross over place. 6

~Put guardrail along Corridor so bikes can ride inside a guardrail, incase some intoxicated idiot person decides to fall asleep at the wheel, and this will keep the bike riders somewhat safe from harm, or at least a flying leap of a chance. 7

~there needs to be a lead on, or traffic only left lane to allow cars merging onto the corridor at the first merge going toward Arcata, or they must go back and come onto the corridor via V Street. That is a terrible place to merge onto the corridor. It has about a 3 foot lead on; not safe there at all. But there is also no place to add a lead on, so they should go back around to be safe. That short lead on should be closed, since there is not any room to create a lead on due to the marshlands I believe. Maybe the lead on can start further back. 8

~It would be more practical and safer to just go back and have a light to turn right or cross left onto V Street. That is where a traffic light is needed, coming from that long drive to go left onto V Street; that is another very dangerous spot for sure.

~Save State of California 50- 73 Million Dollars of additional expenses. 9

~If you drive while intoxicated, you go to Guantanamo Prison for life.

FYI: There is no money for these projects. California and the United States are broke. Plus we do not want Home Depot up here, so lets find a sensible plan to fit our budget...how about slow down and save 65 Million Dollars, or is that too practical? 10

Caltrans: Kim Floyd at Caltrans: Kim_ floyd@dot.ca.gov
707-441-5739

Governor Arnold Schwarzenegger www.gov.ca.issues 916-445-2841
State Capitol Building RM 4081, Sacramento, CA 95814

Great-grandfather Henry M. Devoy plus Grandfather Matthew Lee Gillogly and others on a crew (Louis Bertain too) planted those eucalyptus trees along Highway 101 corridor with a crew also helping, and it must have been around 1920 to be established by 1925 when the road was poured. ***See Attached Those eucalyptus trees were planted as a windblock for the Devoy Ranch that was across the street, where Mid City Motors and Murray Air Field are now to where Old Arcata Road is on the other side. They are still serving as a windblock, and as you see from the

outpouring people are fond of historical landscapes.

Thank you for your consideration and sensitivity in dealing with family issues of this nature.

Most Sincerely,

Trisha Lee Shade Lotus
aka Patricia Lotus
2425 C Street
Eureka, CA 95501
trishale@sonic.net
707-476-0173

CC: Governor Arnold Schwarzenegger via: www.gov.ca.gov/issues7

----- Message from Kathy Dillon <kdillon@times-standard.com> on Fri, 5 Dec 2008 20:30:08 -0800 -----

To: trishale@sonic.net
Subject: 1925 Eucalyptus story

Trisha:

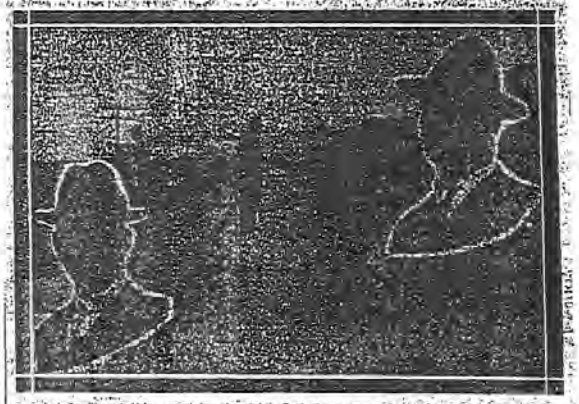
Here is the old newspaper article you requested. A print-out is easier to read. Hope this helps. By the way, I've also heard from another of Henry's great-granddaughters, Patricia Lotus.

Kathy Dillon

Scan2983.pdf

"Humboldt Standard" Tues., 31 March 1925

Eureka-Arcata Highway Pavement Completed; Road Is Opened



Last Tuesday, state highway commissioners, formerly the Eureka-Arcata pavement prior to its opening to the public today. The picture shows the commissioners standing in the center of the pavement. To the right is E. L. Thomas, engineer in charge of the local office of the state Highway Commission, and to his left is F. M. Dangerfield, proprietor of the Humboldt Standard. The labels are of Commissioner Everding, right, and Engineer Thomas, left.

SUMMARY

Date of letting contract: August 10, 1924.

Contractor: J. F. Knapp.

Construction started: September 24, 1924.

Last concrete poured: March 5, 1925, at 12 o'clock noon.

Length of highway: 6.2 miles.

Width of highway: 20 feet.

Thickness: 6 to 8 inches.

Contract price: $263,463.50.

State highway communication between Arcata and Eureka was established at noon today with the opening of the six mile stretch of paved road recently completed by the contractors. With the removing of the barriers at each end of the paved section the two bay communities were placed out a few minutes easy motoring distance apart.

Action to open the highway to the public was decided upon yesterday afternoon in a conference of state highway engineers, the contractor, and State Highway Commissioner Louis Everding. The decision set aside the original plan, which was to delay the opening two or more weeks to enable the contractor time in which to complete building up the earth at the outer edges of the concrete. After a careful survey it was decided that with proper cooperation on the part of the public the filling in of the dirt could be carried to completion with slight interference from traffic. Confidence in the people who will be benefitted through the use of the road and the desire to expedite travel at the earliest possible time, were motives underlying the action taken by Commissioner Everding in cooperation with Contractor J. F. Knapp yesterday. At the same time the public is cautioned that the road is still under construction and in the hands of the contractor. Danger signs will be posted and motorists are asked to proceed carefully. They are also warned that flagrant abuse of the privilege so generously accorded them will of necessity result in the closing of the highway until the remaining work is entirely completed.

Work Started In September

Starting September 24, following the award of the contract to J. F. Knapp on August 10, 1924, construction of the highway has been pushed steadily forward in the face of heavy rainfall and frosts which intermittently handicapped operations. At noon on March 5, the last portion of concrete was poured at the Arcata end of the pavement.

Built 20 feet wide, the highway has a width of five feet greater than the state highway south of Eureka. The pavement was poured in two sections, each 10 feet wide, and has a depth varying from six to nine inches. Commissioner Everding made the statement yesterday that tests made show that the road has a resistance to crushing 2300 pounds greater per square inch than any other road in the state, which made this particular stretch of road the best constructed in the state.

The road is built on exactly the same principle as a railway line, with super-elevated curves, making it possible for the motorist to take curves, with the same speed as on the straight away without danger. Two automatic traffic gates have been installed by the highway commission at each end of the drawbridge across Eureka slough. These gates are the first to be placed in position in this county and will be a big factor in protecting the motorist from accident.

Trees Saved

Bordering the highway for a portion of the distance, eucalyptus trees have now acquired sufficient size to serve effectively as a windbreak. At one time the previous state highway commission threatened destruction to the protective hedge, starting steps to remove them when it was found that H. M. Devoy had planted the trees without first securing permission from the highway commission. Fate intervened and a change in the personnel of the commission preserved the trees. In some quarters, further planting is being suggested with the view to converting the entire distance of the highway into an inter-city boulevard.

More than 1600 feet of the highway lies inside the city of Eureka. This portion, lying between the Eureka slough drawbridge and the end of the Fourth street pavement, was paved through the good offices of Harvey M. Toy, chairman of the State Highway Commission without expense to the city.

Stages Increase Service

Shortening as it does, the distance between Arcata and Eureka by more than six miles, the convenience to the traveling public is incalculable. Following on the announcement of the opening of the highway the West Coast Transit Company immediately altered its schedules and fares to meet the new change. Starting tomorrow morning at 7 a. m. hourly service will be given between Arcata and Eureka up to 10:30 o'clock at night. Fares will also be reduced 18 cents on one way tickets and 18 cents on round trips tickets between the two places. The traveling time will be cut down 20 minutes. Some of the stages between Arcata and Ferndale and Fortuna and other southerly points will make the journey without the necessity of transfer at Eureka.

Under the contract the earliest possible date the road could have been opened was March 24. Only four days has elapsed between this time and the opening of the highway to travel.

from Marilyn Milotis notebooks

Kim Floyd/D01/Caltrans/CAGov
12/15/2008 08:59 AM

To Charlie Fielder/D01/Caltrans/CAGov, Matt Brady/D01/Caltrans/CAGov@DOT
cc Mitch Higa/D01/Caltrans/CAGov@DOT
bcc
Subject Fw: 12-14-08 Final Governor Arnold Schwarzenegger Rregarding Caltrans 101 Richardson Grove State Park Project etc OPEN FOR REVIEW

"Trisha Lee" <trishale@sonic.net>
12/14/2008 10:38 PM

To "CalTrans Kim Floyd" <kim_floyd@dot.ca.gov>
cc "Trisha Lee" <trishale@sonic.net>
Subject 12-14-08 Final Governor Arnold Schwarzenegger Rregarding Caltrans 101 Richardson Grove State Park Project etc OPEN FOR REVIEW

Hello...this is the letter I just sent the governor, and representatives, and I thought I could use it as another submission of ideas to minimize cost and impact of both Caltrans Projects: Richardson Grove and Route 101 Eureka to Arcata Corridor.

One way at a time passage through Richardson Grove State Park, plus lowering the speed limit down to 25 mph would have the least impact on the protected grove and lowest cost to the California Tax Payers.

In the 101 Corridor from Eureka to Arcata, slowing traffic to 45 mph, with flashing lights for crossing traffic crossing over on the 101 Corridor with triple fines to generate money for the Highway Patrol and Fire Departments would be the most practical idea, in my opinion. 2

Combined, these two choices with the least environmental impact, will actually save the State of California taxpayers about $75 million dollars while also preserving our treasured historical landscapes.

December 14, 2008

Governor Arnold Schwarzenegger
State Capitol Building
Sacramento, CA 95814
916-445-2841
www.gov.ca.gov/

Dear Governor Arnold Schwarzenegger,

Please ask Caltrans to abandon plans to alter Highway 101 through Richardson Grove State Park. We do not need larger and larger trucks using too much fuel and one driver taking the jobs of 3 to plow through our supposedly protected Richardson Grove State Park.

Any alteration or tree cutting along that stretch of Highway 101, just 7 miles south of Richardson Grove State Park, and just north of Willets and Laytonville, WILL effect the root systems of the 1000 year old growth redwood trees along the road. It will also negatively impact the habitat and river below. And even any culverts for lights, need to not be dug under the road, as that can cause the road to cave. Figure out something else, just like we figured out how to put people on the moon. It can be done in a way to preserve this environmentally sensitive area and allow traffic to pass too.

This grove was bought by the state of California to PRESERVE, not to plunder every time California

decides it needs bigger and bigger trucks. We already have been paying higher gas prices and food prices, so we are used to that and we like to buy locally when we can.

A one way light with an automatic switch, can allow traffic to pass from one direction, and then from the other direction with only a short 5 or 10 minute delay. In addition, dropping the speed limit down to 25 mph (=35) will also decrease chances of any accidents through there. If a further study is done, I will bet most accidents are caused by drug and alcohol impaired drivers or drivers that are speeding over the required speed limit, and not by the trees.

With California in a huge budget deficit, here is one project I would ask that you cancel, please. My Great-grandfather Henry M. Devoy and Great-grandmother Ella Devoy were the owners of Richardson Grove, after the Native Americans and after the owner who gained custody after the Native American Indians were killed in a genocide type of plunder by the early settlers.

Save the Redwoods League persuaded the government to buy this and other forested land to preserve, as they could see way back in the early 1910's that this area would be entirely plundered if nothing was saved for future generations to appreciate. Fortunately, my Great-grandparents Henry M Devoy and Ella Devoy agreed to sell this grove to the state in 1922, to PRESERVE it for future generations.

Several years ago, a logger told me that he had taken out many many healthy old growth out of Richardson Grove, so the Forestry Service has been logging the parts of Richardson Grove State Park that is not visible to people for years, and I am furious about this. Please stop further plundering and erosion by NOT allowing this project to continue if it involves cutting ANY trees or altering the road in any way. This is a precious and most historical landscape, and if you could just take the time to experience being in one of these groves you would surely agree.

In addition, I see that you are involved with the new wave of energy development (from the Times-Standard article of November 19. 2008). Hopefully, that will mean smaller and more fuel efficient trucks. Running two or three trucks instead of one will give two or three people respectable jobs. We have cut too many corners, and this is one corner we who care about saving this amazing historic passageway just as nature intended it to be. We do not want it cut up to accommodate these impractical, gas guzzling, humongous trucks. They scare me just looking at them. Enough already, Governor Schwarzenegger. Please stop this insanity.

California can not afford this project, nor the 101 Corridor Project from Eureka to Arcata either. Scrap them both and use that money in more practical ways, LIKE EDUCATION AND SERVICES FOR THE LESS ADVANTAGED THAT WERE CUT FROM THE BUDGET. EDUCATION IS MORE IMPORTANT THAN BIG TRUCKS, so let us send a better message to our children and future generations; one of caring about the earth and caring about our children enough to afford them a better education.

Just slow everything down through both these areas, and triple the fines. In Richardson Grove the one way traffic idea will work just fine. In fact, little stands with information about our state parks can be strategically placed where people are stopping for 5 minutes, so people can pick up a brochure that educates people on the State Parks and asks for a donation to support them through Save the Redwood's League or the State Parks directly. Traffic can be lowered to 25 and then people will really feel the amazing entrance to Humboldt County with a greater impact.

Please, I ask for your compassion for these 1,000 year old trees. Cutting the trees nearby WILL effect the root systems and further harm the ecosystems and topography of the area.

Here is your chance to be walking the talk, by curtailing both of these Caltrans Projects that only want

to cut trees and support huge STAA sized trucks. Those trucks are not environmentally friendly. They are the opposite. Please listen to my tears of sadness pleading with you Governor Schwarzenegger, to please stop these two projects.

These two Caltrans projects (Highway 101 @ Richardson Grove State Park) and (Highway 101 Corridor from Eureka to Arcata involving cutting of 90 year old eucalyptus trees that adorn the highway and serve as a windblock) are not practical, and they are not good for decreasing the effects of global warming. The least invasive solution is best solution in both these projects. 11

Thank you kindly for considering this very important issue to protect our historical treasures for future generations. California can not afford these Caltrans projects, in more ways than financially.

With Heartfelt Sincerely,

Patricia Lee Shade Lotus
2425 C Street
Eureka, CA 95501
(707) 476-0173
trishale@sonic.net

DEADLINE FOR COMMENT
ON THE RICHARDSON GROVE STATE PARK CALTRANS PROJECT IS JANUARY 23, 2009
Deadline has been extended to January 30, 2009

You too can go to www.gov.ca.gov/issues: and enter your point of view
Governor Arnold Schwarzenegger, State Capitol Building, Sacramento, CA 95814
or call 916-445-2841

Also please call, e-mail, or snail mail a copy of your comments and suggestions to:

Caltrans Richardson Grove State Park Project Plan
or
Caltrans 101 Corridor (Eka to Arcata) Project Plan

Project Manager Kimberly Floyd
kim_floyd@dot.ca.gov
707-441-5739 or 707-445-6445
TTY=1-800-735-2929
Toll Free Voice line=1-800-735-2922
P.O. Box 3700 Eureka, CA 95502-3700

I also contacted:

State Senator Patricia Wiggins
State Capitol Building Rm 4081
Sacramento CA 95814
Phone: 707-445-6508
Fax: 707-445-6511
www.senator.wiggins@sen.ca.gov

State Assembly Wes Chesbro
P.O. Box 942849
Sacramento CA 94249-0001
Phone 916-319-2001

Fax: 707-445-6607
www.assemblymember.berg@assembly.ca.gov
I know it says berg, because Patty Berg just turned it over last month.

You can go to these web sites and cut and paste your letter into their place for comments. I prepare the letter in my Outloook drafts, spell check, etc and then right click, select copy, minimize that draft file, maximise the contact place you are already in and right ciick and select paste. Most of you know this, but some do not.

Responses to Patricia L. Shade Lotus:

1. See Group Response III-B-2.

2. See Group Responses I-C, III-A-1, III-A-2, and III-A-3.

3. Caltrans staff regrets that the open house displays caused confusion; Caltrans tried to provide adequate staffing at the open house to explain the displays.

4. Extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Traffic on Route 101 is projected to increase and having the roadway meet design standards becomes more critical for traffic safety and operation reasons. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

5. See Group Response III-B-1.

6. See Group Responses II-C and II-D.

7. See Group Response II-H.

8. Comment noted with regard to the northbound acceleration lane, however this is outside the project limits.

9. See Group Response I-A.

10. See Group Response III-B-5.

11. Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S) has been revised to address global climate change and sea level rise.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Helen Love

ADDRESS | CITY Eureka | STATE CA | ZIP 95501

REPRESENTING (name of organization or agency)

I would like to make the following comments:

The safety problem on the 101 Corridor has been solved by reducing the speed limit. The experience of slowing down, for that short distance, is a positive in and of itself. Eureka has other pressing traffic problems. Please consider redirecting the Corridor Improvement Project funds.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Helen Love</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

September 26, 2007

Caltrans
Attn: Kim Floyd
P.O. Box 3700
Eureka, CA 95502-3700

Dear Kim:

I hope you will consider the following concerns regarding the DEIR for the Eureka – Arcata Route 101 Corridor Improvement Project. I am submitting these comments as a concerned long-term resident and business owner of Humboldt County that utilizes the stretch of 101 under consideration for both personal and work-related purposes.

The Safety Corridor has had demonstrable success with the emphasis on reducing speed, alerting motorists to safety concerns, and patrolling for maximum effectiveness. It seems the proposed project creates more of a "freeway" situation which will likely only encourage motorists to increase speeds do to the illusion of safety. I strongly discourage many of these "improvements" for this reason. 1 2

This corridor of the 101 has significant possibilities for helping to increase greatly supported opportunities for non-motorized transportation, recreation, and tourism. To pursue the project as-is proposed would negatively impact our community's historical nature, economic development opportunities, and strong interest in preserving and protecting our natural resources. 3

The proposal to remove many mature and majestic trees that enhance the beauty of this coastal route in order for the clear recovery zones does not appear to be environmentally justified. While I understand that some of the safety improvements suggested are needed, the mature eucalyptus trees are historical and contribute to the viewscape along this area of the corridor; every effort should be made to retain these trees. 4

Another concern I would like to address is the acceleration and deceleration lanes at the Simpson Sawmill. It is my understanding that there have been no accidents in this area of the 101 corridor. Although there may some concern for future safety, I do not believe this area of the project is justified. This is only 1 business, with very limited and specific in and out traffic; however, the proposed lanes would create a severe negative impact on the environmental and historical nature of this section of 101 for the entire community. I believe this "solution" should be re-analyzed taking into consideration the specific traffic entering and exiting this one facility. 5

Finally, I do not believe the DEIR for the Eureka – Arcata Route 101 Corridor Improvement Project alternatives: 5 and 6, and PSR Alternative Y2 have been adequately evaluated. The reasons given for discarding these alternatives are not fully substantiated in the report. 1

Thank you time in considering these concerns and for the opportunity to comment on this matter.

Sincerely,

Kari Love
1315 6th St.
Eureka, CA 95501

Response to Kari Love:

1. See Group Response I-A.

2. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

3. The five Build Alternatives in the Final Environmental Impact Report/Statement (EIR/S) propose improvements to the existing roadway to enhance safety and roadway conditions while minimizing cost and environmental impact.

Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D

4. See Group Response III-B-2.

5. Extending the acceleration and deceleration lanes at the California Redwood Sawmill (Simpson/Green Diamond) are needed to facilitate commercial trucks accessing Route 101. Large trucks generally move slower and are less maneuverable compared to passenger vehicles and require additional time and distance to accelerate and decelerate. The need for acceleration and deceleration lanes that meet highway design standards will become more urgent as Route 101 traffic volumes increase in the future.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME: Jill Luchner

ADDRESS | CITY | STATE | ZIP

REPRESENTING (name of organization or agency)

I would like to make the following comments:

If the saftey corridor works - maintain it
If it costs only $100,000 for Highway patrol
Keep speeds low until there is a congestion
problem, and be vigilant of offenders. 1

NOTE: Please submit comments no later than September 28th, 2007

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME: Jill Luchner | Arcata | CA | 95521
ADDRESS: 214 Marylin Ave. | CITY | STATE | ZIP

REPRESENTING (name of organization or agency)

I would like to make the following comments:

(1) 65 miles an hour puts a HUGE RISK on lives of Bike Riders
(and bike riders reduce traffic + increase saftey + efficiency) 2
(keep the speed limit low + enforced if you can't give bikers seperate space)
(2) Bike Riders Need a SAFE SEPERATE SPACE to commute + RIDE
(3) If there is no seperate lane, Bikers need 3
(a) Rumble Strips ON the WHITE LINES (where they don't take up space)
(b) No sloppy lines - only and exactly 12ft per lane - No More (so we have more safety) 4
(c) More frequent debris cleaning + sweeping

NOTE: Please submit comments no later than September 28th, 2007

Please! Its fun to ride and to live!

Responses to Jill Luchner:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would enhance safety and provide long term improvements that would benefit all transit modes.

2. The proposal to increase the posted speed limit after project construction has been dropped: see Group Response III-A-1 for more information.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. In 2010, rumble strips were constructed that coincide with the white striping which delineates the outside roadway shoulder. Roadway cleaning and sweeping are performed periodically but the cleaning frequency is balanced by a priority of minimizing traffic disruption and maintenance costs.

Rebecca R. Luening
1972 Zehndner Ave.
Arcata, CA 95521
Phone: 707-826-9197

To Caltrans planners:

I can see no benefit of encouraging automobiles to go faster than 50mph on Highway 101 between Arcata and Eureka, when they have to slow down when they get to Eureka going south, and northbound, it would be safer if cars traveled at speeds below 60mph considering the narrow two-lane freeway with many merge lanes. Money that would have been spent on the wasteful proprosed "improvements" can instead be spent on ongoing speed enforcement in the safety corridor.

Most importantly, the only improvement needed in my opinion along this corridor is a safe, dedicated bicycle/pedestrian pathway that is removed from the highway. I personally would bicycle regularly from Arcata to Eureka if there existed such a path. I do not like to bicycle so close to car traffic where safety is an issue, and I am forced to breathe exhaust. A bikeway will get more people out of the cars, it will promote health through exercise, and it will attract tourists. It is the wave of the future. Automobiles need to be phased out if we are to decrease our dependence on fossil fuels and seriously address global warming (which we must!). Please make the creation of a dedicated bikeway along this corridor your highest priority.

Response to Rebecca Luening:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Kelley Lyle
908 Seventh Street
Eureka ca 95521
Phone: 441-5080

To Caltrans planners:
I commute along the 101 corridor From Arcata to Eureka by bicycle five days a week. The lack of planning for bicycle traffic along this corridor is appalling. I have almost been taken out by trucks and careless drivers yakking on their cell phones more times than I care to count.

It is time, especially considering the ramifications of global warming, to create a safe commuting route along this corridor for bicycles. Be visionary, create a safe space and the riders will come.

Kelley Kyle

Response to Kelley Lyle:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2-2-'09

Kim Floyd, + North Area Project Mgr.

Subject: • Richardson's Grove
• Eureka to Arcata

I believe I've either talked to you a Debra H. (maybe left phone messages these two projects)

ie: Richardson Grove

• Transplant the Road Trees — talked to retired HSU Professor Jerry Partain and CA State Univ @ Davis (late 80's) and both felt it c be done.

• Plus, reduce the speed to 25m yesterday.

• And, not another Cushing CR where a centerline barrier will needed in the future because of

- 2 -

prevailing speed and increas in accidents on an non-engineered alignment — what Reg. Engr. ~~would~~ would sign-off on (non-engineered) design standards

Eureka — ~~Arcata~~

- take one eucalyptus tree take them all. A recognized hazard. 1

- if not, at least prune the remaining "E" trees - 27' above the pavement. Don't forget Maint. as one did on the median barrie south of town. 2

In closing. The President & the Governor has expressed the relaxation of the Environment (?

- 3 -

in order to speed-up the process to construction; thus creating jobs. I'm hoping that the Engineer spec's and Special Provisions still read "or as directed by the ENGINEER." in environmental spec's should read the same.

And save "bad co" [illegible]

3

Sincerely,

J. R. Lyon

(707) 442-3649

3888 Penn. Ave.

Eureka, CA 95501

(102 yrs of Drivers/CALTRANS in the family)

Kim, you or DEBRA should submit a it award. Amerit award to eliminate GIONZALIMATION. Should recieve ~~to~~ the ~~x~~ amount allowed for an award of ~~this~~ is nature. Can help to prepare same.

Responses to J. R. Lyon:

1. See Group Response III-B-2.

2. Trees adjacent to Route 101 are pruned on an as needed basis for traveling safety and truck clearance.

3. Comments noted; however these comments are not project specific.

Jon D. MacEvoy
1455 Chabot Court
Eureka 95503

To Caltrans planners:

Leave the damned corridor alone. It's working just great the way it is. Isn't the whole idea to save lives? How simply can we put it?
No change!

John D. MacEvoy
1455 Chabot Court
Eureka 95503

Response to Jon D. MacEvoy:

Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Jan Magneson

ADDRESS | CITY | STATE | ZIP
1701 Hyland St. Bayside CA 95524

REPRESENTING (name of organization or agency)
myself

I would like to make the following comments:
PS. 50 MPH's only adds 1 min. between Arcata & Eureka
I think the corridor should stay the same. 1
It need not be 65 MPH. There must be
stats. that prove the 50 MPH has saved many
lives, & damaged cars & people.
However, I would only add a bike lane 2
many people ride to Eureka & they would
be safer with a large white line & bigger sign
posted along with a 50 mph speed limit for traffic
PLEASE DO NOT Close acc. on BAYSIDE Rd. 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Jan Magneson:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. Modified Alternative 3A was selected as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Modified Alternative 3A would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. In addition, Modified Alternative 3A was designed based on suggestions from local businesses to enhance both access and safety. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final Environmental Impact Report/Statement for more information.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Jan Magneson

ADDRESS (home): 1701 Hyland St. CITY: Bayside STATE: Ca ZIP: 95524

REPRESENTING (name of organizaion or agency): Free wheels, + my Parents Alden + Joann McKelvey

I would like to make the following comments:

What about Rising sea levels? Global Warming? All this for not?
At the least put culverts for fish & people under the highway.
and PLEASE Have more input!!!! this is not an informational meeting the new ideas are not yet formulated
Please think Before you DIG!!

NOTE: Please submit comments no later than December 15, 2008

Response to Jan Magneson:

Please refer to Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S) for a discussion of sea level rise.

For more than ten years Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. Since the start of the Draft EIR/S in 2001 the project alternatives have been continually evaluated and modified to minimize impacts and address concerns from the public.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
ANTHONY MANGICAPRA

ADDRESS: 506 A. ST. #4 | CITY: EUREKA | STATE: CA | ZIP: 95501

REPRESENTING (name of organization or agency)

I would like to make the following comments:

HIGHER SPEED LIMITS MEAN MORE DANGER FOR CYCLISTS. CLOSING THE MEDIAN CROSSINGS MAKES IT INCONVENIENT HIGHER SPEED LIMITS WILL BE MORE LIFE THREATENING AND USE MORE FUEL.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Anthony Mangicapra</u>:

Please see Group Responses III-A-1 and 2 for a discussion of speed limits.

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. In addition, Modified Alternative 3A was designed based on suggestions from local businesses. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S for more information.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Xandra Manns

ADDRESS | CITY | STATE | ZIP
1255 C St. | Eureka | CA | 95501

REPRESENTING (name of organization or agency)
Keep Eureka Beautiful, Myself + family

I would like to make the following comments:
Faulty premise that the single-occupancy vehicle will be the main + ~~prod~~ primary mode of travel for next 20 years. With depletion of oil and global warming, we will be walking, riding transit, bikes + horses and won't need your wide freeways.

NOTE: Please submit comments no later than September 28th, 2007

Response to Xandra Manns:

Regardless of future transportation scenarios, the proposed project is needed to enhance safety and provide long term improvements to preserve the existing Route 101 corridor that would benefit all transportation modes.

To CALTRANS 12/3/08

What an insult - to come + see that all of the Alternatives and the Project include removal of Eucalyptus and other large trees! This does not respond to concerns of the people of Eureka and Humboldt County: 1

In other parts of the state CALTRANS does more enlightened planning - here CALTRANS proposes a growth-inducing scheme that actually encourages more speed and reckless driving by creating wider roads. Wake up and do some wise planning - We do not need to fix this corridor this way. Leave it alone at 50 mph - this works well. Leave all the trees. No one removes trees because someone drives off the road and hits them. Why reward the drunks and speeders? 2 3

We don't want deceleration and acceleration lanes and a big freeway overpass/cloverleaf intersection 4 5

This is 2008, not 1958. People are removing asphalt and concrete in other cities and counties. Wake up and plan!

Hoping for a better plan. Xandra Manns 1255 C St

Responses to Xandra Manns:

6. See Group Response III-B-2.

7. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), would not increase the highway carrying capacity since this alternative does not include constructing new though lanes.

8. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor. Please see Group Responses III-A-1, 2, and 3 regarding setting the posted speed limit and traffic enforcement.

9. The acceleration and deceleration lanes need to be extended to meet highway design standards thereby enhancing both safety and traffic flow.

10. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would eliminate uncontrolled vehicle crossing movements at these Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. Please also refer to Group Response III-B-3.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Eli March

ADDRESS (home): 1460 G. st.

CITY: Arcata

STATE: CA

ZIP: 95521

REPRESENTING (name of organizaion or agency): myself

I would like to make the following comments:

Nobody should have to drive 2½ miles north in orde to go South. Thats Ridiculous. 1

Also, I believe increased traffic on local roads should be one of the biggest considerations. It is not fair to residents to have increased traffic in their neighborhood. 2

NOTE: Please submit comments no later than December 15, 2008

Responses to Eli March:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Impact Report/Statement (EIR/S), does include a half signal that would allow left turn moves for both motorists and bicyclists to and from Airport Road. For travelers starting from Airport Road/Jacobs Avenue needing to travel south, there would be no out of direction travel. At other locations there would be out of direction travel, however the half signal at Airport Road and the proposed interchange at Indianola Cutoff would substantially reduce out of direction travel after the existing median crossing are closed.

2. Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system. Route 101 has a higher posted speed limit and a direct alignment between the central urban cores of Eureka and Arcata: as such vehicle drivers on north or south trips longer than a few miles are more likely to use Route 101 rather than Old Arcata Road, State Route 255, and other local streets.

December 11, 2008

Caltrans
Attn.: Kim Floyd
Project Manager
P.O. Box 3700
Eureka, CA 95502-3700

Dear Ms. Floyd:

I am writing to you regarding the EUREKA-ARCATA Route 101 Corridor Improvement Project. I have read numerous articles in the Times-Standard about this project, and I recently attended the meeting at the Wharfinger Building, where you allowed the public to review proposed improvements to this dangerous corridor. Having driven this stretch of road for much of thirty-five years, I am familiar with its nightmares. 1

This is a delicate project for many reasons, as you know. I suggest that you delay your decision making. The economic downturn we are experiencing as a nation may assist in resolving some of these issues. If any of the businesses along this corridor relocate or close in the next two to five years, the considerations for accommodation would significantly change. We have waited this long to resolve this matter. 1

My personal issue is with the cutting of the Eucalyptus trees that were planted as a wind break many years ago. My grandfather came to this area and purchased land in the 1930's. I remember his story of how the wind would pick up cars and move them to other lanes along that area of highway. He explained that it was necessary to plant the trees to prevent accidents. 2

It seems that trees can not grow to any decent size in Eureka. They are always seen as the problem and being passive, as they are, they can't really help themselves. The trees are not the problem. Cutting them would only provide a "temporary fix." As traffic increases in upcoming years, this solution too would not be adequate. We need to look for other solutions that would not destroy the beauty of this passage. Let's not create an eyesore at our North entrance to Eureka. In addition, we must consider the number of birds and other wildlife attempting to live along this corridor.

Sincerely,

Tanya Marseille

Tanya Marseille
P.O. Box 6885
Eureka, CA 95502

<u>Responses to Tanya Marseille</u>:

1. Caltrans has continuously monitored the post Safety Corridor conditions and condition of the roadway and has determined the project is still needed. See Chapter 1 Project Need and Purpose in the Final Environmental Impact Report/Statement for more information.

2. The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. For more information see Group Response III-B-2.

Kathy Marshall
1100 Tilley Ct.
Arcata, CA 95521

To Caltrans planners:

As a regular car commuter between Arcata and Eureka I can tell you that the safety corridor as it exists right now works!! 50 miles per hour is a perfectly reasonable speed at which to travel between the two cities. Not only does it save gas, it has also significantly decreased the numbers of accidents and fatalities along the corridor. Most people comply with the safety speed and I venture to guess that is good for them; a moment in their busy lives to slow down at least a little. Traffic school for speeding violators usually emphasizes the need to revise our false notions that going 5, 10 or 15 miles per hour over any posted speed limit will significantly impact our travel times. The reality is that increased speed usually only results in a time savings of mere minutes, and the bottom line is that those minutes are not worth the aggravation, potential danger or the tickets they can reap. 1 2

CalTrans' proposed "improvements" are not wanted in this community. Closing ingress and egress onto 101 from Bayside and Indianola would severely impact Old Arcata Road, a narrow 2-lane road with zero safety features that is already dangerous for cars and pedestrians alike, not to mention bicyclists. Proposed improvements should include features that our community feels are important, features that are nowhere found in the CalTrans plan. There is a strong movement to create a trail between the two cities that would make bicycling and walking along the corridor not only safer, but actually enjoyable. 3 4

There is no need to spend 55 million dollars on "improvements" that are unnecessary along this 8-mile stretch of roadway. How about spending that money on the trail we want so that I can commute to Eureka more frequently, and in SAFETY, on my bike? Then, I save on gas, get exercise and am allowed to do my part to ease the pressure of global warming.

Response to Kathy Marshall:

1. Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information. Please refer to Group Response I-A regarding the Safety Corridor.

3. Please refer to Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final Environmental Impact Report/Study for a discussion of project effects on Old Arcata Road. Modified Alternative 3A, the Preferred Alternative, includes an interchange at Indianola Cutoff and Route 101 that would eliminate most of the demand to use Old Arcata Road if the Route 101 medians are closed.

4. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Ed Mattson
<ewmatt@sbcglobal.net>
12/03/2008 10:26 AM
Please respond to
ewmatt@sbcglobal.net

To Kim_Floyd@dot.ca.gov
cc
Subject 101 corridor

Kim,

I support the interchange alternative 3A.

Sincerely
Ed Mattson
3156

Response to Ed Mattson:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop. Note that Alternative 3A was replaced by Modified Alternative 3A: the only difference is that Alternative 3A would restrict left turn moves from Airport Road to southbound Route 101 and Modified Alternative 3A would allow left turns from Airport Road.

Dear Kim Floyd,

I support the interchange alternative "3A" for the 101 Corridor.

Sincerely,
Linda Mattson
Arcata, Ca.

Response to Linda Mattson:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop. Note that Alternative 3A was replaced by Modified Alternative 3A: the only difference is that Alternative 3A would restrict left turn moves from Airport Road to southbound Route 101 and Modified Alternative 3A would allow left turns from Airport Road.

O&M INDUSTRIES • License #284930
5901 Ericson Way • Arcata CA 95521 • 707-822-8800
Fax: 707-822-8995

8/2/2007

Caltrans
ATTN: Kim Floyd, Project Manager
PO Box 3700
Eureka, CA 95502-3700

Subject: Eureka-Arcata Corridor
01-Hum-101, PM 79.9/86.3
EA 01-36600,363300
Draft Environmental Impact Statement
Environmental Impact Report

Dear Ms. Floyd,

The intent of this letter is to voice O&M Industries' support of Alternative 3. We are one of the many regular customers of the businesses along the 101 corridor and rely on them to do our work quickly and efficiently.

Our use of those businesses, and therefore our ability to support those businesses and their employees in the future, will be directly and negatively affected by the closure of present access locations.

Our company, and other local businesses, needs access to the businesses along the corridor. The closure of medians will reduce our access, increase the miles traveled and increase the amount of time and energy that is involved. This is not acceptable given the possibility to maintain at minimum the access at Airport Road.

Please consider the possible ramifications of this project. We ask that you do whatever you can to absolutely minimize the effects of your project on the businesses, their employees and customers along the corridor.

Sincerely,

Rob McBeth, Vice President
O&M Industries, Inc.

Customer of *Carl Johnson, Northern Air, Applied Industrial, United Rental, Rogers Machinery, Eureka Oxygen, Redwood Reliance* and *Mid-City Motorworld*

Cc: Mr. Spencer Clifton, Humboldt County Association of Governments
427 F St., Suite 220, Eureka, CA 95501

Mayor Virginia Bass, City of Eureka
531 K St., Eureka, CA 95501

<u>Response to Rob McBeth</u>:

Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. See Chapter 2 in the Final EIR/S for details.

Please refer to Section 3.1.6 – Traffic, Transportation/Pedestrian, and Bicycle Facilities in Chapter 3 of the Final EIR/S for more information regarding potential transportation related effects to businesses. Every feasible means to maintain access to businesses and minimize traffic delay during construction will be implemented.

Robert E. McCombs
PO Box 4175
Arcata, CA 95518

To Caltrans planners:

This isn't LA or SF, it's rural extremely Northern California. We don't need a freeway to connect Arcata and Eureka with it's attendant destruction of local businesses along the corridor, the paving of the wetlands at the proposed Indianola intersection and the demolishing of the only safe alternative transportation route between the cities.

The current Safety Corridor has proven that it works in it's present configuration: Lets keep it the way it is...

thanks,
Bob

Response to Robert E. McCombs:

Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Study, which has been revised.

Regarding the Safety Corridor, please refer to Group Response II-B.

Regarding bicycle improvements, Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public since project planning was initiated. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Erin McDonald Arcata CA 95521
ADDRESS CITY STATE ZIP
2919 Highland Ct
REPRESENTING (name of organization or agency)
Biker, community member
I would like to make the following comments:
I commute between Arcata & Eureka for work. I do not own a car. Biking is my preffered method of transportation but due to the danger associated with the A/E corridor I take the bus, which is often over crowded with bikes. If Caltrans is going to invest in transportation I would like to see them address the best-valued [illegible] bicycle & under served cyclists in this community with the bike path they have been workers for for years
NOTE: Please submit comments no later than September 28th, 2007

Response to Erin McDonald:

Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), would enhance safety and provide long term roadway improvements for all transportation modes.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME Jonathan Mc Donald

ADDRESS 4050 N. Highway 101 CITY Eureka STATE CA ZIP 95503

REPRESENTING (name of organization or agency) K.O.A.

I would like to make the following comments:

Dear Kim, Thank You for your time and dedication to this project. Looks like you did well last night on the "hot seat."

Offizially we are opposed to the closing of the median at bracut. Traveling south to Eureka from KOA will mean a 4 mile detour, Obviously this will decrease present land value and be a permanent right away problem.

Signal lights and reduced speed limits are plausible solutions

NOTE: Please submit comments no later than September 28th, 2007

JONATHAN

<u>Response to Jonathon McDonald</u>:

Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), would enhance safety at the Bracut intersection. Traffic volumes are projected to increase on Route 101 between Eureka and Arcata, which would increase the difficulty to make left turn moves at intersections without an improvement project.

The proposal to increase the posted speed limit after project construction has been dropped: see Group Response III-A-1 for more information. For a discussion of signalization, please see Group Response II-C.

KOA KAMPGROUND
#1 FOR GOOD CLEAN FUN

Eureka KOA Kampground

4050 North Highway 101 • Eureka, CA 95503-9415
(707) 822-4243 • E-mail: eurekakoa@aol.com
www.koa.com/where/ca/05122.htm

December 4, 2008

Ms. Kimberly Floyd
Project Manager- Eureka-Arcata Corridor Project
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Subject: Eureka-Arcata Route 101 Corridor Improvement Project

Dear Ms. Floyd,

Thank you for your time and dedication to this project. I commend you on somehow managing to keep smiling while fielding multiple questions and enduring multiple suggestions and opinions. Unfortunately last night at the Wharfinger building meeting, I was unable to speak to you concerning the latest Caltrans proposals and its direct relationship to our business, the KOA campground. However, I did have the privilege of speaking with your project designer. He suggested that I put our comments and concerns in writing.

Obviously, we share a common driveway with the Caltrans yard and Resale lumber. Mutually, we will all be impacted.

The current modified proposals leaves exiting south bound travelers from our driveway with two options: 1

1. Travel north to Bayside Rd cutoff, east on Bayside Rd, south on Old Arcata Rd all the way back to Eureka or make the loop via Indianola Rd and 101 North (almost all the way back to beginning point of the driveway) to the J-turn. This design loop is not really a viable option because it is an additional distance of 4.4 miles. Arguably, it isn't feasible, nor safe to send big RV's on the undersized Old Arcata Rd. either. 2

Eureka KOA Kampground

4050 North Highway 101 • Eureka, CA 95503-9415
(707) 822-4243 • E-mail: eurekakoa@aol.com
www.koa.com/where/ca/05122.htm

#1 FOR GOOD CLEAN FUN

2. Travel north to Arcata's 255 overpass. This is not a plausible option either.
   A.) It is an additional 5.29 mile loop to get back to the original starting point. (Driveway/101)

   B.) The overpass of 255 is dangerous and difficult to navigate because merging traffic onto 101 is using the same lane as exiting traffic from 101. To overload this would be highly problematic 3

The current corridor proposals would greatly impact our business in a negative way. To push customers in an "out of direction" travel loop on a non-friendly big rig alternate would be disastrous for us. The new proposals will expend more energy and inflate energy costs as well. 4

In conversation with your project designer, I asked why we could not move or add an additional J turn that would accommodate all of the business along the corridor. This would mean for us, that we would need a J turn north of our driveways. He said there was a minimum of ½ mile distance that was required between the entering and exiting points. He suggested that Bayside travelers would be tempted to try to cheat the system and use the J turn. Upon closer examination however the requirements of the ½ mile minimum margin between the entering and exiting points are met with about 150 feet to spare. In addition, when you consider that there will be a sweeping merging lane from Bayside Rd to the 101 corridor and not a horizontal / vertical relationship between the joining of the roads, it is a distance of hundreds of feet and would safely and sufficiently mitigate the traffic flow in all directions and eliminate the dilemma the present proposals are suggesting. 5

Thank you for considering all of the impacts your decisions will have upon local businesses and our local economy. I believe we can make the best of an unpleasant situation.

Thank you!

Sincerely,

Jonathan McDonald

Cc: Mayor Virginia Bass, City of Eureka
Mr. Dave Tyson, City Manager, City of Eureka
Mr. Spencer Clifton, Humboldt County Association of Governments
Mr. Tom Matson, Public Works Director, County of Humboldt
Ms. Jill Geist, Chair of the Humboldt County Board of Supervisors

2 of 2

Responses to Jonathon McDonald:

1. Both Alternatives 1A and 3A were not selected as the Preferred Alternative: Modified Alternative 3A is identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Preventing left turn moves at the Route 101/Bracut intersection would enhance safety by eliminating or at least substantially reducing the possibility of broad side collisions. Modified Alternative 3A is similar to Alternative 3 except that the intersection at Indianola Cutoff would have steeper fill slopes and the Route 101/Airport Road intersection would have a half signal rather than a full signal.

2. Old Arcata Road have been widened and now would better accommodate recreational vehicles.

3. The proposed project would not overload the Route 101/255 interchange in Arcata; there are currently no safety concerns at this location.

4. Caltrans staff acknowledges that out-of-direction travel would result by closing the Route 101 median at Bracut. Modified Alternative 3A, the Preferred Alternative in the Final EIR/S, would allow vehicles to safely turn around at the proposed Indianola Cutoff interchange and travel north to the KOA entrance. The out of direction travel would be about a mile.

5. A turnaround (J turn) could not accommodate traffic entering Route 101 from the Bracut intersection (on the eastside of Route 101) because more than a 0.5 miles of roadway distance is needed for vehicles turning right from Bracut (east of Route 101) to accelerate, merge with Route 101 through traffic, and complete a lane change to access the turnaround. Drivers need adequate advance sign notification, distance, and time to safely make this maneuver. In addition, the proposal to extend/improve the acceleration lane at Bayside Cutoff has been scaled back.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Dora McHatton

ADDRESS (home) / CITY / STATE / ZIP: 169 Redmond Road Eureka Ca 95503

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

I dont like the 1A alernative.
I feel Alt 1 & close all medians isnt a good thing
for all the people between Bayside and Indianola Road

I only see Alt 3 as something good for every one
along Corrodor, regardless of Costs.
with this Choice, there would be no need
for 55 mile speed on Corrodor, which Causes people
to by pass it and use old arcata Road and speed.

NOTE: Please submit comments no later than December 15, 2008

1

2

3

4

Responses to Dora McHatton:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), would eliminate all uncontrolled Route 101 median crossings in order to meet the project need and purpose of enhancing safety. See Chapter 1 in the Final EIR/S for more information. Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

2. Modified Alternative 3A is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop.

3. See Group Response III-A-1 regarding the posted speed limit after project construction.

4. Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system. Route 101 has a higher posted speed limit and a direct alignment between the central urban cores of Eureka and Arcata: as such vehicle drivers on north or south trips longer than a few miles are more likely to use Route 101 rather than Old Arcata Road, State Route 255, and other local streets.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Wayne McHatton

ADDRESS (home): 169 Redmond Rd. CITY: Eureka STATE: Ca ZIP: 95503

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

1) The only plan on the table that makes sense to me is Alt #3 — 1

2) The road and approaches to the Redwood Co. should be moved north toward their office — 2

3) It seems to me that continuing the frontage road north to Indianola Rd and full traffic lights at both ends would be a better alternative — 3

NOTE: Please submit comments no later than December 15, 2008

Response to Wayne McHatton:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop.

2. Comment noted, however in order to minimize cost, right-of-way acquisition, ground disturbance/wetland, Modified Alternative 3A includes extending the existing acceleration and deceleration lanes at California Redwood mill, rather than shifting the entrance and extending the lanes.

3. Early in the planning process alternatives with frontage roads were identified and evaluated but dropped from consideration because of the high right-of-way acquisition and wetland impact costs.

Thank you for doing your part.

In doing your part to keep Eureka beautiful, you're doing so much more than you realize toward reducing crime, improving the environment, reducing energy usage and creating a more liveable city.

BOARD MEMBERS

Michele McKeegan *President*	Xandra Manns *Vice Pres.*	Diane Batley *Secretary*	Kari Love *Treasurer*
Jessica Bigger	Carl Birks	Mary Gearheart	Shelley Holstein
Mary Kirby	Ron Kuhnel	Chris Kerrigan	Helen L'Annunziata
Barbara Maxon	Liz Murguia	Melanie Williams	Minnie Wolf

Kim – I wanted to thank you for meeting with us last week and for your continued willingness to consider our concerns. I very much appreciate the changes you've already made in terms of tree removal. And I still hope we can find a way to not cut down the 300 eucalyptus.

Kindly,
Michele

<u>Response to Michele McKeegan</u>:

See Group Response III-B-2 for a discussion of tree removal.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
ALDEN McKelvey

ADDRESS 4149 BROOKWOOD CITY Bayside STATE CA ZIP 95524

REPRESENTING (name of organization or agency)

I would like to make the following comments:

EUREKA is 30 miles per Hour ; 50 mps is
NOT MUCH Different THAN ARCATA 1
WE DO NOT NEED to fill in wetlands
AND WASTE GAS going around Bayside 2
CUT OFF : ONLY 1 min. 50 vers 65 mps
TO EUREKA WHY SPEND SO 1
MUCH $'S LEAVE IT AS IT IS
CALTRANS VS COMUNITY . 2
DON'T DO IT/PUT IN A BIKE LANE 3
4

NOTE: Please submit comments no later than September 28th, 2007

Responses to Alden McKelvey:

1. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. It should be noted that it is likely many southbound motorists on Route 101 would prefer using the proposed interchange at Indianola Cutoff and travel north on Old Arcata Road rather than using Old Arcata Road from Arcata to Bayside because this segment of Old Arcata Road has a reduced speed limit with traffic circles and speed bumps.

3. Caltrans staff regrets the perception that public concerns and needs are ignored. Preliminary planning and design began in 1999 to construct a project that would enhance safety for all users. Since project initiation, Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. Subsequently, all build alternatives were modified to address concerns from the public and public agencies.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Joann McKelvey
4149 Brookwood
Bayside CA 95524

To Caltrans planners:

I strongly oppose closing the Bayside Cutoff. 1

Why change the speed limit of 50 to 65 mph when Eureka is 30 mph. 2

My husband and I use this corridor every day; 50 mph is a comfortable speed.

I remember a newspaper article that stated that it only takes one extra minute to travel at the reduced speed to or from Eureka.

Why put in an ugly expensive over-pass on a beautiful roadway? Do you want Humboldt County to look like Southern California? 3

Please leave the highway speed at 50 for these few miles. Save resources and fix up the bike lane. 4

Response to Joann McKelvey:

1. If one or more Route 101 medians are closed, the result would be creating more demand to use the remaining open medians such as Bayside Cutoff. This would in turn result in degradation of traffic operations and potentially safety at Bayside Cutoff. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, southbound travelers would continue to Indianola Cutoff to turn around and proceed north on Route 101. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. The posted speed limit will remain 50 mph or lower between the Eureka Slough Bridges and the Jacoby Creek Bridges. The posted speed limit will remain 65 mph north of the Jacoby Creek Bridges.

3. The proposed interchange included in Modified Alternative 3A is a compact diamond interchange that was designed to visually blend in with a rural setting unlike the urban interchanges such as the Route 101/299 interchange in the City of Arcata.

4. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME Melvin McKinney Cutter
CITY
STATE ca
ZIP 95534

ADDRESS Po. Box 78

REPRESENTING (name of organization or agency)

I would like to make the following comments:

the wetland drainage should not be drained to the North through Indianola Rd. But should be drained To The Bay. 1
A Bike trail could be put on the west side of 101 between Eureka & Arcata 2
I prefer alternate 3 as the best Solution For This corridor. I agree Safety is why This project was brought about so Lets do The best job For our Future Safety while driving on This highway. 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Melvin McKinney:

1. The proposed project would perpetuate the existing drainage flow; generally all roadway runoff drains to the bay.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes the same features as Alternative 3, except Modified Alternative 3A would have half signal at Airport Road and an interchange with steeper slopes.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Melvin McKinney

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

REPRESENTING (name of organizaion or agency): Myself

I would like to make the following comments:

1. Do not cut The Trees Down. 1
2. Enforce The Speed Limit To 50 mph. 2
3. Put Stop Signs at Indianola Crossing. 3
4. Put Stop Signals at. Airport Rd. 4

NOTE: Please submit comments **no later than December 15, 2008**

Responses to Melvin McKinney:

1. Please see Group Response III-B-2 for more tree removal discussion.

2. See Group Responses III-A-1, 2, and 3.

3. Route 101 between Eureka and Arcata has the highest traffic volumes of any coastal highway between Sonoma County and Oregon. Stopping all vehicles on Route 101 in both directions would not be practicable. Please refer to Group Response II-C for a discussion of signalization at intersections.

4. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal at Airport Road which would allow left turn moves to and from Route 101 at Airport Road.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Nancy McLaughlin

ADDRESS (home): 2525 Redwood Way, CITY: Fortuna, STATE: CA, ZIP: 95540

REPRESENTING (name of organizaion or agency): Private Citizen

I would like to make the following comments:

Please don't cut down the trees. This is a case where beauty + history trump so-called "progress." Improve what you can but spare the trees.

NOTE: Please submit comments no later than December 15, 2008

Response to Nancy McLaughlin:

See Group Response III-B-2.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

THOMAS MCLAUGHLIN

NAME

SEQUOIA COTTAGE #901, 2525 REDWOOD WAY, FORTUNA CA 95522

ADDRESS (home) CITY STATE ZIP

RETIRED

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

WE ADMIRE THE BEAUTIFUL TREES ALONG THE HIGHWAY AND HOPE THAT VERY FEW WILL BE REMOVED.

YOUR EXHIBIT ~~AT~~ AT THE WHARFINGER BLDG. WAS VERY IMPRESSIVE.

NOTE: Please submit comments **no later than December 15, 2008**

Response to Thomas McLaughlin:

See Group Response III-B-2.

Dec. 16, 2008

Dear Kim Floyd

My wife & I have talked about our various concerns re. the Cal-Trans changes to the road system around Bayside — There are many things we could say but have decided to keep this short to emphasize the most important items —

1 – There should be a legal sized bike and walking lane from Indianola Rd. to Arcata (at least) Really there should be one the whole length of Old Arcata. 1

2 – The 50 mph limit should be maintained – We've not had a serious accident since it was installed. 101 2

Old Arcata Road

3 – We walk our dog to the post office — we raised three kids who rode their bikes to Jacoby Creek and under current conditions it is not safe. Can you imagine what will happen with the serious increase in speed & traffic. 3

Thanks – Madeline & David McMurray

P.O. Box 64, Bayside, CA 95524
home (707) 822-8840
cell (707) 834-0170

<u>Responses to Madeline & David McMurray</u>:

1. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. See Group Response III-A-1.

3. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal and an interchange at Indianola Cutoff that would minimize out of direction travel. Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system. Route 101 has a higher posted

speed limit and a direct alignment between the central urban cores of Eureka and Arcata: as such vehicle drivers on north or south trips longer than a few miles are more likely to use Route 101 rather than Old Arcata Road, State Route 255, and other local streets.

1615 Balboa Rd.
McKinleyville, CA 95521
September 5, 2007

Mr. Rod Parsons
Chief Environmental Branch E-1
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr Parsons:

I am writing to express my opinion concerning the fate of the 101 safety corridor between Arcata and Eureka. I drive this road from McKinleyville to Eureka at least 5 days a week. The creation of the safety corridor has returned a good deal of sanity to this road. Prior to this people drove too fast and it was very unsafe. Now everyone seems to obey the speed limit and there have been no more serious accidents. Why change a good thing? The safety corridor encourages safe driving and fuel conservation. Please don't change it.

Sincerely,

Jeri Meister

Jeri Meister

Response to Jeri Meister:

Please see Group Responses 1-A and II-B for a discussion of the Safety Corridor and the project need and purpose. Modified Alternative 3A, identified as the Preferred Alternative in the Final (EIR/S), is needed to enhance safety and provide long term roadway improvements that would benefit all travel modes.

"Greg"
<gtmellon@suddenlink.net>
12/02/2008 11:34 PM

To <kim_floyd@dot.ca.gov>
cc
Subject Fw: please don't cut the eucaylptus trees along the corridor.

Hi Kim, Thanks for callling with your email address. Greg
----- Original Message -----
From: Greg
To: kim_floyd@ca.gov
Sent: Tuesday, December 02, 2008 9:14 AM
Subject: please don't cut the eucaylptus trees along the corridor.

Kim, cutting the trees to improve visibility and accessibility for trucks entering and leaving from the Arcata Redwood site seems very drastic considering the amount of truck traffic. Is there really a problem? The esthetic value of the trees is huge. Are there alternatives? Cal Trans has done a great job keeping them trimmed and looking good. Thanks for that. They are a wonderful positive attribute of the bayside ambience. Sincerely, Gregory Mellon DDS

Response to Gregory Mellon, DDS:

The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees.

Despite the low vehicle volumes accessing the mill entrance, extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Traffic on Route 101 is projected to increase and having the roadway meet design standards becomes more critical for traffic safety and operation reasons. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

California Department of Transportation (Caltrans)
COMMENT CARD (Presented at Humboldt Co. Fair Aug. 9-19, 2007)

NAME: Denise Merrill

ADDRESS: (home) 1200 Van Ness | CITY Ferndale | STATE CA | ZIP 95536

Representing: (name of organization or agency) | e-mail address: | phone # 786 4506

☐ Question ☑ Comment | Would you like a response? ☑ Yes ☐ No

please find a way to decrease the amount of traffic thru Eureka caused by 101 using our city streets!! ie: Broadway, 4th & 5th St

NOTICE: Information provided on this comment card is considered to be public information, and will be released upon request under the terms of the California Public Records Act.

Response to Denise Merrill:

Traffic reduction on Broadway and 4th and 5th Streets within the City of Eureka is not included in the project need and purpose. Also the project construction limits do not encompass Broadway and 4th and 5th Streets. It should be noted that the proposed project would not increase the vehicle carrying capacity of Route 101 between Eureka and Arcata.

California Department of Transportation (Caltrans)
COMMENT CARD (Presented at Humboldt Co. Fair Aug. 9-19, 2007)

NAME: TOM MERRILL

ADDRESS: (home) 1200 VAN NESS CITY FERNDALE STATE CA ZIP 95536

Representing: (name of organization or agency) | e-mail address: | phone #

☐ Question ☒ Comment Would you like a response? ☐ Yes ☒ No

FIX BROADWAY – LOOK AT BEND, OREGON AS A MODEL. (3RD ST./EXPRESSWAY)

DO NOT FIX BUCKHORN UNTIL EUREKA IS FIXED

NOTICE: Information provided on this comment card is considered to be public information, and will be released upon request under the terms of the California Public Records Act.

<u>Response to Tom Merrill</u>:

Traffic reduction on Broadway within the City of Eureka is not included in the project need and purpose. Also the project construction limits do not encompass Broadway. Caltrans projects in each county are essentially follow separate planning and programming processes.

"David Meserve" <davemeserve@suddenlink.net>
09/28/2007 08:47 AM

To <kim_floyd@dot.ca.gov>
cc
Subject Eureka-Arcata 101 corridor comments

Hi Kim,

Below and attached are my recommendations, in list form, for what Caltrans should do regarding the corridor project. I am hopeful that, given only the listed alternatives, Caltrans will adopt the "no build" option. However in the long run, I would hope that Caltrans will work with local entities to create a project that addresses the needs and concerns of residents, as repeatedly expressed at the public hearings. This would be a great place to actually have a Caltrans project to build a bicycle and pedestrian trail, under the provisions of Chapter 31, section 4 of the Project Development Procedures Manual. There also seems to be broad support for a scenic highway designation for the corridor, which would of course entail more cooperation with local entities. 1 2

Thank you for your continuing ability to graciously accept criticism of the proposed project and for your willingness to work with local people to develop a project that will meet the long term needs and visions of the community.

Dave Meserve

834-3612

Caltrans proposes to spend over 60 million dollars to "upgrade" Highway 101 between Eureka and Arcata. Plans include:

- Repairing or replacing bridges at Jacoby Creek and Gannon Slough.

- Closing all medians, including Bayside Road, Bracut, and Simpson
- Providing an acceleration lane at the Simpson mill, that will entail the cutting of over a hundred Eucalyptus trees
- Building an interchange at Indianola Road, at a cost of over 30 million dollars.
- Raising the speed limit back up to 65mph.

3

Caltrans should:

- Recognize that its own mandate requires that it build non-motorized transportation facilities, if such facilities will increase traffic safety or highway capacity. (Chapter 31, Article 4, Project Development Procedures Manual) 2
- Recognize its responsibility to respect the codified policies of Eureka, Arcata, and the County of Humboldt, which have all prioritized non-motorized transportation and public transit facilities. 4 5
- Maintain the "Safety Corridor" designation.
- Do necessary maintenance work required for a highway with a 50mph speed limit. 1
- Provide funding for increased and continuing enforcement of the 50mph speed limit.
- Cooperate with local agencies to implement a shared vision for the Eureka-Arcata corridor that makes it a true Multi-Modal Transportation Corridor. 3
- Consider "Scenic Highway" and inter-city greenbelt designation for the Corridor, remove the billboards and limit development on adjoining properties. 5
- Repair and reconfigure the railroad right-of-way prism both 6

  -to accommodate rail and/or trail uses, and 7

  -to provide a more effective dike to protect the transportation corridor from bay waters in preparation for anticipated higher sea levels and more intense storms.
- or alternately

  -to repair the existing dike/rail prism, and

  - to build a bicycle and pedestrian trail within the Caltrans right-of-way.
- Build and maintain, with inter-agency cooperation, a Bicycle and Pedestrian trail between Eureka and Arcata

2

caltrans should....doc

Responses to Dave Meserve:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

3. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), would include an interchange at Indianola Cutoff that would have steepened fill slopes (compared to Alternatives 2 and 3) and would cost less than $30 million. Since the public circulation of the Draft EIR/S in July 2007, the proposal to raise the speed limit to 65 mph on the expressway segment of Route 101 has been dropped. Please also see the posted speed limit discussion in Group Responses III-A-1 and 2.

4. Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D for more information.

5. Caltrans is an active participant on the Humboldt Bay Trail Planning Team. Caltrans is supportive of the effort to develop separated non-motorized trails adjacent to Route 101 between Eureka and Arcata; none of the Arcata-Eureka Corridor project improvements would preclude development of a bay trail.

6. See Group Responses III-B-1, III-B-2, and III-B-4.

7. The North Coast Railroad Authority (NCRA) owns and is responsible for the existing railroad prism adjacent to Route 101. Caltrans can plan and work cooperatively with NCRA, but cannot unilaterally direct how NCRA plans or uses the railroad right of way.

December 20, 2008

Ms. Kim Floyd, Project Manager
California Department of Transportation
1656 Union Street
Eureka, CA 95501

Dear Ms. Floyd:

I am writing to express my concern and dissatisfaction over CalTrans' proposal to remove eucalyptus (and other) trees along the 101 Safety Corridor between Arcata and Eureka.

These trees are not only a beautiful and historic asset to our community, but also serve as a traffic calmer; add function as a windbreak, and, in addition, provide homes and refuge for small wildlife.

It seems to me that any rerouting of the highway in this area should be accomplished by using the median strip, sparing the eucalyptus trees.

Please reconsider Alternative Plans 1A and 3A to save our wonderful trees!

Regards,

Todd Metcalf
212 West Cedar Street
Eureka, CA 95501

Response to Todd Metcalf:

Modified Alternative 3A is the Preferred Alternative identified in the Final Environmental Impact Report/Statement. The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. See Group Response III-B-2 for more discussion of tree removal.

To: Mr. Rod Parsons
Chief, Environmental Branch E-1
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

From: Colette Metz
HSU Natural Resources Planning Student
1404 Foster Ave #6
Arcata, CA 95521

Subject: Comments on the Eureka – Arcata Route 101 Corridor Improvement Project

Thank you for extending the comment period for the 101 Corridor Improvement Project DEIS/R. My concern revolves around: the relevance of the projects purpose involving safety and reducing delay; the possible elimination of State Transportation Improvement Program (STIP) funds for additional projects; traffic volume increases and safety on Old Arcata Road; and a lack of integral planning considerations (including constraints and opportunities) for Eureka and a Humboldt Bay Trail.

The DEIS/R responds to current transportation problems and deficiencies along with future projected traffic increases on the corridor with various improvements that only promote and facilitate motorized travel. An investment in alternative transportation (such as public transit, a multi-use trail, or better yet, a trail-with-rail) would be consistent with the community's values and concerns for safety, mobility, service, land use, the environment, and recreation. 1 2

The proposed Eureka to Arcata Route 101 Corridor Improvement Project consists of various improvements on Route 101 between the Eureka Slough Bridge and 11th Street over-crossing in Arcata. Major project features may include closing roadway median crossings, constructing an interchange at Indianola Cutoff, replacing or widening Jacoby Creek and Gannon Slough Bridges, and realigning and signalizing the Route 101/Airport Road intersection. The purpose of the project is to improve safety; reduce operational conflicts and delay; rehabilitate roadway to meet current traffic engineering design standards as feasible; and extend the pavement service life of the roadway in the Route

101 corridor between Eureka and Arcata. Three Build Alternatives and a No-Build Alternative are evaluated in the DEIR/S. The proposed project could affect traffic circulation, wetlands, listed fish species, water quality, and visual resources. Mitigation is being proposed to reduce potential project impacts.

The emphasis on a lack of safety of intersections in the 101 corridor was drawn from collision rate statistics collected during 5/19/1997 through 5/18/2002; the period before Caltrans implemented the Safety Corridor. Although the Safety Corridor was set up as an interim measure to reduce intersection collision rates, statistics show that it has been successful in substantially reducing total collisions (45% fewer collisions including 80% fewer collisions at intersections during the Safety Corridors first year (page 4 in the DEIS/R)) and eliminating fatalities. Concerns over the loss of the Safety Corridors effectiveness over time will be accompanied and prevented by additional police staffing and enforcement that will have to be accommodated as population growth increases in adjacent urbanized communities. 3

The analysis on intersection delay during peak traffic periods was measured by Level of Service (LOS) and determined left-turn traffic crossing Route 101 received a designated LOS E. There is confusion because the text on page 6 refers to 1998 LOS for left-turn movements as receiving a LOS E, while Table 1-2 refers to year 2006 LOS. If indeed LOS was drawn from 1998 peak traffic periods than delay may have improved with the onset of Safety Corridor requirements of slower speed travel. Nevertheless, it is hard to justify closure of median crossings with justification of delay, when the same users are going to be burdened with out of direction travel, which involves using more fuel, wasting more time, creating more pollution, and emitting more greenhouse gases. As stated in the DEIR/S, "some improvement can be expected [at intersections] by extending the existing acceleration and deceleration lanes and turn pockets." Improvements completed in 2004 on the acceleration and deceleration lanes at Airport Road and Route 101 "collectively improved the operation of Route 101 as well as enhanc[ed] safety." 4

A valid concern brought up in the September 5, 2007 Arcata City Council Meeting is the possible elimination (for an estimated four to six years) of State Transportation Improvement Program (STIP) funds for future local transportation uses, in order to fund the 101 Corridor Improvement Project. The Humboldt County 2006 Regional Transportation Plan (RTP) assesses transportation systems and future transportation needs for all transportation modes while also summarizing funding programs/sources. 'Short-term (0-10 years) STIP Funded and Candidate Roadway Projects' proposed in the RTP, total in cost to $70,374,000 (Table IV-1 Short Term Roadway Projects). There are a considerable amount of projects that rely of STIP funding, including notable road and safety improvements on Old Arcata Road. Table 3-15 in the DEIS/R, predicts that Alternatives 2 and 3 will have little to no effect on traffic volume increases on Old Arcata Road for the year 2031. This is a weighted average by distance for alternatives compared to the pre-Safety Corridor conditions within the 101 Corridor; it does not take into account the effects of proposed median closures. Traffic volumes will increase on Old Arcata Road (during and after construction of the proposed 101 project), and without proper improvements, will sacrifice driver, bicyclist, and pedestrian safety. 5 6 7

There is an unstated assumption that the 101 corridor "expressway" should mirror the high-speed "freeway" that begins North of Gannon Slough Bridge. This would be feasible if the stretch through Eureka didn't slow to a speed of 30 mph because of congestion. Rush hour LOS in Eureka is already an "F" on Broadway and North of Myrtle on 101, and an "E" on the rest of Fourth and Fifth Streets. Transportation planning for Route 101 in Humboldt County should consist of re-routing 101 out of Eureka. Instead, Eureka has $115.85 million worth of congestion alleviation projects lined up over the next 20 years including widening Broadway, extending Waterfront drive, and building parking structures (Chris Rall, Executive Director of Green Wheels; "Bagging Mount Indianola" The Arcata Eye, launched 8/28/2007). 8 9 10

There are cost-effective, practical ways to accommodate growth and travel demand on the Highway 101 corridor and in neighboring communities. Public transportation would improve safety, while reducing congestion, environmental impacts, and dependence on imported fuel, cars, and insurance. A multi-use trail would provide bicyclists with a safer route and would foster new users. Already, many bicycle riders won't access the Route 101 corridor because of safety concerns, and an increase of motorist speed will only increase these concerns. 2 11 8

Another option advocated by the Timber Heritage Society is to operate a tourist train along the bay to a proposed historical museum in Somoa. With tracks repaired, it would be relatively inexpensive (since the right-of-way and the tracks already exist) to provide light rail service between Arcata and Eureka, and onto the College of the Redwoods in the future. The North Coast Rail Authority (NCRA) right-of-way is 50 feet wide and could accommodate a 12-foot wide trail a few feet lower than the rails, on the highway side (NCRA has agreed in principle to grant an easement for the trail). According to Dave Meserve, a former Arcata City Council member, the cost of building a new trail and upgrading the rail is estimated at about $30 million (Times-Standard Article, "Let's Reframe Trail-Rail Discussion," launched 7/22/2007). 2 11

A Feasibility Study for a Humboldt Bay Trail was prepared in 2007 to analyze the feasibility of developing a Class 1 bikeway/multi-use trail between Arcata and Eureka. The study was a cooperative effort undertaken by Humboldt County Association of Governments (HCAOG), Humboldt County, the City of Eureka, the City of Arcata, District 1 of Caltrans, the North Coast Rail Authority (NCRA), the Humboldt Bay Harbor Recreation and Conservation District, the State Coastal Commission, and other local partners. The study summarizes the existing conditions of the area, examines constraints and opportunities, and describes and evaluates five trail options. Of the five options developed, there seemed to be little support for the status quo, and there was broadest

public support for the "Rail with Trail" option. The 101 Corridor Improvement Project seems to be inconsistent with these future considerations of non-motorized and rail-use opportunities of the corridor. I question why the 101 improvement project and the multi-use bay trail project weren't joined as one project improving the corridor as a whole. 2 11

A trail between Eureka and Arcata would be a link in the California Coastal Trail (CCT). Lying within the Coastal Zone, the Coastal Commission is the state agency responsible for statewide coastal planning and regulation, operating under the Coastal Act of 1976. An important part of this responsibility is the Coastal Commission's role as the lead agency for CCT planning and permitting for the entire coastline. A primary objective for the Commission is to ensure the selection of a continuous and coordinated trail alignment, which respects and protects natural resources in a manner consistent with the Coastal Act. The basic goals of the Coastal Commission, as stated in the California Coastal Act (Section 30001.5 (c)) are to: "Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners." There should be more consideration for the Coastal Commissions goals for public access and recreational opportunities in the 101 Corridor Improvement Project. It is in the projects best interest since it requires a Coastal Development Permit. 11

Alternative transportation modes will result in less automobile traffic on the Route 101 Corridor in 25 years. The improvements that are being proposed for the Route 101 Corridor doesn't take in account the public policies of Arcata, Eureka, and Humboldt County which all seek to reduce single-occupant vehicular traffic by actively promoting carpooling, public transportation, and safe bicycle and pedestrian infrastructure. Also, an emphasis of non-motorized transportation would address the State mandate to reduce greenhouse gas emissions. 2 12

We have a chance to really shape our future transportation planning. The Corridor between Arcata and Eureka is a spectacular setting, perfect for alternative transportation modes that will draw local residents and visitors to Humboldt Bay to discover its natural, cultural, and historic resources. Investing in alternative transportation will build community character, while additionally promoting recreational and coastal access; safe, enjoyable non-motorized transporation; healthy lifestyles; and economic vitality. I suggest selecting the "no build" alternative and focus money and energy on creating a multi-use trail connecting Arcata and Eureka, together with other transportation approaches such as providing light rail service or bus rapid transit. We can make a model of inter-city connectivity that reflects the community's values and pride. 13

Thank you for your time, hard work, and consideration,

Colette Metz

Colette Metz

Responses to Colette Metz:

1. The proposed project would not expand the highway to increase the vehicle carrying capacity; the project consists of improvements that would enhance safety and provide long term roadway maintenance which would benefit all travel modes.

2. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

3. See Group Responses I-A and I-C.

4. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal at the Route 101/Airport Road intersection and a Route 101/Indianola Cutoff interchange; these features would substantially reduce out of direction travel.

5. Please refer to Chapter 2 of the Final EIR/S, which has updated State Transportation Improvement Program (STIP) and State Highway Operations and Protection Program (SHOPP) information.

6. Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S has been revised. The information in the tables reflects closing or improving all existing non-controlled Route 101 intersections.

7. Since the public circulation of the Draft EIR/S in 2007, Old Arcata Road has been improved and widened.

8. The project need and purpose does not include building improvements for the purpose of raising the posted speed limit or upgrading the Route 101 expressway segment to a freeway. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information

9. The posted speed limit Route 101 south of the Eureka Slough Bridges is 30 mph, which is the appropriate speed for an urban setting. The Route 101 segment north of the Eureka Slough Bridges is far less densely developed and a higher speed limit would be appropriate. The purpose of the project is not to accommodate the creation of a higher speed roadway.

10. A highway project to bypass Eureka was planned and designed in the early 1970s but was later found to be not feasible about 15 years ago. Any proposal for a by pass highway would need to be initiated by the affected city, county, regional, and state governments.

11. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

12. Please refer to Chapter 4 of the Final EIR/S which includes a revised discussion of greenhouse gas emissions.

13. Please refer to Group Responses I-A and I-C.

C. L. Michaels
1568 Beverly Dr.
Arcata, CA 95521

September 10, 2007

Rod Parsons
California Department of Transportation
P. O. Box 3700
Eureka, CA 95502

Dear Mr. Parsons,

I want to comment regarding the "improvements" proposed by Cal-Trans for Highway 101 between Arcata and Eureka, now known as the safety corridor.

I live in Arcata but I own a business in Eureka so I drive the stretch of highway twice a day nearly every day. I appreciate the 50 mph speed limit. I would not want it raised under any circumstances. 1 This stretch of road should not become a freeway. The businesses along the 101 are important to our local economy and should not be negatively impacted by closing the medians. 2 Folks leaving the KOA campground who want to travel south would have to drive all the way to Arcata and turn around. 3 That's not a very good impression to leave on visitors.

I feel strongly that the safety corridor has been a real success. It is true that turning left onto the highway can require a bit of patience but I don't have a problem with this. 2

Why do we need the changes Cal-Trans wants to make? Why should these millions of dollars need to be spent needlessly? I can't think of a single person here who has told me they want the medians closed and an expensive interchange put in at Indianola. 2

If you must make a few changes, here is what I would suggest. At approximately the location of Harper Ford, lower the speed limit to 45 mph. Then put in a traffic light at Airport road to make it easier and safer to turn into the businesses at this location and along Jacobs Road. This would slow traffic as it enters the city streets of Eureka and encounters businesses such as Target. That's all you should even consider doing. 4

Tourists driving this stretch of road slow to take in the beautiful views of Humboldt Bay. I remember when the speed limit was higher. I would often find myself behind folks driving slowly to look at the scenery. I also enjoy the views of Humboldt Bay which is slightly different every day depending on weather conditions and the tide. Also, do not cut down the eucalyptus trees. I have had folks come into my business and comment on their attractiveness. No accident has ever been caused by these trees. They are trimmed so branches, etc do not blow into the road and they provide a certain amount of wind break when we have winter storms. 5 6 7

Those millions of dollars could be put to much better use that would have a positive impact on our way of life here. It would be a real improvement if we had a bike/pedestrian pathway along the 101 corridor. Folks occasionally try to ride bicycles on the highway which must be frightening sometimes. Pedestrians often use the railroad tracks which cannot be easy. Also, Humboldt State has been hit hard by budget cuts. Give a few million to the university to hire faculty and instructors who have been fired. They could also re-instate the Upward Bound program that benefits veterans. 8

The people that live here and travel the highways should have the final word on the improvements needed or not needed for our area. Please listen to them.

Sincerely,

C. L. Michaels

C. L. Michaels

Responses to C.L. Michaels:

1. For a discussion of speed limits and freeway designation, see Group Response III-A-1.

2. See Group Response I-A for a project need and purpose discussion. Modified Alternative 3A, the preferred alternative identified in the Final Environmental Impact Report/Statement, includes signalization at Airport Road and an interchange at Indianola Cutoff to minimize out-of-direction travel after uncontrolled left turn movements are eliminated.

3. While it is true that the elimination of left-turn movements at the KOA in Bracut resulting in out out-of-direction travel, the project would substantially enhance safety. Traffic volumes are expected to increase on Route 101 in the future, which would make it increasingly difficult for recreational vehicles to complete left turn movements to and from the KOA driveway.

4. Modified Alternative 3A, includes signalization at Airport Road.

5. For a discussion of eucalyptus tree removal, please see Group Response III-B-2.

6. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

7. While Caltrans and Humboldt State University are both State funded entities, they have different missions and funding generally cannot be directly transferred between the two entities.

8. Since the environmental document process was initiated in 2001, the project has been modified to avoid and minimize environmental impacts—partly in response to public comments.

August 31, 2007

Caltrans
Attn: Kim Floyd, Project Manager,
P.O. Box 3700
Eureka, CA 95502-3700

Subject: Eureka-Arcata Corridor
01-Hum-101, PM 79.9/86.3
EA 01- 36600, 363300
Draft Environmental Impact Statement
Environmental Impact Report

Dear Ms. Floyd,

This letter is being sent in strong support of Alternative 3 as described in the subject document. I am an employee of Mid-City Motor World, which is located on the 101 corridor.

My ability to get to work in the future will be directly (and negatively) effected by the closure of present access locations.

The closure of medians will reduce my access, increase the miles traveled and increase the amount of time and energy involved getting to and from work. This is not acceptable given the possibility to maintain at minimum the access at Airport Road and Indianola Cutoff.

I support the efforts of the Business Owners along the Corridor with their efforts in keeping their businesses viable and accessible. I ask that you do whatever you can to absolutely minimize the effects of your project on the businesses, their employees and customers along the corridor.

Thank you for the opportunity to comment and provide our thoughts.

Sincerely,

Employee of Mid-City Motor World

Cc: Mr. Spencer Clifton, Humboldt County Association of Governments
427 F St. Suite 220, Eureka, CA 95501

Mayor Virginia Bass, City of Eureka
531 K St., Eureka, CA 95501

– FURTHERMORE, CLOSURE OF THE MEDIAN LANES WILL CREATE MORE TRAFFIC ON OLD ARCATA RD WHICH IS FULL OF TURNS AND RESIDENTIAL HOUSING, CREATING A LIKELY HIGHER PERCENTAGE OF FATAL ACCIDENTS ON THAT STRETCH OF ROAD.

Responses to Mid-City Employee:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), has the primary advantages of Alternative 3. Modified Alternative 3A is not expected to result in a substantial increase in traffic on Old Arcata Road. See Section 3.1.6 – Traffic and Transportation in Chapter 3 of the Final EIR/S for more information.

TO:
Rod Parsons,
Chief, Environmental Branch E-1,
California Department of Transportation,
P.O. Box 3700, Eureka, CA 95502 – 3700.

Dear Mr. Parsons,
The CalTrans Highway 101 Project, as proposed, will directly affect my family because I live directly to the east of Old Arcata Road between Bayside Cutoff and Indianola Cutoff. It will also affect me professionally because I am a consulting biologist currently planning and implementing tidal marsh restoration projects on PUBLIC TRUST lands surrounding Humboldt Bay that are currently blocked from tidewater by Highway 101. I believe that CalTrans has put forth a very minimal effort at communicating it's Project intent to the public, which I deem to be unacceptable from a State Agency whose actions directly affect, and have affected for many decades, 1
sovereign lands of the State of California (i.e., Public Trust lands…the former tidelands). No amount of compensatory mitigation can reverse the severe damage done to these lands by the construction of this highway, nor mitigate for the huge infrastructure barrier that precludes 2
restoring these lands. In my view, this affect has been entirely overlooked, not addressed at all in the environmental documentation, and until this issue is addressed adequately, I believe the 3
California Environmental Quality Act (CEQA) will have not been adequately addressed.

In addition, the Project Alternatives which CalTrans has provided are wholly inadequate. If forced 4
to choose among the Alternatives provided, I would strongly favor the "NO PROJECT" alternative, and leave things how they are. I travel this highway frequently and strongly believe that the corridor safety measures and speed requirements currently in place are adequate and preferable to all the Project Alternatives provided. I also believe that CalTrans, by selection of the three Project Alternatives, has "stacked the deck" in favor of it's own preferred alternative without giving 5
the public the benefit of a range of Alternatives. Only one Project Alternative does NOT include construction of a huge, overly sized, and unnecessary interchange at Indianola Cutoff, but that Alternative (#2 I believe) would block access across the median from southbound lanes, including at Bayside Cutoff, Indianola Cutoff, Mid City Motors and Murray Field. WE ALL KNOW THIS WOULD BE UNACCEPTALBE TO MOST MOTORISTS USING THE HIGHWAY, AND TO THE 6
BUSINESSES THAT DEPEND ON VEHICLE ACCESS TO THEIR BUSINESSES. Therefore the only other alternatives that CalTrans has provided include an Indianola Interchange. This in NOT ACCEPTABLE.

Finally, I have commented indirectly through the USFWS about the proposed tidegates and the potential for waterways to transport tidal water to the east of Highway 101, TO BENEFIT 7
FEDERALLY LISTED SPECIES INCLUDING TIDEWATER GOBY AND COHO SALMON, but my comments were dismissed without further analysis or discussion. The Project Alternatives and Environmental Analyses have therefore NOT ADDRESSED THE ENDANGERED SPECIES ACT. My comments previously provided to the USFWS are attached below.

I therefore conclude that DEIR of the 101 Eureka Arcata Corridor Improvement Project is INCOMPLETE, and should not be finalized until these and other important issues are adequately addressed.

Respectfully,
Darren and Megan Mierau,
Residents at 310 Rocky Creek Road, Bayside, CA.
MAILING ADDRESS: PO Box 715, Arcata, CA 95518
PHONE: (707) 845-7810

Darren Mierau

From: Darren Mierau
Sent: Wednesday, May 09, 2007 9:42 AM
To: 'Ray_Bosch@fws.gov'
Cc: 'Jeff Anderson'; diane.ashton@noaa.gov; 'Paula_Golightly@fws.gov'
Subject: FW: Feedback on my discussion of tidegates with Caltrans

Attachments: fish species on Fay.pdf

fish species on Fay.pdf (10 KB...

Ray,

I am finally finding time to respond to your email. I greatly appreciate your efforts to push these important issues with CalTrans, and am certain the outcome will be much better than otherwise without your diligence. I will pass these comments to you, and fully anticipate having to "rally the troops" to respond to the EIR once it's released. Here are my slightly more than random thoughts:

First and foremost, CalTrans needs to acknowledge that their highway traverses Public Trust lands. Perhaps they do already, I haven't heard mention of it. Public Trust lands have a special status, protected by non other than the CA Constitution, and as a State Agency, CalTrans should be particularly interested in protecting, restoring, and certainly avoiding and minimizing impacts to these lands. While present projects may not be legally required to mitigate for past impacts, they certainly, indisputably have a moral obligation to do so (in my opinion). We know much more today than we did in 19xx when the highway was originally constructed; we are fully aware of the value of salt marsh, tidal marsh, estuarine habitats, and the importance of hydrologic connectivity between and among these sites. Their highway project, while obviously serving the public, also wrought huge damage to these habitats and that interconnectivity. The opportunity to correct (I won't call it mitigation) some of those past oversights and put this particular area on a better trajectory of environmental health should not be missed. In that sense, it's much more than just a "nice to do" project. It's a "can't not do" project (IMHO).

In response to your specific questions, here are some comments/observations:

1. The overall long-term goal for tidal inundation of the lands behind the Hwy 101 dam should be culvert with capacity for full tidal prism (i.e., unmuted) and that can respond to gradual rising sea elevation. The analysis to figure that out, as Jeff Anderson mentioned during our meeting, would not have to be too complicated, but would require some time, GIS or CADD work, and would be relatively crude not knowing the future of private/public ownership, sea level rise, etc. If they could fund something in the neighborhood of $1,000 to $2,000 to spell out goals, do some analysis, propose some physical structures, solutions, evaluate other means of getting seawater onto the former tidelands, I think we could provide some good information. Or they can do it themselves; Lucy (CalTrans hydrologist) seems capable of this.

2. This question could be answered within the same analyses conducted to answer question # 1.

3. I attached a sample list of species that were trapped by Mike Wallace on Fay Slough, which is fully open to tidal flushing. One goal of such an opening at Indianola would be to eventually allow these (and other) species to "ride the tide" into slough channels and onto restored tidal marsh at each high tide. I do not know enough about these species to say with certainty that they would or wouldn't pass through smaller culverts, etc. But the question NEEDS TO BE ANSWERED for a full analysis of project impacts. Period.

4. I fully understand this perspective. It is certainly unfortunate that we don't have such a comprehensive, long-term planning document in place with which to leverage CalTrans to build such a structure. This issue should be a subject at the STANCE meeting, since perhaps the only individuals who believe in the goal of tidal marsh restoration to the

1

east of Hwy 101 are Jeff and I. In other words, the science and resource management community can and should weigh in, in lieu of a watershed plan.

5. I question their cost estimate they suggest, it seems rather high. But regardless of that, there may be a dozen acceptable solutions. It doesn't have to be a concrete box culvert. The best condition, I would think, would simply be an open slough channel with a tidegate control structure on one end. Let them cost out a bridge or causeway and the box culvert may suddenly become cheap. But Pipe culverts might work too, just larger than what you had suggested they were considering. They have engineers, set them to the task of creative solutions.

I look forward to more discussion at the STANCE meeting. Also, would it be OK to circulate this email to the STANCE group prior to the meeting so they have some (more) of the context? I only cc'd the original recipients.

Thanks Again Ray,
Darren

-----Original Message-----
From: Ray_Bosch@fws.gov [mailto:Ray_Bosch@fws.gov]
Sent: Friday, April 20, 2007 5:45 PM
To: Darren Mierau; jeff@northernhydrology.com
Cc: diane.ashton@noaa.gov; Paula_Golightly@r1.fws.gov
Subject: Feedback on my discussion of tidegates with Caltrans

I just wanted to provide some feedback on my discussion with Caltrans on the Eureka/Arcata Corridor tidegates. Fortunately, I was able to meet with Gail Popham and several mid- to upper-level environmental, design and project management staff. We discussed the design of all of the tidegates, and they were agreeable to all of your suggestions of placement and gate type. So, I think we are well on our way to addressing remaining concerns over tide gate replacement.

The liveliest discussion was in regards to the piping of bay water into the 101 channel near Indianola Road. CalTrans anticipated needing a small (perhaps as small as 12" diameter) pipe to get sufficient water into the channel, with a simple elevation control structure on the bay side, and a shutoff valve on the inboard side. They reiterated their commitment to getting that pipe in place, regardless of whether they receive mitigation credits from the Corps. Rather than digging a ditch to install the structure, they plan to install using jack-and-bore methodology.

Needless to say, some jaws dropped a bit when I proposed an 8x8 foot box culvert (ask you suggested) to facilitate future restoration of the former salt marsh from Resale Lumber and south to Fay Slough. However, to their credit, they were willing to listen to the proposal, and they recognized the need for greater water exchange to fully restore tidal wetlands over the larger area. From our discussion, we identified several key questions and concerns that need to be answered before they can give this proposal serious consideration.

1. What are the water passage needs to support anticipated restoration in the former baylands, and what other water sources would also contribute to supplying water to a restoration plan? That is, is there a possibility that much of the area could be watered by a restoration of historic channels that formerly connected to Fay Slough? What is the volume of water needed to restore these baylands, (after considering constraints currently in place, such as the existing private infrastructure at Indianola Road near 101)? How deep would the water be to restore habitat functions there? What is the goal?

2. How large a pipe would meet the water passage needs, and what invert elevation would best meet the needs for water passage?

2

3. Can the appropriate volume of water be moved through several smaller pipes (say 12-24") installed by jack-and-bore methods over time as needed, rather than a single mega-structure right now? Using several pipes would allow water to be delivered precisely where needed, rather than at a single site and distributed from there. (Caltrans says they let cities, irrigation districts, etc., jack-and-bore under their highways all the time, so should not be a future problem to do here). Gail suggested that multiple small pipes would probably not function as well for passage of fish and other marine organisms as would a single large box culvert, if that is a critical need. Also, multiple small pipes probably would not work for removing potential flood waters, but if it is restored salt marsh, is flooding a problem?

4. Caltrans was also concerned with being able to justify a high cost structure that is oversized for their immediate needs to facilitate future restoration that may not be part of a formal, accepted strategy for long-term restoration. That is, they cannot justify building a costly structure without the need for it being tied to a formal restoration strategy identifying the need for such a structure.

5. Finally, the biggest hurdle: Caltrans back-of-the-envelope cost to construct an 8x8 foot box culvert across 101 would be in the range of 2-5 million dollars. Without receiving equivalent mitigation credit, Caltrans would be reluctant to spent that amount of money on a "nice to do" project. This obviously needs additional discussion with the Corps, who may be a significant obstacle in meeting Caltrans mitigation requirement. Whatever we can do to justify such a project as mitigation, or find funding to help support the building costs, would increase the likelihood that Caltrans would consider the larger structure.

I'll do what I can to overcome any remaining obstacles to get the right structures in place. There was some discussion of setting up a meeting with Dawn Friend and Todd Lark to discuss details of how/who would address these engineering/hydrology questions. Since Caltrans is getting ready to consult and release the Draft EIR/EIS, we should get some resolution of these issues sooner rather than later, preferably within the next few months.

I hope this helps, and is not too rambling for a late Friday afternoon note. Have a weekend.

PS Gail was able to verify that the tidegate from the 101 channel into Eureka Slough is set at the height of the water level in the 101 channel. Therefore, no need for a special structure to "ladder" the fish up into the channel. Once the new tidegate is installed, the fish should be free to move in and out of Eureka Slough as the tide rises to the level of the door. She did not know, however, what the actual elevation of the tidegate invert is.

~~~~~~

Ray Bosch
Biologist, Endangered Species Program
USFWS Arcata Fish and Wildlife Office
1655 Heindon Road, Arcata, CA 95521-4573
land line: (707) 822-7201 fax: (707) 822-8411
email: ray.bosch@fws.gov http://www.fws.gov/arcata

~~~~~~

Responses to Darren and Megan Mierau:

1. Caltrans staff regrets the perception that public coordination was lacking. Please see Chapter 5 in the Final Environmental Impact Report/Statement (EIR/S) which summarizes the public involvement. Note that during the resource permit application process there will additional public project review and commenting opportunities.

2. Since the earliest project planning and design phases, Caltrans has worked with public resource agencies on hydrology and sensitive species issues. For example, Caltrans coordinated with resource agencies to install "fish friendly" tide gates to replace some of the existing tide gates adjacent to Route 101.

3. Route 101 between Eureka and Arcata was constructed decades before the California Environmental Quality Act was enacted.

4. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

5. Since project initiation Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. Subsequently, all build alternatives were modified to address public concerns. See Chapter 2 in the Final EIR/S for more discussion.

6. Caltrans staff has worked with local businesses to plan, design, and continuously refine the proposed project to not only meet the project need and purpose, but to avoid and minimize impacts to businesses. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a new Route 101/Indianola Cutoff interchange and a half signal at the Route 101/Airport Road intersection that would allow left turn moves to and from Route 101. The interchange and half signal would minimize out of direction travel to businesses after the project removes all uncontrolled left turn and crossing moves on Route 101 between Eureka and Arcata. For more information, see Chapters 2 and 3 in the Final EIR/S.

7. Caltrans, with the Federal Highway Administration, have duly followed and complied with the Federal and State Endangered Species Act regarding project effects to listed species. See Section 3.3.5 in Chapter 3 of the Final EIR/S for more information.

Kim Floyd, Project Manager
PO Box 3700
Eureka CA 95502

August 12, 2007

Dear Kim Floyd;

My family has lived in Freshwater for the past 20 years and has crossed the intersections on 101 under every condition of traffic, weather and lighting. It strikes me that the current situation along the Eureka Arcata corridor is not much better than it was, and that the two primary options for future improvement – closing the crossings altogether or constructing a standard interchange – are both bad ideas.

The common hazard at all these crossings is the flow of traffic directly across two lanes of high speed traffic; if this direct crossing was eliminated, or redirected, the primary hazard would no longer exist. 1

My suggestion (which is really an echo of a suggestion that I read in the newspaper) is to do away with the direct crossing intersections, but allow vehicles to cross the northbound lanes by making lane changes to merge and exit. It would be like an elongated round-about. 2

Travelers wanting to go south on 101 from Indianola would use the existing onramp to go north on 101; that would get them in the right lane and up to speed. Then the driver would make a lane change to the left, exit left about half a mile later, make a u-turn at a new controlled intersection, and then merge into southbound traffic into the left lane traffic.

Those wanting to go from 101 South to Indianola would travel past the current intersection about a half mile, exit left into a new intersection, make a u-turn and enter the left lane of 101 North. Then a simple lane change right, and the driver is ready to exit onto Indianola using the existing off ramp. 3

This solution would minimize impact on land around the Bay which may otherwise be difficult to construct an overpass on, and would minimize expense as well. Each crossing along the corridor could be treated in the same fashion. Might even be an interesting demonstration project for high speed round-abouts! 4

Well I hope this is useful, and I do wish you all the best.

Sincerely,

David Miller
2580 Freshwater Rd
Eureka CA 95503
707-442-3633

Response to David Miller:

1. See Group Response I-B.

2. See Group Response II-E.

3. Alternative 1A described and evaluated in the Final Environmental Impact Report/Statement (EIR/S) includes three U-turns as alternative to an interchange. However, Modified Alternative 3A, and not Alternative 1A, was identified as the Preferred Alternative in the Final EIR/S. Alternative 1A generally was not supported by most businesses and individuals. One of the main reasons for opposition to Alternative 1A was the anticipated difficulty for bicyclists and pedestrians to use the U-turns.

4. The proposed project is primarily designed to enhance safety with roadway improvements; this project would not add traffic carrying capacity.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME John J Miller

ADDRESS 40 Wilson Lane CITY Fieldbrook STATE CA ZIP 95519

REPRESENTING (name of organization or agency)

I would like to make the following comments:

PLEASE DON'T SPEND MONEY ON UNNEEDED BYPASSES AND OVERPASSES, KEEP THE LOW (50MPH) SPEED LIMIT. MAKE GOOD BICYCLE LANES. PEOPLE AND ANIMAL, WILDLIFE FRIENDLY ROADS WILL MAKE HUMBOLDT BETTER!!! 1 2 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to John J. Miller:

1. The proposed project does not include any bypasses. Modified Alternative 3A is identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Modified Alternative 3A would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel as well as enhance safety for all travel modes crossing Route 101 compared to the existing condition.

2. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. The proposed project would not substantially affect wildlife crossings. Please refer to section 3.3 Biological Environment in Chapter 3 of the Final EIR/S for more information.

Ken Miller
<tamer1@suddenlink.net>
12/15/2008 11:06 PM

To Kim_Floyd@dot.ca.gov
cc
Subject Eureka-Arcata 101

Ms. Floyd,

Are email comments OK? If so, please accept these.

Thanks,

Ken Miller

CALTRANS
RE: **Eureka-Arcata Route 101 Corridor Improvement**
Attn: Kim Floyd
P.O. Box 3700
Eureka, CA 95502-3700

1. Instead of the much larger, much more expensive and energy intensive alternatives presented December 3rd, Caltrans should improve 101 safety by installing stop lights at each intersection where uncontrolled access is a safety problem and to maintain the 50 miles per hour speed limit. This approach will address traffic control and motorist speed far better than any of the currently considered alternatives. In addition, this alternative ensures substantial management flexibility by enabling the real-time adjustment and synchronization of the traffic lights to control the flow of traffic at various times of the day depending upon conditions. 1

2. The alternatives/modified alternatives currently considered by Caltrans will all dramatically increase the amount of traffic from Arcata through Bayside past the Jacoby Creek School, and from Bayside to Indianola, causing a daily and dangerous traffic problem for the school and the Bayside community's neighborhoods along Old Arcata Road. Caltrans apparently thinks that an unseparated shoulder of only four feet in width is adequate for cars, pedestrians and bicyclists to share at the edge of Old Arcata Road. Any responsible parent knows that this is not safe for children and probably not safe for adults due to the tendency of drivers to drift onto the shoulder and strike non-motorized users. 2

3. All of Caltrans' current alternatives will increase energy consumption (1)because of the extra miles that residents of Bayside must travel backtracking to Arcata or to Indianola in order to travel to Eureka; and (2) because bicycle access for us is cut off and the extra miles to bicycle to 3

4

1
5

6

7

8

Arcata to travel to Eureka will discourage bicycling. In addition, Caltrans proposes no bicyclist or pedestrian safety improvement to the on and off ramps at the Samoa overcrossing where some of these bicyclists would be redirected, additionally increasing the hazard they would face attempting this route.

4. Continuing the 50 mph speed limit instead of increasing it to 65 mph is far better not just for safety but also because it results in far fewer carbon emissions.
5. It is important to us in Bayside that Caltrans' analysis of this project includes the rising sea level from global warming. The alternative proposed above, which relies upon simple improvements such as intersection traffic lights, will make minimal changes with maximum safety improvements, thereby conserving public funds while the question of the appropriate response to sea level rise is further studied.

6. In 2001, the Bayside Grange invited Caltrans representatives and representatives from the City of Arcata and the County of Humboldt ,to speak to a full hall of Bayside residents. The one question that Caltrans, the City of Arcata, and the County of Humboldt were asked to address was, "What are the combined and cumulative effects that the transportation plans of these three government entities have on the community of Bayside?" Are the three agencies coordinating carefully toward a goal of community-building rather than destroying the historic community of this area? The draft EIR cannot be determined to be adequate or complete without fully addressing this overarching question.

7. State and Federal law have increasingly required Caltrans to fully consider and provide for the needs of non-motorized travelers, including pedestrians, bicyclists, and the disabled, in all plans, projects and construction. Caltrans policy calls for the implementation of multi-modal planning from the earliest planning stages, through project plans, permits and the construction stage. The U. S. Department of Transportation makes it federal policy to assure the increased safety of bicyclists and pedestrians. Because the EIR wholly fails to address the significant impacts to these travelers, it fails to comply with this State and Federal law. This failure is particularly egregious for this project because of the extraordinarily limited, and similarly significantly impacted, alternative routes available to travelers in the Eureka-Arcata corridor.

8. Finally, since none of the above has been adequately addressed and the public needs sufficient time for input on this critical project, extend the comment period so that more people will have an opportunity to respond. The current deadline of December 20th is during the busiest holiday season of the year and not timed for an authentic process to invite active public input. Please notify me before December 20th of the date for the extended time.

Thank you for your consideration.
Respectfully,

Ken Miller

Response to Ken Miller:

1. Please see Group Responses II-C and II-D regarding signalization and Group Responses III-A-1 and 2 regarding the posted speed limit.

2. Modified Alternative 3A,the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. It should be noted that it is likely many southbound motorists on Route 101 would prefer using the proposed interchange at Indianola Cutoff and travel north on Old Arcata Road rather than using Old Arcata Road from Arcata to Bayside because this segment of Old Arcata Road has a reduced speed limit with traffic circles and speed bumps. In addition, Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system. Route 101 has a higher posted speed limit and a direct alignment between the central urban cores of Eureka and Arcata: as such vehicle drivers on north or south trips longer than a few miles are more likely to use Route 101 rather than Old Arcata Road, State Route 255, and other local streets.

All build alternatives would remove left turn movements to and from Route 101 and Bayside Cutoff. Based on existing traffic vehicle count data, 37 vehicles turned left from southbound 101 to Bayside Cutoff from 8-9 AM, which is the morning weekday peak period. If 50% of these vehicles travel north from Bayside Cutoff on Old Arcata Road then an increase of 19 vehicles would result during the AM peak hour which is approximately a 5% increase in vehicles. Basically, since there are a relatively low current number of left turn movements at the Route 101/Bayside Cutoff intersection, then restricting left turn movements would not result in a substantial increase in traffic on Old Arcata Road.

3. Modified Alternative 3A is predicted to slightly increase energy consumption compared to the No Build Alternative for both the existing and future highway conditions. An increasing amount of out of direction travel is predicted for the No Build Alternative as traffic volumes increase because the traffic level of service at intersections would deteriorate and travelers would seek alternate routes. See Section 3.2.8 in Chapter 3 of the Final EIR/S for more information.

4. Modified Alternative 3A includes an interchange at Indianola Cutoff, which is approximately midway between Eureka and Arcata and would minimize out of direction travel from left turn and Route 101 crossing restrictions. Bicyclists needing to access Route 101 to and from Bracut and Bayside Cutoff could use a combination of the recently widened Old Arcata Road, Indianola Cutoff, and Bayside Cutoff to minimize out of direction travel and avoid turning around at the Route 101/255 interchange in Arcata. Bicyclists needing to turn right to and from Route 101 would not be subject to out of direction travel. Overall, bicyclists would benefit from enhanced safety throughout the Route 101 Corridor between Eureka and Arcata from the project, while balancing cost and wetland impact considerations. As traffic volumes increase in the future, especially during peak travel periods, the proposed improvements of Modified Alternative 3A would have increasing benefit.

5. The climate change and sea level rise discussion has been expanded in Chapter 4 of the Final EIR/S.

6. Caltrans, the City of Arcata, and the County of Humboldt are members of the Humboldt County Association of Governments which programmed the safety enhancement component of this the proposed project. See Chapter 2 of the Final EIR/S for more information. Regarding the project effects on Bayside, Modified Alternative 3A is not expected to substantially increase traffic on Old Arcata Road. See Section 3.1.6 Traffic in Chapter 3 of the Final EIR/S for more information.

7. Planning and the evaluation of project effects to non-motorized transit (including pedestrians, bicyclists, and persons with disabilities) were fully considered for the proposed project. Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Response I-D.

8. Caltrans staff regrets the perceived short comment period. However the public notice, project brochure, and Caltrans website include contact information and we encourage the public to contact the Caltrans Project Manager for questions and comments after the comment period closes.

Mark Miller
3000 Granite Ave. #5243
Arcata, CA 95521
Phone: N/A

To Caltrans planners:

As a regular bicycle traveler the proposed increase of speed limit on the 101 Highway and the Indianola interchange is disturbing to me. I am oppossed to any increase in speed limit on the 101 corridor between Arcata and Eureka that does not provide an alternative bicycle path. Am also oppossed to the construction of any additional interchanges that do not provide safe access for bicycle riders. It is not safe for cyclists on the 101 with curren speed limits, so any increase in speed limits will also be more dangerous for cyclists. We bicyclists have a legal and human right for safe transit on the public roadways. 1 2 3

However, i am in favor of the construction of a bicycle path on the old railroad tracks alongside the Humboldt Bay wetlands and the 101 highway. In addition, the improvements of a bicycle path with some native trees for stability on this strip of land could also protect the road from future erosion and flooding events following severe storms, earthquakes and sea level rise from global warming.

Response to Mark Miller:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would include a proposed interchange at Indianola Cutoff that would enhance bicyclist safety by eliminating left turn movements that currently cross on-coming traffic and eliminate the need to cross acceleration and deceleration lanes at Indianola Cutoff. In addition, the proposed interchange would reduce out-of-direction travel if uncontrolled left turns were eliminated.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

3. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

"Diane Mollring"
<free2bemore44@gmail.com
>
12/20/2008 09:19 AM

To Kim_Floyd@dot.ca.gov
cc
Subject US Hwy 101 Project

Good Morning Kim Floyd,

In response to the article in Times Standard, I would like to comment on the proposals relating to subject.
I agree with the overpass proposal at Indianola, Alternative 3A. 1
Also a suggestion is for Caltrans to build a frontage road along each side of the freeway; consider forfeiting a small stretch of the middle divider to claim the necessary room; for a one way frontage road on either side to enter onto the freeway at entrances to Indianola etc? 2

I don't think the idea of roundabouts on such a main freeway stretch is good because drivers do not abide by 'give way to the right' and it is too busy for freeway traffic. 3
Truckers would also have issues of the center circle with such big loads in roundabouts.

Thank you for allowing me my input,
Diane Mollring

<u>Responses to Diane Mollring</u>:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3A except that Modified Alternative 3A includes a half signal instead of a partial signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road.

2. Frontage roads were considered early in the project planning and design process the relatively low traffic volumes projected for the frontage roads did not justify the cost.

3. Roundabouts were also considered early in the project planning and design process and dropped from consideration because of high wetland impacts.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Amy Moloney

ADDRESS | CITY: Eurka | STATE: Ca | ZIP: 95501

REPRESENTING (name of organization or agency)

I would like to make the following comments:

This does not seem like a good time to widen the road. It's seems fine the way it is. Keep it simple

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Amy Moloney</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, does not include roadway widening for through traffic lanes.

Carol E. Mone'
Box 223
Trinidad

To Caltrans planners:
As a driver who commutes from Trinidad to Eureka daily, I find the safety corridor to be fine and in no need of change. Personally, I felt when the corridor went into effect it was a much less stressful commute. Drivers who previously tailgated at 80MPH, now only tailgate at 60MPH. Speed causes accidents--probably you have a bit of data on that! 1
As for the danger of the crossovers--I was in Brazil in 2001 and they seem to have solved that problem in a low tech way. The crossovers are not direct. In other words, a driver would only be able to turn right at the intersection, not cross oncoming traffic to get to the median. In a reasonable distance, the driver would be able to change to the left hand lane where there would be a turn around--with ample lane space to merge into the traffic from the other direction. Gosh, this would not cost quite as much, would it? 2
As for cyclists, we/they need a barrier against that stupid guy in the red truck jawing on his cellphone and drifting into the bike lane. 3
Thank you for considering a low-tech solution to the corridor problem.

Response to Carol Moné:

1. Please see Group Responses I-A and II-B. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

2. Alternative 1A includes turnarounds, which would take the place of an interchange. This alternative was not widely supported by the public. For more information about this alternative and the selection of the Preferred Alternative (Modified Alternative 3A), please see Chapter 2 of the Final Environmental Impact Report/Study.

3. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public since the initiation of project planning. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Rachel Montgomery
2051 Old Arcata Road
Bayside, CA 95524
Phone: 707-826-1241

To Caltrans planners:

As a car-free, bicycling commuter resident in Humboldt County, I am very concerned about the proposed plan for "improvements" of the highway 101 corridor between Eureka and Arcata. As it is, there is no safe, bike-friendly route between the two towns, and I find it very frustrating that there has been no inclusion of an adequate bike lane, or better yet- a bike trail set apart from the highway. Why not use the railroad that is unused and realistically will likely never be used again for rail traffic?
The reality is that we need to encourage people to drive LESS, and the way to do that is not to build a bigger, faster highway. The way to promote healthier, more affordable transportation is to make it safer and more convenient for people to bike or walk.

I urge you to reconsider the proposed highway 101 plan and at the very least, design it such that the corridor may be safely used by bicyclers as well as cars.

Thank you.
Sincerely,
Rachel Montgomery
2051 Old Arcata Road
Bayside, CA 95524

Response to Rachel Montgomery:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public since initiation of project planning. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME
MICHAEL T MOORE

ADDRESS: 2002 E ST
CITY: EUREKA
STATE: CA
ZIP: 95501

REPRESENTING (name of organization or agency)

I would like to make the following comments:

1. I CAN'T BELIEVE YOU WOULD CONSIDER PUTTING A STOP LIGHT AT THE AIRPORT ROAD INTERSECTION 2. BY NOT PUTTING IN A 6TH ST EXTENSION TO JACOBS AVENUE YOU WILL BE REALLY HURTING THE BUSINESSES IN THAT AREA 3. ITS A SHAME TO OFFER UP A HALF-SOLUTION. 4. YES YOU NEED AN INTERCHANGE AT INDIANOLA ROAD. 5. YES YOU NEED TO GIVE ACCESS ALL THE WAY OUT TO HARPERS. 6. FIND A WAY TO GET THE MONEY TO DO THE JOB RIGHT. YOUR SOLUTION SHOULD NOT FLY AS SHOWN

NOTE: Please submit comments no later than September 28th, 2007

1

2

3

Response to Michael T. Moore:

1. Modified Alternative 3A,the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal at Route 101 and Airport Road which allow left turns to and from Route 101 without stopping southbound Route 101 traffic.

2. Extending Sixth Street over Eureka Slough was considered to improve access to businesses on Jacobs Avenue. However, without further improvements, southbound traffic on Route 101 would still need to turn left at Airport Road to access Jacobs Avenue. One of the primary project need and purpose elements is to enhance safety by eliminating uncontrolled left turn moves.

3. Caltrans staff has worked with local businesses to plan, design, and continuously refine the proposed project to not only meet the project need and purpose, but to avoid and minimize impacts to businesses. Modified Alternative 3A, the Preferred Alternative identified in the Final Impact Report/Statement (EIR/S), includes a new Route 101/Indianola Cutoff interchange and a half signal at the Route 101/Airport Road intersection that would allow left turn moves to and from Route 101. The interchange and half signal would minimize out of direction travel to businesses after the project removes all uncontrolled left turn and crossing moves on Route 101 between Eureka and Arcata. For more information, see Chapters 2 and 3 in the Final EIR/S.

Rod Parsons,

Dear Sirs,

The 50 M.P.H. speed limit in the 101 safety corridor is working very well. 1

I am in favor of a bicycle path along side the N.W.P. railroad right of way and 2

stop lights at Jacobs ave, Harper Road & Cloverdale 3

cut Off as the best solution.

Sincerely

Randall B. Moore
319 Redwood rd Eureka
707-442-6116

Response to Randall B. Moore:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. Modified Alternative 3A,the Preferred Alternative identified in the Final EIR/S, includes a half signal at Route 101 and Airport Road which allow left turns to and from Route 101 without stopping southbound Route 101 traffic. However signalization at other locations is not feasible. See Group Response II-C.

Eureka - Arcata Route 101 Corridor

Comment.

1) The project needs to accommodate safe bicycle lane + provide a trail. The stated mission of the project needs to be amended to include bicycle transportation. 1

2) Whatever option is adopted/amended should reduce the number of trees planned for removal at Cali Red Comp. 2

3) ~~B~~ a no option alternative should be provided 3

Elizabeth Morgan.

Response to Elizabeth Morgan:

1. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. For more information see Group Response III-B-2.

3. Throughout the Final Environmental Impact Report/Statement (EIR/S), the No Build Alternative is discussed. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME Shelley Morrison

ADDRESS PO Box 265 CITY Bayside STATE CA ZIP 95524

REPRESENTING (name of organization or agency)

I would like to make the following comments:

1) We need a safe bike route between Eur + Arc. 1
There is currently none. Caltrans needs to 2
accommodate bike commuters
2) Closing Bayside cutoff will have a signficant 3
impact on traffic on Old Arcata Road. How will
this be addressed?

NOTE: Please submit comments no later than September 28th, 2007

Responses to Shelley Morrison:

1. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D.

3. In general, if improvements to Route 101 are constructed, Route 101 would generally continue to draw and retain drivers since Route 101 is a more direct route between Eureka and Arcata with higher posted speed limits compared to Old Arcata Road. In addition, Old Arcata Road north of Jacoby Creek Road has traffic calming improvements such as speed bumps, traffic circles along with a reduced speed limit which will collectively discourage drivers from using Old Arcata Road as an alternative to Route 101. For more information, see Group Response III-A-4.

Karen Mueller
PO Box 73
Cutten CA 95534

To Caltrans planners:

I strongly urge you to include a bicycle and pedestrian pathway in ANY and all plans you make for he 101 corridor between Eureka and Arcata. These options are currently "missing links" . Providing pedestrain and cyclist paths would greatly enhance opportunities for area recreation and general awareness of the Bay and exploration of its potential.

Many thank for your consideration,
Karen Mueller

Response to Karen Mueller: Caltrans staff has been studying, designing, refining, evaluating, and meeting with the since the initiation of project planning. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Mark E Mueller
4893 Artino Ct.
Eureka CA 95503

To Caltrans planners:

I like the present speed limit of 50 mph. If there is to be no better direct commuting alternative for the Arcata/Eureka corridor 101 must remain at 50 mph. In the Southerly direction afternoon commute any increase in speed will be lost in the wait for the 101 V Street signal.

Best Regards,

Mark.

Response to Mark Mueller:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. The posted speed limit will remain 50 mph or lower between the Eureka Slough Bridges and the Jacoby Creek Bridges. The posted speed limit will remain 65 mph north of the Jacoby Creek Bridges.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Jennifer Muha

ADDRESS | CITY | STATE | ZIP
840 K. St #6 Arcata, CA 95521

REPRESENTING (name of organization or agency)
Humboldt State Univ

I would like to make the following comments:
Put a bike trail in between Eureka & Arcata!
It is so dangerous to ride either on the hwy
or old Arcata Rd!

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Jennifer Muha</u>:

Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), would enhance safety and provide long term roadway improvements for all transportation modes.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Cameron Mull

ADDRESS 2356 Ariel Way CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organization or agency) concerned community member

I would like to make the following comments:

No build on 101 corridor

- Save the $
- Keep it safe for cyclists

- OR use some $ for a multi-use trail

NOTE: Please submit comments no later than September 28th, 2007

Response to Cameron Mull:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

chronicreform@netscape.net
12/16/2008 12:28 PM

To kim_floyd@dot.ca.gov
cc
Subject extent comment period

Kim I am an advocate for a bike path from Eureka to Arcata for the following reasons: 1)Housing shortage for HSU students.2) safety corridor necessitates this project.3) tourism and recreational use.4) NCRA does not require this 7 miles for freight and should be mandated to relinquish right of way 5)reduce U.S.dependence upon foreign oil/foreign imports.
Randy Myers Arcata resident/registered voter my contact verification phn No.# 707 834 5324

Response to Randy Myers:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

December 16, 2008

Kim Floyd
Project Manager
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Re: EUREKA-ARCATA ROUTE 101 CORRIDOR IMPROVEMENT PROJECT

Dear Ms. Floyd:

This letter comments on the two new alternatives Caltrans has presented for the Arcata-Eureka Route 101 Corridor Improvement Project. I truly believe that Caltrans is committed to find creative alternatives to address all issues in the Eureka-Arcata 101 Corridor. The California Department of Transportation Deputy Directive Number DD-64-R1 - Effective October 22, 2008, shows great vision when it states:

"The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians and transit users in all projects, regardless of funding is implicit in these objectives." 1

I offer the following in the hopes that this information will help Caltrans staff develop superior designs to the ones proposed thus far.

Caltrans staff may not be aware that all of the alternatives proposed to date pose a greater threat to bicyclist safety than the current situation. The two newest alternatives, Alternatives 1A and 3A, **result in negative impacts** to bicycle transportation on the corridor. 2

Alternative 1A reduces bicycle safety by removing median crossings for cyclists at Airport Road, Mid-City, Indianola Cutoff, Bracut, and Bayside Cutoff. Cyclists entering from the east side of the highway and wishing to travel south will be required to travel north to a turnaround location. The two proposed U-turns will require cyclists to cross two lanes of traffic, enter the U-turn with motor vehicles, and enter the southbound lanes from an acceleration lane on the left side of the highway. This is very dangerous for even the most experienced cyclists, as they try to negotiate this with motor vehicles trying to make the same movements at much higher speeds. Alternatively, cyclists would have to wait on the 8-foot wide shoulder, standing perpendicular to traffic, to check for gaps in traffic leaving them much more vulnerable than at a normal intersection. The potential for collisions will be high in either scenario and will likely result in serious or fatal injuries to the cyclist. The proposed U-turns are terrible for cyclists.

Cyclists entering the highway from Bracut or Bayside Cutoff will be required to travel out of direction for several miles to Samoa Boulevard, then go up and over the interchange and re-enter

the highway heading south. Under Alternative 1A touring cyclists wishing to stop at the KOA will be required to ride all the way back to Arcata to re-enter Highway 101 southbound. This interchange itself is a problem for most cyclists, lacking substantive shoulders and being the site of intensive merging traffic movements. Cyclists traveling south and wishing to get to the KOA from Highway 101 will see it on the other side of the median, but won't be able to get to it without traveling further south to the U-turn at California Redwoods, and then doubling back.

Alternative 3A creates most of the same problems for cyclists. Those entering the highway from Airport Road or Mid-City will be required to travel out-of-direction to the proposed Indianola interchange, cross under the highway, then re-enter the highway heading south. Cyclists entering the highway from Bracut or Bayside Cutoff will have the same problems as in Alternative 1A described above. 3

All the proposed alternatives result in reduced safety at the crossings, and more out of- direction travel. What may be a minor inconvenience to motorists is a significant negative impact to existing bicycle transportation in the corridor. 3

The proposal to increase the posted speed limit in the corridor, from 50 to 55 will likely increase average speeds by about 10 mph according to Caltrans' estimates. A higher speed limit reduces the reaction time of motorists significantly. Vehicle speed has probably the greatest effect on safety in the corridor, so it is inconsistent with the stated Purpose and Need of the project. 1

Deputy Directive DD-64-R1 specifically calls for ensuring "bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping and programming." It also calls for "collaboration with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian and transit plans to ensure that State highway system plans are compatible." Many residents in the Humboldt Bay area have been working for years to improve and encourage bicycle commuting in this corridor as well as elsewhere. Local transportation plans also call for a safe bicycle corridor between Arcata and Eureka such as the City of Arcata's General Plan 2020 Policy T-1c **Intercity travel** which states "the City shall coordinate with Humboldt County and Caltrans to provide adequate facilities for vehicles, buses, and bicycles to serve intercity demand. Joint efforts may include transportation improvements outside of Arcata, which serve intercity travel, such as bicycle links…..to reduce intercity vehicular travel". 1 4

Caltrans can work toward developing alternatives that will promote safer, and less energy intensive alternatives so that people can drive less and choose healthier commute options. To do that Caltrans must consider the following: 5

- investing in collecting data on bicycle transportation within the corridor before making any decisions about a preferred project
- maximizing safety by constructing a parallel bike/pedestrian path in conjunction with this project,
- leaving some form of the existing median crossings to accommodate only bikes/pedestrians,
- maintaining the 50 mph speed limit in the corridor, and

- reducing the speed limit to 50 mph all the way through Arcata since this is where some of the most hazardous on/off-ramps are located.

Caltrans is obligated under its own policies to provide equal or better service to bicyclists in conjunction with new highway construction and this project provides an excellent opportunity for Caltrans to do just that. By encouraging safe routes for bicycle transportation, Caltrans' regional transportation project will provide our community with the environmental, health, and economic benefits associated with bicycle transport.

Sincerely,

Julie Neander

cc: Board of Directors, Humboldt Bay Bicycle Commuters Association
Humboldt County Board of Supervisors
Eureka City Council
Arcata City Council
Humboldt County Association of Governments

Responses to Julie Neander:

1. Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Response I-D for more information.

Since the public circulation of the Draft EIR/S in July 2007, the proposal to raise the speed limit to 65 mph on the expressway segment of Route 101 has been dropped. Please also see the posted speed limit discussion in Group Responses III-A-1 and 2.

2. Comment noted. Partly for the same reasons described, Alternative 1A was not selected as the Preferred Alternative.

3. Subsequent to the December 3, 2008 public meeting, Alternative 3A was modified to include left turns to and from Route 101 and is now referred to as Modified Alternative 3A. Modified Alternative 3A includes an interchange at Indianola Cutoff, which is approximately midway between Eureka and Arcata and would minimize out of direction travel from left turn and Route 101 crossing restrictions. Bicyclists needing to access Route 101 to and from Bracut and Bayside Cutoff could use a combination of the recently widened Old Arcata Road, Indianola Cutoff, and Bayside Cutoff to minimize out of direction travel and avoid turning around at the Route 101/255 interchange in Arcata. Bicyclists needing to turn right to and from Route 101 would not be subject to out of direction travel. Overall, bicyclists would benefit from enhanced safety throughout the Route 101 Corridor between Eureka and Arcata from the project, while balancing cost and wetland impact considerations. As traffic volumes increase in the future, especially during peak travel periods, the proposed improvements of Modified Alternative 3A would have increasing benefit.

4. Caltrans is an active participant on the Humboldt Bay Trail Planning Team. Caltrans is supportive of the effort to develop separated non-motorized trails adjacent to Route 101 between Eureka and Arcata and the Arcata-Eureka Corridor project will not preclude development of a bay trail. Caltrans, where feasible, supports trail options described in the 2007 Humboldt Bay Trails Feasibility Study. Any one of the proposed project Build Alternatives would not preclude constructing a bicycle/pedestrian bay trail.

5. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Maria Neely Bayside

ADDRESS CITY STATE ZIP
2430 Graham Rd Bayside CA 95524

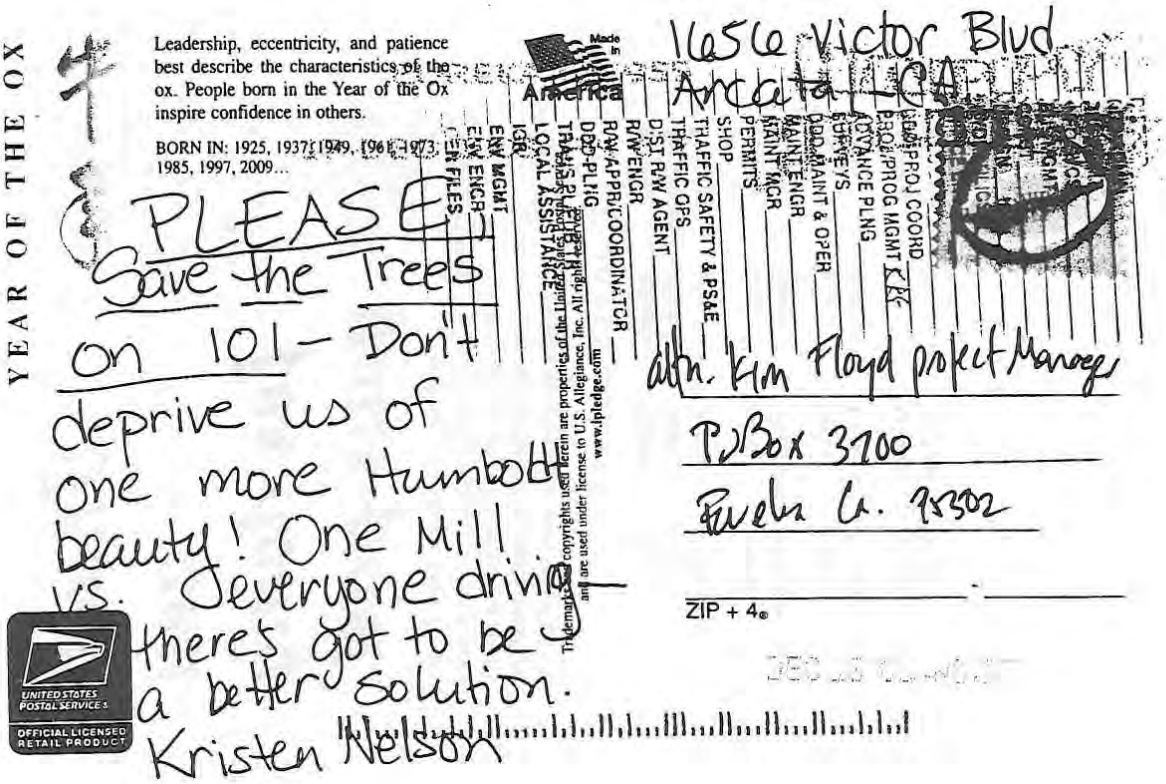
REPRESENTING (name of organization or agency)
Self & husband – neighbors

I would like to make the following comments:

If 101 on & off ramp is closed @ Bayside cutoff most of us would then drive on old Arcata Rd to the Indianola cutoff to get on the 101 freeway. There is a huge problem with old Arcata Rd in between those 2 cutoffs. The problem is too big a curve & not enough room to negotiate the turn. The road is too narrow. It is the site of "many" head-on collisions. It's almost where the new creek restoration crosses the rd. a bit north of it – Try driving it ▽ The neighbors live on Arcata Rd for the most part in the area & ap emergency

NOTE: Please submit comments no later than September 28th, 2007 accident!!!

Response to Maria Neely: This comment was submitted in 2007; subsequently, the County of Humboldt has widened and improved Old Arcata Road between Bayside Cutoff and Indianola Cutoff.



<u>Response to Kristen Nelson</u>:

See Group Response III-B-2 for a discussion of tree removal.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Bill Nichols

ADDRESS | CITY | STATE | ZIP
955 Skinner ST. | Arcata | CA | 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:
Keep cars at a safe speed.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Bill Nichols</u>:

The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

glenda nikolauson
<gnikolauson@att.net>
12/15/2008 02:44 PM
Please respond to
gnikolauson@att.net

To Kim_Floyd@dot.ca.gov
cc
Subject public imput on proposed projects

I am writing to advise you that I **oppose** the highway improvements by Caltrans for projects in Richardson Grove and Highway 101 between Arcata and Eureka. I could go into detail my reasons but they probably would differ very little from those you have already heard. I live in McKinleyville and have traveled the areas proposed for improvement many many times. Keep the trees, save the money and focus on highway improvements that are a higher priority.

Thank you,
Glenda Nikolauson

Response to Glenda Nikolausen:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would enhance safety as well as provide long term roadway improvements that would benefit all transit modes.

The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. See Group Response III-B-2 for more discussion of tree removal.

MR. CHET OGAN
911 O ST
EUREKA CA 95501-2065

24 September 2007

Rod Parsons
Chief, Environmental Branch E-1
California Department of Transportation
P. O. Box 3700
Eureka, CA 95502-3700

CalTrans Highway 101 Safety Corridor Draft Environmental Report

Dear Mr. Parsons:

I have commuted this corridor daily for over 25 years. I have commuted to work in Washington, D.C. and on Los Angeles and Santa Barbara freeways. When given the choice 26 years ago of taking a job in Riverside, CA, or a job in Arcata, this area won without a second thought. Before moving here I had visited every state in our lower 48 states. This is the prettiest and most enjoyable commute I have had in 42 years of working, always beautiful, always changing. Since the 50 mph speed limit was imposed, I have been able to enjoy this commute. When the speed limit was increased from 55 to 60 mph several years ago, vehicles were often going 70 mph.

This DEIR provides no legitimate alternative choices, each builds on the previous. 1

If I had a choice of alternatives, I would choose Alternative 3 that puts the signal at Airport Avenue with additions and changes noted below. Each alternative has points that have merit in the overall concept of the project. Alternative 3 has the greatest wetland impact but also has the least impact on gasoline use. 2

Mitigation to prevent tree removal may include planting wax myrtle, coyote bush, and silk tassel. Vehicle impacts with these bushes will reduce speed enough to lessen the potential deadly impact against a tree. 3

- Put in the traffic signal at Airport Road, consider a frontage road between Mid City Motors and Airport Road and extend the acceleration lane with proper mitigation build an access road between Airport Road and Harper Motors. 2 4

- Consider impacts of closing all the median crossings. Close medians and or lengthen the acceleration lanes as necessary. 5

- Keep the safety corridor in effect. Keep the current speed limit of 50 mph but the **speed limit needs to be enforced.** Use cameras to ticket speeders as they are at traffic lights. 6 7

- Replace tide gates and culverts as necessary to provide proper fish passage. 8

Chapter 3: More thoroughly address wildlife issues

By profession I am a wildlife biologist. I also have a concern for public safety. I support sustainable enhancement of natural resources for wildlife.

From a fish and wildlife perspective rebuilding the tide gates should be done anyway, with or without a project. Independent of any alternative chosen, tide gates should be replaced with tide gates that allow for better fish passage. The only fish I saw mentioned within the document are tidewater gobies and cutthroat trout. I don't know why steelhead and salmon were not mentioned when Jacoby Creek, Rocky Gulch, and the channels extending from Gannon Slough are recognized anadramous fish streams. Properly redesigned tide gates will allow for better salmonid access to the adjacent creeks and channels. 9

Consider the calming effect that trees have on traffic. Trees beside this highway help break up the scenery providing a variety of landscapes. The trees along the highway enhance the beauty and soften the impact of the industrial buildings. Except in a few instances they should not be removed. If speeds are kept at reduced levels vehicle impacts with solid objects are less severe. Red-shouldered and red-tailed hawks use the trees as roosts and hunting perches. When the buildings at the dairy at Fay Slough Wildlife Area were present, raptors were perched on every utility pole. 10

Although neither the cypress trees nor the Monterey pines are native this far north, they are native to California. Eucalyptus trees are non-native and often a nuisance. Sticky pollen and nectar of eucalyptus can gum up the bird's face so badly that the bird ultimately ends up starving. They provide roosts for the equally non-native nuisance European starlings as well as several of the area's raptors. On the other hand these trees mask the industrial Simpson Redwood mill. I did not see a landscape plan in this document. Native salt tolerant trees and shrubs such as Sitka spruce, coyote bush, wax myrtle, and silk-tassel could be planted where it is absolutely necessary to remove trees for safety reasons. Wax-myrtle and silk-tassel can provide a cushioned blow to a vehicle in an accident yet enhance the beauty along this strip. **How will the EIR mitigate for loss of these trees?** 11

The common reed, *Phragmites vulgaris* south of the CalTrans yard at Bracut needs to be dealt with. This is a non-native invasive nuisance plant and is spreading along the ditch. 12

On site mitigation opportunity

The Jacoby Creek bridges in both directions should be lengthened as well as being widened. The lengthening of the bridges will allow for better tidal action into the Jacoby Creek area adjacent to Highway 101 and may help in onsite wetland mitigation. The City of Arcata is preparing a management plan for the Jacoby Creek bottoms which will include reducing flood potential by removing dikes adjacent to the creek and moving the dikes away from the creek bed, reducing channelization and restoring salt marsh habitat. Arcata's plan for the Jacoby Creek bottomlands needs to be considered at this point. The flood potential will still be there if the creek is still constricted at the Highway 101 Bridge as it is now. Lengthening these bridges may be considered in the mitigation planned for the project. 13

While replacing the tide gate at old Jacoby Creek the tide gate should be realigned with the old creek channel, not perpendicular to the highway as it is now. The culvert needs to be big enough to allow proper water flow. Tide gates should be replaced to allow better fish passage. 14

In Arcata both Gannon Slough and Campbell Creek flow through the Samoa Blvd. interchange. Shading these creeks with riparian plants could make the salmon and steelhead happier. 15

What about global warming and sea-level rise? The railroad is the current dike keeping seawater away from the highway. CalTrans not only deals with highway transportation but also includes other modes of transportation including light rail and bicycles. 16

Global warming and sea level rise are items to be considered right now with this project. If this is not dealt with, during storm events in the future Highway 101 will flood. Witness the high wind event of December 31, 2005, that flooded southbound Highway 101. Old Arcata Road and Myrtle Avenue were part of a trail that ran around Humboldt Bay above the high tide mark. If the highway is not raised, the old Indian trail may again become the route around the bay.

Consider proper mitigation for the project. CalTrans has an opportunity to get it right. On pages 253 to 270 in Chapter 3 talks about project mitigation. No specific mitigations are mentions. I look forward to viewing and commenting on specific proposed mitigations. There should be **NO NET LOSS of either** 17

AMOUNT or QUALITY of the wetlands. Start the rehabilitation process early by first building necessary adjacent ditches before removing existing ditches. 18

Intermodal regional transportation opportunities. Any alternative should include options for building a bicycle lane along the corridor. In our view the best alternative for a bicycle lane would be on the highway side of the railroad berm. During fall, winter, and spring high tides many shorebirds use the railroad bed for resting. Currently many of these birds actually roost on the railroad gravel ballast. Any people walking or bicycling will disturb these birds. 16

Thank you for allowing public comment on this important document.

Sincerely,

Chet Ogan

Response to Chet Ogan:

1. The Alternatives that are fully evaluated in the Environmental Impact Report/Statement (EIR/S) evolved from a specific project need and purpose statement as well as a need to minimize cost and environmental impact. As documented in Chapter 2 of the Final EIR/S, many alternatives were initially identified and looked at, but dropped from consideration because they did not meet project need and purpose or were too expensive in terms of cost or environmental impact. The five Build Alternatives in the Final EIR/S propose improvements to the existing roadway to enhance safety and roadway conditions while minimizing cost and environmental impact. Conversely, alternatives that involve purchasing new highway right of way and building new facilities separate from the existing highway generally incur higher costs and environmental impacts.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at Airport Road and allows all highway users to cross or turn around at the proposed Indianola Cutoff interchange. Modified Alternative 3A has many of the advantages of Alternative, but would have less wetland impact and have less traffic queuing of southbound Route 101 at Airport Road.

3. Caltrans does plan to re-vegetate with native plants.

4. Constructing frontage roads were considered early in the planning process and would be an effective solution from a transportation perspective. However, frontage road construction was dropped from consideration because of the wetland impacts and right of way costs to use existing wildlife refuge land.

5. Modified Alternative 3A would close or signalize the existing Route 101 medians and the alternative includes an interchange and a signalized intersection at Airport to offset the median closures.

6. See Group Response I-A. Note that the Draft EIR/S did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

7. See Group Response II-D.

8. The proposed project does include replacing tide gates and installing “fish friendly” tidegates at locations where fish are present.

9. Salmonids are discussed in Section 3.3.5 Threatened and Endangered Species in Chapter 3 of the Final EIR/S.

10. See Group Response III-B-2.

11. Caltrans staff have and will continue to work towards first avoiding tree removal when feasible and practicable. Where tree removal is unavoidable, Caltrans Landscape Architects will plant native trees and shrubs at locations beyond the 30 feet clear recovery zone.

12. Caltrans staff is aware of this invasive plant and will remove the population at Bracut as a separate undertaking.

13. Since the 2007 Draft EIR/S was circulated to the public, Caltrans staff has redesigned the new southbound Jacoby Creek Bridge as a single span bridge, which would be higher and wider than the existing bridge and not require placing piers in the channel.

14. Caltrans staff has been coordinating with U.S. Fish and Wildlife Service, NOAA Fisheries, and the California Department of Fish and Game for the appropriate placement, type, and installation of tide gates.

15. Changes to the highway facility at Campbell Creek and Gannon Slough are not part of this project, but Caltrans staff will continue working with resource agencies and the City of Arcata on salmonid restoration efforts.

16. Please refer to Chapter 4 of the Final EIR/S, which has been revised and includes a discussion of sea level rise. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

17. Please refer to Section 3.3.2 Wetlands in Chapter 3 of the Final EIR/S for the revised section on mitigation.

18. Comment noted. Caltrans staff will work with resource agencies during the permitting process to avoid and minimize proposed work within ditches.

3 Dec 2008

CALTRANS
Re: Hwy 101 Eureka – Arcata Corridor

Closing medians will alter driving habits of shoppers & commuters. I've heard some people compare this to stretche of HWY 99 where medians were closed. As long as the turnaround or overpass is visible from the business I ~~don't~~ think we can get used to it. 1

Keep as many trees as possible. At Simpson Arcata Redwood, move the ~~road~~ lane into the existing median but keep the trees, removing only hazard trees. The trees have a calming effect, they visually screen the industrial building. Trees provide roosts for nocturnal and diurnal raptors. 2 3

Keep the speed limit at 50 ~~mph~~ mph. Traffic will run faster than that, but a 55 mph speed limit will entice people to travel 60 or 65. 4

Facilitate bicyclists entering at Bayside Cutoff. Esthetically the ~~bikers~~ bikers would like to be on the bay side. But as a wildlife biologist, shorebird disturbance would be much less if the bike lane were on the east side except maybe from South B ST northward. 5

I support alternative 3A.

Chet Ogan

Responses to Chet Ogan:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes an interchange approximately midway between Eureka and Arcata as well as a half signal at Airport would reduce out of direction travel after the Route 101 medians are closed or modified.

2. The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. See Group Response III-B-2 for more discussion of tree removal.

3. See Group Responses III-A-1, 2, and 3 regarding setting and enforcing the posted speed limit.

4. Modified Alternative 3A includes closing the Route 101 median at Bayside Cutoff to enhance safety for all travelers. Under Modified Alternative 3A bicyclists would be able take advantage of the interchange at Indianola Cutoff and the recently widened Old Arcata Road after the Route 101 medians are closed. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

5. Alternative 3A was replaced by Modified Alternative 3A. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, is similar to Alternative 3A except that Modified Alternative includes a half signal instead of a southbound Route 101 signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road.

2137 Tina Ct.
Arcata, CA 95521
September 10, 2007

Mr. Rod Parsons
Chief, Environmental Branch E-1
CA Department of Transportation
P.O Box 3700
Eureka, CA 95502-3700

Dear Mr. Parsons:

I am writing in regards to the Eureka/Arcata Route 101 Corridor Improvement Project. After carefully studying the DEIR for this project, I've chosen to support Alternative 7 (No- Build) for the following reasons. First, I feel that the alternatives that were provided were too similar to one another and that CalTrans was too quick to dismiss a broader range of alternatives including public transportation, the installation of traffic signals, and increased bike and pedestrian use. Another important issue to address, is that of global warming accompanied by sea-level rise. If our goal is to plan and prepare for the future, then we must do so accordingly. Evidence strongly supports a continuously rising sea-level along California's north coast which will have to be combated with proper infrastructure. Lastly, there has not been enough attention given to the projected increase in traffic along Old Arcata Road and Hwy 255 which will inevitably result from this project. Safety issues along these two alternate routes must be further addressed. While safety along Route 101 is very important, is it wise to increase the safety of one roadway, only to decrease the safety of another? 1 2 3 4

I would have liked to see more variation among the alternatives given. Expansion of public transit was estimated to cost approximately $90,000,000 more than the proposed Build 2 Alternative with an interchange at Indianola Cutoff and was therefore eliminated from further study. The figure given seems extremely high and should be supported with more specific information in regards to how that money would actually be spent and what kinds of transportation improvements were investigated. What other public transportation options were not considered that would cost much less? The DEIR states that the TSM and Public Transportation Alternative "requires increases in State Funding, voluntary public participation as users of mass transit, and would have potential biological and environmental impacts where parking lots/structures are constructed and mass transit facilities are expanded." Where is the data to support these statements? There are no construction projects which do not have at least some biological or environmental impact, including those alternatives proposed in the DEIR. The report should have provided some hard data which detailed the severity and specifics of the potential impacts, so that one could fairly compare and contrast the TSM and Public Transportation Alternative to the other proposed alternatives. If we want to plan accordingly for the long-term, we must avoid focusing our attention solely on vehicle safety and congestion. We must instead address these issues while also considering other important factors such as energy conservation, improving air quality, reducing traffic volumes, and maintaining current aesthetic, biological, archaeological, and visual conditions. Further investigation of other potential alternatives such as TSM and Public Transportation, and/or the addition of a bicycle lane 2

extending the full stretch of the corridor must be considered. Humboldt County has developed a countywide bicycle plan that proposes to connect the cities, towns, and colleges and provide safe access to local, regional, State and Federal parks. In addition to the many benefits of alternate transportation that was previously mentioned, the addition of a bicycle lane on the Hwy 101 corridor is also consistent with Humboldt County's general plan and should therefore be taken into further consideration when formulating possible alternatives.

The California Legislature finds and declares that the California coast has witnessed persistent sea-level rise along its southern and central coast section and in San Francisco Bay over the past century. In 2006, Assembly Bill 32 established the California Global Warming Solution Act which states that global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. One of the potential adverse impacts of global warming is a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences. Bill AB1066, which is currently in committee, addresses the importance of local governments to consider the impacts of climate change when preparing, adopting, and updating a local coastal program for certification by the Coastal Commission. In light of this information and state attempts to address the problem, it is shocking that CalTrans did not take the possibility of sea-level rise into account when they drafted the Route 101 Corridor proposal. 3

The last issue that I would like to address is in regards to a dramatic increase in traffic along Old Arcata Road and Hwy 255. Although I commend CalTrans efforts to make our highways safer, it is important that we do not do so by decreasing the safety of county roads and/or other highways. Both Old Arcata Road and Hwy 255 wind through residential areas with abundant pedestrian traffic. Old Arcata Road is narrow and windy with low visibility and narrow shoulders. There are numerous private residences, as well as the Jacoby Creek Elementary School and Post Office, which are accessed via Old Arcata Road. Increased traffic along that road has already led to the recent installation of speed bumps within the Jacoby Creek School Zone. If the proposed construction within the Hwy 101 corridor increases traffic on Old Arcata Road by a minimum of 30% as projected, than an already unsafe situation is going to grow considerably worse. Although Humboldt County has made plans to upgrade the road eventually, they have stated that they do not have the necessary funds to do it at this time. There is no telling when funds may become available and ultimately local taxpayers are going to have to pay for any improvements I do not feel that it would be wise to "improve" the Hwy 101 corridor when current data shows that the safety corridor is and has been effective. Based on the low number of current collision rates within the Hwy 101 corridor at this time, it is not sensible to try and fix that which is not broken based merely on the assumption that it may be broken in the future. 4 5 1

Thank you for taking the above comments and suggestions into consideration.

Sincerely,

Alisha Oloughlin

<u>Responses to Alisha Oloughlin</u>:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

3. Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S) includes a detailed discussion of anticipated global climate change and sea level rise.

4. Alternative 3A, the Preferred Alternative identified in the Final EIR/S would not substantially affect Old Arcata Road or State Route 255. All three roadways were analyzed for traffic impacts. See Section 3.1.6 Traffic and Transportation section in Chapter 3 of the EIR/S and Group Response I-E for more information.

5. Modified Alternative 3A would not increase traffic on Old Arcata Road by 30%. See Group Response III-A-4 for more information and Section 3.1.6 Traffic and Transportation section in Chapter 3 of the EIR/S for more information.

Edward C. Olsgard, M.D.
Michele McKeegan
2020 Fern Street
Eureka! CA 95503

California Department of Transportation
Program/Project Management
Attn: Kim Floyd
1656 Union Street
Eureka, CA 95501

Dear Kim:

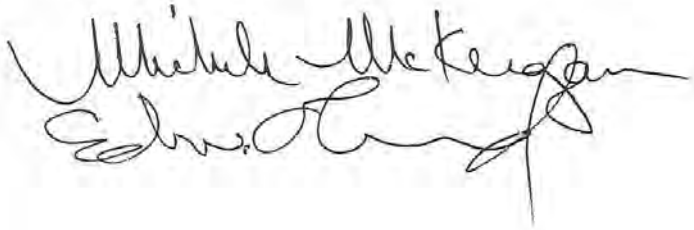
Thank you so much for your openness to community input in regard to the proposed alternatives for improvements to the corridor between Eureka and Arcata. Keep Eureka Beautiful is sending a detailed response to the EIR but we wanted also to send in our own comments.

We are very concerned about the environmental impact of cutting 300 eucalyptus trees to lengthen the ingress and egress lanes to the mill property, where there is, apparently, no record of an accident ever occurring. That line of trees is 80 years old and has historic meaning to this community. It seems very clear that the possible benefits of removing these trees do not begin to balance the resultant negative environmental impact. Also, your own data indicate that those trees are performing an important traffic calming effect, slowing traffic an average of 4 mph when clocked some years ago.

We are also concerned about the removal of a number of existing large trees that fall within the nine-meter clear recovery zone. This seems to be, in many cases, an unnecessarily rigid application of the rules. We do not doubt that there are places where trees will have to come out but most of them are doing a good job of beautifying the highway and, possibly, slowing traffic.

We hope that you will take these comments into account when looking at the proposed plans. We are confident that we can work together to make the corridor both safe and beautiful.

Best regards,



<u>Response to Edward C. Olsgard, MD and Michele McKeegan</u>:

See Group Response III-B-2.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
E. C. OLSGARD

ADDRESS 2675 HARRIS CITY Eureka STATE CA ZIP 95503

REPRESENTING (name of organization or agency)
EUREKA FAMILY PRACTICE

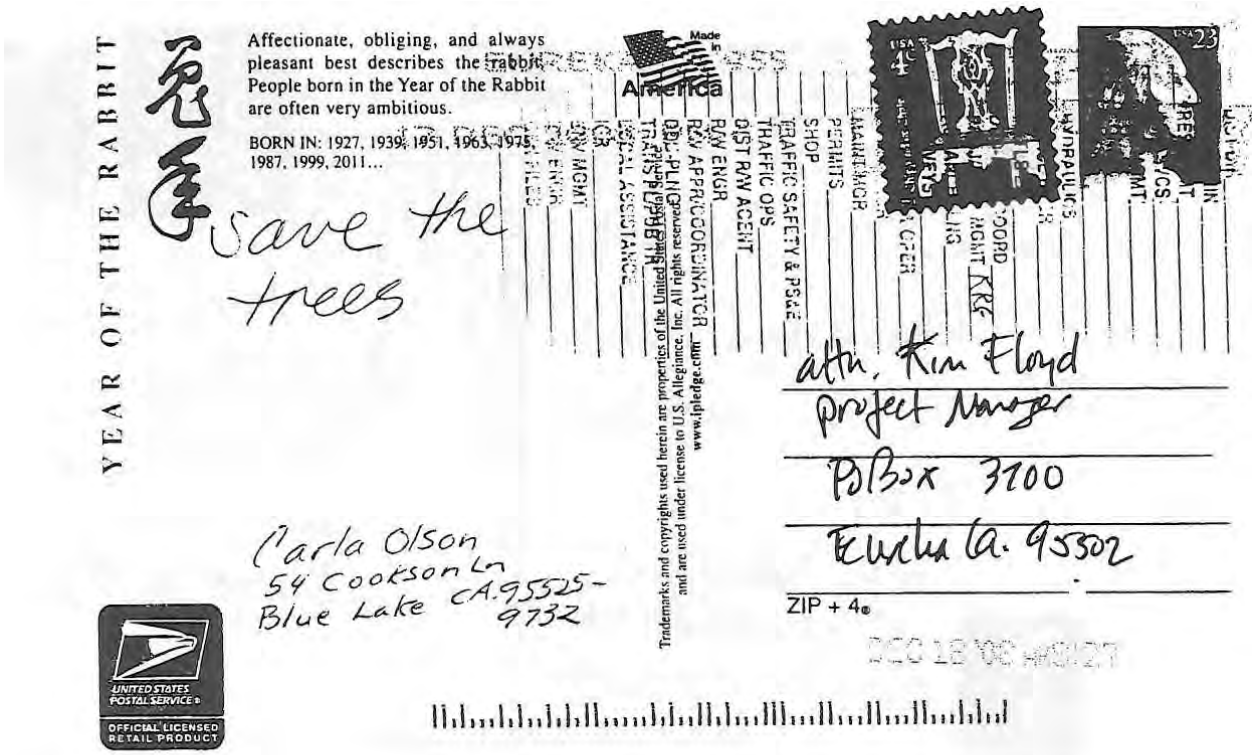
I would like to make the following comments:
The present 50 mile/hr limit works to prevent fatal accidents. It usually drives a wide a buffer between Eureka and Arcata. Most motorists are going at 50-55 mph. Reengineering the road to lessen the likelihood of accidents at Indianola is unnecessary and unduly expensive

NOTE: Please submit comments no later than September 28th, 2007

Responses to E. C. Olsgard, M.D.:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Response III-A-C regarding the posted speed limit after construction.

The Redwood Community Action Agency Humboldt Bay Area Bike Map designates the Route 101 intersections at Mid-City Motor World, Indianola Cutoff, Bracut, and Bayside Cutoff as "Difficult Intersections – Use caution in these areas." Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would eliminate uncontrolled vehicle crossing movements at these Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians.



<u>Response to Carla Olson</u>:

See Group Response III-B-2 for a discussion of tree removal.

John Olson
<kg6mar@arrl.net>
12/20/2008 02:27 PM
Please respond to
kg6mar@arrl.net

To Kim_Floyd@dot.ca.gov
cc
Subject 101 Safety corridor project comments

John Olson
1575 Alex Lane
Bayside, CA 95524

Kimberly Floyd
Project Manager
Caltrans
Kim_Floyd@dot.ca.gov

Dear Ms. Floyd,

I urge Caltrans to contrive some new alternative for the intended 101 Safety Corridor project that will make bicycling easier and more convenient, instead of making it less so.

I use Bayside Cutoff to get on and off 101 in my car nearly every day. I would just as soon see 25mph roundabouts, or 4-way stop signs, or the "do nothing" alternative.

In fact, it seems easier and cheaper just to implement some speed and headlight enforcement, which are nearly nonexistent today.

Regards,
John Olson

Responses to John Olson:

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

See Group Responses III-A-1, 2, and 3 for more information regarding setting the speed limit and enforcement.

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Arthur Ontman

ADDRESS
567 12th Street Apt. C

CITY
Arcata

STATE
CA

ZIP
95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:
~~Elizabeth~~ I go to Eureka and back everyday. I would love to ride my bike there if it was more bike friendly. I would only bike if I felt safer. Even a dirt trail or something would be awesome.

NOTE: Please submit comments no later than September 28th, 2007

Response to Arthur Ontman:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

110 Dandy Bills
Loleta, CA 95551
28 September 2007

California Department of Transportation--CalTrans
District 1 Office
1656 Union
Eureka, CA 95501

Anent: Safety Corridor

Dear People, Sir &/or Madam:

First I compliment CalTrans on all the excellent work on the Environmental Impact Report. It contributes to understanding. However it fails regarding all environmental impacts and keeping costs controlled.

I appreciate the existing safety corridor's great help in protect the public. Continuing to have the 50 MPH limit and using headlights seems prudent--to me.

However vehicles trying to cross oncoming traffic are a serious problem. Blocking to the extent that one has to drive nearly the entire corridor to go in the opposite from the intended direction is a flawed mindset (and is wasteful--squandering non renewable resources. If the present crossovers were set up so that they allowed ONLY U turns (but blocked median crossings), then persons wanting to get to the opposite side would be able by entering traffic on their side and driving in the opposite (their unintended) direction (this comparative relatively short distance) to the next U Turn area to turn into the opposite flowing (and intended) direction. Of course there would be a necessity to slow to a safe speed to make the turn; likely the present "off" and "on" lanes should require increased lengths to allow safer merging. 1 2

I appreciate that mention was made of Global Warming, but it seemed more lip service and didn't look at this project in terms of Global Climate Change. With the increasing negative events such as the polar regions' loss of reflective ice, increasing likely instability of still relatively inert methane hydrate (including from permafrost melting), increasing adverse biomass change in tundra and taiga regions, and such, mean that worse case scenarios are concerningly more likely. Instead of investing in areas impacted by this ocean level rise, CalTrans would be better advised to pro-actively consider what will be needed to move its infra-structure out of this impacted zone. Vehicles definitely contribute towards increasing in carbon dioxide gas, so CalTrans should consider being part of the solution--NOT the problem by hanging on to obsolete ways. Fostering further greenhouse gas resulting from the proposed overpass (which at some point will just be a temporary island) when the 101 corridor is flooded--initially with winter storms & high tides--seems foolish and imprudent. 3

CalTrans might well look to our north, while I was up on Vancouver Island in British Columbia, Canada, I noticed that in the similar rural areas there were "sort of" freeways, but without clover-leafs. Special signal lights allowed cross traffic that didn't impede the main traffic flow. By using highly visible warning lights for signal change, timed delays at cross points, and synchronization of traffic lights disruption of the main corridor flow would be minimized. Traffic flow is effect metered out of Eureka; too bad there is so much waste of gasoline by the many unsynchronized lights in Eureka with resultant "stop and go" traffic. 4

Certainly CalTrans spending would be helped by decreasing costs. Mega projects have huge expenses that we well may have to scale back. And those expenses have environmental costs—that shouldn't be ignored; the environment ultimately has to pay.

Hoping for our best,
James Orr

<u>Responses to James Orr</u>:

1. Alternative 1 as described in the Environmental Impact Report/Statement (EIR/S) would close all median openings and would result in considerable out-of-direction travel for drivers needing to access local streets and driveways on Route 101. There was essentially no public support for this alternative, however Alternative 1 met the project need and purpose and it would have the least amount of wetland impact.

2. Alternative 1A, described in Chapter 2 of the Final EIR/S, includes three U-turns. Although Alternative 1A would meet the project need and purpose, there was almost no support for this alternative and the U-turns would be difficult for bicyclists to use.

3. Comments noted. Modified Alternative 3A identified as the Preferred Alternative in the Final EIR/S. This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Modified Alternative 3A would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. This alternative would not add traffic carrying capacity nor would it substantially increase out-of-direction travel. Please refer to Chapter 4 of the Final EIR/S which includes a more detailed discussion of climate change and sea level rise.

4. See Group Response II-C for a discussion of signalization.

From: "jamie orr" <no.unsolicited.commercial.email@gmail.com>
To: kim_floyd@dot.ca.com
Subject: Arcata Eureka Safety Corridor
Date: Fri, 19 Dec 2008 18:31:35 -0800

110 Dandy Bills
Loleta, CA 95551

18 December 2008

Ms. Kim Floyd, Project Manager

California Department of Transportation--CalTrans
District 1 Office
1656 Union
Eureka, CA 95501

Dear Ms. Kim Floyd, People, Sir &/or Madam:

First I commend CalTrans on all their excellent work; I came away from your public meeting realizing that CalTrans is seriously interested in its role of improving North Coast transportation, in furthering public input, in being flexible, and in being part of the solution. Thanks to all the fine people working on this project!

Although I personally still would consider keeping the current situation (50 MPH limit and headlights with *increased funding for Highway Patrol enforcement from CalTrans' savings from reduced cost of new construction*), I appreciate that CalTrans has put a lot of work into sound improvements. I believe *Alternative 1A* is your best proposal. Hopefully the new traffic light will be *synchronized with the last Eureka light*. 1

However I support adding an additional north to south weave some what further north nearer the closed Bayside crossing (or a double both north and south near there). Barring that perhaps CalTrans should consider 2

providing connecting access to and from the Old Arcata Road to their CalTrans Station and the KOA assuming not too great adverse impacts result.

I greatly appreciate given that with the New Year (2009) global warming and carbon emissions will have some mandate, but these should be given increased consideration now (i.e., for this project). Pacific Islanders are advanced and forward thinking; they realize that ocean level rise is going to be a
reality which will flood out their countries and so are trying to move. 3
The present annual meeting of the American Geophysical Union in S.F. now projects: sea level rise will "substantially exceed" levels now projected of about two feet rise; due to global warming increasing likelihood of severe and persistent drought as our American West is likely to become more arid;and due to increasing acidification of the oceans from carbon dioxide, disruptions of developmental processes and of populations and communities including phytoplankton=97not just loss of coral reefs. CalTrans needs to give more consideration, too, and not just pour more huge sums into what will be sunken ruins while contributing to this debacle .

More over I don't have confidence that CalTrans is giving consideration to bicycles and pedestrians for the multi millions being spent on this project, there seem no funding of the relatively paltry amount to facilitate 4
those
stakeholders. Lastly although I realize that trees don't have standing, I condemn the seeming blanket edict that all trees will be cut down within 5
30 feet.

Again my compliments and appreciation!

Hoping for our best,

James Orr

Responses to James Orr:

1. Please also see the posted speed limit discussion in Group Responses III-A-1 and 2.

2. After receiving considerable opposition after the December 3, 2008 public meeting Alternative 1A was not selected as the Preferred Alternative. Many individuals complained that the U turns in Alternative 1A would be challenging for bicyclists and cause confusion for all travelers.

3. Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S) includes an expanded discussion of climate change and sea level rise.

4. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

5. Please see Group Response III-B-2.

"Wayne Palmrose"
<wpalmrose@suddenlink.net
>
12/02/2008 01:18 PM

To "Kim Floyd" <kim_floyd@dot.ca.gov>
cc
Subject Re: here is the email

Project Manager KIM FLOYD
First.....thank you for such a speedy reply!
I live in Bayside and really will feel the down side of a closed Cutoff! I support being able, if this is a part of this upgrade, to 'go' North with a longer acceleration lane. 1
However I don't like having to go to Arcata to 'go' South, as I hate those stupid roundabouts/you say 'turnarounds. Kim, they cause more accident and near-misses than 2
anybody either sees or notices each day. The off ramp at Giuntoli Lane is a fine example of near miss each morning when Lane one is Full and you can't get to off lane and into ramp area before 3
turning right or around.
Alternative 3A seems as per Times/Standard online to be OK. I hate to see those trees go, they are a part of the area! Why don't you take out some of the median ,which as you 4
know is labor ridden , mowing , trash pickup and lessen width and put lane or lanes their closer together and put in a culvert for drainage. By culver, I mean the kind you can
drive thru with a' Bobcat' and keep clean for drainage and such.
I wish you the best at your meeting.....as a former City of Eureka Marina employees those meeting can get long and heated!!
Good Luck and in advance --MERRY CHRISTMAS

Wayne A Palmrose

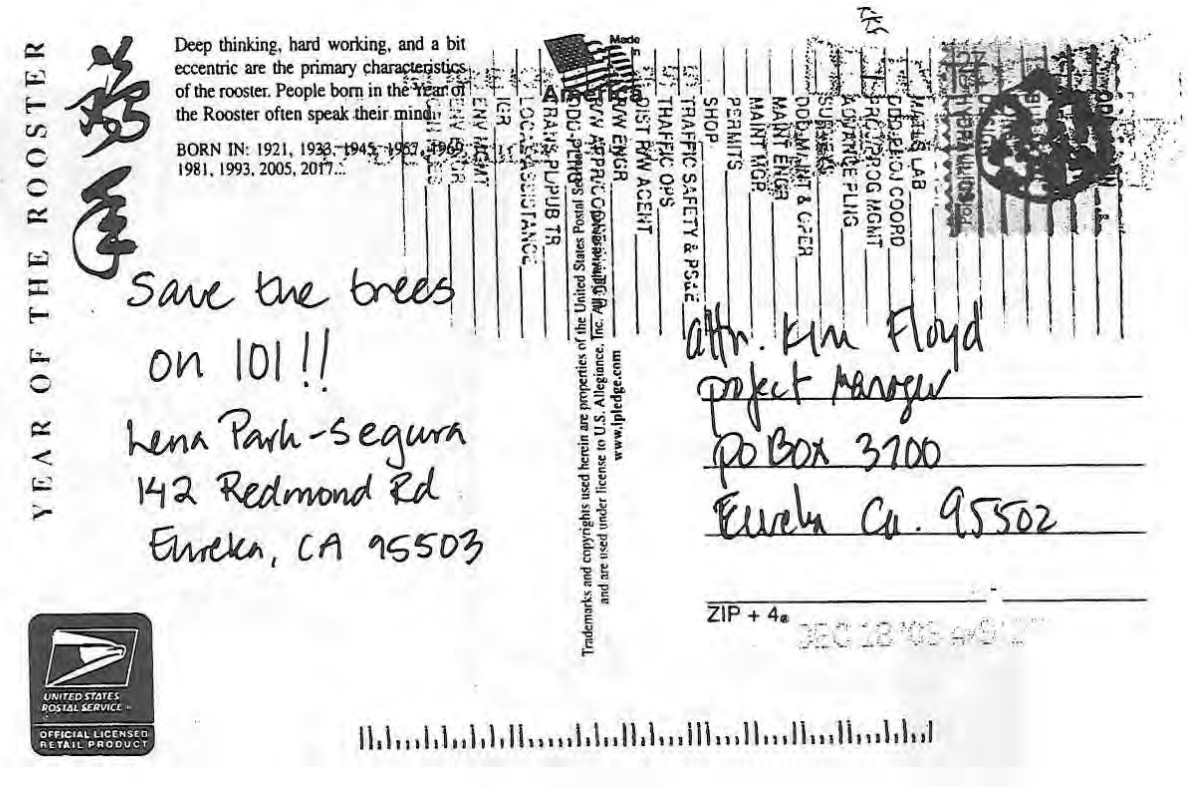
<u>Responses to Wayne Palmrose</u>:

1. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), includes constructing a Route 101 northbound acceleration lane from Bayside Cutoff.

2. Modified Alternative 3A also includes an interchange at Indianola Cutoff, which would minimize out of direction travel by providing access to southbound Route 101 for travelers in the Bayside area.

3. Alternative 1A, which includes turnarounds, was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

4. For a discussion on tree removal see Group Response III-B-2.



<u>Response to Lena Park Segura</u>:

See Group Response III-B-2 for a discussion of tree removal.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME [redacted] / Suzanne Pasztor

ADDRESS	CITY	STATE	ZIP
4310 Walnut Dr	Eureka	CA	95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I feel this project does not truly take into account bicyclists. The existing bike route on the roadway shoulder is presently unsafe and due to this is it is a significant deterrent to commuting by bike between Arcata & Eureka. The ~~present~~ project as designed & presented leaves this dangerous, barely functioning bike route as is → why is there no effort to increase the safety for bikes as part of this project when this is such a wonderful opportunity to do so? Why doesn't Caltrans put pressure on the NCRA to use their right of way for this? It seems the project is allowed to expand into the NCRA right of way for the (over)

NOTE: Please submit comments no later than September 28th, 2007

Requires a First Class 41-Cent Stamp

purposes of motor vehicle roadway improvements so why isn't this the same for bikes?

Response to Suzanne Pasztor:

Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. Please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H for more information.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME SUSAN PENN

ADDRESS PO BOX 1036 CITY EUREKA STATE CA ZIP 95502

REPRESENTING (name of organization or agency) BIKERS, PEDESTRIANS, DRIVERS, BIRDS

I would like to make the following comments:

(1) MAKING CARS GO FASTER WILL NOT MAKE THE CORRIDOR SAFER 1

(2) THE INCREASE IN TRAFFIC ON 101 WILL NOT BE OUR BIG CONCERN - IT WILL BE THE INCREASE IN TRAFFIC IN EUREKA. YOU NEED TO DO NOTHING UNTIL THE GREATER TRAFFIC PICTURE IS INCLUDED. 2

(3) "LOS" IS ONLY ONE WAY OF LOOKING AT THIS STRETCH OF HIGHWAY. OTHERS NEED TO BE CONSIDERED. 3

NOTE: Please submit comments no later than September 28th, 2007

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME SUSAN PENN

ADDRESS PO BOX 1036 CITY EUREKA STATE CA ZIP 95502

REPRESENTING (name of organization or agency)

I would like to make the following comments:

(4) THIS IS A SCENIC DRIVE, + SHOULD BE SO DESIGNATED. IT ONLY TAKES ABOUT 2 MINUTES LONGER TO MAKE THE TRIP AT 50 MPH. 1

(5) THE SAFETY LEVEL HAS IMPROVED GREATLY WITH THE REDUCTION IN SPEED. STUDIES SHOW THAT PEOPLE DRIVE MORE SLOWLY WHEN THEY CAN'T PREDICT WHAT'S COMING. SO, WE'RE USED TO THE FLASHING LIGHTS - TIME TO DO SOMETHING DIFFERENT TO GET OUR ATTENTION AGAIN. 4

NOTE: Please submit comments no later than September 28th, 2007

California Department of Transportation (Caltrans)
Public Hearing — Tuesday, August 7th, 2007
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: SUSAN PENN

ADDRESS: PO BOX 1036 CITY: EKA STATE: CA ZIP: 95502

REPRESENTING (name of organization or agency):

I would like to make the following comments:

(6) WE NOW HAVE EGRETS FEEDING IN THE MEDIAN STRIP + THE SLOUGH. WE DON'T NEED TO DESTROY WETLANDS. 5

(7) THERE ARE NO PROVISIONS FOR BIKES TO TRAVEL SAFELY – THIS NEEDS TO PART OF THE PLAN. 6

(8) A STOPLIGHT AT AIRPORT ROAD WOULD CREATE A TRAFFIC JAM OF MAJOR PROPORTIONS 7

NOTE: Please submit comments no later than September 28th, 2007

California Department of Transportation (Caltrans)
Public Hearing — Tuesday, August 7th, 2007
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: SUSAN PENN

ADDRESS: PO BOX 1036 CITY: EUREKA STATE: CA ZIP: 95502

REPRESENTING (name of organization or agency):

I would like to make the following comments:

(9) WITH THE EXPECTED INCREASE IN TRAFFIC, WOULDN'T IT BE REASONABLE TO THINK THAT PUBLIC TRANSPORTATION WOULD BECOME MORE PRACTICAL? THIS COULD HELP DECREASE THE NUMBER OF CARS. 8

(10) PEOPLE WHO LIVE HERE SHOULD BE THE ONES TO DECIDE HOW TO BEST USE THIS STRETCH OF ROAD. HOW ABOUT A CITIZENS ADVISORY COMMITTEE? 9

NOTE: Please submit comments no later than September 28th, 2007

Responses to Susan Penn:

1. The project need and purpose does not include building improvements for the purpose of raising the posted speed limit. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph;

however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

2. The project need and purpose does not include reducing traffic congestion. The need and purpose consists of enhancing safety, improving intersection level of service, and constructing improvements to enhance and preserve the roadway. There are separate projects to address traffic conditions within the Eureka urban core.

3. Caltrans staff concur that LOS should not be the only criteria to evaluate transportation system. The studies summarized in the Final Environmental Impact Report/Study include, but are not limited to, the following: travel delay, out of direction travel, potential traffic diversion to Old Arcata Road and State Route 255, engine emissions, and energy consumption.

4. Please see Group Response I-A.

5. Caltrans staff has worked with resource agencies to avoid, minimize, and mitigate for wetland impacts. However, in order to meet the project need and purpose of enhancing safety, some wetland impact is unavoidable. See Section 3.3.2 in Chapter 3 of the Final EIR/S.

6. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D as well as Group Responses II-B, II-E, II-F, II-G, and II-H.

7. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, does include a half signal at the Route 101/Airport Road intersection. The proposed signal would only stop northbound Route 101. In addition, the project includes constructing an additional lane to accommodate the increase in traffic queuing.

8. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

9. A Citizens' Advisory Committee was formed and has met several times. Please contact the Humboldt County Association of Governments for more information.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Linda Pereira

ADDRESS 2168 Law Blvd. CITY Eureka STATE CA ZIP 95503

REPRESENTING (name of organization or agency) n/a

I would like to make the following comments: I live in Cutten; work at HSU, travel the corridor up to 7 days per week, and often cross 101 northbound onto Indianola Cutoff. Additionally, I freqeuent two businesses on Jacobs Ave. regularly. While I'm not thrilled about the 50 mph speed limit, I believe that and closing the so. median at Jacobs has greatly reduced the amount of traffic accidents in the area. 1

As the for different scenarios proposed for the corridor, I favor placing a stoplight at Jacobs, oppose closing the median at Jacobs, and oppose an interchange at Indianola. I feel the cost involved with building the interchange is a waste of taxpayers' money for the amount of traffic involved, and closing the Jacobs Avenue median would be detrimental to the numerous businesses located there. Thank you for your consideration. Pereira 2

NOTE: Please submit comments no later than September 28th, 2007

Responses to Linda Pereira:

1. Please see Group Response I-A.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at Airport Road and allows drivers at Airport Road to turn left onto southbound Route 101 to the Eureka urban core. Modified Alternative 3A also includes a Route 101/Indianola Cutoff interchange. The interchange would be located approximately halfway between Eureka and Arcata and would substantially reduce out of direction travel and enhance safety after the median crossings are closed. See section 3.1.6 in the Traffic and Transportation in Chapter 3 of the Final EIR/S for more information.

9-13-2007

Dear CalTrans,

I went to a Eureka City Council hearing on the 101 corridor last week and was quite disturbed by some of what I heard.

I learned that the safety corridor was never intended as a permanent solution, and though such corridors have a history of eventual failure as a solution, it seems that the source of failure is a tapering off of enforcement. So why is enforcement tapered off, to force a more favored expensive "fix" which does not address other transportation problems in the corridor? 1

I do not support median closures, overpasses and a return to 65 MPH in the corridor. I do support a continuation of the 50 MPH limit and ENFORCEMENT of it! A return to 65 will in and of itself decrease safety and does nothing for bike riders. I would also support the installation of traffic lights at difficult intersections. When the absence of full signalization as an option in the EIR was discussed, it was dismissed, because "even traffic lights do not prevent accidents" and safety is supposed to be paramount. Well, NOTHING totally prevents accidents, but slowing down, and enforcing rules sure helps. Someone, I don't remember who, said CHP hates babysitting the corridor. Hey, babysitting idiot drivers no matter where is pretty much their job. If compliance is slipping, enforcement is needed. 2 3

The assumption that we really have to go faster in the corridor is debatable. We should not spend millions to save minutes. Everyone has to slow down in Eureka anyhow; they may as well get ready. They may even enjoy the bayside views at a lower speed. I know I do. As for northbound, I find there too the lower speed leads to a more relaxed attitude and appreciation of the scenery. And when I ride bike on the corridor, I REALLY appreciate the lower speed limit! There are many other stretches of coastal highway which require slower speeds. It is okay... . Really.

The worst thing I heard was an apparent threat that if we do not accept one of the proposed solutions, which do NOT include adequate bike or pedestrian accommodations or full or partial signalization, CALTRANS will just close the median and be done with it. Spite at best, blackmail at worst. Not right, not fair and not acceptable. 4 5

Thank you for considering my opinions.

Claire Perricelli
2259 16th St.
Eureka, CA

Claire S Perricelli

Responses to Claire Perricelli:

1. The legislation that enacted the double fine zone and enhanced enforcement within the Route 101 Safety Corridor expired and was not renewed. After the enhanced enforcement ended the prevailing speeds did slightly increase, but is still under 60 mph between the Eureka Slough Bridges and Jacoby Creek Bridges. However, the collision rates are climbing at Mid-City Motor World and Indianola Cutoff. Also see Group Response I-A.

2. The Draft Environmental Impact Report/Statement (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

The project need and purpose does not include building improvements in order to allow for posting a higher speed limit.

3. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, does include a half signal at the Route 101/Airport Road intersection. For a discussion of signalization at other locations, see Group Response II-C.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

5. Caltrans would not close any of the Route 101 medians in response to the proposed project not receiving approval, permits, or funding. However, traffic volumes and speeds are expected to increase in the foreseeable future, which may result in an increase in serious broadside collisions, which in turn may necessitate closing one or more Route 101 intersection median openings within the corridor.

Eugene Perricelli
<ceperr@sbcglobal.net>
12/08/2008 11:06 AM
Please respond to
ceperr@sbcglobal.net

To Kim_Floyd@dot.ca.gov
cc
Subject 101 Corridor

I was not able to come to the presentation at the Wharfinger last week but would like to express my concern that the plan as I understand it does nothing for cyclists, and with the turn around option actually makes it worse. As a cyclist and walker, I would hope that our road "improvements" take into consideration the needs of cyclists and pedestrians. As a citizen concerned with climate change and the personal changes which need to be made to adjust to that, I would also like to see the probable sea level rise addressed. As well as the need for less "single driver in big car" traffic. Is there any way Caltrans can help with the establishment of a bike and pedestrian trail between Eureka and Arcata? If not, then at least don't make things worse than they are now. And the idea I read recently in the paper, putting up cameras to record and reward speeders in the corridor; I like it! 1 2 3 4 5

Thanks for your attention.

Claire Perricelli, 2259 16th, Eureka, CA

Responses to Claire Perricelli:

1. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D for more information. The proposal to increase the posted speed limit after project construction has been dropped: see Group Responses III-A-1 and 2 for more information.

2. Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

3. Please see Chapter 4 of the Final EIR/S which includes an expanded discussion of climate change and sea level rise.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

5. See Group Response II-D.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Tom Peters

ADDRESS (home): 221 Dollison St
CITY: Eureka
STATE: CA
ZIP: 95501

REPRESENTING (name of organizaion or agency): myself

I would like to make the following comments:
Would it be possible to replace the Airport signal light with another turnaround for southbound traffic at Cole Ave? This would eliminate another crossing and still provide access to Jacobs Ave. Perhaps a lower speed limit from S Street light to past Cole Ave turnaround merging point would increase safety.

NOTE: Please submit comments no later than December 15, 2008

<u>Response to Tom Peters</u>:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow left turns to and from Route 101.

Thomas H. Peters
221 Dollison St.
Eureka, CA 95501
707-445-1666
tpete@reninet.com

December 13, 2008

Kim Floyd
Project Manager
P.O. Box 3700
Eureka, CA
95502

The following are my comments on the CalTrans proposals for the Safety Corridor on Hiway 101 between Eureka and Arcata.

I support the idea of turn-arounds at 3 locations.

I support the idea of an overpass at Indianola of whichever appropriate design.

I would suggest considering another turn-around at Cole Avenue instead of the stoplight at Airport Road. I have looked at the area and there appears to be enough room for one. There also appears tc a decent view of the proposed merging lane as traffic comes off the curve leaving the slough bridge northbound.

If there was to be a stoplight at Airport, I would suggest installing lights warning northbound traffic red-light or a green light situation ahead. I have seen these in use on thoroughfares in other areas a they help the flow of traffic immensely. As a car trips the demand light for Airport, overhead lights would begin flashing warning northbound drivers they were approaching a red light and should pre to stop. If the lights were not flashing, drivers could proceed at speed without worrying about a sto

Thanks for considering my comments.

Tom Peters

Tom Peters

Response to Tom Peters:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow left turns to and from Route 101. Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

Rebecca Peterson
1148 Eucalyptus Rd.
McKin., CA 95519 12-15-08

Caltrans:
Regarding the 101 safety corridor:

Keep speed limit at 50 mph. 1

Signals at Airport Rd. & Indiannola Cutoff - will slow traffic further. 2

Leave Bayside cutoff like it is. 3

No trees cut !! 4

Slow down!
Don't speed up!

Cars are killing us and our kids. If they don't kill us they sure as hell take our money!

Your kids are in danger!

Find something else to do (or not)!

Trees equal beauty = peace of mind

No trees and faster highways = stress and death.

What's the matter with all of you?

Need to make a living by killing off everything?

What are you doing? Think about it!

More? Faster? Faster yet? Wider? Bigger? More? Bigger? Endlessly?

Most Sincerely,
Rebecca Peterson, McKinl

Responses to Rebecca Peterson:

1. See Group Responses III-A-1 and 2.

2. Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S) includes a half signal at Airport Road and Route 101. Please refer to Group Response II-C regarding signalizing other intersections.

3. The proposed project includes closing the Route 101 median opening at Bayside to enhance safety. Please refer to Chapter 1 Project Need and Purpose for more information.

4. See Group Response III-B-2.

SanbornPetterson
<lala@arcatanet.com>
12/20/2008 11:33 PM

To Kim_Floyd@dot.ca.gov
cc
Subject Eureka-Arcata Highway 101 Corridor Project

Dear Ms. Floyd,

I am writing regarding the Eureka-Arcata Highway 101 Corridor Project. I am a nurse who lives in Arcata and works in Eureka. I have been commuting by bicycle between the two cities for the last 20 years. I do not drive a car. Occasionally, I take the bus -- but the bus routes and schedules are limited and don't offer me the same flexibility (and health benefits) that my bike does. So, three to four days a week I am a bicycle-commuter.

From 1988 to 2008, I have seen an extraordinary increase in both the amount of cars and bicycles traveling along the 101 Corridor. Needless to say, with the increasing traffic has come increasing risks and dangers for cyclists - as well as motorists. I have reviewed the various proposals (1, 1A, 2, 3 & 3A). None of the proposals seems bicycle or pedestrian friendly. Closing the medians would create serious access issues for both groups. Ideally, the safest option would be a well-buffered bicycle/pedestrian trail between Eureka and Arcata. Keeping the speed-limit at 50 mph is also essential. Even as a passenger in a car, I see no valid reason for increasing the speed limit on such an impacted, relatively short stretch of road. In fact, I would encourage extending the 50 mph speed limit through the HSU/14th Street and Sunset Avenue on/off-ramps. On a bike or in a car, these ramps are dangerous to navigate at high car speeds, given all of the cross-merging traffic.

My 12 year old son and I have ridden our bicycles to Eureka on occasion. It's then, feeling so responsible for my own child, that I realize how dangerous the route is. The only two alternatives, Old Arcata Road or through Samoa, are both much longer -- and much more dangerous. I feel that bicyclists are consciously caring for the health of the planet, the community and themselves. It's sad that transportation planning seems to be completely about automobiles, and never about either bicyclists or pedestrians. If I am still able to bicycle commute in another twenty years, I hope I will be able to do so with a feeling of safety.

Sincerely,

Elisabeth Petterson

<u>Responses to Elisabeth Petterson</u>:

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D for more information. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H.

The proposal to increase the posted speed limit after project construction has been dropped. See Group Responses III-A-1, 2, and 3 for more information. Extending the posted 50 mph speed limit on Route 101 north to Sunset Avenue in Arcata would not be feasible since bicyclists have the option of using parallel surface streets instead of the Route 101 freeway segment.

Fhyre Phoenix
1658 Mad River Road
Arcata, CA 95521

To Caltrans planners:

The options given Humboldt County residents for the Hwy. 101 corridor between Eureka and Arcata do not include the option that most area residents want. Namely, to leave the safety corridor intact, as is, continuing with the 50 mile per hour speed limit. 1

What many people have been clamoring for, for many years, is a wide pedestrian and bicycle travel lane, physically separated from the automobile travelway, between Eureka and Arcata. Many people are committed to using this pedestrian and bicycle travel lane, if it were to exist. Currently, many bicyclists are afraid to ride in the highway breakdown lane as the traffic, even though only moving at 50 mph, is still too threatening. 2

A pedestrian and bicycle lane would allow those who prefer to not use their cars, to do so. This would reduce automobile traffic on this road. 3

I am concerned that whatever work Caltrans does do will be moot within a few years, given the rapid acceleration of global warming. The reports I read tell of an ever-increasing (and surprising) acceleration, resulting in higher sea levels. In January of 2006, parts of this section of highway were flooded during a winter storm and debris was spread across the road. Rather than waste your funding building a clover-leaf or shutting down the cross streets and access-ways (which are now three times safer than average highways in California since the speed limit was lowered to 50 mph), why not invest in raising the level of the roadbed to prevent future flooding? Currently, the roadbed is only about two feet above the high tide mark. With the 20 foot+ rise in sea levels predicted within 100 years (according to somewhat outdated and lower than reality models), the highway will begin to flood regularly within ten years. 4

Caltran's predictions of future population growth and especially traffic increases seem completely out of line with reality, given historic population and traffic trends. In addition, 20-year plans for each of the cities and towns in this area, as well as the county plans, call for very slow growth by design, not the seemingly "max it out in 20 years" model that Caltrans seems to be using. 5

When Caltrans wanted to go ahead with its own plans several years ago, local people insisted that there be a series of public hearings. At these hearings, people insisted that Caltrans plans be abandoned in favor of lowering the speed limit. After a long fight, Caltrans finally agreed to lower the speed limit but stated that it would never work. In fact, the positive results exceeded everyone's expectations. 6

Why do you, Caltrans, find it so difficult to hear and listen to what we, the people who live here, want for our community and surrounding roadways? Why are you so disconnected? Why are you acting like a dysfunctional, bull-headed spouse that feels he knows it all and won't listen to his partner? While we should be acting as partners, you come here acting as a lying, manipulating bully. Why is this? 7

If you work with us, you will easily reach your department's stated goals with a relatively small amount of fuss, time and funds. Unless, of course, your goals are actually coming from a hidden agenda and you are not being truthful about what you are trying to accomplish. 8

So this is an invitation to set up another series of hearings, to actually listen to us, to work with what the local residents want: safety, maintaining the level of safety we have achieved by keeping the speed limit at 50 mph, availability of safe travelways for non-motorized vehicles, wise use of our tax monies, the widest possible access to all parts of our community without building new roads or widening existing roads, e.g. leaving current access roads as they are.

Responses to Fhyre Phoenix:

Thank you for your interest in this project and taking the time to review the project information and provide comments.

1. Based on the vehicle collision rates and condition of the roadway within the Route 101 Corridor, the proposed project is needed even after the Safety Corridor was implemented in 2002. See Chapter 1 of the Final Environmental Impact Report/Study (EIR/S), which has been revised, for more information regarding the project need and purpose. Please also refer to Group Response I-A. The proposed project is designed to enhance safety and traffic operations at intersections as well construct long term roadway maintenance.

The Draft EIR/S stated that the posted speed limit would be raised from 50 mph to 65 mph. The proposal to raise the speed limit has been dropped. See Group Responses III-A-1 and 2 for more information regarding maintaining the existing posted speed limits.

2. See Group Response II-H.

3. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public since the initiation of project planning. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

4. Chapter 4 of the Final EIR/S has been revised to address both sea level rise and global warming in greater detail than the Draft EIR/S.

5. See Group Response I-B.

6. Caltrans staff developed and implemented the Safety Corridor in 2002, which included lowering the speed limit from 60 mph to 50 mph. At the time the Safety Corridor was intended to be a temporary solution until a long term solution could be constructed. Based on the current vehicle collision rates and condition of the roadway within the Route 101 Corridor, the proposed project is still needed.

7. Caltrans staff regrets the perception that public concerns are ignored. Both State and Federal environmental regulations require coordinating with affected governments, public agencies, businesses, organizations, businesses, and individuals to develop appropriate transportation solutions. Although all comments and suggests are fully considered, Caltrans cannot always accommodate every request. Caltrans has a State legislative mandate and responsibility to maintain the existing state highway system and above all else provide safe facilities for all highway users.

Preliminary planning and design began in 1999 to construct a project that would enhance safety for all users. For example, the project would eliminate uncontrolled vehicle crossing movements at Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians.

For more than ten years Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. At the start of the Draft EIR/S in 2001, there were two build alternatives. Over the course of almost ten years, three new alternatives were introduced and all alternatives were modified to address various concerns from the public.

Many bicyclists and people who support bicycle transit have commented on the project. Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to enhance bicycle transit. See Group Response I-D for more information.

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. In addition to the proposed project, several bicycle awareness signs were posted in both directions within the Route 101 corridor between Eureka and Arcata. These signs were designed to alert motorists of the presence of bicyclists riding on Route 101.

8. After environmental document approval, Caltrans working with other public agencies will provide further public outreach efforts to develop the project. For example, the proposed project will require a public hearing to obtain a Coastal Development Permit. At the core of the project need is collision data provided by the California Highway Patrol; this data is summarized in Chapter 1 of the Final EIR/S.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Bill Pierson

ADDRESS (home): 950 Freshwater — CITY: Eureka — STATE: Cal. — ZIP: 95503

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

In a time of state budget crisis, spending 25 - 60 million dollars on the Eureka - Arcata corridor makes no sense when the 50 mph speed limit solved the problem. 1

Also the eucalyptus trees should not be touched. They are a landmark beloved in our area. 2

There is no accident history at the mill's entrance so there is no justification for that part of the project. 3

NOTE: Please submit comments no later than December 15, 2008

Response to Bill Pierson:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. See Group Response III-B-2.

3. Extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Traffic on Route 101 is projected to increase and having the roadway meet design standards becomes more critical for traffic safety and operation reasons. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Allison Poklemba
CITY: Eureka
STATE: CA
ZIP: 95503
ADDRESS: 4312 Lentell Rd.
REPRESENTING (name of organization or agency):

I would like to make the following comments:

It is imperative that improvements to the Route 101 Eureka/Arcata corridor include a safe corridor for bicyclists. If they do not, than I strongly encourage Caltrans to leave the corridor as is. Vehicle accidents have significantly decreased since the "safety corridor" establishment. However, with the proposed improvements bicycle accidents will surely increase. The ride between Eureka and Arcata is already a heroic experience for a bicycle commuter, please do not make the commute even more dangerous by increasing the speed limit to 65 MPH. Thank you.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Allison Poklemba:

1. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

3. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Responses I-D for more information.

4. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Chris Poole

ADDRESS 1427 Albee St. CITY Eureka STATE CA ZIP 95550

REPRESENTING (name of organization or agency)

I would like to make the following comments:
Alternative three is the best and safest option

NOTE: Please submit comments no later than September 28th, 2007

Response to Chris Poole:

Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. Left turns would be allowed to and from Route 101 at Airport Road after construction. After constructing Modified Alternative 3A, the Route 101/Airport Road intersection is expected to be safer than the existing condition, which currently allows uncontrolled left turn movements. See Chapter 2 in the Final EIR/S for details.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Gail Popham

ADDRESS 3995 Hillside Ct. CITY Eureka STATE CA ZIP 95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:
The Billboards in the Eureka-Arcata corridor are an eyesore, a driving distraction, and therefore a Safety Hazard. Please remove them.
Thank You.

NOTE: Please submit comments no later than September 28th, 2007

Response to Gail Popham: Caltrans staff are currently re-evaluating the feasibility of billboard removal to comply with a California Coastal Commission condition for Federal Coastal Consistency Certification. See Chapter 3 of the Final EIR/S for more information.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: BEVERLY POST
ADDRESS: 2725 Summer
CITY: EUREKA
STATE: CA
ZIP: 95501

REPRESENTING (name of organization or agency): KEB but mainly my own thoughts on the subject –

I would like to make the following comments:

Three out of four of the alternatives offered do nothing to alleviate the problem that responsible consumers should be considering, the environment. I do not see that adding more concrete, cutting down trees, elimination of the speed limit (safety corridor) as having a positive effect on the environment. Please seriously consider other alternatives. I strongly oppose the above 3 solutions. 1 2 3 4

NOTE: Please submit comments no later than September 28th, 2007

Responses to Beverly Post:

1. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), includes measures to offset effects to the natural and build environment.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

3. See Group Response III-B-2 for information regarding tree removal.

4. See Group Responses III-A-1and 2 regarding the posted speed limit after construction.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: CAREN POTTER
ADDRESS: 1212 CARSON ST
CITY: FIELDBROOK
STATE: CA
ZIP: 95519

REPRESENTING (name of organization or agency): SELF

I would like to make the following comments:

I WOULD LIKE TO SEE THE SPEED LIMIT KEPT @ 50 MPH.
THE ONLY CHANGE I THINK IS NESESSARY WOULD BE A BIKE LANE.

THANK YOU.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Caren Potter:

The Draft Environmental Impact Report/Statement did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Jacob L. Pounds

ADDRESS (home): 219 2nd St Rear
CITY: Eureka
STATE: CA
ZIP: 95501

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

I ride my bicycle on the 101 corridor 5 times a week between my home and HSU. I would like to ride on a trail seperate from the highway corridor. I ride with bright clothes, lights, and as far from the road as I can, but I do not feel totally safe. There should be a dedicated, paved trail between Arcata & Eureka that is seperated from the highway with a divider. I believe this would encourage more people to use bicycles, and reduce car congestion and pollution, and mitigate accidents on the safety corridor. Thank you for your consideration – A concerned, Active Cyclist.

NOTE: Please submit comments no later than December 15, 2008

Response to Jacob L. Pounds:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Charles Powell
1038 Beverly Way, Arcata, CA. 95521
707 826-7160

9/24/07

Mr. Rod Parsons
Chief, Environmental Branch E-1
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr. Parsons:

These comments are submitted in response to the Draft Environmental Impact Report/Statement (Draft EIR/S) (Draft) for the proposed Eureka – Arcata Route 101 Corridor Improvement project. I am a resident and property owner in the City of Arcata, and am directly affected by the proposed project. In summary, the Draft is based upon faulty assumptions, improperly excludes feasible alternatives and does not consider the full range of impacts of the alternatives that are analyzed.

First, the Draft conjoins two independent projects that have been brought together for the purpose of environmental analysis. The project's purposes that are accomplished through Caltrans' objective to resurface restore and rehabilitate the pavement and roadway can be achieved, to the extent necessary, without regard to any of the safety project options. The analysis of the safety alternatives should not be confounded with the pavement and roadway needs that Caltrans and the Humboldt County Association of Governments (HCOAG) have identified and prioritized. These comments deal only with the safety corridor portion of the overall project. 1

The principal conceptual flaw that limits the analysis in the Draft is the unspoken assumption that it is necessary to have traffic move at 65 mph through the approximately four miles of Hwy. 101 between Airport Road and the Bayside cutoff. The Draft concedes, with its proposed inclusion of a traffic signal at Airport Road in Alternative 3, both that a traffic signal at that location is feasible, from a safety and an operational standpoint, and that any level of service and operational problems that may result from the traffic signal are manageable. Further, as the Draft specifically notes, Route 101 becomes a freeway north of the Bayside cutoff. In essence, this means that Caltrans and HCOAG propose to spend $30 million in order to achieve the difference between 50 mph and 65 mph for that approximately four miles of driving. That difference amounts to about 1 minute of saved time per vehicle. Given the other analytical flaws in the analysis, the environmental and social consequences of building a freeway in that four mile stretch are not worth the more than $30 million cost in order to save drivers about 1 minute of travel time. This is particularly true because the real bottleneck to through drivers on this highway (whether long haul truckers or vacationers, or Humboldt County residents traversing the "metropolitan" area between Fortuna and McKinleyville) is not this four-mile corridor but rather the long stretch of Route 101 through Eureka, which 2

Charles Powell

presents operational and level of service difficulties far beyond any contemplated in this Draft for this road segment.

The principal flaw in the Draft analysis itself is its complete failure to consider the potential impact of the sea level rise that most Americans, and essentially all scientists, think is the inevitable consequence of the global warming that is occurring today. Route 101 is built roughly at sea level, in the middle of the Humboldt Bay that existed before European settlers diked the bay in its present location. The Draft's authors may believe that the creation of a new high seawall is as inevitable as the sea level rise, or that a revitalized railroad may take care of the problem for them by building its own seawall, or that global warming is a myth, but we'll never know because they don't discuss it. This flaw alone, the failure to consider a significant effect, requires that Caltrans either abandon the project or prepare a subsequent EIR because this is a significant impact that was not considered in the preparation of the initial draft EIR. If Caltrans does choose to prepare a new EIR, it should consider, among other things, the dubious likelihood of approvability of a seawall to protect new development under the Coastal Act and the desirability of rebuilding Route 101 as an elevated causeway to allow water to flow inland and create greater connectivity between the Bay and the wetlands inland of Route 101. 3

A second flaw in the draft analysis is its failure to consider adequately the effect upon traffic on Old Arcata Road between Samoa Road and Indianola Road of the alternatives that close the median crossing of Route 101 at the Bayside cutoff. Old Arcata Road in this area consists of two parts: an urbanized northern segment between Samoa Road and Jacoby Creek Road, partly within the City of Arcata, with a school zone and speed bumps, in which traffic moves at 15-25 mph, and a more rural segment from Jacoby Creek Road south to Indianola Road, on which traffic flows at 40-50 mph but does so on a narrow and winding country road on which residents sometimes feel compelled to put up handmade "Slow Down" signs to try to protect their children from impatient drivers. 4

The Draft states that this road may be improved when the County is able to obtain funding. Most visitors and residents of this area, particularly south of Jacoby Creek School, take access to Route 101 at the Bayside cutoff. Closing this access will inevitably cause those drivers to access 101 either at Samoa Road or at Indianola. The impacts, both temporary and permanent, upon these segments of Old Arcata Road are either not analyzed or are dismissed. But these impacts are real, and will only worsen with increased residential development in this area. The brunt of these significant impacts will fall upon the County, which will be forced to deal with the consequences, either political (of not improving Old Arcata Road), or fiscal (of widening and improving the road). It should be emphasized that these are not consequences of improving Route 101, but solely of closing the median at the Bayside cutoff. 4

There is a potential solution to these problems that Caltrans chose not to analyze among its alternatives, because it became fixated upon a freeway alternative in its definition of project need and purpose. This alternative would be to maintain this four mile stretch of Hwy. 101 as a safety corridor with a limited speed not to exceed 50 mph and, when necessary, to install traffic signals at Airport Road, Indianola Road, and the Bayside cutoff. This four mile segment then would gradually evolve to become a boulevard, a divided highway that serves as a transition segment between the urban 101 of Eureka, and the freeway to the north. In effect it would be a compromise between Alternative 3 and the no-project alternative. Because Jacobs Ave. traffic could access 101 5 6

2

Charles Powell

at Airport Road, the Cole Avenue access could be closed. Whether any additional traffic signals would prove necessary or desirable could be determined based upon the particular circumstances at each intersection, as traffic patterns and use change over the next twenty years, rather than as part of a grand "one size fits all" scheme.

This alternative would solve the safety and operational conflicts that form the heart of the project's "Need and Purpose" in the Draft. It would allow Caltrans to quickly pursue its "resurface, restore and rehabilitate" objectives, to the extent necessary, in the corridor. It would substitute a minor time inconvenience for through drivers on Route 101 for the safety benefits that have been at the heart of the impetus for improvements to this corridor from the inception of this project. Even this driving-time inconvenience could be minimized through use of the sophisticated timing devices available for traffic signal control. As noted earlier, Caltrans has already conceded that the level of service problems can be handled by signalization at Airport Road. The rejection of signalization at Indianola Road was based upon the assumption that all other median crossings would be closed and the further assumption that nine lanes would be needed at that intersection. No data was presented in support of that assumption. Northbound traffic from Simpson, for example, would presumably U-turn at the Airport Road intersection, and this did not eliminate the signalization alternative there. 6

Further, this alternative would allow for the possible development of a dedicated bicycle/walkway alternative corridor with greater access from the Bayside community, whether as part of this project or in one of the separate configurations that have been discussed in the community. Development of a dedicated bicycle/walkway alternative corridor would significantly advance the non-automobile objectives of the Caltrans mission, allowing for safe use of this corridor for non-motorists. The Draft does not adequately discuss the corridor as a means of non-automobile transit, and forecloses access for bicycles and pedestrians from east of 101 except at Indianola. For the reasons discussed above in relation to "forcing" traffic onto Old Arcata Road, bicycling along that road, particularly south of the Bayside cutoff where the edge of the driving lane is the edge of the highway, is a very dangerous activity. 7 8

In addition, because it would reduce out of direction travel and better regulate high speed travel this alternative would also reduce energy consumption. Neither the increased energy use from the out of direction travel mandated in all of Caltrans' alternatives, nor the increased energy use from a 65 mph freeway as compared to a 50 mph expressway are analyzed in the Draft. Finally, it would minimize the expenditure of public funds in two important ways. First, in the short run, this alternative is significantly less expensive than any of the three alternatives proposed by Caltrans, probably by a factor of $20-30 million. Second, it will prove to be significantly less expensive in the long run, by allowing Caltrans not to commit to any particular built roadway different from what presently exists until significantly more information about the extent of sea-level rise becomes available. Caltrans rejected signalization in part because it might have "limited longevity", but in the context of assessing sea level rise, this saving of public funds instead could prove to be a huge advantage. 9 3 6

For all of these reasons, I urge Caltrans to abandon this project in its present form, and embrace this discussed alternative. I believe that this alternative would be just as safe, would be substantially cheaper, and would adequately accomplish all of the project purposes except that it would slow the transit time between the Bayside cutoff and Airport Rd. by about one minute. In addition, it would

3

Charles Powell

reduce energy consumption, better allow for a dedicated bicycle/pedestrian corridor, and best preserve options for adaptation to whatever the consequences of sea level rise turn out to be for Humboldt County. Last, if, as Caltrans hypothesizes, drivers begin to ignore the speed restrictions in this four-mile safety zone, a tiny fraction of the proposed cost of this project could endow a full time CHP officer to patrol the project area.

If this alternative is not acceptable to Caltrans or to HCOAG, then a number of impacts need initial analysis, or further analysis. As stated earlier, the Draft does not consider the effects of sea level rise upon any of the project alternatives, so if any of those alternatives are going to be pursued, then a new EIR should be prepared. The effect of this impact is so significant that it pervades the entire analysis. Other impacts that need analysis or additional analysis include but are not limited to:

1. The desirability of a guardrail-separated bicycle/pedestrian pathway as an integral part of any project in this corridor. It is sad, and somewhat scary, to see bicyclists commuting on the side of Hwy. 101 now. One can only speculate at the increased number of commuters who would gladly walk or bike in this beautiful corridor if a safe and dedicated path existed. Caltrans is the state transportation agency, whose mission is supposed to include more than high-speed automobile transportation. Given the carbon impacts of highway traffic, Caltrans should be including dedicated separated bicycle lanes whenever it upgrades any of its highways in an area where bicycle commuting is a possibility. In addition, if the median crossing at the Bayside cutoff is to be closed, then the project should include guardrail-separated bicycle/pedestrian corridors on both sides of Route 101 throughout the length of the corridor. 7
2. A further benefit of guardrail separation is that it would eliminate the need to remove the various mature trees in the corridor as part of what Caltrans calls a "clear recovery zone". Because the terrain on the sides of the roadway is not flat, the "clear recovery zone" is not necessarily a safer alternative than the existing situation. A guardrail would seem to be a better alternative for safety, and would also eliminate the need to remove the mature Monterey cypresses, Monterey pines and eucalyptuses that presently benefit the visual landscape. 10
3. The public transit alternative needs additional analysis. For the same reasons as discussed above, public transit improvements should be a part of any Caltrans highway improvement project where public transit is feasible and operative. The Draft rejects public transit improvements on the basis that "expansion of public transit alone would cost approximately $90 million more than the proposed Build 2 Alternative". This means that Caltrans thinks that improving public transit would cost in excess of $150 million. It is inconceivable that public transit authorities would think that it would take $150 million to improve public transit in this corridor, and there is no data to support this conclusion in the Draft. 11
4. There is no analysis of the visual impacts of placing an interchange with a raised roadway at Indianola Road. This proposed interchange would drastically affect the viewshed from a number of locations along Old Arcata Road, Indianola Road, Route 101 itself and across the water of Humboldt Bay. Aside from its aesthetic problems, this interchange is inconsistent with the Coastal Act policy requiring the protection of views to and along the coast, an inconsistency that could doom any ultimate approval by the Coastal Commission. 12
5. Finally, the growth-inducing impacts of placing an interchange at Indianola Road are dismissed without analysis. One large commercial development has recently been 13

4

Charles Powell

constructed east of the proposed interchange, and it is presently known to Caltrans planners that the City of Eureka has significant plans for additional commercial development in that area. The two most significant constraints to additional commercial development in that area are traffic congestion at the Indianola Road/101 intersection and inadequate septic capacity in the historic wetlands upon which the present commercial development exists and the proposed commercial development would be placed. The potential synergistic effect of "solving" one of those problems with a freeway interchange cannot be ignored, and should be analyzed in any future EIR.

The above discussion is not meant to be an exhaustive list but rather highlights of the deficiencies in the existing Draft. I strongly urge Caltrans to abandon the project as proposed in any of the alternatives discussed in the Draft, and instead develop a proposal along the lines suggested in this letter. At a cost of approximately one minute per vehicle, every other objective of the project can be attained, with the additional benefits of saving at least $20-30 million, reducing energy consumption, postponing serious construction alternatives until the effect of future sea level rise is better understood, reducing or eliminating visual and growth-inducing impacts, and reducing or eliminating the impacts of diverted traffic upon Old Arcata Road and the County of Humboldt, which ultimately would be forced to deal with those impacts. 14

Sincerely,

Charles Powell

Responses to Charles Powell:

1. The safety enhancement project and the roadway rehabilitation project while are basically independent, also have overlapping elements and project limits. The projects were combined to achieve greater accuracy of environmental evaluation to study the project combined rather than piecemeal. In addition, the sequencing, staging, and cost of construction would be enhanced by combining the projects. See Chapter 2 of the Final Environmental Impact Report/Statement (EIR/S) for more information.

2. Since the Draft EIR/S was approved in 2007, the proposal to raise the speed limit on the expressway segment of Route 101 has been dropped. See Group Responses III-A-1 and 2 for more information

3. Chapter 4 of the Final EIR/S includes an expanded discussion of climate change and sea level rise.

4. Modified Alternative 3A,the Preferred Alternative identified in the Final EIR/S, would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. See Group Response III-A-4 and Section 3.1.6 Traffic in Chapter 3 of the Final EIR/S for more discussion of traffic on Old Arcata Road.

5. Converting the expressway segment of Route 101 into a freeway is not included in the project need and purpose. See Chapter 1 of the Final EIR/S for more information. Since the public circulation of the Draft EIR/S in July 2007, the proposal to raise the speed limit to 65 mph on the expressway segment of Route 101 has been dropped. Please also see the posted speed limit discussion in Group Responses III-A-1 and 2.

6. See Group Response II-B regarding maintaining the Safety Corridor and Group Response II-C regarding signalization.

7. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

8. Modified Alternative 3A includes an interchange at Indianola Cutoff, which is approximately midway between Eureka and Arcata and would minimize out of direction travel from left turn and Route 101 crossing restrictions. Bicyclists needing to access Route 101 to and from Bracut and Bayside Cutoff could use a combination of the recently widened Old Arcata Road, Indianola Cutoff, and Bayside Cutoff to minimize out of direction travel and avoid turning around at the Route 101/255 interchange in Arcata. Bicyclists needing to turn right to and from Route 101 would not be subject to out of direction travel. Overall, bicyclists would benefit from enhanced safety throughout the Route 101 Corridor between Eureka and Arcata from the project, while balancing cost and wetland impact considerations. As traffic volumes increase in the future, especially during peak travel periods, the proposed improvements of Modified Alternative 3A would have increasing benefit.

9. Route 101 between Eureka and Arcata carries the highest traffic volumes in the county: subjecting this volume of traffic to frequent stopping and accelerating would not result in optimal fuel efficiency or low greenhouse gas emissions (see Figure 4-2 in Chapter 4 of the Final EIR/S). Project energy consumption of Modified Alternative 3A was compared to the No Build Alternative and was found to be very similar. Even though Modified Alternative 3A would result in additional out of direction travel because of left turn move restrictions, the No Build Alternative in the year 2031 would also result in out of direction travel because intersections would be operating at a poor level of service. See Section 3.2.8 Energy in Chapter 3 of the Final EIR/S for more information.

10. See Group Response III-B-2.

11. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

12. See Section 3.1.7 Visual in Chapter 3 of the Final EIR/S.

13. See Section 3.1.2 Growth in Chapter 3 of the Final EIR/S.

14. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised.

Donley Brian Powell
4730 Fieldbrook Road
Fieldbrook, CA 95519

To Caltrans planners:

Thank you for the opportunity for the public to voice their opinions and concerns involving the proposed HWY 101 Corridor project. As a former resident of Old Arcata Road near Indianola I understand the danger of the intersection and the need to continue to make that area of the corridor safer. I was relieved when the speed limit was reduced to 50 mph as it made crossing the intersection much safer. I believe that since the speed limit was reduced there have been no fatal accidents at the intersection. This is not to say that we shouldn't try to make it safer though. However, to create an interchange overpass just so we can raise the speed limit again does not make sense to me. 1 We don't need to drive faster between Arcata and Eureka. 2 We need to promote alternative methods of transportation. If we as a community cannot find a way to support the rails to trails project then lets atleast use the rails. 3 An electric or bio-diesel commuter train does not seem too far out of reach to me. At least part of the $55 - $62 million bugeted for this project could be used to look into and/or develop the environmentally friendly use of the rails.

Thank you,
Brian Powell

<u>Response to Donley Brian Powell</u>:

1. An interchange at Indianola Cutoff and Route 101 would remove left turn movements at this interchange and provide safer access for both motor and non-motorized transit.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. The posted speed limit will remain 50 mph or lower between the Eureka Slough Bridges and the Jacoby Creek Bridges. The posted speed limit will remain 65 mph north of the Jacoby Creek Bridges.

3. For a discussion of bicycle improvements, please see responses to Jorge Sanchez's letter (part of the group of written comments submitted by Green Wheels). For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Jenine Prus
1925 G st Apt 6
Arcata, CA, 95521

To Caltrans planners:

Please consider all community members when making a decision for the 101 corridor here in Eureka-Arcata. There is an obvious need for attention towards community members who do not own cars and would like to travel between these two cities. We live in a beautiful landscape that should be appreciated and enjoyed. The plans you have to create an interchange does not at all address the desire of our community to fully enjoy its resources. I implore you to address this matter in a way that is compromising to ALL parties involved.

Thank you for your attention to this important topic,

Sincerely,

Jenine Prus

Response to Jenine Prus: The transportation needs were considered for all community members—including people who use public and bicycle transit between Eureka and Arcata. The proposed project is designed to enhance safety and traffic operations at intersections as well construct long term roadway maintenance. Constructing any one of the Build Alternatives would enhance safety and provide long term roadway maintenance for motorists, bus transit, bicyclists, and pedestrians.

After over ten years of studying various options and alternatives, Modified Alternative 3A was selected as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A does include a new interchange at Route 101 and Indianola Cutoff. The vehicle collision rate has increased at this location since the implementation of the Safety Corridor was implemented in 2002. An interchange would remove left turn movements at this interchange and provide safer access for both motor and non-motorized transit. The interchange was designed to visually blend in with a rural, coastal setting and would have a much less noticeable profile than the Route 101/299 interchange in Arcata. Please also refer to Group Response I-A.

"cnd"
<cndr@suddenlink.net>
12/14/2008 01:16 PM

To <Kim.Floyd@dot.ca.gov>
cc
Subject 101 corridor

CALTRANS
Attn: Kim Floyd
P.O. Box 3700
Eureka, CA 95502-3700

Hello Kim, my name is Dennis Rael and I live on Graham Rd. in Bayside since 1993 and previously in Arcata for 15 years. I have a family with 2 small girls ages 7 and 9, along with I own a business with retail stores in both Arcata and Eureka. Lastly, I am a avid bike rider and have allot of concerns about the current plans of the 101 corridor. I have attended numerous meetings concerning this issue and would like to submit some of the following:

1. Instead of the much larger, much more expensive and energy intensive alternatives presented December 3rd, Caltrans should improve 101 safety by installing stop lights at each intersection where uncontrolled access is a safety problem and to maintain the 50 miles per hour speed limit. This approach will address traffic control and motorist speed far better than any of the currently considered alternatives. In addition, this alternative insures substantial management flexibility by enabling the real-time adjustment and synchronization of the traffic lights to control the flow of traffic at various times of the day depending upon conditions. 1

2. The alternatives/modified alternatives currently considered by Caltrans will all dramatically increase the amount of traffic from Arcata through Bayside past the Jacoby Creek School, and from Bayside to Indianola, causing a daily and dangerous traffic problem for the school and the Bayside community's neighborhoods along Old Arcata Road. Caltrans apparently thinks that an unrepeated shoulder of only four feet in width is adequate for cars, pedestrians and bicyclists to share at the edge of Old Arcata Road. Any responsible parent knows that this is not safe for children and probably not safe for adults due to the tendency of drivers to drift onto the shoulder and strike non-motorized users. 2

3. All of Caltrans' current alternatives will increase energy consumption (1)because of the extra miles that residents of Bayside must travel backtracking to Arcata or to Indianola in order to travel to Eureka; and (2) because bicycle access for us is cut off and the extra miles to bicycle to Arcata to travel to Eureka will discourage bicycling. In 3 4

addition, Caltrans proposes no bicyclist or pedestrian safety improvement to the on and off ramps at the Samoa overcrossing where some of these bicyclists would be redirected, additionally increasing the hazard they would face attempting this route.

4. Continuing the 50 mph speed limit instead of increasing it to 65 mph is far better not just for safety but also because it results in far fewer carbon emissions. 1

5. It is important to us in Bayside that Caltrans' analysis of this project includes the rising sea level from global warming. The alternative proposed above, which relies upon simple improvements such as intersection traffic lights, will make minimal changes with maximum safety improvements, thereby conserving public funds while the question of the appropriate response to sea level rise is further studied. 5

6. In 2001, the Bayside Grange invited Caltrans representatives and representatives from the City of Arcata and the County of Humboldt ,to speak to a full hall of Bayside residents. The one question that Caltrans, the City of Arcata, and the County of Humboldt were asked to address was, "What are the combined and cumulative effects that the transportation plans of these three government entities have on the community of Bayside?" Are the three agencies coordinating carefully toward a goal of community-building rather than destroying the historic community of this area? The draft EIR cannot be determined to be adequate or complete without fully addressing this overarching question. 6

7. State and Federal law have increasingly required Caltrans to fully consider and provide for the needs of non-motorized travelers, including pedestrians, bicyclists, and the disabled, in all plans, projects and construction. Caltrans policy calls for the implementation of multi-modal planning from the earliest planning stages, through project plans, permits and the construction stage. The U. S. Department of Transportation makes it federal policy to assure the increased safety of bicyclists and pedestrians. Because the EIR wholly fails to address the significant impacts to these travelers, it fails to comply with this State and Federal law. This failure is particularly egregious for this project because of the extraordinarily limited, and similarly significantly impacted, alternative routes available to travelers in the Eureka-Arcata corridor. 7

8. Finally, since none of the above has been adequately addressed and the public needs sufficient time for input on this critical project, extend the comment period so that more people will have an opportunity to respond. The current deadline of December 20th is during the busiest holiday season of the year and not timed for an authentic process to invite active public input. Please notify me before December 20th of the date for the extended time. 8

Thank you for your consideration.
Respectfully,
DENNIS RAEL
2437 graham rd
bayside,ca 95524
822-2635

Response to Dennis Rael:

1. Please see Group Responses II-C and II-D regarding signalization and Group Responses III-A-1 and 2 regarding the posted speed limit.

2. Modified Alternative 3A,the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), would allow right turns to and from Bayside Cutoff; if the

median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. It should be noted that it is likely many southbound motorists on Route 101 would prefer using the proposed interchange at Indianola Cutoff and travel north on Old Arcata Road rather than using Old Arcata Road from Arcata to Bayside because this segment of Old Arcata Road has a reduced speed limit with traffic circles and speed bumps. In addition, Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system. Route 101 has a higher posted speed limit and a direct alignment between the central urban cores of Eureka and Arcata: as such vehicle drivers on north or south trips longer than a few miles are more likely to use Route 101 rather than Old Arcata Road, State Route 255, and other local streets.

All build alternatives would remove left turn movements to and from Route 101 and Bayside Cutoff. Based on existing traffic vehicle count data, 37 vehicles turned left from southbound 101 to Bayside Cutoff from 8-9 AM, which is the morning weekday peak period. If 50% of these vehicles travel north from Bayside Cutoff on Old Arcata Road then an increase of 19 vehicles would result during the AM peak hour which is approximately a 5% increase in vehicles. Basically, since there are a relatively low current number of left turn movements at the Route 101/Bayside Cutoff intersection, then restricting left turn movements would not result in a substantial increase in traffic on Old Arcata Road.

3. Modified Alternative 3A is predicted to slightly increase energy consumption compared to the No Build Alternative for both the existing and future highway conditions. An increasing amount of out of direction travel is predicted for the No Build Alternative as traffic volumes increase because the traffic level of service at intersections would deteriorate and travelers would seek alternate routes. See Section 3.2.8 in Chapter 3 of the Final EIR/S for more information.

4. Modified Alternative 3A includes an interchange at Indianola Cutoff, which is approximately midway between Eureka and Arcata and would minimize out of direction travel from left turn and Route 101 crossing restrictions. Bicyclists needing to access Route 101 to and from Bracut and Bayside Cutoff could use a combination of the recently widened Old Arcata Road, Indianola Cutoff, and Bayside Cutoff to minimize out of direction travel and avoid turning around at the Route 101/255 interchange in Arcata. Bicyclists needing to turn right to and from Route 101 would not be subject to out of direction travel. Overall, bicyclists would benefit from enhanced safety throughout the Route 101 Corridor between Eureka and Arcata from the project, while balancing cost and wetland impact considerations. As traffic volumes increase in the future, especially during peak travel periods, the proposed improvements of Modified Alternative 3A would have increasing benefit.

5. The climate change and sea level rise discussion has been expanded in Chapter 4 of the Final EIR/S.

6. Caltrans, the City of Arcata, and the County of Humboldt are members of the Humboldt County Association of Governments which programmed the safety enhancement component of this the proposed project. See Chapter 2 of the Final EIR/S for more information. Regarding the project effects on Bayside, Modified Alternative 3A is not expected to substantially increase

traffic on Old Arcata Road. See Section 3.1.6 Traffic in Chapter 3 of the Final EIR/S for more information.

7. Planning and the evaluation of project effects to non-motorized transit (including pedestrians, bicyclists, and persons with disabilities) were fully considered for the proposed project. Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Response I-D.

8. Caltrans staff regrets the perceived short comment period. However the public notice, project brochure, and Caltrans website include contact information and we encourage the public to contact the Caltrans Project Manager for questions and comments after the comment period closes.

September 27, 2007

Rod Parsons
Dept. of Transportation, District 1
P.O. Box 3700
Eureka, CA 95502-3700

RE: Eureka-Arcata Route 101 Corridor Improvement Project, Draft EIS/EIR

Dear Mr. Parsons:

I would like to start by identifying myself as having been a member of the Value Analysis Team (VAT) which participated in the process of developing/selecting the two build alternatives, including acceleration and deceleration lanes, which were evaluated in the DEIR/EIS. The project alternative I proposed was VA-3.0 to implement an expanded mass transit in order to maintain existing average daily traffic. This alternative was considered "Not Applicable" by the VAT. I am pleased to see that the concept of expanding mass transit in order to reduce the rate of traffic volume growth is getting considerable support in public comments on the DEIS/EIR. The public also understands that an expanded mass transit system would also have a positive impact on Route 255 and Old Arcata Road. 1

I am also a member of the HCAOG's Citizen Advisory Committee (CAC). This Committee has generated a list of comments on various aspects of the DEIS/EIR which reflect many of my concerns about the document. In the event that you have not seen these comments, you will find them attached. 2

Throughout my participation in various aspects related to the need to address safety issues in the Eureka-Arcata Corridor I have been frustrated by the narrow focus of the alternatives considered. That narrow focus centers around civil engineering solutions of expanding existing infrastructure as the principal way to address safety and congestion concerns. There was virtually no interest to give any serious thought to those alternatives which looked at ways to address safety and congestion concerns without undertaking any major infrastructure construction. 2

Another frustration has been the need of Caltrans to bring the Corridor up to freeway standards with a 65 MPH speed limit. Doesn't Caltrans already have enough data to show that there is validity in the phase "speed kills"? Instead, on page 43 of the DEIS/EIR it states that the Safety Corridor Alternative does not meet operation criterion because the "slower posted speed limit and left-turn Route 101 result in operational conflicts." This is not consistent with the data in Safety Corridor progress reports which have shown a significant decline in operational conflicts since the establishment of the Safety Corridor with its 50MPH speed limit. 3 4

By keeping the speed limit at 50 MPH I also believe the proposed extension of the acceleration/ deceleration lanes along the corridor will not have to be as long as proposed in Alternative 1, and some may not require any extension. 5

I do recognize that the slower posted speed limit on Route 101 is very likely contributing to higher traffic volumes on Route 255 and Old Arcata Road but I also believe appropriate solutions can be designed for those two corridors which would bring that increased traffic, which

does not switch to using mass transit, back to Route 101. The funding to implement these solutions and address other problems on these two corridors could come from the money saved by the implementation of the Safety Corridor Alternative 5. 4

Another reason given for deselecting the Safety Corridor alternative is that "it does not meet the safety criterion" because "left-turn movements across Route 101 medians could result in a higher percentage of fatal plus injury collisions than the State average." Safety Corridor data is showing that this is not happening so this justification is not valid. 4

This DEIS/EIR exercise has revealed to me another major weakness in our transportation system. That weakness is reflected in the following two sections of the DEIS/EIR:
1. Page 43: "there is no avenue to provide long-term continuous financial assurances for additional enforcement and education" for the maintenance of the existing Safety Corridor; and 4
2. Page 48: The Public Transit Alternative "…requires increases in State funding,…"
It is unfortunate that the time was not taken to explore ways to create an avenue for funding the additional enforcement and education required to maintain the existing Safety Corridor and to increase our public transit capacity. It is time for our local elected official, with the support of Caltrans and the California Transportation Commission, to tell our elected representatives in Sacramento and Washington DC were the priorities are for the allocation of transportation funds. We seem to have avenues to provide finances for the construction of more highway lanes and interchanges but we can't seem to be able to figure out a way to secure the funding for additional enforcement and education on the use of such infrastructure and to significantly expanding public transit. This major weakness in our transportation system needs to be most urgently addressed. 1

As I noted at the outset, my specific comments on the contents of the DEIS/EIR are reflected in the HCAOG/CAC comments which are attached. If there is any possibility that another alternative can be evaluated and included in the final EIS/EIR I would like to see Safety Corridor Alternative 5, with the following added components, evaluated: 4
1. The predicted approximately 30% traffic volume increase on the corridor will be absorbed by an enhanced public transit system;
2. Funding will be available for additional enforcement and education;
3. There will be a traffic light at Jacobs Avenue; and
4. The design of the acceleration/deceleration lanes in the RRR component will be designed based on a 50MPH speed limit on the Safety Corridor.

Respectfully submitted by

Rudy Ramp

Rudy Ramp
370A California Ave.
Arcata, CA 95521

cc. HCAOG Board

Responses to Rudy Ramp:

1. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

2. Please refer to responses to the HCAOG letter which includes the Advisory Committee comments.

3. Alternative 1 does not include any major structures or improvements to enhance safety. This Alternative received virtually no public support.

4. The project need and purpose does not include building improvements for the purpose of raising the posted speed limit or upgrading the Route 101 expressway segment to a freeway. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. The current posted speed limit of 50 mph south of Jacoby Creek Bridges and north of the Freshwater Slough Bridges would tentatively remain at the existing 50 mph but is subject to change pending the outcome of further engineering and prevailing traffic speed surveys. The California Vehicle

Code requires a renewed engineering and traffic survey whenever substantial changes in roadway or traffic conditions have occurred. If the prevailing 85th percentile of the traffic eventually rises above 55 mph after project construction, measures to address the condition will be considered and possibly implemented such as raising the posted speed limit.

5. See Group Responses I-A, I-C, and II-B.

6. The proposed project includes extending the existing acceleration and deceleration lanes for entering and exiting Route 101 to meet accepted American Association of State Highway and Transportation Officials highway design standards.

Randall & Trask
P. O. Box 2251, McKinleyville, CA 95519-2251 Phone: (707) 822-3929 Fax: (707) 822-1403

Cal Trans
ATTN: Kim Floyd, Project Manager
P. O. Box 3700
Eureka, CA 95502-3700

Subject: Eureka-Arcata Corridor
01-Hum-101, PM 79.9/86.3
Ea 01-36600, 363300
Draft Environmental Impact Statement
Environmental Impact Report

Dear Ms. Floyd:

We are writing to voice our strong support of Alternative 3 as described in the Subject document. We are one of the many regular customers of various businesses along the 101 corridor and we believe that our ability to support those businesses and their employees in the future will be directly (and negatively!) affected by the closure of present access locations.

We want to continue our support of these businesses. The closure of medians will severely reduce our ability to reach these locations. We will have to travel many additional miles and use more time, more energy, and more gas. This is not acceptable. At the very least, the access at Airport Road must be maintained. If this is not done, the future of these business and the goods, services, and employment they provide is in jeopardy.

We support the efforts of the Business Owners along the corridor in their attempts to keep their businesses viable and accessible. We ask that you do whatever you can to absolutely minimize the negative effects of this project on the businesses, their employees, and their customers along the corridor.

Thank you for the opportunity to comment and offer our support for Alternative 3.

Sincerely,

Colleen M. Randall Trask
Scott E. Randall
Customers of Happy Dog, the Farm Store
United Rentals, and other
101 Corridor businesses

CC: Mr. Spencer Clifton, Humboldt County Association of Governments
427 F Street, Suite 220, Eureka, CA 95501

Mayor Virginia Bass, City of Eureka
531 K Street, Eureka, CA 95501

Response to Colleen M. Randall Trask and Scott E. Randall:

Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. See Chapter 2 in the Final EIR/S for details.

Judy Redhorse
<judyredhorse@yahoo.com>
12/13/2008 03:29 PM
Please respond to
judyredhorse@yahoo.com

To Kim_Floyd@dot.ca.gov
cc
Subject U.S. 101 safety corridor

Dear Kim,

This message is in regard to the Safety Corridor project on U.S. 101 near Eureka. I would like to suggest two alternatives from cutting down the trees:

1. A traffic light would stop traffic, allowing trucks and other traffic to turn safely. This corridor also needs traffic lights on Indianola & Bayside cutoffs. 1

2. Put the "onramp" entrance at the FAR WEST END of the row of trees. No cutting necessary! The lumber company can build their own road on their own property to access the onramp. Since they are the primary users, perhaps they will help fund the project as well. 2

Thanks,
Judy

Responses to Judy Redhorse:

1. See Group Response II-B.

2. The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. For more information see Group Response III-B-2.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Mary Colleen Reed

ADDRESS 2815 Sunny Grove CITY Mck STATE CA ZIP 95519

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I do not approve of plans to expand the Corridor to a four lane highway. I would prefer to maintain our beautiful community by adding a bike path & even a railway along the section. Getting rid of advertisement signs would benefit us and our tourist trade

NOTE: Please submit comments no later than September 28th, 2007

Responses to Mary Colleen Reed:

1. The existing Route 101 roadway is already four lanes between Eureka and Arcata. The proposed project would not add additional through traffic lanes. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

3. See Group Response III-B-4 for information regarding billboards.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Galen Reid

ADDRESS 1021 Driver Rd. CITY Westhaven STATE CA ZIP 95570

REPRESENTING (name of organization or agency) Bureau of Land Management

I would like to make the following comments:

The opening of the bike corridor between Arcata & Eureka would greatly facilitate reduction of fossil fuel consumption as well as increase general fitness & satisfaction of the humboldt community.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Galen Reid</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Date: September 15, 2007

To: Kim Floyd, Project Manager
Cal Trans
P.O. Box 3700
Eureka, CA 95502

From: Javan & Alexandra Reid
2340 Sunnybrook Lane
McKinleyville, CA 95519

Javan Reid
Alexandra Reid

Re: **Highway 101 construction at Indianola Road, Bayside**

Thank you for the opportunity for input on the possible construction of an overpass on Highway 101 at Indianola Road, Bayside, CA. **We strongly oppose this construction** for the following reasons:

- The cost benefit ratio. Since the speed limit has been reduced to 50 miles per hour, there have been no fatalities on this stretch of the highway. 60 million dollars is an extraordinarily high cost for no additional safety benefit. For far less money, we could install a camera system to maintain the 50 mile per hour speed limit. 1
- The environment. This is a lovely rural area of the County. An overpass would allow for additional undesirable development between the two cities of Arcata and Eureka. The site is even being considered for a big box such as Wal-Mart, which would further harm the environment, destroy local businesses and import poor employment practices into the area. 2 3
- Peak oil. With oil at nearly $80 a barrel and running in short supply, we should be considering alternative transportation, such as a light rail system between Arcata and Eureka and paths for bicycles and pedestrians. Instead of investing in more pavement for trucks and automobiles, Cal Trans should invest in alternative modes of transportation. Our *dream* would be a combination of a two-lane highway, a bike trail and a light rail system. The least expensive alternative and perhaps the most practical alternative at this point, is to leave the four lane highway in place. 4

We advise abandoning this project and planning all future projects with our local values in mind: clean air, clean water, rurality, and small, friendly, safe communities. Thank you again for considering our viewpoint.

<u>Responses to Javan and Alexandria Reid</u>:

1. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement, is needed to enhance safety and provide long term roadway improvements that would benefit all travel modes. See Group Responses I-A, I-C, II-B, and III-A-3.

2. See Group Response III-B-3.

3. See Group Response III-B-5.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F. Please refer to Chapter 4 of the Final EIR/S for a discussion of plans, laws, and regulations to reduce greenhouse gas production from motor vehicles by increasing fuel efficiency, developing alternative fuels, smart land use, and changing driver behavior.

Melanie Rheaume
2510A Eye Street
Arcata, CA

To Caltrans planners:

I am an avid bicyclist and longtime resident of Humboldt County. I bicycle between Eureka and Arcata once a week along Highway 101. I also make the drive along the same stretch of Highway 101 several times a week. While I respect the need to enhance the safety of this highway corridor, I don't support the current improvement options proposed by Caltrans. These proposed improvements fail to address the safety of cyclists commuting between Eureka and Arcata. Funds spent to improve our highway systems should address the needs of all potential users; to do otherwise is to significantly disadvantage a large and diverse array of taxpayers for the benefit of the more affluent. The proposed plans also fail to address needs for improved transit options needed to include lower income citizens in the benefits of our highway system and to aid the community in adjusting to higher gas prices. 1 2

I oppose the proposed improvements to the Arcata-Eureka Highway 101 corridor. I support developing new options that include improvements to and encouragement of alternative modes of transportation.

Thank you for your consideration,

Melanie Rheaume

Response to Melanie Rheaume:

1. Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B.

2. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public since project planning was initiated. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Bobbi Ricca
First Ave.
Blue Lake, CA 95525

To Caltrans planners:

Leave the 101 safety corridor as it is. It works. No massive alternative project will significantly improve it. Use the money elsewhere.

Response to Bobbi Ricca: Please see Group Responses I-A and II-B.

Barbara Rich
4496 Dubeault road
Bayside, California 95524
Phone: 707 822-5382

To Caltrans planners:
To whom it concerns:
Regarding the changes to the Highway 101 Safety Corridor, I am requesting that the highway itself remain as it is. I have lived in this area for over 30 years, and have seen traffic increase over this period of time. I also live in the Bayside area, and therefore use the Bayside Cutoff regularly to drive into Eureka and destinations south. Safe crossing of Highway 101 was compromised greatly with this increase of traffic UNTIL the speed limit was lowered. Since then, it is possible to cross safely. Please consider the following requests: 1 2

1. Leave the Safety Corridor in place, and INCREASE the patrolling of this stretch to insure cooperation from drivers for the GOAL of having the safety corridor in the first place: SAFETY 3

2. Leave the Eucalyptus trees as they are. They have been a part of that stretch of highway since before I have lived here, removing them would be a tragedy. Regarding the statement that they are close to the roadway and drivers have crashed into them, it is not the trees that are causing this to happen. It is the drivers. Put the responsibility where it belongs. 4 5

3. Put funds and effort into building a multi-use trail between Arcata and Eureka. Though I am a bicycle commuter within the Arcata area, I will not ride along-side vehicles going freeway speed. I strongly urge that there be a safe alternative to riding along the freeway created to promote more non-vehicular travel. 6

Sincerely,
Barbara Rich
Concerned Citizen

Responses to Barbara Rich:

1. The No Build Alternative would not meet the project need and purpose of enhancing safety, improving traffic operations, and implementing long term roadway maintenance. Based on the vehicle collision rates and condition of the roadway within the Route 101 Corridor, the proposed project is needed even after the Safety Corridor was implemented in 2002. See Chapter 1 of the Final Environmental Impact Report/Study (EIR/S), which has been revised, for more information

regarding the project need and purpose. Please also refer to Group Response I-A and II-B regarding the Safety Corridor. The proposed project is designed to enhance safety and traffic operations at intersections as well construct long term roadway maintenance.

2. The collision rate at Bayside Cutoff is not currently a safety concern; however other Route 101 intersection locations are a concern. If one or more intersections are closed to unrestricted left turns, there would be a much higher demand to make left turns at Bayside Cutoff.

3. See Group Response III-A-1.

4. See Group Response III-B-2.

5. Comment noted. While it is true trees per se do not cause collisions and drivers need to take personal responsibility, there are other factors to consider. Safety would be enhanced for all travelers by tree removal within the clear recovery zone—including passengers in vehicles and drivers who need to avoid errant drivers. This needs to be considered in the context that Route 101 between Eureka and Arcata is the most heavily traveled coastal highway north of Sonoma County and south of Oregon.

6. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: RICHARD L. RIDENHOUR

ADDRESS (home): 2736 SUNNY GROVE AVE. CITY: McKINLEYVILLE STATE: CA ZIP: 95519-7912

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

The urgency for the project has not been demonstrated. With the future of the railroad, which greatly affects what highway modifications are feasible, being undetermined, the need to press ahead at this time has not been justified. The graphic illustrating collisions at various locations is very hard to understand and does not seem to particularly support the urgency. 1

What consideration has been given to an east side frontage road between part or all of the reach between Bayside Cutoff and Mid City Motors with an interchange at Braycut? 2

Unless lower northbound speeds are required between the V Street intersection and the proposed Eureka Airport/Jacobs Ave. traffic light, I would anticipate a substantial increase in collisions at the Airport intersection. 3

The whole plan seems unfriendly to bicyclists with essentially no opportunity to cross the highway except at Samoa Blvd., Indianola Rd., or V Street. 4

NOTE: Please submit comments no later than December 15, 2008

Response to Richard L. Ridenhour:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Constructing a new frontage road and an interchange at Bracut were considered the early project planning phases. The low anticipated traffic volumes would not justify that both features would incur high costs and wetland impacts.

3. See Group Responses III-A-1 and III-A-2.

4. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes an interchange at Indianola Cutoff and a half signal that would allow southbound Route 101 drivers the opportunity to turn left at Airport Road and allows both bicyclists and motor vehicles to cross or turn around.

September 12, 2007

1899 Cliff Avenue
McKinleyville, CA 95519

Ms. Kim Floyd
Project Manager
Eureka-Arcata Corridor Improvement Project
California Department of Transportation (Caltrans)
District 1
1656 Union Street
Eureka, CA 95501

Re: Comments on the Draft Environmental Impact Statement / Environmental Impact Report for the Eureka – Arcata Route 101 Corridor Improvement Project

Dear Ms. Floyd:

The purpose of this correspondence is to provide public comment on the Draft Environmental Impact Statement / Environmental Impact Report for the Eureka – Arcata Route 101 Corridor Improvement Project signed by Caltrans District 1 Director Charles Fielder on June 16, 2007 and now available on the Web at http://www.dot.ca.gov/dist1/d1projects/envdocs/deis_e_pub_s.pdf

My only comment concerns the failure of the document to mention the fact of ongoing and accelerating sea level rise, let alone an analysis of the probable impacts of this phenomenon on the proposed project. In light of the fact that the proposed project is located at or near Mean Sea Level, and failure by Caltrans to recognize this hazard, amounts to a significant and fatal flaw in the document. 1

Human induced warming of the global climate system is unequivocal, as is now evident from observations of increases in global average air and ocean temperatures, widespread melting of snow and ice and rising global sea level (Intergovernmental Panel on Climate Change – IPPC 2007). The primary drivers of global climate change are human induced increases in atmospheric concentrations of carbon dioxide methane and nitrous oxide. The increase in atmospheric carbon dioxide is primarily due to fossil fuel use, while increases in methane and nitrous oxide are primarily due to agriculture. 2

Global average sea level rose an estimated 1.3 to 2.3 millimeters per year (0.05 to 0.09 inches) using tide level and satellite data collected between 1961 and 2003 (IPPC 2007). However, this figure jumps to a range of 2.4 to 3.8 millimeters per year (0.094 to 0.15 inches) when data prior to 1993 is excluded from the analysis (ICCP 2007). This suggests that the rate of global sea level rise is increasing with time (Hansen 2007, Hansen and others 2007).

Ms. Kim Floyd
September 12, 2007
Page Two

The four principle sources of sea level rise are 1) thermal expansion of warming oceans, 2) melting of glaciers, 3) melting of the Greenland Ice Sheet, and 4) melting of the Antarctic Ice Sheet. The current IPPC estimated range of global sea level rise likely to occur from these four sources by 2100 ranges from 0.18 meters to 0.59 meters (0.59 feet to 1.94 feet) (IPPC 2007). This range is considered to be the best estimate of projected sea level rise this century based on a conservative analysis of the scientific data available at the time the IPPC report was written in 2006 (Hansen 2007, Hansen and others 2007).

As a counterpoint, Hansen (2007) suggests that a less conservative estimate of sea level rise this century would include recent gravity satellite measurements by Chen et al. (2006) (see below). This data suggests that a rise in global sea level this century could be on the order of five (5) meters (16.4 feet). To prevent this scenario from playing out, Hansen strongly indicates that almost immediate reductions in world-wide greenhouse gas emissions would be required. To the contrary, the rate of annual increase in global atmospheric carbon dioxide is 3.0 percent per year (Raupach et al. 2007) (see below).

Since the latest IPPC report was published in January 2007, ongoing scientific research continues to underscore the conservative nature of the IPPC estimates of projected global sea level rise this century. For example:

- Carbon dioxide emissions from fossil-fuel burning and industrial processes have been accelerating at a global scale, with their growth rate increasing from 1.1 percent per year between 1990 and 1999 to an increase of more than 3.0 percent per year between 2000 and 2004 (Raupach et al. 2007).

- Recent measurements of Alaska glaciers using airborne laser altimetry indicate that the estimated annual loss of ice due to melting is double the estimated annual loss from the entire Greenland Ice Sheet during the same time period (mid 1950s to 2001) and are much higher than previously published loss estimates for Alaska glaciers. Alaska glaciers now form the largest glaciological contribution to rising sea level yet measured (Meier and others. 2007).

- The Greenland Ice Sheet, the world's second largest ice sheet after the Antarctic Ice Sheet, is melting three (3) times faster than indicated by previous measurements according to gravity data collected by satellites (Chen et al. 2006) and is not fully accounted for in the IPPC 2007 report (McKenna 2007).

- Current data suggests that as global atmospheric temperatures rise, more snow will accumulate on the interior portions of the Antarctic Ice Sheet. At the same time, the warming will increase the melting of glaciers on the periphery of the ice sheet, particularly

on the Antarctic Peninsula (Pritchard and Vaughn 2007). In addition, the rise in global sea water temperature is causing the loss of Antarctic ice shelves and the thinning of the termini of Antarctic glaciers that protrude into coastal waters. This phenomenon has already resulted in widespread acceleration of tidewater glacier into coastal waters (Pritchard and Vaughn 2007). Also, recent satellite data has provided clear evidence that extensive areas of snow in west Antarctica in 2005 melted in response to warm atmospheric temperatures, affecting multiple and distinct regions including far inland, at high latitude and at high elevations where melt had previously been considered to be unlikely (National Atmospheric and Space Administration –NASA 2007, Tregoning and Rizos 2007). And while computer models predict the air over east Antarctica will remain cold enough to prevent significant melting for at least a century, a new study suggests that rising sea levels, caused by melting elsewhere, may lift buoyant coastal ice in East Antarctica off its rocky base, causing pieces to detach and melt (Mackintosh et al. 2007). The current best estimate is that both the Greenland and Antarctic ice sheets are loosing overall mass (Velicogna and Wahr 2006) with a combined imbalance of about 125 gigatons per year (Shepard and Wingham 2007).

- In August 2007, the Arctic sea ice area broke the record for the lowest recorded ice area in recorded history (Chapman 2007). The new record came a full month before the historic summer minimum typically occurs and with a month or more of melt likely in 2007. Just two days ago, on September 10, 2007, ABC news reported that Arctic sea ice continued to melt at an alarming rate with the loss of ice from September 3, 2007 to September 9, 2007 (six days) equaling an area equivalent in size to the state of Florida (Arctic Ice Continues Melting: Artic Ice the Size of Florida Gone in a Week, by Clayton Sandell, 9/10/07, available on the web at: http://www.abcnews.go.com/Technology/GlobalWarming/story?id=3582433&page=1)

In the near term, the most destructive impacts of sea level rise may not result from the slow rise of Mean Sea Level, but from a reduction in the return interval of extreme events including storm surges, storm waves and extreme precipitation events measured by the amount of precipitation per hour or per 24 hour period (downpours) (Schubert and others 2006). At least one model indicates a coastal storm event comparable to a 100-year flooding every 3-4 years for the New York City area and a 500-year flooding event every 50 years with just a two (2) foot rise in global sea levels (Rosenzweig and Solecki 2001).

Global warming is also projected to increase the return frequency and intensity of closely linked atmospheric-oceanic processes such as the El Nino-Southern Oscillation, which is already associated with above-average sea levels, coastal storms and cliff erosion along the U.S. West Coast (Komar and Enfield 1987, Flick and Badan-Dangon 1989, Flick 1998, Storlazzi and Griggs 1998, Storlazzi and Griggs 2000).

Ms. Kim Floyd
September 12, 2007
Page Four

The current elevation of the Route 101 Eureka /Arcata Corridor is at or near Mean Sea Level. An estimated design life of the project, specifically the proposed interchange at Indianola Road, is upwards of 70 years. With recently updated sea level rise estimates that project up to a 16-foot rise in Mean Sea Level by 2100 (see above), the proposed project would be underwater before it reaches its design life. Before this eventuality, however, the highway will likely be swamped on a routine basis by extreme weather events including storm surges, extreme precipitation events and high tides, particularly during El Nino years. 1

Recommendations

Not only does Caltrans need to recognize the potential hazard that unequivocal sea level rise poses to the Route 101 Eureka – Arcata Corridor Improvement Project, Caltrans also needs to develop adequate response strategies for the existing infrastructure. Three (3) broad response strategies to sea level rise are noted in the scientific literature: 3

- Reduce the risk of the event by deceasing its probability of occurrence
- Reduce the risk of the event by limiting its potential effects
- Increase society's ability to cope with the events

These strategies have been termed "protect", "retreat" and 'accommodate, respectively. The actual strategy chosen will depend on local and regional circumstances, including the economic and ecological importance of the shoreline (Klein and Nicholls 1999, Klein et al. 2002). In particular, the evolving field of "Managed Retreat" should be closely examined. Managed Retreat is the collective term for the application of coastal zone management and mitigation tools designed to move existing and planned development out of the path of eroding coastlines and coastal hazards. This strategy is based on the philosophy of moving out of harm's way, and is proactive in recognizing that the dynamics of the coastal zone should dictate the type of management employed (Neal et al. 2005). The term "managed retreat" is also used in a more restrictive sense where shore-protection structures are removed selectively to allow natural coastal environments to reestablish.

Ms. Kim Floyd
September 12, 2007
Page Five

Summary

In summary, the Draft Environmental Impact Statement / Environmental Impact Report for the Eureka – Arcata Route 101 Corridor Improvement Project is deficient because it fails to identify and address the potential hazards associated with ongoing and accelerating sea level rise. It is therefore recommended that Caltrans take a step back and reevaluate the proposed project in light of local and regional response strategies to this phenomenon including "Managed Retreat". 4

Sincerely,

Sharon F. Ritsch

cc: Mr. Mitch Higa
California Department of Transportation (Caltrans)
District 1
1656 Union Street
Eureka, CA 95501

Ms. Melanie Faust
California Coastal Commission
North Coast District Office
710 E Street, Suite 200
Eureka, CA 95501

References

Brooks, N., J. Hall and R. Nicholls. 2006. Sea-level rise: coastal impacts and responses. Final draft submitted to the German Advisory Council on Global Change (WBGU), Berlin, Germany. 46 pp. Available on the web at: http://www.wbgu.de/wbgu_sn2006_ex03.pdf

Chapman, W.L. 2007. New historic sea ice minimum. University of Illinois Polar Research Group, August 9, 2007. Available on the web at: http://arctic.atmos.uiuc.edu/cryosphere/

Ms. Kim Floyd
September 12, 2007
Page Six

Chen, J.L., C.R. Wilson and B.D. Tapley. 2006. Satellite gravity measurements confirm accelerated melting of Greenland Ice Sheet. Science vol. 313, no. 5795, pp. 1958-1960. Available on the web at: http://www.sciencemag.org/cgi/content/abstract/313/5795/1958?maxtoshow=&HITS=10&hits=10&RESULTFORMAT=&fulltext=greenland&searchid=1&FIRSTINDEX=0&resourcetype=HWCIT

Flick, R.E. 1998. Comparison of California tides, storm surges and mean sea level during the El Nino winters of 1982-83 and 1997-98. Shore and Beach (July 1998) 7-11.

Flick, R.E. and A. Badna-Dangon. 1998. Coastal sea levels during the January 1988 storm off the Californias. Shore and Beach (July 1998) 28-31.

Hansen, J.E. 2007. Scientific reticence and se level rise. Environmental Research Letters. Available on the web at: http://www.iop.org/EJ/article/1748-9326/2/2/024002/erl7_2_024002.html

Hansen and others. 2007. Dangerous human-made interference with climate: a GISS modeIE study. Atmospheric Chemistry and Physics vol. 7: 2287-2312. Available on the web at http://www.atmos-chem-phys.net/7/2287/2007/acp-7-2287-2007.pdf

Intergovernmental Panel on Climate Change (IPPC). 2007. Climate change 2007: the physical science basis. Summary for policymakers: Contribution of Working Group I to the Fourth Assessment Report of the IPPC. Geneva, Switzerland. Available on the web at http://www.ipcc.ch/SPM2feb07.pdf

Klein, R.J.T. and R.J. Nicholls. 1999. Assessment of coastal vulnerability to climate change. Ambio 28: 182-187.

Klein, R.J.T., R.J. Nicholls, and F. Thomalla. 2002. The resilience of coastal megacities to weather-related hazards: a review. *In* Kreimer, A., M. Arnold, and A. Carlin (eds), Proceedings of the Future of Disaster Risk: Building Safer Cities. World Bank, Washington, D.C. pp. 111-117.

Komar, P.D., and D.B. Enfield. 1987. Short-term sea-level changes and coastal erosion. *In*, D. Nummedal et al. (eds.), Sea-level fluctuations and coastal evolution (pp.11-27). Society of Economic Paleontologists and Mineralogists, Special Publication 41.

McKenna, P. 2007. Melting glaciers will dominate sea-level rise. NewScientist.com News Service. 19 July 2007. Available on the web at: http://environment.newscientist.com/channel/earth/dn12295-melting-glaciers-will-dominate-sealevel-rise.html

Mackintosh, A., D. White, D. Fink, D.B. Gore, J. Pickard and P.C. Fanning. 2007. Exposure ages from mountain dipsticks in Mac. Robertson Land, east Antarctica, indicate little change in ice-sheet thickness since the Last Glacial Maximum. Geology, vol. 35: pp. 551-554. Available on the web at: http://www.gsajournals.org/perlserv/?request=get-abstract&doi=10.1130%2FG23503A.1

Meier, M.F. and others. 2007. Glaciers dominate eustatic sea-level rise in the 21st century. Science (Published Online July 19, 2007). Available on the web at: http://www.sciencemag.org/cgi/content/abstract/1143906

National Aeronautic and Space Administration (NASA). 2007. NASA finds vast regions of west Antarctica melted in recent past. Mission News 05.15.07. Available on the web at: http://www.nasa.gov/vision/earth/lookingatearth/artic-20070515.html

Neal, W.J., D.M. Bush and O.H. Pilkey. 2005. Managed retreat. *In* Schwartz, M.L. (ed.). Encyclopedia of Coastal Science. Springer. pp. 602-606.

Pritchard, H.D. and D.G. Vaughan. 2007. Widespread acceleration of tidewater glaciers on the Antarctic Peninsula. Journal of Geophysical Research vol.112. Available on the web at: http://www.agu.org/pubs/crossref/2007.../2006JF000597.shtml

Raupach, M.R., G. Marland, P. Ciais, C. Le Quere, J.G. Canadell, G. Klepper and C.B. Field. 2007. Global and regional drivers of accelerating CO2 emissions. Proceedings of the National Academy of Sciences 104: 10288-10293. Available on the web at: http://www.pnas.org/cgi/content/abstract/104/24/10288?maxtoshow=&HITS=10&hits=10&RESULTFORMAT=&fulltext=Global+and+regional+drivers+of+accelerating&searchid=1&FIRSTINDEX=0&resourcetype=HWCIT

Rosenzweig, C. and W.D. Solecki (eds). 2001. Climate change and a global city: the potential consequences of climate variability and change. Metro East Coast. Report for the U.S. Global Change Research Program. National Assessment of the Potential Consequences of Climate Variability and Change for the United States. Columbia Earth Institute, New York.

Schubert R. and others. 2006. The future oceans – warming up, rising high and turning sour. German Advisory Council on Global Change (WBGU), Berlin, Germany. 110 pp. Available on the web at: http://www.wbgu.de/wbgu_sn2006_en.html

Ms. Kim Floyd
September 12, 2007
Page Eight

Shepard, A. and D. Wingham. 2007. Recent sea-level contributions of the Antarctic and Greenland Ice Sheets. Science, 16 March 2007. Vol 315, No.5818. pp.1529-1532. Available on the web at: http://www.sciencemag.org/

Storlazzi, C.D. and G.B. Griggs. 1998. The 1997-98 El Nino and erosion processes along the central coast of California. Shore and Beach (July 1998) 12-17.

Storlazzi, C.D. and G.B. Griggs. 1998. Influences of El Nino-Southern Oscillation (ENSO) events on the evolution of the central California shoreline. GSA Bulletin; February 2000; vol. 112; no. 2; p.236-249.

Tregoning, P. and C. Rizos (Eds). 2007. Dynamic planet: monitoring and understanding a dynamic planet with geodetic and oceanographic tools. International Association of Geodesy (IAG) Symposium, Cairns, Australia, 22-26 August, 2005. IAG Symposia Volume 130. 909p. Springer-Verlag, Berlin, Germany.

Velicogna, I. and J. Wahr. 2006. Measurements of time-variable gravity show mass loss in Antarctica. Science, vol. 311, no 5768, pp 1754 – 1756.

Responses to Sharon F. Ritsch:

1. Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S) has been extensively revised to address sea level rise in relation to both the proposed project and as a statewide concern.

2. Chapter 4 of the Final EIR/S also now includes a discussion of plans, laws, and regulations to reduce greenhouse gas production from motor vehicles by increasing fuel efficiency, developing alternative fuels, smart land use, and changing driver behavior.

3. Caltrans staff acknowledge sea level rise as a serious, legitimate concern. Caltrans is participating with local, regional, statewide, and federal agencies on plans and solutions to address this issue.

4. Caltrans staff understands the risk of constructing long term highway improvements on a highway segment that is slightly above sea level. However Route 101 is a vital transportation lifeline for the north coast region; and it is one of the most heavily traveled highways in Humboldt County. Safety enhancements and major long term roadway improvements for Route 101 are an immediate, pressing need.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
ELIZABETH K. ROBERTS

ADDRESS 910 GRANT AVE CITY ARCATA STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Please do Not make an interchange @ Indianola Rd. Keep & Publicize the Safety Corridor. Develop the Bike TRAIL & Keep the RailRoad open for a "around the bay" TRAIN. 1 2

Do NOT ADD AN Accelleration lane Southbound from Simpson Mill. This is Corporate Welfare! Do not cut the Eucalyptus Trees. 3 4

NOTE: Please submit comments no later than September 28th, 2007

Responses to Elizabeth K. Roberts:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

3. Extending the acceleration and deceleration lanes at the California Redwood (Simpson) mill are needed to meet current roadway design standards.

4. See Group Response III-B-2 for information regarding tree removal.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
TERRY ROBERTS

ADDRESS: 4425 CHAFFIN RD
CITY: McKINLEYVILLE
STATE: CA
ZIP: 95519

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I WORK AS A REALTOR AND USE THE 101 CORRIDOR BETWEEN ARCATA & EUREKA EVERY DAY. IN MY OPINION, PROJECT ALTERNATIVE #3 IS THE ONLY REASONABLE CHOICE. #3 WOULD ADDRESS THE SAFETY ISSUES, YET STILL PROVIDE ACCESS TO BUSINESSES ALONG THE CORRIDOR. ALSO, IN THE FUTURE IF A TRAIL WERE TO BE BUILT ON THE WEST SIDE OF 101 ALONG THE RAILROAD, PEDESTRIANS & CYCLISTS ~~WOULD HAVE~~ WOULD HAVE MORE OPPORTUNITIES TO CONNECT TO THE TRAIL. OPTION #4 DOES NOT PLAN FOR FUTURE INCREASED TRAFFIC AND SHOULD NOT BE CONSIDERED AS AN ALTERNATIVE.

1

2

NOTE: Please submit comments no later than September 28th, 2007

Responses to Terry Roberts:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow left turn moves to and from Route 101. Modified Alternative 3A also includes a Route 101/Indianola Cutoff interchange. This alternative has similar advantages of Alternative 3, but with less wetland impact.

2. See Group Response II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME James Robinson

ADDRESS 2206 Wilson Ave CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organization or agency) Green Wheels also as private citizen (biker)

I would like to make the following comments:

Safety is jeoprodized ~~on~~ along all of 101. Between Arcata & Eureka has the most bicycle traffic and would do well to have a bicycle path seperate from the highway. Old Arcata Road is even more unsafe than 101.

NOTE: Please submit comments no later than September 28th, 2007

Response to James Robinson: For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
WILLIAM ROCHE

ADDRESS | CITY | STATE | ZIP
6409 LONGVIEW DR. | EUREKA | CA | 95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:

BEING A LOCAL HOMEOWNER AND TAXPAYER I AM DISTRESSED TO LEARN OF CALTRANS' PLAN TO USE OUR FUNDS TO ELIMINATE CYCLISTS FROM OUR ROADWAYS, ELIMINATE TRANSPORTATION OPTIONS, CREATE MORE HAZARDOUS TRAFFIC CONDITIONS, AND OTHERWISE IGNORE AND BLATANTLY DISREGARD THE NEEDS OF US WHO FUND THESE PROJECTS. USE OUR TAX DOLLARS TO IMPROVE OUR BUS SYSTEM, PROTECT CYCLISTS, AND ADDRESS THE TRANSPORTATION NEEDS OF HUMBOLDT COUNTY, NOT SUBCONTRACTORS

NOTE: Please submit comments no later than September 28th, 2007

Response to William Roche:

Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), would enhance safety and provide long term roadway improvements for all transportation modes. The proposed project would not result in any of the conditions mentioned in your comment.

The proposed project is funded and programmed through both a state and regional transportation planning process. See Chapter 2 of the Final EIR/S for more information.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

CALTRANS

I AM AN ELECTRICAL CONTRACTOR, LIVING IN ARCATA. WHILE I BICYCLE TO MY JOBS NEARBY, I FREQUENTLY DRIVE BETWEEN ARCATA & EUREKA FOR WORK AND SUPPLIES.

I URGE YOU TO MAINTAIN THE 50MPH SPEED LIMIT, AS WELL AS LEAVE THE ROAD AS IS (WITHOUT EXPANSIVE CONSTRUCTION)

MY "CONVENTIONAL" LOOKING CAR IS ALL ELECTRIC AND IT IS DRAMATICALLY MORE ENERGY EFFICIENT AT 50MPH THAN 65MPH; AS WELL AS MUCH SAFER TO FIT IN.

THANKS.

ROGER

ROGER
THE LITTLE HOUSE
1527½ BUTTERMILK LANE
ARCATA 95521

TELE 826-9901

CALIFORNIA CONTRACTOR
C-10 812272

Responses to Roger:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Louisa Rogers

ADDRESS (home): 217 Second St. — CITY: Eureka — STATE: CA — ZIP: 95501

REPRESENTING (name of organization or agency): self

I would like to make the following comments:

(1) Caltrain barely recognizes bicycles. I cycle to/from Eureka - Indianola or Bayside often. Most of your options would make it hazardous! 1

(2) Why build for accelerating trucks given the future of mills in this county? And why cut down eucalyptus trees that provide the one aesthetic feature of the Corridor? 2 3

(3) Really, your alternatives reflect an outdated, "car is King" philosophy that just doesn't reflect today's environmental, economic, energy or health challenges. Please wake up. 4

NOTE: Please submit comments no later than December 15, 2008

Responses to Louisa Rogers:

1. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Responses I-D, II-B, II-E, II-F, II-G, and II-H for more information. The proposal to increase the posted speed limit after project construction has been dropped. See Group Responses III-A-1 and 2 for more information.

2. Extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

3. See Group Response III-B-2.

4. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would enhance safety for all travel modes while providing long term roadway improvements that would also benefit all travel modes. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Janice Rothrock

ADDRESS | CITY | STATE | ZIP
7840 West End Rd. | Arcata | CA | 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

This scenic corridor is more valuable 1
to people who live here than having 2
a huge overpass and extra wide traffic 3
lanes. Please use the money to create 4
a trail, bike safety path, and keep the 5
50 mph speed limit. Keep the trees!

NOTE: Please submit comments no later than September 28th, 2007

Responses to Janice Rothrock:

1. Modified Alternative 3A, the preferred alternative identified in the Final Environmental Impact Report/Statement, includes a grade separation (interchange) at the Route 101/Indianola Cutoff intersection with steeper slopes design than in Alternatives 2 and 3. The grade separation will be landscaped to help visually blend in with the surroundings. For more information, see Chapter 3 of the environmental document.

2. The proposed project would not widen the existing Route 101 lanes. See Group Response I-A for a project need and purpose discussion.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. For a discussion of speed limits and freeway designation, see Group Response III-A-1.

5. For a discussion of eucalyptus tree removal, please see Group Response III-B-2.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME TINA ROUSSELOT ASLA

ADDRESS 1461 H ST. CITY ARCATA STATE CA ZIP 95521

REPRESENTING (name of organization or agency) Retired Landscape Architect

I would like to make the following comments:

It is my understanding that all the alternative plans require the removal of some Eucalyptus.
I do not want the removal of any Trees.

I WANT TO WORK TO MAKE THIS AREA BETWEEN EUREKA & ARCATA A SCENIC CORRIDOR.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Tina Rousselot, ASLA:

1. See Group Response III-B-2.

2. Section 3.40(B)(5) of the County of Humboldt Bay Area Plan states in part the following:

   The Humboldt County Board of Supervisors shall initiate the preparation of a Scenic Route Study pursuant to the adopted Scenic Highways Element of the Humboldt County General Plan for the portion of Highway 101 between Eureka and Arcata and that portion south of Fields Landing, inclusively.

   The Scenic Route Study shall be prepared by the County Planning Department in cooperation with the California Department of Transportation.

Elizabeth Roversi
120 Cookson Lane

Blue Lake, CA 95525
Phone: 707 668-5421

To Caltrans planners:

I do not support the Eureka-Arcata 101 Corridor Project. I think the money could be spent in other ways to improve our highways.

Thank you.

Elizabeth

Response to Elizabeth Roversi:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Regarding maintaining the Safety Corridor, please refer to Group Response II-B.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Mary Roversi
120 Cookson Lane

Blue Lake, CA 95525
Phone: 707 668-5421

To Caltrans planners:
I don't support the Eureka-Arcata 101 overpass.

Response to Mary Roversi:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement, includes a new interchange at Indianola Cutoff that would enhance safety for all travel modes as well as reduce out of direction travel.

Richard Salzman
1751 Charles Ave
95521
Phone: (707) 822-5500

To Caltrans planners:

We do NOT need to increase the speed limit on the 101 corridor. We should provide for safe walking and bike use.

Thank you,
Richard Salzman

Response to Richard Salzman:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Jorge Sanchez

ADDRESS 2109 Old Arcata rd CITY Bayside STATE CA ZIP 95524

REPRESENTING (name of organization or agency) Me

I would like to make the following comments:

Keep the corridor as it is, Save OUR money, and use a bit of it to implement a multitude trail for bicicles and pedestrians. It takes ≈ 30 minutes to bike from Arc to Eureka. Lets get the people off our fat asses and moving. Reduce Middle-Eastern oil consumption.

Sincerely yours

NOTE: Please submit comments no later than September 28th, 2007

Response to Jorge Sanchez:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

jorge sanchez
2109 old arcata rd
bayside ca 95524

To Caltrans planners:

Why do you want to spend so much of OUR money on such an insignificant project. I understand progress needs to take place, but this is not where it would make any positive impact; except for the fact that people would get to where they are going with a minute to spare. Is that really worth 60 million? 1

What really bothers me is the fact that in the rush to try and spend all this money, caltrans has ignored bicyclists concerns. All that money and not a penny for the many cyclists who would find cycling more dangerous and intimidating. 2

Leave the corridor as it is! If you must spend some money, spend it to improve some really needed infrastructure or making a bike/walk trail from Eureka to Arcata. Lets not fall behind the times. Oil is not the future as we plainly see. Help give people and future generations more of an option than car or taxi. 3

Sincerely JOrge Sanchez

Responses to Jorge Sanchez:

1. Caltrans has a State legislative mandate and responsibility to maintain the existing state highway system and above all else provide safe facilities for all highway users. Modified Alternative 3A was selected as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Furthermore this alternative would be compatible with future non-motorized transit and public transit improvement projects. Regarding the project purpose and need, please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised.

2. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public project planning was initiated. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. Please see Group Responses III-A-1 and 2 for more information regarding the posted speed limits.

Please refer to Group Response I-A regarding the Safety Corridor.

3. See Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Rod Parsons

CA Deptartment

of Transportation

Dear Mr. Parsons,

Why spend millions of dollars to change something that already works? By simply lowering the speed limit on a five mile stretch of highway, we have successfully created an effective and inexpensive solution to a dangerous and deadly problem. The safety corridor is a simple model of traffic control that could be used as an example for other cities with similar problems. The simplest solution is sometimes the best.

Sincerely,

Lynne Sarty

Lynne Sarty
3088 Mitchell Heights
Eureka, CA 95503
442 7569

<u>Response to Lynne Sarty</u>:

Please see Group Responses I-A, I-C, and II-B.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME KALÍA SCARLA

ADDRESS 1963 27th ST CITY ARCATA STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

(PAVED) I WOULD LIKE TO SEE AN EXCLUSIVE BIKE PATH BETW. ARCATA & EUREKA... SOON! MAKING THE RIDE MORE PLEASANT & SAFER WOULD ENCOURAGE MORE CYCLE COMMUTING BETW. OUR COMMUNITIES. AND AS MY BIKE IS MY SOLE MEANS OF TRANSPORTATION, I WOULD VISIT EUREKA MORE OFTEN TO RUN ERRANDS, ETC

THANK YOU VERY MUCH.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Kalía Scarla</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Carrie Schaden
3790 Spear St
Arcata, CA, 95521
Phone: (707) 825-1261

To Caltrans planners:
Economically I do not see the benefit of expanding the speed limit to reach 65 mph, if this is based on quickening the pace for large transporting trucks trying to get in and out of our local economy or trucks using it as a major highway to get past us to their destination, either way I do not see an economic benefit for the local community by increasing the efficiency with which we import items from competing markets that do not maintain our standards of regulating items. This quickening of pace if anything will contradict how many businesses in housing, education, and recreation advertise themselves as a family oriented small town with lots of natural reserves. People speeding by will not look at our beautiful marshland, but instead focus on the freeway lines ticking bye. How can we still advertise our community as a wildlife and family friendly county when we make it much more intimidating for a cyclist to get around competing with cars, or for a family to be stressed thinking about the big rig that is speeding past them. Please do not spend this money on an unwanted project that does not represent the county's values. 1 2
Sincerely
Carrie Schaden of HSU Associated Student Council

Response to Carrie Schaden:

1. All Build Alternatives would eliminate uncontrolled left turns for the purpose of enhancing safety—not for the purpose of raising the posted speed limit.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised.

1734 Roberts Way, Arcata, California 95521
September 2, 2007

Mr. Will Kempton, Director
CalTrans
P.O. Box 942873
Sacramento, CA 94273-0001

RECEIVED
SEP 10 2007
DIRECTOR'S OFFICE

Re : Humboldt County 101 Corrider

Dear Mr. Kempton:

I was pleased to see the excellent coverage in the Eureka Times-Standard after your recent visit to Humboldt County last month.

And I was pleased to see in that article your three new goals for the new CalTrans: "Be better partners to local agencies like HCAOG, be more efficient, and offer better customer service." 1

To those ends, I hope you will direct your organization to open its mind and consider other alternatives than those with which the organization is most familiar. Specifically, I hope you will insist that your development staff for the Eureka/Arcata Route 101 Corridor Project support alternatives that include bike lanes and mass transit alternatives. 2

The Draft Environmental Report that they issued in June, 2007 is pure highway expansion. In contrast, the California Transportation Plan says, "To many, transportation means the roadway system, but it is much more. **It is also transit, bicycle, pedestrian,** maintenance and communication facilities, railways, airports, seaports, spaceports, pipelines, and the publicly and privately owned vehicles that travel on them." This broader vision is more in keeping with what you accomplished with Valley Transit, but is at odds with the DEIR alternatives. 3

As bicyclists have long feared, an errant vehicle on the freeway did in fact injure a cyclist last week. An editorial cartoon from Sunday's paper comments on that accident, which occurred on the 65 mph section of 101. Building the DEIR alternatives will result in more such accidents. 4 5

The shortcomings in the present DEIR are considerable, as you can see in the letter attached. But to adopt a more positive approach is preferable, namely that CalTrans build what local agencies want, what is more efficient in terms of transportation and energy, and to provide the service that customers want. 6 2

Any of the alternatives proposed is far less safe than what former Arcata councilmember Dave Meserve proposes in his recent op-ed piece; considering both rail and trail. The draft EIR considers neither. HCAOG will most likely oppose all the DEIR the alternatives. 2 1

One thing everyone wants is that the highway remain open even during stormy periods, and as sea levels rise and storm frequency and intensity increase, it is certain that that stretch of highway will be closed more often, as it was two years ago, by storm surges from Humboldt Bay. A higher levee along the west side of 101 will surely be needed to keep the highway open. Somewhere in CalTrans, somebody is looking at the effect of global warming on highway security; I daresay whoever that is will agree that a levee on this vulnerable section of road will protect it. 7

For the Eureka/Arcata Corridor, building real bike paths (not just stripes for bike lanes) and upgrading the railroad right of way with a higher levee will accomplish those goals. If CalTrans will build the right of way, I am sure local resources can be found to operate the service, as your efforts showed at VTA. 8

I shall look forward to hearing from you on this issue, and please know that I am strongly in support of your efforts to build the new CalTrans for the 21st Century.

Sincerely,

John Schaefer

John Schaefer, PhD

enc

Responses to John Schaefer, PhD:

1. HCAOG is a co-sponsor of the proposed Route 101 Eureka-Arcata Corridor Improvement project.

2. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

3. The proposed project was not designed strictly for motor vehicle transit; the project would provide safety enhancement and roadway improvement benefits for all travel modes. See Group Response I-D for more information.

4. See Group Response III-A-1 regarding raising the posted speed limit after construction.

5. The Redwood Community Action Agency Humboldt Bay Area Bike Map designates the Route 101 intersections at Mid-City Motor World, Indianola Cutoff, Bracut, and Bayside Cutoff as "Difficult Intersections – Use caution in these areas." Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would eliminate uncontrolled vehicle crossing movements at these Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. At the Route 101/Airport Road intersection, a half signal is proposed that would also enhance bicyclist safety.

6. Caltrans staff, working with other public agencies, has worked over ten years to refine and modify the proposed project that further minimizes adverse effects while meeting the project need and purpose of enhancing public safety and constructing long term major roadway maintenance.

7. Please refer to Chapter 4 of the Final EIR/S, which has been revised and includes a discussion of sea level rise.

8. The railroad to the west of Route 101 is not part of the Caltrans highway right of way; the railroad is owned and operated by the North Coast Railroad Authority. In general Caltrans cannot obtain railroad right of way for a major expansion of the roadway.

1734 Roberts Way, Arcata, California 95521
September 2, 2007

Ms. Kim Floyd. Project Manager
CalTrans
PO Box 3700
Eureka CA 95502

copy

Re: DEIR on proposed Highway 101 Corridor Project

Dear Ms. Floyd:

I appreciate the opportunity to comment on CalTrans' Draft EIR (DEIR) for the proposed project in the 101 corridor between Eureka and Arcata.

It is apparent that CalTrans expended considerable effort in preparing the DEIR, covering many points in great detail. However, the DEIR overlooked a number of major issues that should have been included. Those oversights are covered below.

The least environmental damaging options are not considered in the DEIR.
The DEIR's alternatives do not include any mass transit or bike alternatives, even though such 1
alternatives are supposed to be part of CalTrans' mandate. That the DEIR fails to consider mass 2
transit and bike lanes is its major flaw. The alternatives that were selected are far too narrow in their vision to cope with conditions of the 21st Century.

District 1 Director Fielder told me they considered mass transit in 2002 but rejected it as too expensive ($90 million, he and the DEIR say), but no basis for that number can be found. 3
CalTrans staff also said the goal of the DEIR is to select the least environmental damaging alternative, but least damaging alternative (mass transit and bike trails) was ignored before the DEIR was even written.

The DEIR should include mass transit and bicycling alternatives that include: upgrading rail 1
right-of-way to make it serviceable (and, incidentally, to provide levee or dike protection from 2
expected increased storm frequency and intensity) and a functional bike path off the highway on either the west or east side of 101.

Estimates of vehicle trips are presented without any analysis or justification, and the estimates ignored some obvious future trends.
The DEIR on page 6 asserts CalTrans' expectation that vehicle trips will increase by 50% by the 4
year 2031, but no credible basis is provided for this estimate. Indeed, this is the basis upon which justification for everything in the EIR depends. By 2031, it is certain that fuel prices will be much higher, and many people will accommodate that eventuality by taking mass transit or riding bicycles. But they can only do so if mass transit and real bike lanes are available.

As a practical matter, what drivers will note on the 101 corridor if traffic travels at 65 mph is a 5
decreased driving time between Eureka and Arcata, and the DEIR fails to note that the difference is only one minute.

Estimates of fuel consumption are flawed.
The DEIR notes on page 104 the increased fuel consumption and vehicle miles for Alternatives 1 and 2, but asserts that by 2031 Alternative 3 will reduce fuel consumption that is due to out-of-

direction travel. However, it fails to present the increased fuel consumption all three construction alternatives will incur compared to bicycle and rapid transit, under which scenario fewer vehicle trips will be taken. 6

Moreover, by assuming a constant energy usage per vehicle mile traveled (6229 Btu/mile-day), the DEIR ignores the fact that vehicles utilize more fuel traveling at higher speeds such as 65 mph rather than 50 as they would in the no build alternative (and do now). 7

To assert that the construction alternatives contribute to a "temporary, one-time increase in energy" (page 252) is incorrect; the increase continues forever, both with respect to no construction and to the unevaluated mass transit alternative, once the construction alternatives have been implemented. 8

Unstated in the DEIR is the obvious conclusion that fuel consumption would be much less than the estimates presented, if mass transit and bike lane options had been considered. 9

The DEIR ignores California State policy to reduce greenhouse gas emissions. 10
Moreover, in the year 2007, it is irresponsible and contrary to California State policy not to consider greenhouse gas emissions resulting from the four DEIR alternatives, when the mass transit and bike path alternative would emit far less of such emissions.

The DEIR's safety projections ignore or project incorrectly effects on adjoining roads.
The DEIR takes no real account of the danger from increased traffic on Old Arcata Road as a result of the build alternatives, by claiming that the City of Eureka is going to upgrade the road, somewhere, sometime. The current level of traffic already makes this narrow road dangerous. Median closures on 101 will make it more so. 11

With respect to safety, the current 50 mph speed limit has evidently reduced the frequency and severity of accidents in the corridor. If properly evaluated, the no-build alternative should take account of the safety that now being experienced. For the DEIR to claim that this safety zone cannot or should not be continued is irresponsible. 12

At the bottom of page 218 and the top of page 219, the DEIR ignores what was the stated environmental objective by a cute, illogical twist of semantics, thereby also ignoring the wasteful nature of fuel consumption for all three alternatives--four, counting the no-build alternative. All four DEIR alternatives will waste, given the possibility of a better choice, vastly more energy than one enabling mass transit and bicycle potential in the Eureka-Arcata corridor. 9

The safety evaluation is both flawed for autos and non-existent for bicycles.
The DEIR asserts that the current traffic patterns will become as dangerous as they were before the 50 mph speed limit was imposed, which is only true if speeds do increase. With proper enforcement, speed will continue to be reasonable, and the main reason stated for the three build alternatives is fallacious. 12

Moreover, any cyclist will agree that the present bicycle route between Arcata and Eureka is quite dangerous, by virtue of the proximity of fast-moving traffic and bicyclists, even with the current 50 mph speed limit. It is only a matter of time until a cyclist is killed, and several (one just last week on the 65 mph section of 101, to which all portions would return under the DEIR alternatives) have already been injured. Even the no-build alternative is dangerous. 13

The DEIR reaches the depth of hypocrisy on page 186, in advocating the removal of Eucalyptus trees because fallen limbs are a danger to cyclists, when at the same time it ignores the dangers to them from the high-speed traffic that all four DEIR alternatives promote. The way to eliminate these dangers is to build a separate bike trail. 14 1

There is certainly room for bicycle lanes on one side or the other of 101. Very likely NCRA cooperation will be necessary on the bay side of 101, but CalTrans could certainly install one on the east side at minimal cost; indeed, that should be one alternative that the DEIR evaluates. 1

Future storm damage to the 101 corridor is ignored.
While claiming foresight through the year 2031, the DEIR does not consider future closings of 101 because of increases in storm frequency and intensity, which will flood the highway as storms did two winters ago. As the climate changes, this flooding is virtually certain, and an improved levee will eventually be required on the west side of the freeway. Of all California's coastal highways, this is one of the lowest and longest and therefore most at risk from damage resulting from higher sea levels and more violent storms. That certain risk of loss would be easy to mitigate with a proper levee, and the levee would necessarily be large enough to support an improved rail roadbed and a bike trail. 15

New EIR
Because of the crucial need to compare the a wider range of options than does the current DEIR, I respectfully request that CalTrans issue an entirely new DEIR rather than simply providing an addendum to the current flawed one. The new DEIR should include bike trails, expanded transit options, rail at least between Arcata and Eureka, and improved levees. 16

A better set of alternatives
A properly formulated EIR for Eureka-Arcata transportation in this century should include the following alternatives: 1

- A bike trail (not just bike lanes) on the east side of 101
- A bike trail on the west side of 101
- A bike trail on the west side of 101 and a levee high enough to protect the corridor from flooding
- A bike trail with levee and a rail corridor from Eureka to Arcata.

Any DEIR that excludes these alternatives is inadequate.

Thank you for the opportunity to present my views, and I shall look forward to your response.

Sincerely,

John Schaefer, PhD

cc
Assemblymember Patty Berg
State Senator Pat Wiggins
Mr Will Kempton, Director
Humboldt County Association of Governments
Humboldt County Board of Supervisors

Sunday, July 22, 2007 Times-Standard

OPINION

Let's reframe trail-rail discussion

MY WORD

Dave Meserve

Local residents and media are publicly discussing plans to build a bicycle and pedestrian trail on the railroad right-of-way along the Highway 101 Corridor between Eureka and Arcata. Unfortunately, much of the discussion has focused on the supposed conflict between trail supporters and rail advocates.

What is missing is a comprehensive analysis of the Corridor that includes an evaluation of the current Caltrans plan to spend $60 million (!) to upgrade the highway, without improving bicycle and pedestrian access and safety.

As an Arcata City Council member I worked extensively with the trail planning group, made up of elected officials from both cities and the county, staff members in public works, environmental services and recreation, and bicycle, pedestrian and rail advocates. From the beginning, most of our work focused on a "trail-with-rail" model. The concept of "rail banking" is better suited for rails with no plans for reactivation, such as the Annie and Mary line to Blue Lake.

The NCRA right-of-way is 50 feet wide and could accommodate a 12-foot-wide trail a few feet lower than the rails, on the highway side. Obviously, the cost of building a new trail and upgrading the rail (estimated at about $30 million) is greater than accomplishing just one of these tasks, but it would allow us to retain use of the rails, and the NCRA has agreed in principle to grant an easement for the trail. I share many people's doubts about the viability of opening the tracks through the Eel Canyon and the dubious vision of a Humboldt Bay container port.

However, there are other more practical and immediate uses for the tracks. The Timber Heritage Society has plans to operate a tourist train along the bay to a proposed historical museum in Samoa, and with tracks repaired, it would be relatively inexpensive to provide light rail service between Arcata and Eureka, and on to CR in the future.

While it is widely argued that light rail is not financially practical with our small population, this ignores that fact that the right-of-way and the tracks already exist. We already have the infrastructure that can cost $20 million to $30 million per mile in urban areas.

While a rail-with-rail may cost about $30 million, Caltrans is poised to spend $60 million to "upgrade" the 101 corridor, proposing a return to 65 mph, closing all median access roads, and a $30 million interchange at Indianola Road.

Although the Safety Corridor is currently working, and has greatly reduced accidents — with no fatalities since the 50 mph speed limit was imposed — Caltrans argues that the "improvements" will be necessary to handle projected traffic increases in the next 25 years.

These projections do not take into account likely drastic increases in the cost of gas, or the public policies of Arcata, Eureka and Humboldt County that all seek to reduce single-occupant vehicular traffic by actively promoting carpooling, attractive public transportation, and safe bicycle and pedestrian infrastructure. The choices we make now can result in less automobile traffic on the 101 Corridor in 25 years.

Do we want to spend $60 million of our tax dollars to cut our inter-city travel time by one minute, or would we rather keep the Safety Corridor and spend that money on a trail-with-rail?

The DOT's Project Development Procedures Manual states: "If Caltrans determines that a non-motorized facility approximately paralleling the highway would increase traffic safety or traffic capacity on the highway, Caltrans pays for the construction and maintenance of the non-motorized facility."

At 5 p.m. on Aug. 7, at the Adorni Center, Caltrans will host a public discussion of the 101 Corridor Improvement Project and will be accepting written comments until Aug. 24. This is an opportunity for us to change the framing of the discussion and develop a vision of what we would like the Corridor to be in 10 years, a vision that incorporates our concerns for safety, mobility, the environment, land use, economism and recreation.

The combined NCRA and Caltrans rights-of-way are a minimum of 200 feet wide. With proper planning and a willingness to share resources, we can build a model of inter-city connectivity.

The NCRA and Caltrans operate in the public trust. They control the corridor between Eureka and Arcata, but it is up to us, the public, to shape our future transportation planning. Together, we can stop the bulldozer of freeway mentality, stop the bickering between rail and trail advocates, and work to build a "multi-modal transportation corridor" between Eureka and Arcata.

Dave Meserve is a former Arcata City Council member and a designer/builder of custom homes. He resides in Arcata.

Opinions expressed in my word pieces do not necessarily reflect the editorial viewpoint of the Times-Standard.

Responses to John Schaefer, PhD:

1. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

2. The proposed project was not designed strictly for motor vehicle transit; the project would provide safety enhancement and roadway improvement benefits for all travel modes. See Group Response I-D for more information.

3. Modified Alternative 3A was selected as the Least Environmentally Damaging Practicable Alternative (LEDPA) and is discussed in Chapter 2 of the Final EIR/S. The LEDPA must meet the project need and purpose in compliance with Section 404 (b)(1) under the Federal Clean Water Act.

4. See Group Responses I-B and II-E.

5. The time savings is not germane to the environmental evaluation or the project need and purpose. The proposed speed limit increase discussed in the Draft EIR/S was a best estimate of what the posted speed limit should be.

6. Fuel consumption person would of course be much lower for public transit and bicycle transit; however, public transit and bicycle improvement alternatives are not evaluated in the

EIR/S since either individually or combined these improvements would not meet the project need and purpose of enhancing safety and providing long term roadway improvements.

7. While it is true that higher fuel efficiency is achieved at 50 mph compared to 65 mph, the fuel consumption data in the EIR/S is primarily intended to provide a comparison of the alternatives.

8. There are potentially countless possibilities and scenarios for future energy increases, however framing project construction as a one-time energy use event was done to evaluate the project in terms of CEQA and NEPA.

10. Please see Chapter 4 of the Final EIR/S which includes an expanded discussion of climate change and sea level rise.

11. It is likely that traffic would increase on Old Arcata Road if left turn moves are restricted at Bayside Cutoff. However it is also likely under the No Build Alternative that traffic would increase on Old Arcata Road from projected growth and there would be fewer drivers willing to turn left at the Route 101/Bayside Cutoff intersection as Route 101 traffic volumes increase. Since the Draft Environmental Impact Report/Statement (EIR/S) was circulated to the public in 2007, Old Arcata Road has been widened to enhance safety. In general, if improvements to Route 101 are constructed, Route 101 would generally continue to draw and retain drivers since Route 101 is a more direct route between Eureka and Arcata with higher posted speed limits compared to Old Arcata Road. In addition, Old Arcata Road north of Jacoby Creek Road has traffic calming improvements such as speed bumps, traffic circles along with a reduced speed limit which will collectively discourage drivers from using Old Arcata Road as an alternative to Route 101.

All build alternatives would remove left turn movements to and from Route 101 and Bayside Cutoff. Based on existing traffic vehicle count data, 37 vehicles turned left from southbound 101 to Bayside Cutoff from 8-9 AM, which is the morning weekday peak period. If 50% of these vehicles travel north from Bayside Cutoff on Old Arcata Road then an increase of 19 vehicles would result during the AM peak hour which is approximately a 5% increase in vehicles. Basically, since there are a relatively low current number of left turn movements at the Route 101/Bayside Cutoff intersection, then restricting left turn movements would not result in a substantial increase in traffic on Old Arcata Road.

12. The No Build Alternative would not meet the project need and purpose. Please refer to Group Responses I-A and I-C and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

13. The Redwood Community Action Agency Humboldt Bay Area Bike Map designates the Route 101 intersections at Mid-City Motor World, Indianola Cutoff, Bracut, and Bayside Cutoff as “Difficult Intersections – Use caution in these areas.” Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would eliminate uncontrolled vehicle crossing movements at these Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. At the Route 101/Airport Road intersection, a half signal is proposed that would also enhance bicyclist safety.

14. See Group Response III-B-2.

15. Please refer to Chapter 4 of the Final EIR/S, which has been revised and includes a discussion of sea level rise.

16. Bicycle, public transit, levee, and rail improvements would not meet the project need and purpose of enhancing safety and providing long term roadway improvements.

Kim Floyd
Caltrans
P.O. Box 3700
Eureka, California 95502

Re: Safety Corridor

I would like to support the primary Caltrans option for improving the Safety Corridor, ie, closing the medians and building the overpass at Indianola, and please, no stoplight at Jacobs. I drive that highway every day and often on the weekends. I also have staff who drive it and utilize it for business as well. We also use the businesses along the corridor and we would not stop doing that if the medians are blocked. No one that I have talked to has said they would stop patronizing the businesses along there. They are good and established businesses that people will patronize despite a bit of inconvenience 1

The idea that we would inconvenience the thousands who drive the corridor each day for the folks that use those businesses each day makes no sense to me and again, I doubt the business will drop at all even if their customers have to take another minute to go to the overpass and turn back.

I also think a traffic light at Jacobs will cause more congestion and while everyone is claiming it is only a minute longer to use the corridor at 50 mph, how much longer will it take when we have to wait at the light in each direction and then clear the inevitable large back up at the light. I also think we risk more accidents as people rush to make the light. 2

I have used the highway daily for 8 years and have seen the traffic grow. There is no doubt it will grow even more as McKinleyville is the primary growth area in the county. There will be more traffic and the corridor will become more and more congested.

And, although the proponents of 50 mph state it is only one more minute per day in each direction, that time adds up when you count it as two minutes per day, 5 days per week, 52 weeks in a year etc. In a year a person will spend nearly 9 extra hours in the car and over 4 years, a full 40 hour week in the car and this does not include waiting at the proposed light at Jacobs. 3

I trust the judgment of the traffic safety experts at Caltrans and not the local politicians and special interest groups who I have heard linking this project to bike trails, rail lines from Arcata to Scotia, wetlands and even global warming as reasons to go in a different direction with these funds. I am not opposed to dealing with those issues but they seem far removed from improving the safety of the corridor at this time.

Thanks for the opportunity to comment, best regards and good luck.

Tom Schallert

Tom Schallert, McKinleyville 8398982

Responses to Tom Schallert:

1. Comment noted. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Study (EIR/S), includes constructing an interchange at Indianola Cutoff and a half signal at Airport Road and would allow U-turns. These two project features are expected to substantially minimize out of direction travel resulting from the Route 101 median closures.

2. Caltrans staff has worked with local businesses for several years to design a signalized intersection that would maintain access while minimizing congestion. Modified Alternative 3A

was designed as the best solution to this challenge. This alternative includes a half signal that would only stop northbound Route 101 traffic while still allowing left turn moves to and from Airport Road. See Chapter 2 of the Final EIR/S for more information.

3. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

Jay Schock
2395 Hillside Drive
Eureka, CA 95501

To Caltrans planners:

I favor a project which offers a multi-modal transportation solution to the corridor and which does NOT increase the speed limit. Please maintain the 50 mph speed limit!!! I would LOVE to see a pedestrian/cyclist corridor along the Bay/Highway.

Sincerely,

Jay Schock

Response to Jay Schock:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

Angeline Schwab
115 13th Street
Arcata, CA 95521

To Caltrans planners: Please provide for the bikers who ride on Highway 101 between Eureka and Arcata. I ride in the early mornings between 6am and 7am from near HSU to mid-Eureka for work. I am happy riding, but believe I am sometimes putting my life in danger by riding so closely to cars. With people dialing and talking on their cell phones, eating breakfast, applying make-up I worry about being seen and definitely don't feel safe. Riding through the on and off ramps is quite dangerous and riding over the Eureka bridge is frightening. Riding through the road scrabble is dicey. I have two young children and want to be safe. Please do the right thing and adjust your plan for the families who only have one car, people who don't want to burn the gas, and for people who really enjoy riding bikes around the Bay.

Response to Angeline Schwab:

Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

September 26, 2007

California Department of Transportation
1656 Union Street
Eureka, CA. 95501

To Whom It May Concern:

RE: Hwy 101 between Arcata and Eureka

I have been reading about the plans for Hwy 101 and there are a few things I would like to bring to light which may or not been thought of.

Closing of Bayside and Indianola Roads and the intersections to the businesses will create a Hazard on Old Arcata Road. The people that live in Bayside, Jacoby Creek and Indianola area use those two roads to get to the freeway, Arcata and Eureka as well as the businesses along the freeway. It would create a lot more Traffic on Old Arcata Road. Old Arcata road is windy and narrow which would make a much worse problem than what we have at the present time 1

Closing of those 2 roads and the intersections would make people coming from the South that want to access the businesses on the West side of Hwy 101 would have to drive all the way to Samoa Blvd in Arcata and then back to the business. Same with the people from the North to access the businesses on the East side. 2

I have no knowledge of how much it would cost, but I think Stop Lights at each intersection would be the best and least expensive way to go. 3

I have traveled throught the Eastern States and on some of their freeways, one will find Stop Lights out in the middle of no where at the country intersections. They seem to work quite well. 4

Some people have suggested raising the speed limit on Hwy 101. That along with the Stop Lights would be a good idea, maybe to 60 miles an hour as people are going at that rate if speed now anyway. 5

Thank you for reading my letter and just maybe take in to consideration what I have mentioned.

Sincerely,

Shirley Seelhoff
1671 Tasi Lane
McKinleyville, CA. 95519

Responses to Shirley Seelhoff:

1. Modified Alternative 3A, identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S), would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. See Group Response III-A-4 for more information.

2. The proposed Route 101/Indianola Cutoff interchange would reduce out-of-direction travel allow for travelers on southbound Route 101 needing to access businesses and residences on the east side of Route 101.

3. See Group Response II-C.

4. Signalized intersections on rural highways with relatively low traffic volumes can be effective and safe, however Route 101 between Eureka and Arcata is the busiest highway in Humboldt County and signals would require adding traffic lanes.

5. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

Dear Ms. Kim Floyd:

This letter is intended to comment on the proposed changes to the 101 safety corridor between Arcata and Eureka and to express concern over the negative impacts those changes might have for most residents of Bayside.

I live in Bayside, near the Bayside cutoff. I currently can, and often do, commute on bike to my job in Eureka. The proposed changes would make it much more difficult and unattractive for residents of Bayside to bike to Eureka, as access to the 101 corridor would be blocked. Old Arcata Road/ Myrtle Avenue is unsuitable and dangerous for biking, so in order to bike to Eureka one would have to first back-track to Arcata. In my case, that would double the length of my commute, making it very impractical and unattractive. 1

The proposed changes would also significantly increase traffic on Old Arcata Road/Myrtle Avenue, resulting in congestion and reduced safety in a stretch of road that also has a lot of pedestrian traffic. 2

The proposed changes would increase driving distances and hence carbon emissions for most residents of the areas between Arcata and Eureka, as many of us would have to back-track to Arcata to then drive to Eureka or points south. 3

It is clear that since the institution of the 50 mph speed limit on the safety corridor, safety in that area has significantly improved. There is no evidence that the proposed changes would result in any additional improvement in safety for the corridor. It is also likely that, given the deleterious effects the changes would have on the Old Arcata Road/ Myrtle Avenue corridor, overall safety would be decreased. 4

At a time when the state is in financial trouble, any expenditure should be justified by a likely return on investment. The proposed changes to the 101 safety corridor can not be shown to be a good investment:

They have not been shown to improve safety and may worsen it.

They will not decrease carbon emissions but will likely increase them.

They will increase commute times and driving distances for most residents of the Old Arcata Road/Myrtle Avenue corridor.

They will hinder the ability of many residents to commute on bikes. 5

They will create congestion and increase traffic to residential areas of Bayside.

Unless all these and other concerns of residents are properly addressed, it would be unreasonable to engage in a significant outlay of funds without clear evidence of benefit. For all these reasons I think that at the very least the public comment period should be extended to allow for proper input from the community.

Kind regards,

Uzi M. Selcer, M.D.
130 Lindholm ln
Bayside, CA 95524

Responses to Uzi M. Selcer, M.D.:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes an interchange at Indianola Cutoff approximately midway between Eureka and Arcata. This interchange would minimize out of direction travel from left turn and Route 101 crossing restrictions. Bicyclists needing to access Route 101 to and from Bracut and Bayside Cutoff could use a combination of the recently widened Old Arcata Road, Indianola Cutoff, and Bayside Cutoff to minimize out of direction travel and avoid turning around at the Route 101/255 interchange in Arcata. Bicyclists needing to turn right to and from Route 101 would not be subject to out of direction travel. Overall, bicyclists would benefit from enhanced safety throughout the Route 101 Corridor between Eureka and Arcata from the project, while balancing cost and wetland impact considerations. As traffic volumes increase in the future, especially during peak travel periods, the proposed improvements of Modified Alternative 3A would have increasing benefit.

2. Modified Alternative 3A would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. See Group Response III-A-4 for more information.

3. Modified Alternative 3A (identified as the Preferred Alternative) is predicted to slightly increase energy consumption because of out-of-direction travel compared to the No Build Alternative for both the existing and future highway conditions. However, an increasing amount of out of direction travel is predicted for the No Build Alternative as traffic volumes increase because the traffic level of service at intersections would deteriorate and travelers would seek alternate routes. See Section 3.2.8 in Chapter 3 of the Final EIR/S for more information.

4. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

5. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Response I-D for more information.

Julie Sergi
1324 N St.
Eureka,Ca,95501

To Caltrans planners:
I thought the entire reason for the corridor was to go slow, for the safety of the cross/through traffic. Granted, 50mph feels like a crawl at times, but it works, and it's only about seven miles. For an area that's know for it's outdoors, it's a crime not to have decent bike paths(commuter or recreational) to cities that are only 10 miles apart! Please reconsider! So many will benefit!

Response to Julie Sergi:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Gabe Shames

ADDRESS 335 Laurel Dr, #31-B CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

The 101 Corridor project will be much more dangerous for cyclists. The increased speed will further intimidate those on only two wheels and closing of the median will close them out and further perpetuate safety problems. The proposed funding is also far too steep and will divert much needed money from Eureka's mirad of other traffic and congestion situations.

1
2
3

NOTE: Please submit comments no later than September 28th, 2007

Response to Gabe Shames:

1. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

3. Modified Alternative 3A was selected as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). This $46 million alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Furthermore this alternative would be compatible with future non-motorized transit and public transit improvement projects.

Dennis Shaughnessy
<denshau@yahoo.com>
09/14/2007 08:35 PM

To charlie_fielder@dot.ca.gov
cc
Subject Arcata-Eureka Safety Corridor

Date: Fri, 14 Sep 2007 19:55:23 -0700 (PDT)
From: Dennis Shaughnessy <denshau@yahoo.com>
Subject: Arcata-Eureka Safety Corridor
To: charlie_fielder@dot.ca.gov

Dear Director Fielder,

Please retain the speed limit on the corridor and provide protection for bikes along it. Thank you.

Dennis Shaughnessy
1361 McCallum Circle
Arcata, CA 95521

Responses to Dennis Shaughnessy:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Kim Floyd/D01/Caltrans/CAGov
12/18/2008 07:54 AM

To Mitch Higa/D01/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Eureka-Arcata Route 101 Corridor Improvement Project comments

Sarah Mizu
<sarah_mizu@yahoo.com>
12/17/2008 08:01 PM
Please respond to sarah_mizu@yahoo.com

To Kim_Floyd@dot.ca.gov
cc
Subject Eureka-Arcata Route 101 Corridor Improvement Project comments

Dear Ms. Floyd,
This email reflects my comments on the Hwy 101 Corridor Improvement Project.
I am a recent graduate of HSU and a cyclist and would like to share my concerns as a biker with respect to the Corridor Improvement Project.

The proposed alternatives for this project do not help improve or encourage bicycle transportation. It is imperative to seriously consider bicycle transportation when working on such a large-scale project, where millions of tax-payer dollars are being invested. As a state agency dedicated to road improvements and safety, it is important to recognize how many bikers regularly use highway 101 to commute. To help prevent and reduce the number of accidents that occur on Hwy 101, building road infrastructure that encourages people to safely commute by bike is a necessary component to the vitality of this community. 1

In particular, I oppose increasing the speed limit from 50-55mph in the corridor. By increasing the speed limit, this will be a greater safety hazard to the bicycle community. I am in support of widening the existing shoulders for bikers to 10 feet wide. 2
By doing so, this allows enough room for cyclists to travel safely, as well as allow enough room to pass any vehicles that become stranded on the shoulder. The Bay Trail Project is a project that should be implemented to encourage and increase bike transportation from Arcata to Eureka.

In the fall of 2007, I was commuting by bike and was doored. I flew over the car door and somehow managed to land on the other side without any serious injuries. I am taking the time to share my opinions since I am lucky enough to do so.

Please take the time to consider my comments, as well as those from other members of this community, especially those who are avid bicycle commuters such as myself.
Thank you,

Sincerely,
Sarah Shimizu

Responses to Sarah Shimizu:

1. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. For a discussion of speed limits and freeway designation, see Group Response III-A-1.

California Department of Transportation (Caltrans)
Humboldt County Fair — August 9th - 19th, 2007
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Nathan Shishedo MD

ADDRESS: 2826 Harris St — CITY: Eureka — STATE: CA — ZIP: 95503

REPRESENTING (name of organization or agency): Humboldt Orthopedics

I would like to make the following comments:

1. The amount of time saved by increasing the speed from 60 MPH to 65 mph over a 5 mile stetch is minimal. The money spent for this is better spent on other projects. 1

2. Safety for bikes and cars entering & leaving the freeway will be a significant issue. 2

3. Please reconsider the plan & leave well enough alone. 3

N. Shishedo

NOTE: Please submit comments no later than September 28th, 2007

Responses to Nathan Shishedo, MD:

1. The project need and purpose does not include building improvements for the purpose of raising the posted speed limit or upgrading the Route 101 expressway segment to a freeway. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

2. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. At the start of the EIR/S in 2001, there were two build alternatives. Since project initiation, Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop and refine a balanced, effective transportation solution. The Final EIR/S includes three new alternatives and all alternatives were modified to address various concerns from the public. Also see Group Response 1-A.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: SARAH SHOENBERGER
ADDRESS: $ MYSELF
CITY: ARCATA ~~SUNNYVALE~~
STATE: CA
ZIP: 95521
REPRESENTING (name of organization or agency):

I would like to make the following comments:

Transportation between Arcata and Eureka is always a hot issue + I encourage you to push forward with ~~[illegible]~~ funding means of transportation that would support the masses of low wage, hard working, transportation needy people. Dont forget that Arcata is half students!

NOTE: Please submit comments no later than September 28th, 2007

Response to Sarah Shoenberger: Since the initiation of project planning, Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop and refine a balanced, effective transportation solution for the Route 101 Eureka-Arcata corridor. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S) includes safety enhancement and other highway improvements that would have long term benefits for all travel modes.

1) Regarding the cutting of trees (eucalyptus) to provide merging lanes on the 101 corridor, I am wondering whether it is possible to take land from the median undeveloped strip instead? 1

2) I favor keeping the 50 mph speed limit if it could simplify the need for such extensive and expensive renovation on this corridor. 2

Thank you
Nancy Short
707 - 445 - 1849

Response to Nancy Short:

The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. For more information see Group Response III-B-2.

Despite the low vehicle volumes accessing the mill entrance, extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Traffic on Route 101 is projected to increase and having the roadway meet design standards becomes more critical for traffic safety and operation reasons. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

See Group Responses III-A-1, 2, and 3 regarding speed limits and enforcement.

Amber Shows
1303 Sunset Avenue
Arcata, CA 95521
Phone: 707-267-5889

To Caltrans planners:

Thank you for the opportunity to comment on the proposed Highway 101 improvement project. I am a vehicle commuter who lives in Arcata, I have commuted to Eureka and beyond for the past two years, Monday through Friday. I have often considered biking for a multitude of reasons: for my health, to get into the fresh air, to reduce my pollution contribution, and to save money. I feel that riding my bike as much as I can is the responsible thing to do, for myself and for my community. But I do not commute to work. I do not commute to work because there are no bike lanes on Hwy 255 and Hwy 101 scares the bejeesus out of me. I know more than one person, in my two years living here that has been hit by a motorist while riding their bike on Hwy 101.

Please consider making the corridor between Arcata and Eureka a safe place for cyclists in your projects alternatives. There is already a large population of bicycle commuters between Arcata and Eureka and this trend will only continue to grow. Please keep in mind the progressiveness of the community that you're working with. We need a safe bike lane between Arcata and Eureka.

Sincerely,
Amber Shows

Response to Amber Shows:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Caltrans acknowledges many bicyclists are intimidated or feel uncomfortable riding adjacent to high speed motor vehicle traffic and that a separated path would encourage bicycle commuting. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

August, 2007

Caltrans
Attn: Kim Floyd, Project Manager,
P.O. Box 3700
Eureka, CA 95502-3700

Subject: Eureka-Arcata Corridor
01-Hum-101, PM 79.9/86.3
EA 01- 36600, 363300
Draft Environmental Impact Statement
Environmental Impact Report

Dear Ms. Floyd,

This letter is being sent in strong support of Alternative 3 as described in the subject document. We are one of the many land owners, business operators or employees that will be directly (and probably negatively) affected by the closure of the present access locations, especially Airport Road, as provided in the other alternatives. We do not agree with the opinion that closure of all medians will have minimal impact to the businesses along the 101 corridor. 1 2 3

We actively and affirmatively support the efforts of the 101 CAP and its position that includes:

-the installation of the interchange at Indianola Road
-the retention of the access provided through the installation of traffic control signals at Airport Road
-the retention of the existing medians as long as possible
-the installation of the proposed acceleration/deceleration lanes as soon as is practical 4

Coming south from Arcata and entering the City limits of Eureka should be viewed as the location of the entrance to the City and improved accordingly. In addition, the setting must address this and the fact that the Highway through the City is not going to change in any meaningful manner anytime in the foreseeable future. 5

Thank you for the opportunity to comment. Please do what you can to absolutely minimize the effects of your actions on our businesses and residents in the area.

Sincerely,

Tim Shreeve, Manager
The Farm Store

Response to Tim Shreeve:

1. Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A has most of the features of Alternative 3, including a half signal at Airport Road and Route 101. See Chapter 2 in the Final EIR/S for details.

2. Caltrans staff acknowledges the transportation access needs of local businesses. After constructing Modified Alternative 3A, the Route 101/Airport Road intersection is expected to be safer than the existing condition, which currently allows uncontrolled left turn movements. Left turns would be allowed to and from Route 101 at Airport Road after construction.

3. Please refer to Section 3.1.6 – Traffic, Transportation/Pedestrian, and Bicycle Facilities in Chapter 3 of the Final EIR/S for more information regarding potential transportation related effects to businesses.

4. The proposed Route 101 median closures and extension of acceleration and deceleration lanes would occur approximately the same time during the construction process. Every feasible means

to maintain access to businesses and minimize traffic delay during construction will be implemented.

5. Caltrans staff acknowledges the importance of a visually appealing City gateway and will work with the City of Eureka to visually enhance the entrance to the City where feasible. However, the proposed project has a specific need and purpose that does not include City gateway enhancements, nor would the proposed project have visual impacts to the City entrance requiring mitigation.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Brett Shuler

ADDRESS	CITY	STATE	ZIP
936 11th St	Arcata	Ca	95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:
the safety corridor is working. A bike trail would be a better way to direct energy and resources.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Brett Shuler</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

"james sievert" <jamesbikesgreen@gmail.com>
12/16/2008 07:51 PM

To Kim_Floyd@dot.ca.gov, "heather yerman" <hlyerman@gmail.com>
cc
Subject Hwy 101 Eureka-Arcata Corridor Project

Hello, my name is James Sievert and I am a bicycle commuter/recreational rider who lives in Arcata.

I have commuted 3 days a week to Eureka for 3 years to work at an after-school program. The Safety Corridor is great. The low 50mph speed and wide well-maintained shoulder makes this a very safe stretch of highway for cyclists.

I don't know what problems you're experiencing with vehicular traffic. But after reviewing the proposed alternatives, I must admit that without adaptation for bicyclist every proposal negatively impacts bike riders. 1 2

I am gravely concerned about raising the speed limit. 55 is a highway, but **50** is a *Safety Corridor*. I would be very distraught to see any increase in speed. 3

I also feel the cutoffs should be left for cyclist. Old Arcata is a horrid road to ride on a bike. I get onto the highway ASAP from Freshwater/Kneeland or Bayside. 4

I greatly appreciate your time and empathy. Please consider bicyclists when deciding the fate of the main artery connecting two busy cities. 5

Thank you.

James Sievert
(707) 822-2254
--
http://www.jamesbikesgreen.blogspot.com/

Responses to James Sievert:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. The proposal to increase the posted speed limit after project construction has been dropped: see Group Responses III-A-1 and 2 for more information.

4. The proposed project would not affect Bayside Cutoff or Indianola Cutoff other than to restrict left turn moves to and from Route 101.

5. Bicyclist needs and improvements have been considered from project initiation for all build alternatives.

September 24 2007

Kim Floyd, Project Manager
Caltrans – District 1
P.O. Box 3700
Eureka, CA 95502-3700

Dear Ms Floyd:

This is in regard to the proposed route 101 Eureka-Arcata corridor improvement project.

I believe the draft environmental impact report could be improved by including other legal alternatives in addition to the proposed creation of a 65 miles per hour speed corridor and the related improvements, which could include an overpass, traffic lights and closed medians. 1

One alternative that I prefer is to keep the existing 50 mph speed zone with better law enforcement. It has proven to be a safe speed for this stretch of road with fewer accidents. It was stated at the Arcata City Council meeting that drivers arrive in Eureka only one minute later than they would at 65 mph. One or two additional highway patrolman is much cheaper than converting this stretch of road back to a 65MPH raceway. Additionally, there is greater fuel efficiency driving 50 rather than 65 mph. Better fuel mileage equals less carbon emissions. Better for the pocketbook and for the environment. 2 3

The other alternative is to put cameras up on the corridor, to photograph speeders and then send them a ticket. This works in S.F., and in other cities around the world. 4

As the wife of a bicyclist, I would like to see Caltrans install guardrails on both sides of the freeway to create safe bike lanes. My husband has told me he has seen over and over again, vehicles inadvertently drifting over into the existing bike lanes. As traffic increases, guardrails become an inexpensive solution to an increasingly vexing safety problem. More people would travel by bicycle if they felt safer. Additionally, the eucalyptus trees on the west side of the freeway could be saved and kept intact. 5 6

I also have a great concern for the ag land, which will be used. Also, what will the adjoining land be used for?? A Home Depot or Walmart?? This would be a terrible situation for the people in this county who want to keep it pristine and special. 7 8

Another issue of import is the effect in this area of global warming that needs to be considered. Experts predict the sea level will rise in future years, probably covering the existing highway 101 corridor. We don't know yet the extent to which these changes will occur. But, it makes sense to hold off on the expensive changes proposed and to see how things play out. We may need to spend our scarce resources building dikes and other retaining devices in the future. 9

I urge you to open the EIR process to other alternatives, including those described above, before it is too late.

Sincerely,

Suzanne Simpson
Co-founder, Humboldt County Peak Oil Action Group
POB 309
Arcata, CA
95518
707/407-6001

Responses to Suzanne Simpson:

1. Preliminary planning and design began in 1999 to construct a project that would enhance safety for all users. For more than ten years Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. At the start of the Draft Environmental Impact Report/Statement (EIR/S) in 2001, there were two build alternatives. Over the course of almost ten years, three new alternatives were introduced and all alternatives were modified to address various concerns from the public.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

3. Comment noted. Fuel efficiency and engine emissions will be considered when setting the posted speed limit.

4. See Group Response II-D.

5. For a discussion of bicycle improvements, see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

6. See Group Response III-B-2

7. None of the Build Alternatives would remove agricultural land within the Route 101 corridor. Wetland mitigation may consist of converting agricultural north of Humboldt Bay. See Section 3.3.2 Wetlands in Chapter 3 of the Final EIR/S for more information.

8. The existing vacant land adjacent to the Route 101 corridor is almost entirely zoned agriculture, open space, and for natural resources.

9. Please refer to Chapter 4 of the Final EIR/S for a discussion of climate change and sea level rise.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Vanessa Sinclair

ADDRESS 506 A St. #4 CITY Eureka STATE CA [redacted] ZIP [redacted] 95501

REPRESENTING (name of organization or agency)

I would like to make the following comments:

The 50 mph speed limit is safer for persons riding bicycles, as well as for pedestrians. I do not want access restricted by closing median crossings. 65 million dollars can be better spent.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Vanessa Sinclair</u>:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement, would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. In addition, Modified Alternative 3A was designed based on suggestions from local businesses. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final Environmental Impact Report/Statement for more information.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Emily Sinkhorn

ADDRESS (home): 1685 Hyland St. CITY: Bayside STATE: CA ZIP: 95524

REPRESENTING (name of organizaion or agency): Green Wheels and the Bayside Grange

I would like to make the following comments:

Thank you for the open house Dec 3rd. I have a few concerns to voice. None of the project alternatives provide for turns to the south from Bayside cutoff either w/ a left turn or median crossing U-turn. As a Bayside resident I am concerned w/ increased traffic through Bayside (on old Arcata Rd) to get to either Samoa Blvd or Indianola to go south on 101. Also, please strongly consider bicycle/pedestrian over/underpasses to get onto 101 south from Old Arcata Rd. Median U-turn crossings are highly dangerous for bicyclists and impractical in terms of travel distance. Without a means to cross over to 101 south, some bikers may travel the wrong way down 101 or be forced to travel Old Arcata w/ less shoulder.

NOTE: Please submit comments no later than December 15, 2008

Responses to Emily Sinkhorn:

Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes an interchange approximately midway between Eureka and Arcata as well as a half signal at Airport would reduce out of direction travel after the Route 101 medians are closed or modified. For bicycle trips originating in Bayside and destined for southbound Route 101, would be able to travel southbound on the recently widened Old Arcata Road and use the Indianola Cutoff interchange.

The Redwood Community Action Agency Humboldt Bay Area Bike Map designates the Route 101 intersections at Mid-City Motor World, Indianola Cutoff, Bracut, and Bayside Cutoff as "Difficult Intersections – Use caution in these areas." Modified Alternative 3A would eliminate uncontrolled vehicle crossing movements at these Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Jon Skulski
207 12th Street
Arcata CA, 95521
Phone: (716) 289 6054

To Caltrans planners:

I believe your plan for the interchange at the Indianola cutoff is ill conceived. As Chris Rall has pointed out in his excellent dissection of the plan, it assumes (1) the corridor is not already safe (2) population will explode in humboldt in the next 25 years and everyone will be drive cars. 1 2

I think this plan makes a severe misjudgment; that car traffic will increase and we want it to increase. This plan makes little to no room for alternative transportation, specifically people powered transport, and then uses this to justify it's own existence. Circular reasoning. 3

People need to transport themselves. Of course, if we don't improve opportunity to transport themselves by (what is now) alternative transportation then traditional traffic (car) will increase even faster. But if we invest in alternative transportation now, then we can avoid the increase in traffic. If we do not invest, then yes there will be an increase, and yes then we _may_ need an interchange. But this is only brought about by our inaction, today. It's only justification is itself, which is logically false. 3

So let's reassess our options. In the coming years, people will be relying on cars less and less. Gas will become more expensive and less viable. Communities will become tighter and people will need to travel more locally. I believe a firm investment in alternative transportation will help spur this movement, and make it an easier transition for the entire community. 3

Thank you for all the time and consideration spent on this plan, but I do believe it is time to start adopting different strategies in terms on transportation. 3

Sincerely,
Jon Skulski

Responses to Jon Skulski:

1. After over ten years of studying various options and alternatives, Modified Alternative 3A was selected as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). Modified Alternative 3A does include a new interchange at Route 101 and Indianola Cutoff. The vehicle collision rate has increased at this location since the implementation of the Safety Corridor was implemented in 2002. An interchange would remove left turn movements at this interchange and provide safer access for both motor and non-motorized transit. Please also refer to Group Response I-A.

2. See Group Responses I-B and II-B.

3. See Group Responses I-C, II-A, II-E, II-G, and II-H.

Caltrans
Attn: Kim Floyd
PO Box 3700
Eureka, Ca 95502-3700

Re:Public Meeting 12 03 08

Corridor Improvement Project

Apparently, the primary reason why the *Eureka-Arcata Route 101 Corridor Improvement Project* is on Caltrans' drawing board is because of automobile accidents. And it appears that the main cause of accidents is speed. Therefore, if the speed of automobiles can be controlled on this stretch of roadway there would be no reason to spend millions of taxpayer's dollars for something that is not necessary.

If cameras capable of identifying speeders were strategically placed along the *corridor*, any posted speed limit would immediately be adhered to. This is because drivers would not only be faced with the cost of the traffic tickets, but also the cost of rising automobile insurance premiums. Threatened pocketbook intrusion is an enormous compliance tool with almost unlimited potential.

I believe funds allocated for road construction and/or improvements in our area can be better put to use elsewhere.

Alan Smith
3318 Harrison Ave.
Eureka, Ca 95503
442 8191

PS I am interested in the history of accidents at the various corridor intersections before and since the speed restrictions have been imposed. (Not comparisons with statewide averages with supposedly similar intersections.) Would you please send me this information? Thank you.

Response to Alan Smith:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor. For a discussion of speed limit and enforcement, see Group Responses III-A-1, 2, and 3.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME ANN KING SMITH

ADDRESS 387 OLE HANSON RD CITY EUREKA STATE CA ZIP 95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Please establish a citizens advisory committee similar to that set up for Cushing Creek highway changes. The purpose of such a committee would be to draft a greater range of alternatives than those ~~rept~~ currently proposed. Thank you

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Ann King Smith</u>:

A Citizens' Advisory Committee was formed and has met several times. Please contact the Humboldt County Association of Governments for more information.

September 12, 2007

Rod Parsons,
Chief, Environmental Branch E-1
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Regarding: Draft Environmental Impact Statement/Environmental Impact Report (EIR/EIS) Eureka - Arcata Route 101, Corridor Improvement Project

Dear Mr. Parsons,

Thank you for the opportunity to comment on the subject document. As the alternatives are presented, there is no choice for me other than to support ALTERNATIVE 7 - NO BUILD. However, as detailed below, if the purpose and need and goals of the project are redefined, the possibility of a more supportable preferred alternative is opened. In addition, I have a comment on the NEPA process for this project and a request for more information concerning the foundation for the purpose and need as stated in the Draft EIR/EIS.

NEPA Process

According to the brochure distributed at the project public hearing on August 7, 2007, the Public Scoping Meeting for the Eureka/Arcata Route 101 Corridor Improvement Project was held on September 20, 2001. According to the project Draft EIR/EIS, the safety corridor safety improvements were implemented in 2002. I suggest therefore, that the Public Scoping process for this project was NOT adequate because the current safety conditions were not in place at the time of the Public Scoping session. 1

Purpose and Need

At this time, according to the EIR/EIS, there is currently no need for safety improvements. The safety corridor has resulted in an expressway in which the accident rate and fatalities are below state figures for similar road corridors. 2 Future possible safety problems constitute, in part, the basis for Caltrans' proposed changes to the corridor, and these future problems are in turn based on future growth. 3 However, the document does not include a discussion or statistics which justify the assumption of growth. Such information, which should be provided, would include a discussion of past predicted rates of growth for this area and whether or not such growth rates have, in fact, occurred. 4 In addition, the discussion also would include changes in number and types of vehicles on the Highway 101 Eureka/Arcata corridor over the same time period as the population growth statistics.

I recommend that the purpose and need for the Highway 101 corridor improvements be redefined. The corridor connecting Eureka and Arcata is one of the most beautiful between San Francisco and Oregon and there are established business in the project area which require access. It should be viewed therefore as a scenic corridor and a boulevard instead of a portion of a freeway. There is no need to drive 65 miles per hour on this short stretch of highway; the high speed only lessens the efficient use of fossil fuels and results in increases in accidents and fatalities. A transition in speed between the 65 miles per hour on the freeway through Arcata and the 35 miles per hour in Eureka is entirely appropriate. 5 6 7

Rather than viewing the subject corridor as an isolated unit, I recommend that it be analyzed in a broader project context which includes Highway 101, Route 255, and Old Arcata Road/Myrtle Avenue. The purpose and need then becomes one of maintaining safety in the region, retaining a relatively unimpacted scenic corridor on the Highway 101 corridor, providing for a number of equally efficient transportation routes between Arcata and Eureka and the intervening locations, and providing for both standard vehicle and also additional forms of transportation. 8

A Proposed Project Alternative

I recommend a new proposed project alternative which includes the following components, some of which were included in the 'considered but eliminated from further discussion ' project alternatives outlined in the Draft EIR/EIS.

1. Retain a speed limit of 50 miles per hour on the Highway 101 corridor between Eureka and Arcata. 7

2. Signalize the intersection of Highway 101 and Airport Road in order to allow for cross traffic and possibly U turns for traffic changing direction from south to north, and to allow for a break in traffic for cross traffic within the corridor at intersections to the north. 5

3. If necessary, bring acceleration and deceleration lanes to standard for a 50 mile per hour speed at intersections within the corridor. 9

4. Retain mature trees adjacent to the corridor and retain the green median within the corridor, both of which contribute to the scenic values and to the rural aesthetics of the project area. 10

5. Construct a bicycle lane within the Caltrans Highway 101 corridor right-of-way which is separated, not immediately adjacent to, the standard vehicle traffic. 11

6. Support improvements such as a round-about at the Indianola and Freshwater intersections, and paved road shoulders for bicycling and walking on Old Arcata Road/Myrtle Avenue between Arcata and Eureka. 12

7. Support the reduction of the speed limit on Route 255 to 50 miles per hour. 13

8. Provide funding for all means required in order to enforce the speed limit of 50 miles per hour on the Highway 101 corridor, a speed limit of 45 miles per hour on Old Arcata Road/Myrtle Avenue, and a speed limit of 50 miles per hour on Route 255. 14

9. Support a moratorium of all new development along the Highway 101 corridor which would impact natural resources and lead to an increase in traffic within the corridor. Such a moratorium also would result in the retention of the corridor scenic values. 15

10. Make improvements and correct deficiencies such as resurfacing, bridge replacement and repair, and shoulder modifications, as necessary, within the corridor. 16

An alternative which includes the above would fulfill the objectives of the project as stated in the Draft EIR/EIS on page 32 of the Draft EIR/EIS: the retention of the current level of traffic safety, an acceptable Level-of-Service, and the extension of the serviceable life of the roadway. Furthermore, this alternative would result in no impacts to wetlands, would cost far less than the three build alternatives proposed in the DRAFT EIR/EIS, would result in a savings of non-renewable fossil fuels, and would be in keeping with the character of Humboldt County.

Thank you for your consideration of my comments.

Sincerely,

Ann King Smith

Ann King Smith
387 Ole Hanson Road
Eureka, CA 95503

Electronic copies:
Arcata City Council
Eureka City Council
Northcoast Environmental Center
North Group, Redwood Chapter, Sierra Club

Responses to Ann King Smith:

1. The Safety Corridor was intended to be an interim measure until a long term solution, which is the proposed project, could be constructed. In addition, a public "open house" was held on May 15, 2003 (after the Safety Corridor was implemented) to receive comments on the project and adjust environmental studies to capture public concerns. Consequently a second scoping meeting will not be held.

2. See Group Response I-A.

3. See Group Response I-B.

4. Vehicle type would not be a factor in predicting future collision rates.

5. After project construction all existing businesses would remain accessible from Route 101. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal at the Route 101/Airport Road intersection as well as a proposed Route 101 interchange at Indianola Cutoff to provide access after the other medians are closed. See Chapter 2 of the Final EIR/S for details.

6. Route 101 is designated as an expressway between the Eureka Slough Bridges to the Jacoby Creek Bridges. North of the Jacoby Creek Bridges, it is a designated freeway.

7. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. The current posted speed limit of 50 mph south of Jacoby Creek Bridges and north of the Freshwater Slough Bridges would tentatively remain at the existing 50 mph but is subject to change pending the outcome of further engineering and prevailing traffic speed surveys. The California Vehicle Code requires a renewed engineering and traffic survey whenever substantial changes in roadway or traffic conditions have occurred. If the prevailing 85th percentile of the traffic eventually rises above 55 mph after project construction, measures to address the condition will be considered and possibly implemented such as raising the posted speed limit.

8. The three north – south routes between Eureka and Arcata were studied together in the traffic prediction computer model. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S for more information.

9. Acceleration and deceleration lanes are proposed to be extended at Mid-City Motor World, California Redwood Sawmill, and Bracut.

10. See Group Response III-B-2.

11. See Group Response II-H.

12. Old Arcata Road is a County road, however Caltrans works cooperatively with the County of Humboldt Public Works Department and as part of the Humboldt County Association of Governments.

13. Caltrans is working with the community of Manila on traffic calming options for State Route 255.

14. Caltrans has worked and will continue to work closely with the California Highway Patrol regarding highway safety issues.

15. Caltrans does issue encroachment permits for proposed development that would directly affect Route 101, however local and county jurisdictions implement the primary land development controls.

16. See Group Response I-A.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Ann King Smith

ADDRESS (home): 387 Ole Hanson Rd — CITY: Eureka — STATE: CA — ZIP: 95503

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

(1) I might support alternative 1A ONLY if the speed limit remained at 50 MPH. 1

(2) I would have much preferred a presentation on the "new"/modified alternatives rather than the open house format. 2

(3) Since there have been no safety problems associated with the entrance + exit to the Mill there is no need to remove the trees. 3

NOTE: Please submit comments **no later than December 15, 2008**

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Ann King Smith

ADDRESS (home): 387 Ole Hanson Rd — CITY: Eureka — STATE: CA — ZIP: 95503

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

(4) I believe that the Environmental Document should be recirculated in order to obtain the maximum public input + comment. An open house format does not serve the same purpose as public review for seeking input 4

NOTE: Please submit comments **no later than December 15, 2008**

Response to Ann King Smith:

1. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes an interchange at Indianola Cutoff and a half signal at

Airport Road. Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists. See Group Responses III-A-1, 2, and 3 for a discussion of speed and enforcement.

2. Rather than one presentation, Caltrans staff planned to hold an open house with sufficient number of staff available to explain the two modified alternatives and answer questions regarding a very complex project. The basic project information was provided in displays and in informational handouts. The informational hand out provided at the open house included contact information for follow up questions after the meeting.

3. The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees.

Despite the low collision rate at the mill entrance, extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Traffic on Route 101 is projected to increase and having the roadway meet design standards becomes more critical for traffic safety and operation reasons. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

4. The Draft Environmental Impact Report/Statement (EIR/S) will not be re-circulated. Alternatives 1A and 3A are modifications to the base alternatives and are not considered completely new alternatives for two reasons. First the modified alternatives are within the study limits of the other alternatives; and second after preliminary evaluation, the modified alternatives would not have any new impacts or potential impacts more severe than the three Build Alternatives evaluated in the Draft EIR/S.

Caltrans provided a basic overview of the two modified alternatives and received hundreds of comments from the public, resource agencies, and local governments sufficient to provide part of the basis for identifying a Preferred Alternative.

21 January 2009

Kim Floyd
Caltrans
P.O. Box 3700
Eureka, CA 95502-3700

Dear Ms. Floyd:

I am writing to comment on the recent informational public meeting regarding two modified alternatives for the Eureka-Arcata Rout 101 Corridor project. I attended the meeting and submitted a card with brief comments which I would like to elaborate on. I also have comments on the public meeting process.

1. **Recirculation of the Draft EIR-EIS:** I believe that since there are two new alternatives (which Caltrans describes as modified rather than new), the Draft EIR-EIS should be recirculated for the following reasons. First, it was not possible to obtain detailed, complete information about the new alternatives at the meeting. There was insufficient staff for the number of people and the staff was so specialized that questions could not be answered. For example, after waiting for some time I was able to talk to two staff; neither could tell me what the speed limit would be under the two new alternatives. Second, there are new impacts from the new alternatives and these could not be addressed in the public meeting format. For example, what is the impact on bicyclists entering the freeway at Indianola and then heading south to Eureka, if Alternative 1A were implemented. Third, only with recirculation of the Draft EIR-EIS can maximum input be obtained. It simply is not possible to obtain this input in one meeting, especially in the format that the meeting was conducted. 1 2 3 4

2. **Removal of Eucalyptus Trees:** Before eucalyptus trees are removed, I believe that Caltrans needs to demonstrate that a safety problem exists with the current situation. As far as I know, there has not been an accident at that location. In addition, I believe that the eucalyptus trees are considered to be a historic coastal visual resource. They mark the historic edge of the bay and are visible from a number of locations including Old Arcata Road, the bay itself and from other locations around the bay. Furthermore, it is quite likely that the timber mill at that location will eventually close down. When it does, the location is ideal for a large waterfront access area, and the trees will then serve as a visual and aesthetic buffer for future uses. 5 6

Sincerely,

Ann King Smith

Ann King Smith
387 Ole Hanson Road
Eureka, CA 95503

cc: Mark Lovelace, Humboldt County Supervisor

Response to Ann King Smith:

1. The Draft Environmental Impact Report/Statement (EIR/S) will not be re-circulated. Alternatives 1A and 3A are modifications to the base alternatives and are not considered completely new alternatives for two reasons. First the modified alternatives are within the study limits of the other alternatives; and second after preliminary evaluation, the modified alternatives would not have any new impacts or potential impacts more severe than the three Build Alternatives evaluated in the Draft EIR/S.

2. Caltrans staff regrets the perception that sufficient detailed project was not available. Caltrans staff planned to hold an open house with sufficient number of staff available to explain the two modified alternatives and answer questions regarding a very complex project. The basic project information was provided in displays and in informational handouts. Details such as the post construction speed limit were not available to Caltrans staff because a final decision was not made at the time. A public comment period was provided; project information was available at the Caltrans website; and the informational hand out provided at the open house included contact information for follow up questions after the meeting.

3. Caltrans staff anticipated that the turnarounds in Alternative 1A would present challenges to bicyclists at Indianola Cutoff similar to the existing situation: the Redwood Community Action Agency Humboldt Bay Area Bike Map designates the Route 101 intersections at Mid-City Motor World, Indianola Cutoff, Bracut, and Bayside Cutoff as "Difficult Intersections – Use caution in these areas." In addition, access restriction impacts to bicyclists imposed by Alternative 1A would be more severe under Alternative 1, which includes closing all Route 101 median crossings.

4. The purpose of the public open house was not necessarily to obtain "maximum input" in one meeting. Caltrans provided a basic overview of the two modified alternatives and received hundreds of comments from the public, resource agencies, and local governments sufficient to provide part of the basis for identifying a Preferred Alternative.

5. Please refer to Group Response III-B-2.

6. Extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Traffic on Route 101 is projected to increase and having the roadway meet design standards becomes more critical for traffic safety and operation reasons. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

Joshua R Smith
2032 E Street
Eureka, CA 95501

To Caltrans planners:

Please include improvements to bicycle and public transit in the 101 corridor project between Arcata and Eureka. If a safe bicycle alternative were added to the 101 corridor I will start riding my bike to work in Arcata. I am guessing that many others will also start doing this as well.

Thank you for taking the time for considering this.

Response to Joshua R. Smith:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Kathyleen Smith

ADDRESS (home): 3318 HARRISON Ave — CITY: Eureka — STATE: CA — ZIP: 95503

REPRESENTING (name of organizaion or agency): Personal

I would like to make the following comments:

The trees were planted along the North side of Highway 101 to form a wind break. The wind still blows off the bay—so we still need the break

I feel we should leave well enough alone. Let's enforce the laws we have in place: 50 MPH, car lights on, no cell phones. If enforced these restrictions will protect everyone on the Highway.

I was dissapointed in the non-meeting tonight

NOTE: Please submit comments no later than December 15, 2008

Responses to Kathyleen Smith:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), would not remove any eucalyptus trees on the west side of Route 101. Please see Group Response III-B-2 for more tree removal discussion.

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

1876 Iverson Avenue
Arcata, CA 95521
September 12, 2007

Mr. Rod Parsons
Chief, Environmental Branch E-1
CA dept. of Transportation
P.O. Box 3700
Eureka CA 95502-3700

Dear Mr. Rod Parsons,

I am a third year student at Humboldt State University and live in Arcata. In reading this EIR, on the Route 101 corridor improvement project, I felt it was thorough in many aspects; however, I also felt that it excluded several factors. These factors are the distinction between safety and functionality, the assumption that an increased speed limit is significant, the exclusion of a multiuse transportation system, the deteriorating condition of Old Arcata road, the exclusion of an alternative between "build" and "no build", and the exclusion of information relating to global warming.

All of the three "build" Alternatives are relatively similar, in the sense that all three may provide an enhanced safety for automobile commuters. However, they not only place the businesses and residences (by varying degrees) at a disadvantage, but they also put alternative transportation on the side lines. It is important that not only the Route 101 corridor is safe but also functional. It should remain functional for the businesses and residences at the cross sections (merging traffic), the commuters, and for those who use alternative modes of transportation. The three build alternatives concentrate almost exclusively on pure safety, rather than on safety with functionality. 1 2 3

The alternatives were also designed for an increased speed limit, however, is a speed limit of 65 mph for a couple of miles indeed a necessity? How much time is in truth gained by this increase when the bottleneck is in Eureka? What if the speed limit is maintained at the current 50 mph or even raised slightly to 55 mph. Would other alternatives be feasible? Would keeping the 50mph/55 mph speed limit lead to other alternatives or combinations which would maximize access to the businesses and residences and possibly save money? 4

The businesses and residences should not be put at a disadvantage. As surveyed in the DEIR, many of the residents prefer Alternative 3, which allows for less out of distance travel *compared* 5

to Alternative 1 and 2. However, there would still be some out of distance travel for some. There must be a way to avoid this. Again could the solution lie in maintaining the speed limit at 50 or 55mph? In our society inconvenience is not handled well. If it is inconvenient to go somewhere, people will tend not to go. There is a demand for the crossing streets, they should not be underestimated.

Another concern I have is of the condition of Old Arcata Road, which is old and narrow. It needs to be improved before the corridor improvement project uses it as a detour or as an alternative route during the completion of the corridor project. Also, the increase in traffic volume predicted for the 101 corridor must also mean an increase of volume on this street, which already struggles not only with cars but with bicycles as well. What is being done or planned to address this situation? How does it factor in? 6

The predicted congestion for the future is taken into account in the alternatives. However, are there other ways to relieve the predicted future congestion? Perhaps by making alternative transportation convenient, not only would congestion be relieved in the future but it will also be a step away from a transportation system based on oil that is no longer a dependable resource. The future not only holds more traffic, but also a shift of transportation systems. We should be pioneers and set an example for the rest of California and even the nation. 7

This leads me to my next point which is that alternative transportation was not fully taken into account (if it was, it was not made apparent in the DEIR). The report interpreted the results of a study of how many currently ride their bikes on the corridor, concluding that not many, at least not enough to suggest a significant relief of the predicted congestion. Maybe the fact that it is dangerous (especially to inexperienced riders) to travel on the corridor via bicycle discourages many riders or possible riders from using alternative transportation. Creating a designated multiuse system would open up the doors to those who wish to commute alternatively. If I felt safe traveling along this corridor, I would definitely ride my bike along it. 8

Widening of the shoulder is mentioned as a means to accommodate bicycles. This is better than nothing, however, it is still close to the cars, and intimidates many riders. The continuation of the CCT was also mentioned, however, merely as something still in the "proposal stages" (an explanation of this would have been helpful). The CCT would be something highly valued and I feel it should have been given further consideration, discussed in further detail and related to the alternatives or its impact on congestion. 8

An alternative that I thought was missing was one that lies between the "no build" and "build" alternatives. Would it be feasible to have a temporary "no build" alternative (with RRR where applicable), with added enforcement throughout the safety corridor and some kind of multiuse 7

transportation system? Once the multiuse transportation system is completed, some years could be given to study and observe the effect of this system and the future implications (for example on congestion etc). At this point a decision could be made on whether improvements on the corridor are still needed. This option could also lead to new alternatives to those presented in this DEIR, other combinations, or maybe even the current alternatives. The EIR did mention that none of the build alternatives would "preclude" a separate multiuse transportation system, however, as I stated above, by doing it the other way around, new possibilities could surface. Maybe an interchange will still need to be built, but then at least the factors are weighed equally. Priority should be given to alternative transportation, which the near future demands. Alternative transportation is no longer "a choice" but rather a growing necessity as gas prices increase, global warming heightens, and the lack of oil looms in our future.

With all the talk and reality of Global Warming, I felt I could have really benefited from some information regarding the eminent reality of sea level rise. Is that being taken into consideration in the project? I think it is important that this project succeeds and could be capable of handling changing times (to avoid having to redo the project). This would in turn save money and time that could be devoted to other projects. 9

This project should be designed with all aspects of the future in mind. New possibilities are out there. This should be an opportunity for our community to turn to innovative designs and systems and light the way through the shifting future. 10

Sincerely,

Marysol Smith

Marysol Smith

Responses to Marysol Smith:

1. Planning and design of the proposed project began over ten years and dozens of alternatives and ideas were identified and considered. Eventually five Build Alternatives that would benefit all travel modes were fully identified in the Final Environmental Impact Report/Statement (EIR/S).

2. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Response I-D for more information.

3. Since the initiation of project planning, Caltrans has worked with businesses, residents, organizations, and public agencies to address access concerns while meeting the project need and purpose of enhancing safety. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes an interchange at Indianola Cutoff approximately midway between Eureka and Arcata. This interchange and a half signal at Airport Road would minimize out of direction travel from left turn and Route 101 crossing restrictions.

4. See Group Responses III-A-1 and III-A-2 regarding posted speed limits.

5. Modified Alternative 3A is similar to Alternative 3 except that the interchange would have steepened fill slopes to minimize wetland impact and a half signal at Airport Road. Options to further minimize out of direction after eliminating uncontrolled left turn and crossing moves were considered; however the cost and environmental impacts increase sharply with options such as frontage roads and additional interchanges. Modified Alternative 3A was identified as the Preferred Alternative because it best balanced benefits, cost, and impacts.

6. Old Arcata Road is owned and maintained by the County of Humboldt and not the California Department of Transportation. Since the Draft EIR/S was approved in 2007, Old Arcata Road has been improved. Traffic is expected to increase on this road as the local population increases.

7. For a discussion of public transit improvements, see Group Responses II-A, II-E, II-F.

8. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

9. See Chapter 4 of the Final EIR/S which includes an expanded discussion of sea level rise and climate change.

10. Comment noted; however a need to enhance safety and construct long term improvements that would benefit all travel modes are needed within a few years.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Rémie Smith

ADDRESS: 6135 Pryor | CITY: Eureka | STATE: CA | ZIP: 95503

REPRESENTING (name of organization or agency):

I would like to make the following comments:

Currently I do not use a bike for transportation however if there were a nice, safe trail for bikes I would definantly use one. I feel the same about public transportation; including there not being enough options & safety.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Rémie Smith</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Martin Smukler, M.D.
MLCOM, DABMA, DABFP

September 4, 2007

Mr. Rod Parsons
Chief, Environmental Branch E-1
California Dept. of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr. Parsons:

I am writing to comment on the proposed changes to the Highway 101 safety corridor between Arcata and Eureka. I feel that I am uniquely qualified to comment because I travel this road almost daily on 4 wheels in my old Toyota pick up and 2 wheels on my bicycle and Honda 150 cc scooter. I have experienced this road under all possible conditions and perspectives- even to the point of walking or working on the shoulder to correct mechanical breakdowns. I also have the perspective of having experienced this road before it was a safety corridor since I have lived in Northern Humboldt County since 1978. The safety corridor has been a vast improvement over the former situation with the 65 mph speed limit. As it is right now there is no question that it is the safest route between Arcata and Eureka. Certainly it is safer than either Samoa Blvd or Old Arcata Road. I see no reason or rationale whatever to change it. The situation is as safe as can be expected for all those using the road including pedestrians and those on two wheels. In addition the public has full access to the businesses along the corridor.

Sincerely,

Martin Smukler, M.D.

3116 Harrison Ave. Eureka, CA 95503-5638
(707) 444-3885

<u>Response to Dr. Martin Smukler</u>:

See Group Response I-A for a project need and purpose discussion.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Kristie Snider

ADDRESS: 2292 Sherri ct.
CITY: Arcata
STATE: CA
ZIP: 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I understand the need for freeway projects; However, I believe it is essential that we keep in mind the needs and saftey of those who do not use cars. A professor of mine had to miss a large amount of time due to the unfortunate accident involving her husband who was biking on the 101. If there is any money contributed to this porject I would not endorse it unless it improved the saftey for all and contributed to efforts of those who dont drive.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Kristie Snider</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

RONDAL SNODGRASS

conservation land consultant

September 27, 2007

Rod Parsons
Chief, Environmental Branch E-1
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr. Parsons,

I ask that the "No Build" alternative of the Draft EIS be the project alternative decision for the proposed Eureka-Arcata Route 101 Corridor Improvement Project. 1

The scope of the EIS does not cover all alternatives to correct the problems that have necessitated such a project. 2

I recognize that the intersections at Bayside Cut-Off, Indianola, and Mid-City entrance are dangerous and challenging. However, the reduced speed limit on the corridor has greatly relieved the stress of using them. I favor maintaining the safety corridor speed limit or reducing it to 45 miles per hour as the immediate method of dealing with the problems. 3

The EIS does not suggest how bicycle traffic could be impacted by the alternatives presented. I do ride the corridor frequently and find it challenging to negotiate the intersections and challenging as well to ride, so closely, to the high volume traffic. A much-needed alternative is necessary for the health and safety of bicycle commuters. I never fail to see other bicyclists along the way. Bicycling is a growing method of travel and offers healthy exercise and is a contribution to using less fuel, and such use greatly reduces the need for dealing with congestion, and parking needs caused by large automobiles. 4

A bicycle and pedestrian trail system from Arcata to Eureka must be a part of Cal-Trans planning. Studies have been completed that offer costs and possible methods of utilizing the abandoned railroad tracks and its supporting levee as a transportation corridor. These can be integrated with the Cal-Trans project and satisfy a need for more comprehensive planning. Without any alternative presented to address this vital transportation method the Draft EIS fails. 5

P.O. Box 221 BAYSIDE, CA 95524 707. 825 7151 ravenswatch@asis.com

How traffic relates to the environmental quality of Humboldt Bay needs primary consideration. It is the Bay that is the centerpiece of our economy and ecology. The removal of trees, especially the row of Eucalyptus, greatly reduces the scenic benefits of the corridor. Passing those trees is a pleasant and aesthetic experience. Further reduction of wetlands impacts resident and migratory species of birds. My opinion is making a project consideration of the corridor being improved with the goal of becoming a Scenic Highway. Highway 255 could also be nominated for the same designation. That would give a Scenic Highway loop around the entire Bay. 6 7

Climate change and rising levels of the Bay as a result should be a part of any planning that goes as far into the future as the numbers and statistics presented in the Draft EIS Statement. The strengthening of the present levee and incorporating trails and other inter-modal forms of transportation into that process could be a long-range project that would likely be supported by Federal as well as State transportation dollars, and specially dedicated public funds for levee, flood protections. 8

A growing problem is congestion going south into Eureka. The recommended light at Jacobs Avenue or nearby could relieve this, and provide a pulse in traffic flow that would allow easier crossing at the present intersections. A new entry to Jacobs Av should be considered. 9

Mid-City Motor World seems to be the most dangerous intersection. I purchased a car there in 2006 and go for regular servicing. That entire complex seems to be misplaced in regard to a Scenic Highway and the ecological damage caused by displacement of wetlands. I suggest moving Mid-City to a Eureka location, consolidating car sales into a more urban design. CalTrans need for wetland mitigations could be helped by purchasing that property. 10

The $2 million spent on this project to date need not be wasted if the "No Build" alternative is selected. With the great public interest being shown, and no doubt numerous comment letters, CalTrans can go back to the planning stage and re-issue a new program incorporating concerns and creative thinking generated by the public comment phase. 2

Thank you and all staff for diligent efforts to serve the public by engineering, building, and maintaining efficient, economical, and ecological highways.

Sincerely yours,

Rondal Snodgrass

Rondal Snodgrass

<u>Responses to Rondal Snodgrass</u>:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised.

2. For over ten years Caltrans has worked with businesses, residents, organizations, and public agencies to address access concerns while meeting the project need and purpose of enhancing safety. Eventually five Build Alternatives that would benefit all travel modes were fully identified in the Final EIR/S.

3. See Group Responses III-A-1 and 2.

4. Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Response I-D for more information.

5. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H.

6. See Group Response III-B-2.

7. Section 3.40(B)(5) of the County of Humboldt Bay Area Plan states in part the following:

> The Humboldt County Board of Supervisors shall initiate the preparation of a Scenic Route Study pursuant to the adopted Scenic Highways Element of the Humboldt County General Plan for the portion of Highway 101 between Eureka and Arcata and that portion south of Fields Landing, inclusively.
>
> The Scenic Route Study shall be prepared by the County Planning Department in cooperation with the California Department of Transportation.

8. Chapter 4 of the Final EIR/S includes an expanded discussion of climate change and sea level rise.

9. Extending 6th Street over the Eureka Slough and connecting to Jacobs Avenue has been considered for several years but would not meet the project need and purpose and would not provide access for southbound travelers on Route 101 to directly access Jacobs Avenue.

10. See Group Response III-B-1.

RONDAL SNODGRASS

conservation land consultant

September 28, 2007

Rod Parsons
Chief, Environmental Branch E-1
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr. Parsons,

I wish to amend my previous comment letter dated September 27. Last night I attended the HCOAG meeting and was influenced by presentations by CalTrans and Green Wheels and listened carefully to comments from the public. 1

Green Wheels made a good case for the EIS failing to meet policy established by CalTrans. The failure to provide an alternative that addressed other forms of transportation is a fatal flaw of the EIS. It is clear that if left uncorrected it would be wide open for a lawsuit asking a judge to order CalTrans to go back and attend to this error. With the construction goals of implementing any of the current EIS alternatives being years off, complicated court challenges would make it even further off. We need improvements for safety of all transportation and as soon as possible. 2

Various comments reveal another alternative that could be developed with an amended EIS. Alternative #4 could be created with a Bicycle, Pedestrian, and Mass Transit component that incorporates and adds to the essential ingredients of the three Alternatives being considered. The Arcata 11th Street overpass and complicated exit and entry systems could be greatly improved, perhaps with round-abouts, such as being utilized at the 101/Guintolli Lane intersections, and new solutions created to eliminate the extremely difficult and dangerous obstacles to bicycle traffic there now. Improved shoulder width with a marked bike lane could be added to the corridor. Extending the sidewalk on the North bound bridge crossing Gannon Slough would be another feature easily added to planning. Many forms of bicycle safety features utilized in other roadways in California, other states, and in European countries could be implemented at the "at grade" intersections listed in the EIS. Re-design of the Indianola overpass plan with bicycle traffic in mind could be formulated. The pulsing effect of a traffic light at either Mid-City or Jacobs could help all forms of transportation. Re-implementing the 50-mile speed limit, holding to that could be part of this new Alternative as well. None of these would impact the future Arcata/Eureka trail development, because they could be adjusted for their integration with any 12

P.O. BOX 221 BAYSIDE, CA 95524 707. 825. 7151 ravenswatch@asis.com

such planning and development of a separate bicycle and pedestrian system outside the highway itself. 3

The EIS needs amendment and a new alternative that captures the full needs of all transport.

Sincerely,

Rondal Snodgrass

Responses to Rondal Snodgrass:

1. Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Response I-D for more information.
2. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

3. Modified Alternative 3A would provide safety enhancement and long term roadway improvements that would benefit all travel modes. The project need and purpose focuses on high priority concerns because of the need to minimize cost and environmental impacts. See Chapters 1 and 2 in the Final EIR/S for more information.

Comment:

The Eucalyptus trees are a very important part of the scenic beauty of the area. For many of us, they are the part of the drive from Eureka to Arcata and return that gives the most pleasure. 1

Destroying this beauty to solve a non-existent safety problem (0 accidents in the last five years) seems ludicrous. 2

How many trucks go into and out of Redwood Lumber Co? I imagine not many. What then, is the cost benefit analysis for expending this large amount of money? You can't reduce zero accidents and lower. But you can blindly destroy a thoroughfare of great beauty for no reason. 3

I am a member of the business community and I believe this is a flawed decision both financially and esthetically. 4

Thank you. Stephen Snow
7725 Torgerson Rd. Eureka, CA 95503

Response to Stilson Snow:

1. See Group Response III-B-2.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

3. The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees.

Despite the low vehicle volumes accessing the mill entrance, extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Traffic on Route 101 is projected to increase and having the roadway meet design standards becomes more critical for traffic safety and operation reasons. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

4. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would enhance safety and provide long term roadway improvements that would benefit all travel modes.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Bob Snyder Eureka CA 95501
ADDRESS 1229 William CITY STATE ZIP
REPRESENTING (name of organization or agency)

I would like to make the following comments:
I support the no-build option. The safety corridor has been working and the money should be used for other improvements.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Bob Snyder</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Christopher Stadler Arcata CA 95521
ADDRESS CITY STATE ZIP
577 Bayside Rd.

REPRESENTING (name of organization or agency)
Green Wheels

I would like to make the following comments:

I believe that the speed limit is fine @ 50 m.p.h on HW 101. I am against the expansion that would be dedicated to only car traffic. Thank you. Help fund alternate transportation.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Christopher Stadler</u>:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Kathleen Stanton
1760 Hyland St.
Bayside, CA 95524
Phone: 707-826-9000

To Caltrans planners:
I support Option 4 for the following reasons:

1) I believe the 50 MPH safety zone is working & I like it! 1
2) Hwy. 101 is a Scenic & Historic Transportation Corridor & should be recognized as such. Your options do not address the preservation of this important cultural resource & need to. 2 3
3) I do not support the destruction of wetlands which is a treasured resource on Humboldt Bay! 4
4) We desperately need a better Bike Lane for the corridor & none of the other options address this critical issue. 5
5) We need creative ideas & solutions that support public transit & alternative modes of transportation. The public needs Cal Trans to be innovative, not archaic in this regard. 6

I suggest that Cal Trans provide the public with a "Safe & Scenic" option.
Thank you,
Kathleen Stanton
Bayside Resident & Cultural Resources Consultant

Response to Kathleen Stanton:

1. Alternative 4 has the same features as Alternative 2, except that the median opening at the Airport Road intersection would remain open and non-signalized. This alternative was considered to try to address the 101 Corridor Access Project Group (see section 2.1 in Chapter 2 of the Final Environmental Impact Report/Statement (EIR/S) for more information about this group) and residents along Jacobs Avenue concerns regarding access). Because leaving the Airport Road median crossing open would continue to allow for left movements across Route 101 mainline and left merge movements, it would not meet the project safety, operational, or LOS criteria. Restricting left turn movements at all other intersections except at Airport Road would create much more demand to make left turns at Airport Road and in turn potentially raise traffic safety and operation concerns. Therefore, it was dropped from further consideration.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

3. The Route 101 segment between Eureka and Arcata is neither a designated Scenic Highway nor a historic resource. The visual and cultural resources were fully evaluated and summarized in the EIR/S. Measures to avoid and minimize harm to the scenic qualities of Route will be incorporated in the project. The proposed project will completely avoid impacting any cultural resources within, or adjacent to the corridor.

4. Wetland impact resulting from the proposed project will be fully mitigated in accordance with the appropriate public resource agency permitting processes.

5. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

6. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME Kathleen Stanton

ADDRESS (home) P.O. Box 185 CITY Bayside STATE CA ZIP 95524

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

I came tonight for a presentation By Cal Trans to explain to us visually w/a power point presentation (1) what the different alternatives are (2) what are the benefits & drawbacks of each alternative & (3) what Cal Trans has done to address public comments. I look forward to the HCOG presentation. This "OPEN HOUSE" exhibit was too confusing & tables too crowded to see or understand the differences in the options. Thank You

Kathleen Stanton

P.S. I do not support the removal of historic trees!

NOTE: Please submit comments no later than December 15, 2008

Requires a First Class Stamp

Caltrans
Attn: Kim Floyd
PO Box 3700
Eureka, CA 95502-3700

Responses to Kathleen Stanton:

Caltrans staff regrets that the open house displays caused confusion; Caltrans tried to provide adequate staffing at the open house to explain the displays.

See Group Response III-B-2 regarding tree removal.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Patricia Starr

ADDRESS | CITY | STATE | ZIP
3805 H. Street | Eureka | CA | 95503

REPRESENTING (name of organization or agency)
North Star Yoga

I would like to make the following comments:
Please, lets think of keeping Eureka, Arcata, Humboldt one of the most beautiful places in the World! Enviro-mentally friendly and efficient. Bike lanes! Public transportation – think of our children and our grandchildren... let's be a model community

NOTE: Please submit comments no later than September 28th, 2007

Response to Patricia Starr:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Peggy Stebbins
1090 Murray Road
number seventeen
McKinleyville, CA 95519

December 11, 2008

Charles Fielder; Director of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr. Fielder,

This letter is regarding the Euculyptus Trees on the west side of Highway 101 between Eureka and Arcata.

We are all long time residents of Humboldt County. We do not want the Euculyptus Trees removed.

Thank you for your attention.

Peggy Hunt Stebbins - McKinleyville
Joy Crutchfield Sundberg - Trinidad
Thelma Jackson - McKinleyville
Kathryn Ross Knight - Arcata
Catherine Coffman - Fieldbrook
Shirley Shortridge - Fieldbrook
Paula Gregory - Trinidad

Peggy Stebbins - 839-1684

Response to Peggy Stebbins:

The proposed work to extend the acceleration and deceleration lanes at California Redwood mill has been redesigned to shift the roadway towards the median thereby avoiding the need to remove the row of eucalyptus trees. See Group Response III-B-2 for more discussion of tree removal.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Suzan L. Steinach

ADDRESS (home): 2921 Pine St. CITY: Eureka STATE: CA ZIP: 95501

REPRESENTING (name of organizaion or agency)

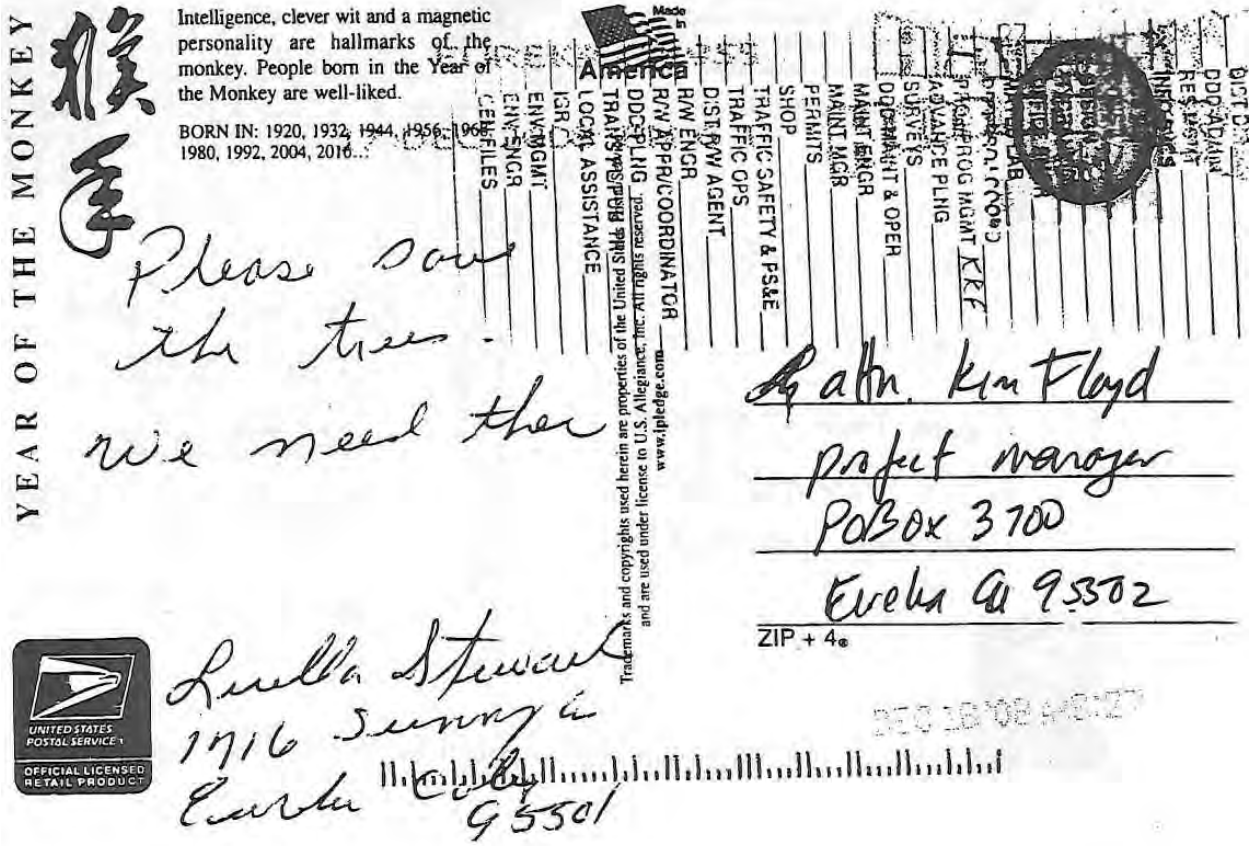
I would like to make the following comments:

I would like to see full stoplights (north & south) at Jacobs Ave/Airport Rd. and would like to see an overpass at Indianola Rd.

NOTE: Please submit comments no later than December 15, 2008

Response to Suzan L. Steinach:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at the intersection of Route 101 and Jacobs Avenue/Airport Road and allows both bicyclists and motor vehicles to cross or turn around at the proposed Indianola Cutoff interchange. Modified Alternative 3A has many of the advantages of Alternative 3, but would have less wetland impact and have less traffic queuing of southbound Route 101 at the Route 101/Airport Road intersection.



<u>Response to Luella Stewart</u>:

See Group Response III-B-2 for a discussion of tree removal.

(1)

Dec 17, 2008

Cynthia Stuart Ramon
Patrick Edgar
2246 Graham Rd.
Bayside, CA 95524

CALTRANS
P.O Box 3700
Eureka CA 95502-3700
Attn: Kim Floyd.

Dear Kim Floyd,

CAL TRANS has not given the public sufficient time to input the 101 project. We request an additional 30 days extension while the public submits comments to you. CALTRANS is, after all, a public service agency. 1

We are not happy with the current alternatives

(2)

CALTRANS is considering for the 101 project. Our children bike rides to school and town, and to shut down the Bayside cutoff will increase speeding traffic - the amount of cars & the tendency of drivers to impatiently speed through the area - and this will <u>seriously</u> <u>jeopardize</u> our bicyclists, our students, and all of the pedestrians who use this road. 2

CALTRANS <u>must</u> envision ideas that promote energy-use reduction, in light of the energy problems we all face. Our public agencies <u>must</u> promote alternatives to car-travel. Bike tracks, safe and planned, and people walkways must be built into the plan. 3

Any plan should promote the well-being of the communities you serve. One area of the project that is not being addressed

(5)

is the increasing traffic-noise level that carries inland to all our residences. We request that CAL TRANS build noise barriers on the sides of the freeway to contain the noise so it doesn't permeate our valleys and hills. Cement block barriers, earth mounds, trees and bushes will be helpful. Arcata had the insight 20 years ago to put the freeway underground to contain the noise. Other cities have built cement walls. 4

Because of the rising sea level CAL TRANS cannot put the freeway underground, but perhaps earth mounds would help prevent bay sea-level problems and noise pollution impact on our communities. 5

Sincerely,
Cynthia Strauss Romano Patrick Edgar

Responses to Cynthia Romano and Patrick Edgar:

1. Caltrans staff regrets the perceived short comment period. However the public notice, project brochure, and Caltrans website include contact information and we encourage the public to contact the Caltrans Project Manager for questions and comments after the comment period closes.

2. Modified Alternative 3A,the Preferred Alternative identified in the Final EIR/S, would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. It should be noted that it is likely many southbound motorists on Route 101 would prefer using the proposed interchange at Indianola Cutoff and travel north on Old Arcata Road rather than using Old Arcata Road from Arcata to Bayside because this segment of Old Arcata Road has a reduced speed limit with traffic circles and speed bumps. In addition, Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system. Route 101 has a higher posted speed limit and a direct alignment between the central urban cores of Eureka and Arcata: as such vehicle drivers on north or south trips longer than a few miles are more likely to use Route 101 rather than Old Arcata Road, State Route 255, and other local streets.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

4. The proposed project would not raise the ambient traffic related noise near or within Arcata. Please see Section 3.2.6 Noise in Chapter 3 of the Final Environmental Impact Report/Statement (EIR/S) for more information.

5. Chapter 4 of the Final EIR/S has a revised and expanded discussion of climate change and sea level rise.

California Department of Transportation (Caltrans)
Public Hearing — Tuesday, August 7th, 2007
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Alex Stillman

ADDRESS: PO Box 1194 CITY: ARCATA STATE: CA ZIP: 95518

REPRESENTING (name of organization or agency): HBSA + City of Arcata

I would like to make the following comments:

1. The trees are part of the Cultural Resources of the area - so there is an impact on cultural Resources. 1
2. Build Up traffic on #255/Samoa in Arcata 2
3. Remove trees - need to be kept 1
4. Scenic Highway - Bet - Arcata & Simpson 1
5. Funding - it is too expensive of a project - need to redesign 3
6. Keep 55 mile - (airport Rd - then Eur. needs to start their review 4

Stillman on whatever line.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Alex Stillman:

1. Please see Group Response III-B-2.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at Airport Road and allows all highway users to cross or turn around at the proposed Indianola Cutoff interchange. Consequently traffic at the Route 101/State Route 255 interchange in Arcata is not expected to substantially increase. See Section 3.1.6 in the Traffic and Transportation in Chapter 3 of the Final EIR/S for more information.

3. At the start of the EIR/S in 2001, there were two build alternatives. Since project planning was initiated, Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop and refine a balanced, effective transportation solution. The project cost includes the cost of safety enhancements, almost 6.5 miles of long term maintenance improvements, various roadway improvements, and wetland compensation.

4. The project need and purpose does not include building improvements for the purpose of raising the posted speed limit or upgrading the Route 101 expressway segment to a freeway. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME
Jane & Douglas Stock

ADDRESS: 190 Cedar St. CITY: Rio Dell STATE: CA ZIP: 95562

REPRESENTING (name of organization or agency)
selves

I would like to make the following comments:

"We invaded Iraq for their oil. Even Alan Greenspan admits that. With scientific evidence of global warming and the U.S.'s willingness to destroy nations for oil, building more, wider or higher speed highways will contribute to continual war in the short term and destruction of Earth in the long term. Humboldt County, with its large environmental and biking communities, is the perfect place to enhance the exsisiting rail, build an off the highway bike trail and leave 101 as is. 1 2 3 4 5

NOTE: Please submit comments no later than September 28th, 2007

Responses to Jane and Douglas Stock:

1. Please refer to Chapter 4 of the Final EIR/S, which has been revised and includes a discussion of sea level rise and climate change.

2. The project need and purpose does not include building improvements for the purpose of raising the posted speed limit. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

5. See Group Response 1-A.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Jane Stock

ADDRESS (home): 814 O Street | CITY: Eureka | STATE: CA | ZIP: 95501

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:

Why fix something that's not broken? Enforce the s-d limit. Provide better mass transit and a bike tra... 1

2

These plans are a very poor way to spend my tax money. It's obscene! 3 4

Jane Stock

NOTE: Please submit comments no later than December 15, 2008

Responses to Jane Stock:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of speed limit and enforcement, see Group Responses III-A-1, 2, and 3.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

4. Caltrans staff regrets the perception that the project planning is wasteful. Caltrans has a State legislative mandate and responsibility to maintain the existing state highway system and above all else provide safe facilities for all highway users. Both State and Federal environmental regulations require coordinating with affected governments, public agencies, businesses, organizations, businesses, and individuals to develop appropriate transportation solutions.

Mr. Rod Parsons
Chief Environmental Branch E-1
California Department f Transportation
PO Box 3700
Eureka, CA 95502

RE: Draft Environmental Impact Report/Statement: Eureka-Arcata 101 Corridor Improvement

Dear Mr. Parsons,

The Draft Environmental Impact Report/Statement for the Eureka-Arcata 101 Corridor Improvement (DEIS) is inadequate and should be withdrawn. There are numerous concerns with the purpose and need as well as the alternatives of this draft.

The purpose and need are not met by the project description. Of particular concern is the safety aspect. The DEIS claims that the median intersections are particularly dangerous and relies on collision data to support this argument and is also based on assumptions. 1
Table 1-3 seems to contain many errors that indicate the safety zone is more dangerous than reality. The assumptions are that traffic will increase by 50% (or 30% depending where one looks in the DEIS) and the effectiveness of the safety zone will decrease. 2
These assumptions are speculation and should not be the basis for a multi-million dollar project. It is financially irresponsible to commit tax-payer dollars for a project that doesn't provide a proven benefit. The claim that the safety zone will lose effectiveness over time is an empty statement. If resources were used instead to maintain the safety corridor effectiveness, such as law enforcement presence, public education and a double fine zone (which is not impossible) the effectiveness could be maintained and even enhanced. This alternative should not be dismissed just because Caltrans does not like it. 3 4

Alternatives 1, 2 and 3 will increase travel time – increasing delays or at least, still creating delays and therefore does not meet the projects purpose and need. While the DEIS scope is merely the five mile stretch between Arcata and Eureka, the actual delays occur on the stretch of 101 through Eureka. This limited scope prohibits addressing the real cause of delays in this stretch of highway. 5

The range of alternatives is inadequate and limiting. There are only three action alternatives and a "No Build" alternative that do not allow for the full range of alternatives to be vetted. Each of the action alternatives is essentially the same alternative with added components that differentiate and build upon the first. This is not a reasonable range of alternatives, and in effect is constraining the options available the public and decision making authority. 6

The alternative analysis has overlooked many critical issues. The DEIS fully acknowledges that if Alternatives 1,2 or 3 are implemented traffic volumes will most likely increase on alternative routes such as Old Arcata Road and Route 255. These two routes do not have the capacity to sustain increase traffic volumes, and safety will 7

definitely be compromised. Full analysis is required to determine if Caltrans will need to upgrade both routes if implementing Alternatives 1, 2 or 3 to maintain public safety.

The DEIS fails to analyze the impacts of climate change and subsequently sea-level rise. Sea-level rise is a very pertinent and major issue that would have direct effects on this project. Since the DEIS does not address sea-level rise impacts, the DEIS is severely inadequate and should be withdrawn and revised to include this analysis. There are numerous sources to look to for sea-level rise information. Estimates from peer reviewed journals and recent book publications offer estimates of 20+ foot sea level rise if just the Greenland ice sheet is melted, a higher rise is expected if both polar ice caps are lost as well. 8

Alternatives 1, 2 and 3 increase gas consumption, travel time and therefore carbon emissions. These Alternatives are in direct conflict with Caltrans Climate change policy that intends to reduce carbon emissions in California. This direct conflict should be causation for withdrawal of the DEIS. Also, increase carbon emissions may expedite consequences of global warming, such as sea level rise. Sea level rise of the predicted extent would have much more severe safety impacts on Route 101 than left-hand exits. 9 8

The DEIS is also not consistent with local government plans. The Humboldt County General Plan "supports development of an integrated transportation system based on land use and one that accommodates bicycles and transit, as well as automobiles (Policy 4237.4)." Similar policies are included in Eureka and Arcata General Plans. This policy should encourage Caltrans to emulate the communities own transportation desires (plans). These plans obviously put emphasis on increasing bicycle and mass transit transportation to reduce traffic volumes and promote community values. One alternative to do this would be to signalize Airport and Indianola, maintain the 50 mph zone, increase outreach for buses and create a safe bicycle lane. The benefits of this would be tremendous: more people bicycling would reduce carbon emission, combat obesity, and maintain a safe driving speed. 10 11

This DEIS does not adequately meet its own purpose and need. The range of alternatives is constrained and the alternative analysis is limited and does not fully address critical issues and impacts. This DEIS should be withdrawn and revised to better meet the needs of the community.

Thank you for the opportunity to comment.

Sincerely,

Abbey Stockwell

Responses to Abby Stockwell:

1. Collision data have been updated. See Chapter 1 in the Final Environmental Impact Report/Statement (EIR/S).

2. See Group Response I-B.

3. See Group Response I-A.

4. See Group Response III-A-3.

5. The project need and purpose does not include reducing delay on mainline Route 101 in Eureka or between Eureka and Arcata, but to reduce delays at intersections. The primary need and purpose consists of enhancing safety and constructing major roadway maintenance improvements.

6. It would basically be correct to state that the Build Alternatives in the EIR/S basically are variations of Alternative 1. The objective of the project team was to design a project that met the project need and purpose while minimizing cost and environmental impacts. Alternatives 1, 1A, 2, 3, and Modified Alternative 3A minimized cost and impact by basically making improvements within the basic existing roadway and minimizing the expansion of the roadway as much as possible. Other alternatives identified in the early project planning stages, that were not studied extensively, such as building frontage roads, were found to be cost prohibitive and would result in much higher wetland impact and thus were studied further. Some alternatives, such as bicycle and public transit alternatives, did not meet the basic project need and purpose and were not discussed in detail for this reason.

7. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would not substantially increase traffic on Old Arcata Road or State Route 255. See the revised Section 3.1.6 Traffic and Transportation in Chapter 3 of Final EIR/S.

8. Chapter 4 in the Final EIR/S has been revised and now includes sea level rise and climate change discussion.

9. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, would not substantially increase fuel consumption compared to the No Build condition; however, Modified Alternative 3A would enhance public safety on Route 101 between Eureka and Arcata for all travel modes. See Section 3.2.7 Energy in Chapter 3 of the Final EIR/S for more information.

10. The proposed project would not conflict with local or county plans. See section 3.1.1 in Chapter 3 of the Final EIR/S for more information. Caltrans and the FHWA have a different mission pertaining to mobility for travel on interregional highways such as Route 101 whereas cities and counties are more focused building and enhancing a balanced local transportation system.

11. See Group Responses I-D, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME			
David Stregletz	Eureka	CA	95501
ADDRESS	CITY	STATE	ZIP
11 Wabash Ave	↓	↓	↓

REPRESENTING (name of organization or agency)

I would like to make the following comments:
Multi-use bicycle/walking trail needed.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to David Stregletz</u>:

Comment noted. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

kstricklan@humboldt1.com
12/19/2008 01:54 PM

To kim_floyd@dot.ca.gov, oringer@humboldt1.com, bbertain@suddenlink.net, leemarcus@humboldt1.com, ncra.mstogner@sbcglobal.net
cc kstricklan@humboldt1.com
Subject

To: Kimberly Floyd
Project Manager
Caltrans
Kim_Floyd@dot.ca.gov

From: Kaye Strickland
3125 Lowell Street
Eureka, CA 95503

Dec. 18, 2008

RE: Highway 101 Eureka-Arcata Corridor Project

As I've stated several times, I still agree with the comments I sent in for the Citizens Advisory Committee (CAC) on the Corridor meeting this past Nov.5 for the Hiway 101 Safety Corridor.

And I also agree with most of what you received from Scott Kelly and several Letters to Editors. Several have stated that if the current 50 mph speed is saving lives, then it should be retained and continued all the way to Arcata. 1

These then are my most current concerns:

* Retain the 50 mph speed and continue it all the way to Arcata, with the needed enforcement. Enforcement will be much less expensive than million dollar construction projects.
* Maybe the 'No Project Alternative' will turn out to be better in the long run. 2
* I support a 'Safe Multi-Modal' pedestrian and bike trail, and it should be located on the east side of the Hiway and on some parts the shoulders could be made wider as Scott suggests. 3
* Corridor closings should be done on a case by case manner, as was discussed in the Sept.'07 motion by the CAC. 4
* It is sad that the corridor speed and the safe trail use still aren't considered at this time.
* Closing most of the medians isn't the best alternative. 5
* My group, Citizens for Port and Rail, support trails, but not along the Bay with or without the railroad tracks in place.
* CPD/R will be discussing these issues early in the new year, starting with a railroad update on January 7.

Responses to Kaye Strickland:

1. See Group Responses III-A-1 and 2.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. Closing the Route 101 median openings that have the highest safety concerns also the busiest intersections: consequently, the demand for crossing and left turn moves would immediately

shift and overload the remaining intersections with open median openings and this in turn would shift safety concerns without resolving the basic cause of the safety concern.

5. The key safety concern is broad side collisions at intersections and the simplest solution would be to eliminate uncontrolled left turn moves and crossings at intersections.

kstricklan@humboldt1.com
11/04/2008 02:09 PM

To kim_floyd@dot.ca.gov, hcaog@pacbell.net, tharper@harpermoters.com, oringer@humboldt1.com
cc chet_0gan@yahoo.com, dwightw@mac.com, rampturn@tidepool.com
Subject Nov. 5 101 Safety Corridor Comments Kaye Strickland

From: Kaye Strickland;
Nov. 4, '08

To: Kim Floyd, Project Mgr. Cal Trans
Pete Oringer
Trevor Harper
Chet Ogan
Dwight Winegar
Rudy Ramp
Debbe Dees and Spencer Christian, HCAOG

For the meeting of Nov. 5 for the Route 101 Citizens Advisory Committee for Eureka to Arcata Improvement Project.
I couldn't find ph numbers or e-mails for the other committee members. My appologies for not being able to attend this meeting, as I have been house bound for the past two months because of an injury. I have asked Pete Oringer to fill in for me at this meeting.

Thank you for the opportunity to review the recent 101 Improvement Project report. I have asked Pete Oringer to attend and fill in for me. I shared the information Debbe at HCAOG sent me including the great photos in the Power Point. This made it much clearer and easier to focus my thoughts.

Pete is very cognigent of this issue and also has our concerns re the Timber Heritage Assoc. being on the THA Board, and a very important member of Citizens for Port/Rail Development.

From the meeting of Sept. '07, the following motion was passed by Ogan and Bahner:
"To accept the concepts within Alt.#3 of the Eureka-Arcata Route 101 Corridor Improvement Project EIS/EIR draft with modifications.
1) Maintain lower speed limit
2) Corridor closing of medians on case by base basis, and
3) That the Route 101 Committee have an opportunity to review and comment on the EIS/EIR final draft when it returns in '09"

My comments:
1) I still generally agree with the motion passed last Sept. on 9/07.
2) I didn't see any evidence of maintaining the Safety Corridor speed limit - which I still think is essential. Also I still believe it should be extended all the way to Arcata.
3) I'm working with Marcus Brown & Mike Kellogg on the Timber Heritage Assn. Pete is also on their Bd. Of Directors so he is a very appropriate person to represent me at this meeting.
4) We (THA) have been working for several years to maintain the NCRA RR Route all the way aroune the Bay to Samoa for the desired Scenic Tourist Train and the future RR Historical Museum below the Samoa Cookhouse.
5) This is a hopefully not too long term dream and doesn't have a lot to do with the 101 Corridor except - the Safe Multi-Modal pedestrian and bike trail should be located on the east side of the Hiway. Marcus has made available to many of us his idea of how that could be done.
6) I believe there are several much less costly Ways to improve this corridor and hope they will be given a chance to be studied as alternatives in the Final Draft EIR/EIS.
7) I Will be kooking forward to the final project and further opportunities to weigh in.

Responses to Eureka – Arcata Route 101 Corridor Citizens Advisory Committee:

Modified Alternative 3A,the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3, but includes a half signal at Route 101 and Airport Road which allow left turns to and from Route 101 without stopping southbound Route 101 traffic. Modified Alternative 3A also includes a grade separation at Indianola Cutoff with steeper fill slopes than Alternative 3. Please also see the posted speed limit discussion in Group Responses III-A-1 and 2.

This letter is in regards to the plan to restructure the safety corridor of Highway 101. From a healthcare perspective, the proposed plan of construction to facilitate more automobile travel is not compatible with disease prevention and health promotion. Many of the arguments presented in this letter are in relation to *Healthy People 2010,* which is a comprehensive set of disease prevention and health promotion objectives for the Nation to achieve over the first decade of the new century. Created by scientists both inside and outside of the government, it identifies a wide range of public health priorities, goals, and specific, measurable objectives.[1] 1

The first goal is preventing unnecessary injury. Two cyclists have been hit by cars on the 101 in less than six months. Raising the speed limit, closing medians, and creating massive interchanges does nothing to prevent injury to those who choose to use non-motorized transport along the corridor. A multi-use trail needs to be incorporated into the plan of construction if it is to occur. None of the remodeling alternatives even consider where these non-motorized corridor users will be able to travel while the highway is under construction. 2 3 4 5

Air pollution continues to be a widespread public health and environmental problem in the United States, causing premature death, cancer, and long-term damage to respiratory and cardiovascular systems.[2] Motor vehicles account for approximately one-fourth of emissions that produce ozone and one-third of nitrogen oxide emissions. Particulate and sulfur dioxide emissions from motor vehicles represent approximately 20 percent and 4 percent, respectively. Some 76.6 percent of carbon monoxide emissions are produced each year by transportation sources.[3] 6

Recognizing that poor air quality which occurs in urban areas and near busy roads has impacts on both mortality and morbidity is necessary. It is clear that predictions of future impacts must consider the substantial population growth that is forecast to occur in coming years. If an alternative transportation option is not available, corresponding emissions will increase. Despite the complexity of related planning issues, there is a lack 7

[1] http://www.healthypeople.gov/
[2] Pearson et al. (2000). Mortality due to road traffic in Baden-Aurttemberg n air pollution, accidents, noise. Gesundheitswesen. 62(4): 225-33., Lin, Munsie, Hwang, Fitzgerald, and Cayo. (2002). Childhood Asthma Hospitalization and Residential Exposure to State Route Traffic. Environmental Research, Section A, Vol. 88, pp. 73-81.
[3] U.S. Environmental Protection Agency (EPA). *National Air Quality and Trends Report.* Washington, DC: EPA, Office of Air and Radiation, 1997.

of a coordinated approach. This region has not integrated transportation, environment, health, economic, and social relationships in a comprehensive manner. 6

Walking is a very popular form of physical activity in the United States; however, people need the opportunity to walk safely. Over 75 percent of all trips less than 1 mile were made by automobile in 1995. In addition, the number of walking trips as a percentage of all trips taken (of any distance) has declined over the years. Walking trips made by adults dropped from 9.3 percent in 1977 to 7.2 percent in 1990 and again to 5.4 percent in 1995. Walking has declined even more sharply for children.[4] These declines have negative implications for the health of adults and children. 8

Bicycling is form of transportation that may be used by both children and adults for distances that may not be feasible, practical, or efficient to cover by walking. If the environment does not provide safe opportunities for physical activities such as walking and bicycling, adults and children likely will spend more time engaging in sedentary activities indoors. Sedentary activities such as watching television, playing video games, and using personal computers have contributed to increases in the cases of overweight individuals.[5] 8

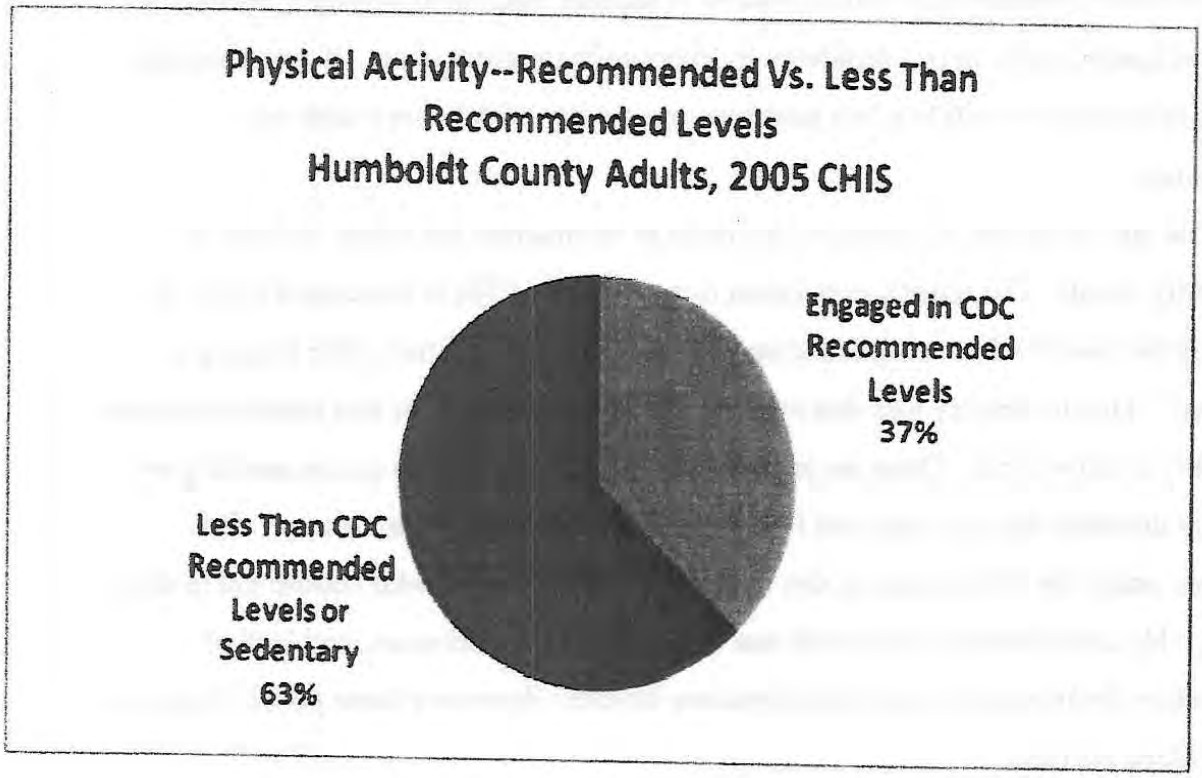
Overweight and obesity are caused by many factors. These factors reflect the contributions of inherited, metabolic, behavioral, environmental, cultural, and socioeconomic components. As weight increases, so does the prevalence of health risks. Overweight and obesity affect a large proportion of the U.S. population, 55 percent of adults. Between 1976 and 1994, the number of cases of obesity alone increased more than 50 percent from 14.5 percent of the adult population to 22.5 percent. Approximately 25 percent of U.S. adult females and 20 percent of U.S. adult males are obese.[6] 8

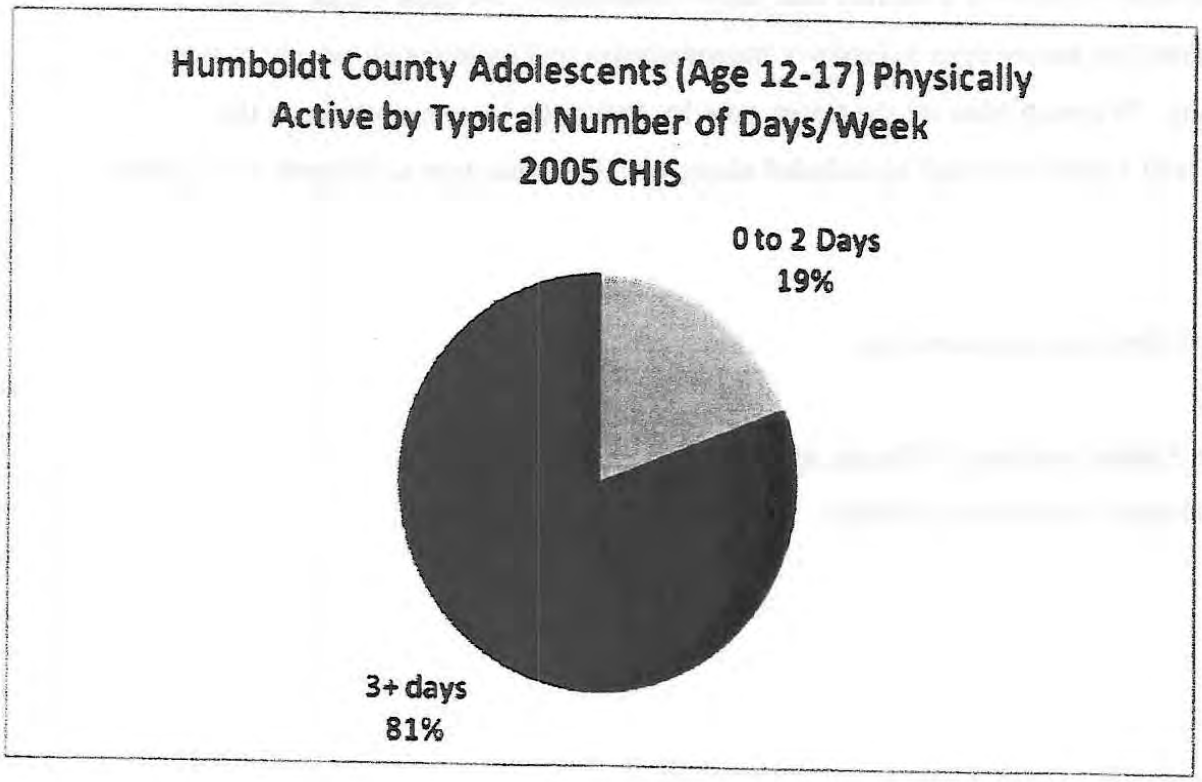
---

[4] U.S. Department of Transportation (DOT). National Bicycling and Walking Study: Transportation Choices for a Changing America. Pub. FH10A PD 94-023. Washington, DC: DOT, Federal Highway Administration, 1994.

[5] Anderson, R.E.; Crespo, C.J.; Bartlett, S.J.; et al. Relationship of physical activity and television watching with body weight and level of fatness among children: Results from the Third National Health and Nutrition Examination Survey. *Journal of the American Medical Association* 279:938-942, 1998.

[6] Flegal, K.M.; Carroll, M.D.; Kuczmarski, R.J.; et al. Overweight and obesity in the United States: Prevalence and trends, 1960–1994. *International Journal of Obesity* 22(1):39-47, 1998.


Physical Activity--Recommended Vs. Less Than Recommended Levels
Humboldt County Adults, 2005 CHIS
Engaged in CDC Recommended Levels 37%
Less Than CDC Recommended Levels or Sedentary 63%


Humboldt County Adolescents (Age 12-17) Physically Active by Typical Number of Days/Week
2005 CHIS
0 to 2 Days 19%
3+ days 81%

In order to address physical activity needs, changes in the physical environment, such as access to walkways and bicycle paths, and the social environment, through social support and safe communities, will be needed to achieve long-term success. The health of the community needs to be considered in future infrastructure plans. If consideration is paid to this arena we will live in a healthier community with lower health care expenditures. 8

The last point that is ignored in the plans to reconstruct the safety corridor is accessibility for all. The elderly population (over the age of 70) is forecasted to rise 80 percent by the year 2030 making that demographic 25 percent of the entire country's population.[7] Due to sensory loss that occurs with aging, a portion of this population loses their ability to drive a car. There are many other demographics such as the mentally or physically disabled that also may not be able to obtain a license or drive a car. The population under the driving age is also ignored along with those who choose not to drive a vehicle. No consideration for a multi-use trail, speed limit increases, and lack of consideration for bus rapid transit infrastructure severely decreases these people's access to the existing corridor. 429

In order to achieve a healthy and happy community, we must create the safe environment that encourages alternative transportation and includes all people of the community. We must plan for the future now by saying no to construction on the corridor until a multi-use trail is included along with infrastructure to support more public transit.

Thank you for your consideration,

Maryruth Stubbs, resident of Eureka and the
Student Nurses Association of HSU

[7] Meiner, S.E. & Lueckenotte, A.G. (2006). Gerontologic Nursing (3rd ed.). St. Louis: Mosby.

Responses to Maryruth Stubbs:

1. The proposed project is not designed to increase the traffic carrying capacity of motor vehicles. In other words, the project does not include constructing through traffic lanes. The proposed project would enhance safety and provide long term improvements and roadway maintenance that would benefit all travel modes including public transit and bicyclists.

2. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

3. Many bicyclists and people who support bicycle transit have commented on the project. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to enhance bicycle transit. See Group Response I-D for more information.

4. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H.

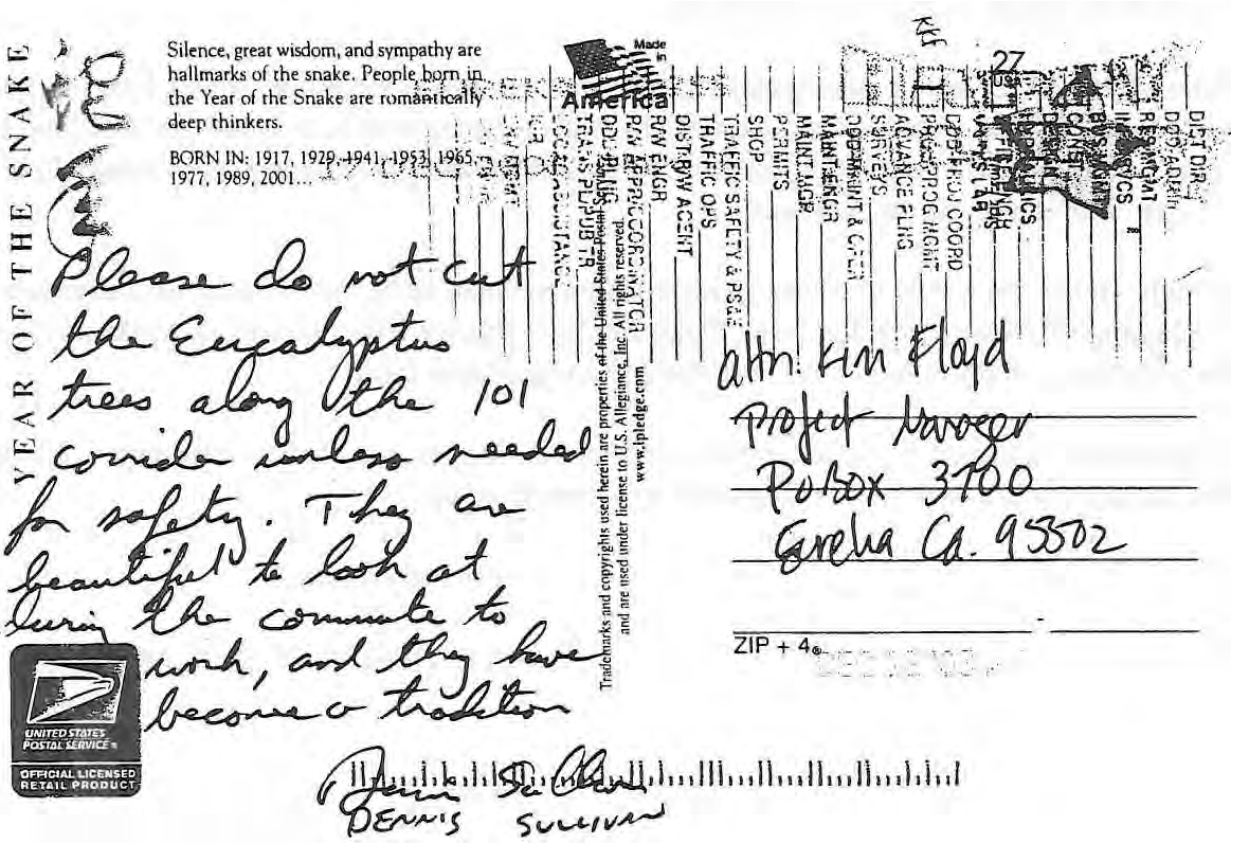
5. Bicyclist access shall be maintained through the road construction work zone. The project construction contract special provisions shall require that the construction contractor will be responsible to maintain a clean shoulder that is safely passable by bicyclists

6. Please refer to Chapter 4 of the Final EIR/S for a discussion of plans, laws, and regulations to reduce greenhouse gas production from motor vehicles by increasing fuel efficiency, developing alternative fuels, smart land use, and changing driver behavior.

7. Section 3.2.6 Air Quality in Chapter 3 of the Final EIR/S includes a summary of an analysis which complies with Federal Highway Administration protocol and pertinent air quality regulations.

8. Comments noted. The proposed project includes bicycle and pedestrian improvements and would be compatible with future bicycle and pedestrian improvements.

9. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.


YEAR OF THE SNAKE

Silence, great wisdom, and sympathy are hallmarks of the snake. People born in the Year of the Snake are romantically deep thinkers.

BORN IN: 1917, 1929, 1941, 1953, 1965, 1977, 1989, 2001...

Please do not cut the Eucalyptus trees along the 101 corridor unless needed for safety. They are beautiful to look at during the commute to work, and they have become a tradition

Dennis Sullivan

Attn: Kim Floyd
Project Manager
PO Box 3700
Eureka Ca. 95502

ZIP + 4

Tradenarks and copyrights used herein are properties of the United States Postal Service and are used under license to U.S. Allegiance, Inc. All rights reserved.
www.1pledge.com

UNITED STATES POSTAL SERVICE
OFFICIAL LICENSED RETAIL PRODUCT

<u>Response to Dennis Sullivan</u>:

See Group Response III-B-2 for a discussion of tree removal.

Sara Sunstein, MA
1800 Stromberg Avenue, Arcata, CA 95521 707.825.0822

September 28, 2007

Rod Parsons
Cal Trans
P O Box 3700
Eureka, CA 95502-3700

Dear Mr. Parsons,

About the 101 Corridor between Eureka and Arcata—I vote no to all three proposals. 1

Given that the corridor is in a wetlands area, and that the bay is a stone's throw from the highway, and that sea levels are rising, to put any money into major construction now is simple stupidity. First things first, such as what are we doing about rising sea/bay levels? How fast are they rising? What mitigation can we do that supports our human activities and also the wetland environment? 2 3 4

Given that as a culture we want to scale down single occupancy vehicles and traffic, promoting public transit along that corridor is much more cost efficient in dollars and environment than making the corridor a 65 mph freeway. How about an hourly "express bus" from Trinidad to Eureka, which stops once in Trinidad, Mckinleyville and Arcata, and has transfers to Arcata and Eureka buses? I would gladly take such a bus instead of driving. 5 4

I would also appreciate a multiuse trail along the corridor, but not until the sea level issue is addressed. 6

In the meantime, blinking orange lights on intersection signs at Bayside and Indainola median breaks will alert non-locals (and multi-tasking locals) to the possibility of cross traffic and improve what is already working quite well. 1

Bigger and faster is not always better.

Sincerely,

Sara Sunstein

<u>Responses to Sara Sunstein</u>:

1. Please see Group Response I-A.

2. While it is true Humboldt Bay is in close proximity to Route 101, the existing railroad bed separates the Route 101 roadway and the bay. In addition, most of the wetland impacts that would result from the proposed project would occur within the existing roadway median or along the outside shoulders: these are areas that have been previously disturbed when the roadway was constructed and do not possess high wetland value and function compared to the wildlife refuges on both sides of Route 101. See Section 3.3.2 Wetlands in Chapter 3 of the Final Environmental Impact Report/Statement (EIR/S) for more information.

3. Caltrans is working with public resource agencies to prepare a wetland mitigation plan to fully offset wetland impacts that would result from the proposed project.

4. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

5. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at Airport Road and allows all highway users to cross or turn around at the proposed Indianola Cutoff interchange. Consequently traffic at the Route 101/State Route 255 interchange in Arcata is not expected to substantially increase. See Section 3.1.6 in the Traffic and Transportation in Chapter 3 of the Final EIR/S for more information.

6. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

SEPT. 28, 2007

CALIF. DEPT. OF TRANSPORTATION
P.O. BOX 3700
EUREKA, CA 95502

DEAR ROD PARSONS,

I URGE YOU TO LEAVE THE 101 SAFETY CORRIDOR AS IS — 1
IT WORKS — AND THERE IS NO NEED TO GET TO EUREKA 2
ANY QUICKER. WHAT WE NEED TO SPEND SOME THOUGHT 3
AND MONEY ON IS GETTING THROUGH EUREKA —
MAYBE AN OVERPASS AT WABASH. OUR TRANSPORTATION
PROBLEMS ARE TIED TO RUNNING 101 THROUGH STOP LIGHTS.
WE NEED A WAY TO BYPASS THE SURFACE STREETS
OF EUREKA.

YOURS TRULY,
Janis Taylor
JANIS TAYLOR
P.O. BOX 2394
MCKINLEYVILLE, CA 95519

<u>Responses to Janis Taylor</u>:

1. Please see Group Response I-A.

2. The project need and purpose does not include building improvements for the purpose of raising the posted speed limit or upgrading the Route 101 expressway segment to a freeway. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

3. The project need and purpose does not include reducing traffic congestion. The need and purpose consists of enhancing safety, improving intersection level of service, and constructing improvements to enhance and preserve the roadway. There are separate projects to address traffic conditions within the Eureka urban core.

Jennifer Taylor
1062 G St, #K
Arcata CA 95521

To Caltrans planners:

I support a bike-friendly approach to the 101 Cooridor; motorist don't really need to save *ONE MINUTE* by increased speeds, whereas saving cyclists' lives seems important.

Response to Jennifer Taylor:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Grady and Lynn Teasley

ADDRESS (home): 1197 WALKER PARK Rd — CITY: Bayside — STATE: CA — ZIP: 95524

REPRESENTING (name of organizaion or agency):

I would like to make the following comments:
We would like to see alt 3 implemented. a full light at Airport road and an interchange at Indianola road. No Build is not acceptible.

NOTE: Please submit comments no later than December 15, 2008

Response to Grady and Lynn Teasley:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3 except that the interchange at Indianola Cutoff has steeper fill slopes to minimize wetland impact and includes a half signal instead of a full signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Alternative 3 includes a full signal, however a full signal would require additional wetland impact, airport encroachment, and it would result in high volumes of southbound Route 101 traffic to stop.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
V. Temple

ADDRESS: 2270 Jay st.
CITY: Arcata
STATE: Ca
ZIP: 95521

REPRESENTING (name of organization or agency)
New World Ballet company

I would like to make the following comments:

I would like to keep the corridor not change its speed 1
limit but to create more options for bicyclists and 2
pedestrians. This would be somewhat less costly.
Tax savings could then be set aside for bigger 3
projects in our community. ☺

NOTE: Please submit comments no later than September 28th, 2007

Response to V. Temple:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Ken Terrill
3611 Blue Lake Blvd.
Blue Lake, CA 95525

To Caltrans planners:

To CalTrans: What exactly are you "planning" for? The future looks a bit murky for increased motorized traffic. Cycling, though not for everyone, is part of the future that is very clear: it has to grow. The reality is that it is not cost effective to increase the speed in a 6-7 mile stretch a few miles per hour at the cost you are estimating. Spend some of the money on improving bike lanes all over the Humboldt Bay Area and put the savings into education, health care or improving the environment.

Responses to Ken Terrill:

Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Jennifer Terry

ADDRESS | CITY | STATE | ZIP
4518 Valley West Blvd | Arcata | CA | 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Option #3... Unnecessary expenditure - will just cause traffic to back up going into Eureka. Money should be spent on sustainability projects instead - keep 101 safe + slow.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Jennifer Terry</u>:

Modified Alternative 3A was selected as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Modified Alternative 3A is not expected to cause an increase in traffic backing up in Eureka since it would not increase traffic carrying capacity; this alternative would essentially maintain the existing transportation condition but without uncontrolled left turns. Furthermore this alternative would be compatible with future non-motorized transit and public transit improvement projects.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Judy Thode

ADDRESS PO 5626 CITY Eureka STATE ZIP 95502

REPRESENTING (name of organization or agency) Self

I would like to make the following comments:

Initially I opt for Alternative 2, I'll read the brochure and watch for further media articles.

Thanks—

NOTE: Please submit comments no later than September 28th, 2007

Response to Judy Thode:

Caltrans has identified Modified Alternative 3A as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). See Chapter 2 in the Final EIR/S for details.

Robert Thoman Jr.
3361 Halfway Av.
McKinleyville, Ca. 95519-9315

To Caltrans planners:

Please reconsider the planning for the Eureka-Arcata 101 Corridor Project to include those who are finally figuring out that staying fit is good and buying gas is expensive; the bicycle rider. Did you forget about us? Whether it be for commuting or recreation, it is a reality that pedaling from Eureka to Arcata is even more dangerous for a bicycle rider. Please include us in your plans, would you?

Thanks,
Robert Thoman

Response to Robert Thoman, Jr.: Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public the initiation of project planning. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

September 11, 2007

Dear Rod Parsons,

I, as a concerned citizen of Arcata, would like to address the Environmental Impact Report put forth by Caltrans regarding the Eureka-Arcata Corridor Improvement Project. It is my understanding that this project's mission statement is to improve safety and increase the speed limit to 65 mph. On the whole, I feel that the EIR did not properly address many important issues, instead emphasizing a few based on speculation. This same problem is seen in the limited variety of alternatives that are listed in the report as well.

First off, the EIR does not show any consideration of empirical evidence in climate change and its consequences which has been published in scientific journals. A major consequence of such environmental change is sea level rising. The enormous amount of money spent on this project coupled with its permanence is just too great to dive right into at this point in time when coastal counties are still trying to develop a plan to meet the effects of global warming. A major reason for this project is based on the speculation that Humboldt County's population will increase in the next one hundred years or so, but in that time, scientific models show that sea levels will rise anywhere from 0.5 meters to 5 meters. Even more alarming is the fact that these models were made before the increased rate in ice melt of Greenland and Western Antarctica. On the same note, there was no planning whatsoever for possible disasters due to earthquakes. Caltrans was able to say that damages are possible such as liquefaction, which should have been highlighted based on its equal or greater potential for disaster, instead of the fact that a surface fault rupture is not likely since the project takes place 6.2 miles from a known fault line. Planning what sort of evacuation routes our citizens will have in a disaster situation should be a priority. The work that Caltrans proposes is riddled with much delay over initial construction, and continual maintenance on problems stemming from bad foundation under the highways. 1 2

Ultimately, the project does not support the overall attitude present in Humboldt County. This corridor to Arcata does not need to move at a speed of 65 mph when they are going to either slow down to 25 mph throughout the entire city or speed up relatively soon after. In the other direction, travelers driving into Eureka must perform a great change in speed when entering the city. Whatever seconds this project might save on a traveler's time will be quickly lost at the bottleneck which is Eureka. Traffic in Eureka is crippled with congestion. The money that Caltrans wants to invest in the Eureka-Arcata Corridor in an attempt to save time and prepare for the population growth that has been *estimated* will be for nothing because the 101 going through Eureka is barely able to support the traffic that it has today. Another way in which this project conflicts with the esteem of Humboldt County is the loss of aesthetic value along the roadside. When nature lovers come to our County they are greeted with Egrets, Northern Harriers, Red Shouldered Hawks, Red-Tailed Hawks and the knowledge that these birds are feeding off of Red-Legged Frogs and other food present along the roadways. I agree that the invasive eucalyptus trees have no reason to be in our region, but I am not so quick as to say that the wetlands have little to no value. When reading about endangered species, I found only that Caltrans was aware of the *possible* negative affects the project might put on the Tidewater Goby and Salmonid species. There was no clear plan on how to ensure the health and safety of our endangered animals. This is one of many ways that that this project proposal is in conflict with the view and esteem of Humboldt County, and let us not forget the Endangered Species Act. I think that proper research and planning needs to be met before any decisions may be made. Many citizens of Humboldt County require a bike path to be clearly stated in possible plans for the corridor project. Having alternative means of transportation is something that we look forward to, support, and execute in order to do our part in sustainable living that is a major source of pride in our county, which leads me to my proposed alternatives. 3 4 5 6 7 8

3
8

Llet me introduce what I believe to be the best plan for all. I do not think that the left hand merges show a strong history of being too unsafe for this project to be validated. The 50 mph speed limit should be reinstated with proper law enforcement and a continuation of the traffic signs (which would *still* be necessary with the Caltrans method). Caltrans should strike an agreement with the outdated railway system that runs parallel to the 101. The railroad can be used as a safe bike path for commuters, which would encourage more bicyclists in the area. This would support the climate change plans that are currently solidifying into California's agenda. In the same vein, a better Mass Transit System should be funded. The EIR stated that it would cost $90 million, which will be cheaper than any three of the pro-build alternatives favored in the report. Whatever money is left over from the bike path and mass transit system should be put on hold or used to start research in providing an alternate route for the 101 for the section that currently goes through Eureka (the real problem in delays). I believe this plan will hold the integrity of Eureka and Arcata in place while finding a solution to a problem that will not be fixed with the Eureka-Arcata Route 101 Corridor project. I definitely do not want to see our money fall into the bay or leave us helpless when even larger roadway problems are finally addressed. Thank you for your time and consideration!

Sincerely,

Michelle Thomas

<u>Responses to Michelle Thomas</u>:

1. Please refer to Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes a discussion of sea level rise.

2. Caltrans works with other disaster relief agencies and prepared disaster plans in place. The proposed project would improve Route 101 to better withstand a natural disaster such as an earthquake. Route 101, built to a higher standard than most local city and county roads would serve as an evacuation route during a tsunami since both ends of the project are outside the tsunami zone.

3. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

4. The project need and purpose consists of enhancing safety, improving intersection level of service, and providing roadway improvements—and not improving traffic conditions within the City of Eureka south of the Eureka Slough Bridges.

5. See Group Response III-B-2.

6. Most of the wetland impacts would occur within the highway medians and shoulders. Temporary and permanent wetland impacts will be fully mitigated as part of the project.

7. Caltrans and FHWA are coordinating with U.S. Fish and Wildlife Service and NOAA Fisheries to avoid and minimize impacts to Federal Threatened and Endangered Species. See Section 3.3.5 - Threatened and Endangered Species in Chapter 3 of the Final EIR/S.

8. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Humboldt County Fair
Route 101 - Eureka/Arcata Corridor Improvement Project
August 9th - 19th, 2007

NAME
Willard R. Thompson

ADDRESS | CITY | STATE | ZIP
3084 Jacoby Creek Rd | | CA | 95524

REPRESENTING (name of organization or agency)
Local land owner and regular user of Arcata

I would like to make the following comments: Eureka 101 Corridor.
The DEIR addresses traffic problems which
currently don't exist using questionable statistics. 1
there is no consideration of rising ocean levels &
already current wash outs of the RR. bed which 2
serves as a protective dike for 101. There is no dis-
cussion of alternative modes of transportation ie 3
rail, bike, trail. A little longer speed up lanes on
the crossing medians would help. of the 3 options 4
no build would be my vote at this point 1

NOTE: Please submit comments no later than September 28th, 2007

Responses to Willard R. Thompson:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor. For a discussion of forecasted vehicle travel volumes, see Group Response I-B.

2. Please see Chapter 4 of the Final EIR/S for a discussion of climate change and future sea level rise.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

4. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

101 Corridor

Kim Floyd
Project Manager

In my opinion why fix something that isn't broken? California is already in a bind and has no real money for these projects. Let them be if they work fine. The corridor is safe and efficient, just add more patrol and you could solve the problem all together. When I started driving in this county 28 years ago the speed limit on all roads were 55 MPH, I know because of speeding tickets on 101 and 299. Then in the late late 80's or early 90's the Department of Transportation decided our Speed Limits needed to be 65 MPH. Well needless to say years without any major fatalities and then boom higher speed equals more accidents. It was obvious to us locals that have to travel the corridor that this was definitely unsafe speeds for this area. Then more people moved here and more accidents. So the Department of Transportation decided to make the Safety Corridor at 50 MPH. BINGO!!!! LOWER SPEED LESS ACCIDENTS. In your proposals you want to increase the speed again. Are you kidding me you don't need more accidents. Please reconsider the expenses to fund your projects. We are local Business owners and Tax payers, we don't want to pay any more for road work than is necessary. Stoplights at all sections would be more cost efficient. This is coming from a Bookkeeper and Account , I can see the mistakes and the oversights in cost efficiency on these proposed projects. We drive 101 south all the time and see several unfinished projects that need attention first. Next time I will take pictures and notes to locate them and send them your way. Finish one project before others are thought about. These are my tax dollars at work and would like to see more attention paid to unfinished work that I am paying for. I don't mean to sound sarcastic or mean I just want to see money spent better.

Rebecca Thornton
Blue Lake

Beckie Thornton
P.O. Box 952
Blue Lake, CA 95525-0952

Responses to Becky Thornton:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1, 2, and 3 regarding speed limits and enforcement.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Brett Thurman

ADDRESS 373 Park Ave CITY Arcata STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I think it would be very good to have a seperate bike path off the freeway. I dont feel safe riding my bike on the freeway, but I would use the bike path if it was created.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Brett Thurman</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Torquemada

ADDRESS: 1443 Silverado
CITY: McK
STATE: Ca
ZIP: 95519

REPRESENTING (name of organization or agency)

I would like to make the following comments:
I disagree with Raising The speed Limit or Building a overpass on The 101 coridor

NOTE: Please submit comments no later than September 28th, 2007

Response to Torquemada:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

The proposed interchange included in Modified Alternative 3A, the Preferred Alternative, is a compact diamond interchange that would substantially reduce out of direction travel after the Route 101 medians are closed and would enhance safety for all transportation modes.

Shannon Tracey
72 H Street #3
Arcata, CA 95521
Phone: 707-822-5832

To Caltrans planners:

I am writing to express my support for the "No Build" alternative in the draft Environmental Impact Report for the Eureka-Arcata 101 Corridor Project. 1

I commute by bicycle between Arcata and Eureka at least four times a week. I appreciate that the speed limit on the 101 corridor is 50 mph, and that the shoulder is wide. It's not ideal - but it's currently the safest way to bike between Arcata and Eureka. 2

As proposed, the 101 corridor "improvement" project not only fails to enhance bicycle mobility along the corridor, but even worse, actually makes the trip less safe for cyclists. The proposed cloverleaf on- and off-ramps at the Indianola Cutoff would create a dangerous merging situation and increase the probability of car-bike collisions like the recent incident at Fernbridge, where a cyclist was seriously injured trying to cross an off-ramp. Plus, adding a hill to the corridor would increase bicycle travel time and potentially discourage less determined commuters from riding the corridor at all. 3 4

Additionally, closing the median to cross-traffic without providing bicycle bridges would decrease accessibility for southbound cyclists to most of the facilities east of the 101. For example, many bicycle tourists travel north-to-south along the coast because of the prevailing summer winds. Closing the median would make it really difficult for these travelers to access camping on KOA Drive. 5

Finally, I am extremely dissatisfied with the project's lack of any improvements for non-automobile transportation. If we're going to spend over $60 million on the 101 corridor, where is the bike/multi-use route or trail? Where is the investment in mass transit, the other option for folks like me who don't own a car? Avoiding congestion, promoting safety, and envisioning a responsible energy future are important priorities for our transportation future, and we must develop a range of transportation choices in order to meet our community's needs. The proposed alternatives A, B, and C fail to meet the needs of people who cannot afford or choose not to use a personal automobile to get around. 3 6

I believe that only the "No Build" alternative has the potential to meet our long-term transportation needs, because it offers us the chance to take a step back and plan more comprehensively for all our transportation needs. Please look at the big picture and incorporate improvements for *all* modes of transportation before spending public funds on the 101 corridor.

Sincerely,
Shannon Tracey

<u>Responses to Shannon Tracey</u>:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Regarding the Safety Corridor, please refer to Group Response II-B.

2. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

3. Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public since the initiation of project planning. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. An interchange at Indianola Cutoff and Route 101 would remove left turn movements at this interchange and provide safer access for both motor and non-motorized transit. The proposed interchange would not have a partial or full cloverleaf configuration, but would be a diamond configuration and bicyclists would not need to cross ramps. The grade of the interchange would be very gradual. See Section 3.1.7 Visual and Aesthetics in Chapter 3 of the Final EIR/S for visual simulations of the interchange.

5. If Modified Alternative 3A, the Preferred Alternative, was constructed bicyclists in some instances would need to travel out of direction as described in the KOA situation. However, the interchange at Indianola Cutoff would minimize the out of direction travel and provide safer crossing and access for all travel modes compared the existing situation. The 1997 Humboldt Bay Area Bike Map prepared by the Redwood Community Action Agency (RCAA) designates the Bracut, Indianola Cutoff, Bayside Cutoff, and Mid City Motor World Route 101 intersections as “Difficult Intersections – Use caution in these areas.”

6. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Devin Wright Trainor
1322 buttermilk lane
arcata, ca, 95521

To Caltrans planners:

I am a resident of Arcata/Eureka, and non-car owner whom relies on cycling as a main source of transportation. The connection between Eureka and anywhere north is severely handicapped without a bike line along the route 101. There are thousands of bike riders in this area, lets take a progressive step forward and make the bike lane along the 101 from Eureka to Arcata happen. Sincerely,
Devin Trainor

Response to Devin Wright Trainor:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public since the initiation of project planning. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

7/27/07

To Kim Floyd

Just a quick note in reference to the US Highway 101 safety corridor —

Personally, I think the way US 101 between Arcata & Eureka at 50 MPH without further constructing etc. is good. I like that I don't have to race for my life out of the Jacobs intersection or Indianola.
It seems the intended funding could be used elsewhere (i.e. a "Rails to trails" project) with much better effect & outcome.

Respectfully
Kathy Travers
1726 Sunny Ave
Eureka CA 95501

<u>Response to Kathy Travers</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Jess Trudeau

ADDRESS 207 G St. CITY Eureka STATE CA ZIP 95501

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I'd rather ride my bike! Please use this money for more productive, sustainable endeavors. These funds could go so much farther and increase the awareness & health of far more people if use for a healthier alternative. Please listen to the citizens & give them what they ask for. ☺

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Jess Trudeau</u>:

Preliminary planning and design began in 1999 to construct a project that would enhance safety for all users. Since project planning initiation, Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. Since project initiation, all build alternatives were modified to address various concerns from the public.

Since the Draft EIR/S was approved in 2007, the proposed project has been revised to enhance bicycle transit. See Group Response I-D for more information.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Amy Uyeki
CITY: Arcata
STATE: CA
ZIP: 95521

ADDRESS: 1660 Brigid Lane

REPRESENTING (name of organization or agency): private citizen

I would like to make the following comments:

I think that the present traffic flow system of 50 mph works really well. I find nothing wrong with traffic flow as it is. 1 The proposed changes that will cost 62 million 2 are totally un-needed, and the loss 3 of trees along that corridor would be felt negatively by all the travelers going to and from Eureka.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Amy Uyeki:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would cost approximately $46 million and would enhance safety and provide long term roadway improvements.

3. Modified Alternative 3A includes design features and measures minimize and avoid effects to and trees. For more information regarding tree removal see Group Response III-B-2.

Yana Valachovic
1859 Golf Course Road
Bayside, CA 95524

Rod Parsons
CALTRANS
PO Box 3700
Eureka, CA 95502

September 24, 2007

Dear Rod,

I am writing to provide input to the proposed alternatives to the Highway 101 section between Eureka and Arcata. The closest alternative that I would like to support is Alternative 4 that leaves the 50 MPH speed limit and keeps all exits and medians open. However, I do not believe that the 4 alternatives as presented represent the full range of options that we should consider at this time. 1 2

As a regular user of the Bayside cutoff where I commute to Eureka daily, I would like to reiterate the importance of the access both two and from this portion of the highway. The 50 MPH speed limit has made a substantial difference and I do not experience a safety issue in crossing or merging on to 101 S at any time of day. Closing Bayside cutoff would only push traffic on to Old Arcata road through many residential areas that do not have capacity to support increases in traffic. For example, the Jacoby Creek School area is a primary concern with a regular backup of out of area cars causing a major traffic congestion problem that would only be exacerbated by the increases in use of this road. 3

However, I do regularly observe a back-up on to 101 with people trying to cross on to Indianola Road coming from the north at the 5-6 PM hour. I support the idea of an overpass in this location or a traffic signal. 4

I also commute by bicycle occasionally and support the idea of exploring and enhancing alternative transportation options along the Eureka to Arcata corridor. While I can see increased use of a bike path if it existed, I see limitations if the bike path can not access the Bayside Cutoff, Sunny Brae or Indiana Road areas. 5

In conclusion, I would like to keep the 50 MPH speed limit, keep the medians and exits open, consider development of an overpass or signal at Indianola and support enhancement of alternative transportation alternatives. I am greatly concerned that closures of the spur roads to 101 would only shift the burden of access to many residential and commercial areas to Old Arcata Road. The impacts from the increases in traffic in the greater Old Arcata Road are unacceptable, as this road is currently configured with almost no shoulder or area for bicycles or pedestrians to walk and no traffic enforcement.

Thank you for considerations of my viewpoints.

Best regards,

Yana Valachovic
Bayside resident

<u>Responses to Yana Valachovic</u>:

1. Please see Group Response I-A.

2. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

3. See Group Response III-A-4 regarding traffic on Old Arcata Road as well as Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S for more information.

4. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, includes constructing an interchange at Route 101 and Indianola Cutoff.

5. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Catherine Valentine
32 McMahan Rd
Bayside, CA 95524

To Caltrans planners:

I live in Bayside. I use the Bayside Cutoff and the 101 Safety Corridor every day. If people would just slow down, there would be no problem. If the CHP would post officers between Eureka and Arcata every day for a while, officers who would present speeders with traffic tickets for breaking the law, not only would there be a huge sum of revenue collected, but perhaps people would get it that the speed limit is for real–not a joke. Every day when I get onto 101, there are vehicles whizzing by me going at least 70 if not 80 mph. This increases once school starts. 1

My concern about the idea of closing on-ramps to 101 so that people can speed through this relatively short distance between Eureka and Arcata is that, if we who live here can't get onto the highway to go to work, school, meetings, social events, whatever–guess what we're going to do. We're going to start using Old Arcata Road, a two-lane, windy road with no shoulder which has already accounted for several fatal, head-on collisions. People on Old Arcata Road often get impatient when they can't pass, they're driving too fast, they're loaded, they're careless, whatever. It is not a safe road as it is. Add to that all the cars that can no longer use 101 and you have a recipe for tragedy. 2

Come on. Think ahead. Go for the long view. Think about the people who live here. Think about your children. Think about yourselves. So some people need to slow down. SO WHAT??
Save some money. Save some lives. Please. 3

<u>Responses to Catherine Valentine</u>:

1. See Group Response III-A-3.

2. None of the Build Alternatives would Route 101 close on- or off-ramps. All Build Alternatives would eliminate uncontrolled left turns for the purpose of enhancing safety—not for the purpose of raising the posted speed limit. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information. For a discussion of traffic on Old Arcata Road, please refer to Group Response III-A-4.

3. Since 1999, Caltrans staff has worked with other public agencies to weigh and evaluate public comments, revise and add alternatives to address public concerns while meeting the project need and purpose to enhance safety and construct long term roadway maintenance.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Mike van Hattem

ADDRESS (home): 2033 Haeger Ave. CITY: Arcata STATE: Ca ZIP: 95521

REPRESENTING (name of organizaion or agency): N/A

I would like to make the following comments:

I rode the corridor 40+ times this year which equalled 900 miles. This is your opportunity to make the corridor safer for those of us who want to get exercise to and from work. So many more folks would ride if they felt it was safe. I believe the following would be helpful in making the ride safer for bikes: 1) 55 mph is appropriate, 65 is too fast (one cuncertainly feels the difference when on a bike) 2) widen the shoulder 3) Do better than a rumble strip, provide a barrier, keep cars and bikes independent. And most of all do not make the corridor less safe for bike riders — increase enforcement. 1 2

NOTE: Please submit comments no later than December 15, 2008

Responses to Mike van Hattem:

1. Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the proposed project has been revised to address bicyclists' concerns. See Group Response I-D for more information. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H. The proposal to increase the posted speed limit after project construction has been dropped: see Group Response III-A-1 for more information.

2. See Group Response III-A-3.

December 12, 2008

Eureka-Arcata Route 101 Corridor Improvement Project

Dear Ms. Floyd,

I attended the open house and discussion of the two additional alternatives for the Eureka-Arcata Route 101 Corridor Improvement Project. I remain puzzled over your agencies inability to provide safe access for cyclists along the corridor. Bicyclists are the second largest user group, our numbers are increasing, and without question many more cyclists will be riding the corridor in the future. I trust that Caltrans understands that bike commuting is a desired approach to transportation in our community.

The current project alternatives do not represent *Complete Streets* as explained and mandated in Deputy Directive # DD-64-R1. Specifically, "The Department (Caltrans) views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system." Furthermore, "The Department develops integrated multimodal projects in balance with community goals, plans, and values." So I ask you- where is it, where is the integration and how is the current set of alternatives multimodal? Adding a rumble strip and supporting the development of an Arcata/Eureka trail independent of Highway 101 stacks up to literally nothing.

I think Caltrans can do better. I logged over 800 commute miles (40+ round trips) this year on my bike on the corridor. I am healthier and happier for it. The corridor is not safe for cyclists now and will be less safe with the alternatives that are proposed. Please follow your own directive and provide a safe and effective means for bicycle commuters to travel our 101 corridor. This is your chance to provide safe access to all users, not just the ones that choose to drive a car.

Sincerely,

Michael van Hattem
2033 Haeger Avenue
Arcata, CA. 95521

<u>Responses to Michael van Hattem</u>:

The existing Route 101 roadway between Eureka and Arcata is currently a multi modal facility. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes various roadway improvements that would benefit all travel modes. Major public transit and non-motorized transit improvements would not meet the project need and purpose of addressing safety enhancement, roadway maintenance, and highway design concerns.

Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Response I-D for more information. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H. Please also see the posted speed limit discussion in Group Responses III-A-1 and 2.

SUSIE VAN KIRK
HISTORIC RESOURCES CONSULTANT
P.O. BOX 568
BAYSIDE, CA 95524
707-822-6066
svkirk@humboldt1.com

September 13, 2007

Rod Parsons
Dept. of Transportation, District 1
P.O. Box 3700
Eureka, CA 95502-3700

RE: Eureka-Arcata Route 101 Corridor Improvement Project, DEIR/EIS

Dear Mr. Parsons:

It was a genuine disappointment to realize that the Caltrans' approach to transportation issues remains essentially as it was when I had my first encounter with the agency thirty-five years ago regarding the Arcata freeway project and then again when we worked on the Cushing Creek project. Today we understand that the world faces fuel shortages and high costs, global warming, and development pressures on land and resources. To approach transportation needs in a manner that continues to emphasize the accommodation of the traditional single vehicle mode of travel to the exclusion of serious development of multi-modal options makes absolutely no sense in the 21st century. We need an approach that discourages more traffic, speed, air emissions, fuel consumption and land development. We have to be far more innovative and realistic about meeting transportation needs.

Buses, bicycles, pedestrians, and how we plan and construct communities can no longer be thought of and dismissed as some kind of extremist environmental thinking, but, in fact, serious approaches that reflect the reality of life in a world of limited resources, including the ability of this planet to absorb its warming. Recognizing that we live in a rural area without the populations and developments that allow for mass transit, as generally construed, we, nonetheless, have opportunities to seriously develop bus transportation that could be far more efficient and convenient for our local population than the current system. Bicycles are a legitimate mode of transportation that should be provided for, not discouraged by creating a traffic corridor that is even more dangerous than the current one. Land use decisions in the past obviously are the major culprit in the current corridor situation. Those who made the decision to allow such development such as Mid-City Motors are, of course, no longer accountable, but should we continue to accommodate that poor land-use or should we consider relocating corridor businesses to more appropriate sites. I am not dismissing the need for a corridor to carry traffic between Fortuna and McKinleyville, but why not look at options to control this traffic and encourage other modes of transportation that ultimately improve safety and efficiency. 1

2

The reduced speed provision is working. Page 4 of the DEIR/EIS states that during the first year of the safety corridor in 2002, there were 42% fewer collisions and 80% fewer collisions at the intersections. More current data were not provided, however, the DEIR/EIS states that the safety corridor's effectiveness is expected to decrease as traffic volumes are expected to increase 50% by 2031. The average daily traffic volume is presently 35,000. A 50% increase would put 52,5000 vehicles on the corridor twenty-five years from now. What is the basis for this projection? On page 63, the statement is made that population growth in Humboldt county has occurred at a rate considerably slower than the State's growth rate over the past two decades and projections indicate continued relatively slow growth over the next 20 to 30 years. The projected 50% increase in traffic volume and this statement of slow growth appear to be contradictory. How will fuel shortages and rising prices affect future volumes, including out-of-county traffic? And what would happen to traffic projections if we focused on an option that emphasized land-use controls, buy-out and relocation of inappropriately-situated businesses along the corridor, bicycle and bus transportation, and safe speeds in the corridor? Do we have a comparison of costs for enforcement and education versus the millions proposed for the build options? Do we know what it would cost to buy out and relocate some businesses on the corridor? 2 3 4 5

On page 217 there is a discussion of energy use under the three alternatives. All would increase vehicle miles traveled and fuel consumption (and air emissions) over the no build alternative, but the DEIR/EIS determined that these consequences are not impacts because they would not result in wasteful, inefficient, or unnecessary use of energy because they are primarily needed for traffic safety improvements, traffic operation and long-term roadway maintenance along Route 101 (page 219). Perhaps that statement could be made if there were no alternatives to the traditional approach that Caltrans continues, i.e., an approach that creates conditions that increase travel, gasoline consumption and emissions. When there are other approaches, then it is disingenuous to state that energy consumption and consequent emissions are not wasteful, inefficient or unnecessary. What would be the fuel-consumption impacts from an alternative that focused on reducing traffic with an multi-modal approach, controlling land uses in the corridor, and limiting speed? 5

Although the DEIR/EIS does not identify a preferred alternative, comments from businesses on the corridor indicate that alternative 3 is favored by them. This would result in the loss of 15.41 acres of wetlands. Proposed mitigation for this loss are 36 acres on Daniel's Slough (H.S. Daniel's lived on Janes Creek and the slough was historically referred to as Daniel's, not McDaniel's), where Fish and Game and the City of Arcata have wetlands projects. Is Caltrans proposing to mitigate with acres that are already in the process of being restored to wetlands from dyked pasture? This would not be creation of new wetlands to mitigate for project losses. 6

Traffic congestion at the north end of Eureka at V Street, both east and west and north and south movements, is already a reality, even with recent Caltrans work at the intersections of V and 4th and 5th. With the closure of medians, more traffic will be diverted to the ends of the corridor as people go to an intersection in order to get themselves going in the appropriate direction for accessing places along the corridor. Did Caltrans assess this situation under the various alternatives? What mitigation is proposed to address this congestion? 7

The definition of cultural resources on page xix identifies such resources as those eligible for listing on the National Register. This is only partially correct. The California Environmental Quality Act specifies in its Guidelines, section 15064.5, a protocol for identifying historic resources and criteria for eligibility for the California Register of Historical Resources. Since the document under consideration must be consistent with both NEPA and CEQA, it should be clear that cultural resources are an integral part of CEQA and that an impact to a historic resource is considered to be a significant impact on the environment. 8

On page 157, the document states that a letter from the Office of Historic Preservation concurred with the Caltrans determination that seventeen properties evaluated are not eligible for the National Register. The statement goes on to say that OHP did not concur with a determination that a property at Murray Field is eligible, although recommended that it be treated as eligible. The letter from Wayne Donaldson, State Historic Preservation Officer, stated that he didn't have "sufficient contextual information" to make an eligibility determination. That is different than a non-concurrence. 9

Old Arcata Road traffic is expected to increase under the build alternatives over the no-build alternative. Counts made by the County of Humboldt in 2005 show significantly different numbers depending on the location of the counts. The lowest count was in the north bound lane at Ole Hanson Road with an ADT at 2,563; the highest was south of the Indianola Cutoff heading south with a count of 10,361. Under alternative 1, the ADT in 2031 is expected to increase by 50% between Indianola Cutoff and Freshwater Road. Using the County's count, that increase would amount to an ADT in 2031 of 15,541. There is no assessment of this increase in traffic on Old Arcata Road on traffic movement, on the road's infrastructure, on the people living along the road, on historic structures, and on the culturally-significant Old Arcata Road corridor and adjoining cultural landscapes. What future infrastructure improvements will be needed to handle this increased traffic? What impacts will occur from these improvements to the cultural values of this corridor? 10

11

Although the cultural resources consultants conducted surveys to identify isolated sites and structures, the DEIR/EIS does not indicate that the consultants looked beyond individual sites and structures. The initial approach to historic preservation with the passage of the National Historic Preservation Act in 1966 was identification and protection of individual pieces of architecture and sites as if they existed without any relationship to their surroundings or the economic, social, and political factors of the time. The preservation movement has matured and continues to grow in its understanding that structures and sites do not exist in isolation. What gives them meaning is their relationship to the community around them and their capacity to add to our knowledge of that larger community. For example, pre-historic archaeological sites are of interest not simply for the artifacts they contain, but for what they can contribute to our knowledge and appreciation for indigenous people and cultures. I recently visited an intact site. The changes in soil coloration marked the boundaries of the site as clear as a fence, but it wasn't the artifacts at the site that gave it meaning to me, it was the place itself. It was a perfect location for habitation: a sheltering hill to its back, a sunny, grassy slope facing south, a slough at the base of the slope to access Humboldt Bay, waterfowl in the marshes below, and marine resources in the Bay—what a wonderful place for people to live. Lands along the Old Arcata Road corridor include pre-historic archaeological and ethnographic sites which could be impacted by

4

development pressures and infrastructure improvements that could be a consequence of increased traffic. The road itself is culturally significant since it follows with some variations the location of the indigenous trail around Humboldt Bay.

As a result of a 1974 survey of Euro-American resources along the Old Arcata Road corridor, the State Office of Historic Preservation determined that 29 of the inventoried structures were eligible for the National Register of Historic Places. A few of those resources are gone today, but the majority remain. Did Caltrans assess potential impacts to these resources due to increased traffic, increased need for infrastructure, and increased development pressures along Old Arcata Road? 12

The importance of these structures and others that were not part of that original survey is not only their age and architecture, but the contexts that give them historic significance. Cultural landscapes encompass the natural environment with an overlay of human occupation which reflects natural resources and environmental constraints, and for Euro-American occupation, the influence of cultural, economic, social, and political factors. The history of the Old Arcata Road corridor is a wonderful study of early eastern Canadian settlement initiated by the first logging on Humboldt Bay. Jacoby Creek, Washington Gulch, Rocky Gulch, Brainard's, Fay's Slough, Freshwater, and Ryan's Slough were centers of intense logging activities with associated railroads, mills, and housing. With the development of the dairying industry in the late 1880s, more housing and barns were added to the landscape, along with the vitally important dykes on Humboldt Bay. The first Freshwater marsh dyke was completed in 1895 and added to over the years. Those dykes are critical parts of the cultural landscape that extends from Ryan's Slough to Walker Point. Other components of that landscape include remains of old railroads, houses, barns, tidegates, fencing, ranch roads, even a few remaining Sitka Spruce. The landscapes from Brainard's to Arcata which would include the reaches of lower Jacoby Creek and Gannon's Slough are also highly significant. 11

Caltrans might argue that the proposed build alternatives will not directly affect these resources. However, to encourage single vehicle traffic that will, in turn, create demands for more pavement and more land development will, at some point, begin to affect these valuable cultural resources. Both NEPA and CEQA require an assessment of future impacts from proposed projects. Caltrans needs to acknowledge the existence of these cultural landscapes and make some effort to compare impacts resulting from traditional approaches to transportation, i.e., those that increase traffic and infrastructure, and approaches that work to reduce traffic and development. 13

I suggest that Caltrans convene a knowledgeable group of people to develop alternatives that are designed to reduce traffic and speeds, preserve land, reduce fuel use and air emissions, and provide for safe movement. The group would be like the one that worked successfully with Caltrans on the Cushing Creek project in the 1990s. 14

Thank you for consideration of these comments.

Sincerely yours,

Susie Van Kirk

Responses to Susie Van Kirk:

1. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. See Group Response I-A.

3. See Group Response I-B.

4. See Group Response II-E.

5. Various options and alternatives were identified, considered, and dropped from further consideration in the early planning process. Please refer to Chapter 2 of the Final Environmental Impact Report/Study (EIR/S) for more information.

6. Caltrans is proposing to compensate for wetland impacts at two locations that are not current California Fish & Game or City projects. See Section 3.3.2 - Wetlands in Chapter 3 of the Final EIR/S.

7. Caltrans did consider traffic conditions in Eureka at V Street that could result from the proposed project. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a half signal that would allow southbound Route 101 drivers the opportunity to turn left at Airport Road and allows all highway users to cross or turn around at the proposed Indianola Cutoff interchange. These two project elements would prevent congestion at Route 101 and V and mitigation would not be required.

8. The CEQA reference has been added to the Final EIR/S summary.

9. The text has been revised in Section 3.1.8 in Chapter 3 of the Final EIR/S.

10. Modified Alternative 3A includes a half signal at the Route 101/Airport Road intersection as well as a proposed Route 101 interchange at Indianola Cutoff. The half signal and interchange would minimize out of direction travel on Old Arcata Road. In contrast, Old Arcata Road has speed bumps and a reduced speed limit north of Bayside which would discourage drivers seeking to save time driving on Old Arcata Road instead of Route 101. Traffic volumes are projected to increase in the future on Old Arcata Road, however Modified Alternative 3A would not result in substantial proportion of Route 101 traffic diverting to Old Arcata Road.

11. The cultural Areas of Potential Effect were set and approved in accordance with pertinent State and Federal cultural resource regulations. For more information, please contact Dennis Wardlaw, the Caltrans project archaeologist at dennis_wardlaw@dot.ca. gov

12. Caltrans did not assess potential impacts to cultural resources along Old Arcata Road. Old Arcata Road is the responsibility of the County of Humboldt. The proposed project is not expected to substantially affect Old Arcata Road. See Group Response III-A-4 regarding traffic on Old Arcata Road as well as Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S for more information.

13. The proposed project is not intended to increase motor vehicle trips. The project need and purpose consists of enhancing safety, improving intersection operation, and constructing long term roadway improvements. Caltrans participates in local and regional transportation and land use planning processes in part to prevent unsustainable development and related impacts to cultural resources.

14. Caltrans did convene on two occasions Value Analysis efforts involving both Caltrans and non-Caltrans representatives to develop and evaluate project alternatives. Please refer to Chapter 2 of the Final EIR/S for a summary of the Value Analysis process. In addition a Citizen's Advisory Group has met on several occasions to provide Caltrans and HCAOG project feedback on the proposed project (see Chapter 4 of the Final EIR/S for details).

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Susie Van Kirk

ADDRESS (home): PO Box 568, Bayside

CITY

STATE

ZIP

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

We came for a presentation. That would have been more informative. Perhaps CalTrans can make ~~one~~ a public presentation that clarifies the alternatives & shows how CalTrans responded to the comments on the Draft EIR/EIS. We didn't care for the Open House style.

NOTE: Please submit comments no later than December 15, 2008

Response to Susie Van Kirk:

Caltrans staff regrets the perceived lack of information at the open house. The goal of the open house was to have sufficient number of Caltrans staff available to explain the two modified alternatives.

Caltrans also regrets the delay in responding to comments on the Draft Environmental Impact Report/Statement (EIR/S). Since project initiation Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. Subsequently, all build alternatives were modified to address public concerns. See Chapter 2 in the Final EIR/S for more discussion.

SUSIE VAN KIRK
HISTORIC RESOURCES CONSULTANT
P.O. BOX 568
BAYSIDE, CA 95524
707-822-6066
svkirk@humboldt1.com

December 10, 2008

Charlie Fielder, District Director
Dept. of Transportation, District 1
P.O. Box 3700
Eureka, Ca 95502-3700

Re: Eureka-Arcata Route 101 Corridor Improvement Project

Dear Mr. Fielder:

As CalTrans continues the planning process for the Eureka-Arcata 101 corridor, many community members are feeling more than a little frustrated that they have been unable to correct the agency's course to one that is not only more in keeping with local needs and values, but also with the demands of the 21st century. It is imperative that all of us, wherever we reside, make significant changes in the way we live our lives, the way we go about our daily business, the way we travel, the way our public servants (using our money) address community needs. In this case, CalTrans must look at the Eureka-Arcata corridor not in the traditional California style of bigger and more, regardless of the consequences, but, instead, with something simple and direct that provides safety for all users and helps us makes those significant changes in the way we live our lives. Those changes are demanded of us by the planet and all its life. 1

So far, CalTrans has proposed alternatives, including the new ones viewed at the recent public workshop, that do nothing to help us make those changes. In fact, they create conditions that make it difficult for even the most dedicated to make that major change in the way they travel. CalTrans needs to, once again, go back to the drawing board and using the following objectives propose a project that is consistent with the change we need. We want a project that over time will continue to: 2

1. Reduce travel by private vehicles;
2. Reduce exhaust emissions that degrade air and water quality and contribute to climate change;
3. Reduce consumption of petroleum;
4. Increase use of alternatives to private vehicles, i.e., bus, bicycles, and walking;
5. Maintain a safe speed, 50 mph or less;
6. Preserve open space, land, and water and air quality;
7. Eliminate impacts to the cultural landscape, natural features, and historic/cultural resources along Highway 101, Old Arcata Road, and in the communities of Bayside, Indianola, and Freshwater Corners;

8. Create safe travel conditions for all travelers;
9. Adapt to the changes that the future will require of us; and
10. Achieve the ultimate goal of improving quality of life and reducing our impact on the planet.

Alternatives that fail to meet these objectives must be withdrawn from consideration. We can no longer look at the 101 corridor as simply a conduit for traffic regardless of impacts. We need to see it as part of our lives and make it work for us as we figure out how to make the changes. Many of the problems on the corridor are our own fault when we allowed development at Indianola, Mid-City, and Jacobs Avenue. So how do we deal with that situation after the fact? We need a project that offers simple solutions—stop lights, slow speeds, subsidized bus transit to make it truly viable, and provisions for safe bicycle travel—and for the future, relocation of businesses from the corridor. 3

It would be great if CalTrans would just get on-board the 21st century train. It is leaving the station and how much better if your agency were riding with the rest of us.

Sincerely yours,

Susie Van Kirk

Susie Van Kirk

Responses to Susie Van Kirk:

1. Comment noted. Caltrans staff has continuously worked with public agencies, organizations, and individuals to address their respective concerns and to avoid and minimize project impacts. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), was planned and designed to meet the need and purpose of enhancing safety with roadway improvements for the benefit of bicyclists, public transit, as well as motorists. The roadway improvements do not include any new through travel lanes or new alignments—the proposed improvements would be constructed within the existing state highway thus minimizing impacts. The proposal to raise the posted speed limit described in the Draft EIR/S has been dropped. See Group Responses III-A-1, 2, and 3.

2. Comment noted. Public safety and ensuring the long term Route 101 roadway integrity for all highway users are the highest priorities for Caltrans while balancing cost with consequences to both the physical and human environment. Caltrans and the Federal Highway Administration coordinated with local and regional agencies to program and plan the proposed project with a specific need and purpose. To implement goals stated in your letter, Caltrans staff recommends contacting the Humboldt County Association of Governments, the project co-sponsor. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. Comment noted. See Group Response II-C regarding signalization. See Group Response III-B-1 regarding relocating businesses.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Stefanie Vasseghi Arcata CA 95521

ADDRESS #2071 Granite Ave. # CITY STATE ZIP

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I believe the corridor improvement project is extremely unnecessary. The traffic in Arcata/Eureka is never an issue and to spend millions of dollars to make the corridor more hazardous for bikers & even cars is extremely pointless.

NOTE: Please submit comments no later than September 28th, 2007

<u>Responses to Stephanie Vasseghi</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

California Department of Transportation (Caltrans)
Public Meeting

Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Annalee Veach

ADDRESS (home): 2253 Graham Rd. CITY: Bayside STATE ZIP

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:

Taking away the eucalyptus trees on this route is removing the lungs of the road. These trees provide needed windbreak and air cleaning.

Saying they are non-native is an argument beside the point. They are not invading any native landscape at this location.

NOTE: Please submit comments **no later than December 15, 2008**

Response to Annalee Veach:

Please see Group Response III-B-2 for tree removal discussion.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

Gary Viall
NAME

6770 London Dr., Eureka, Ca. 95503
ADDRESS (home) CITY STATE ZIP

REPRESENTING (name of organizaion or agency)

I would like to make the following comments:
I am a diesel mechanic and work on Jacob Ave. I don't like Alt/or No Build. If the medians are closed then turnarounds are needed. If some trees need to be cut down then do it. I would like to see the full stop light at Airport Rd. Alt 2 does not provide for truck traffic to Jacobs Ave. from South bound direction. There are no places for a truck to go from 4th. st. to 5th. st. in Eureka. I live in Eureka. I like parts of 1A & 3. You can't please everyone. Thanks.

NOTE: Please submit comments no later than December 15, 2008

Response to Gary Viall:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement, includes a half signal that would allow left turns to and from Route 101.

California Department of Transportation (Caltrans)
Humboldt County Fair
Route 101 - Eureka/Arcata Corridor Improvement Project
August 9th - 19th, 2007

NAME MAURICE VIANDE

ADDRESS CITY FIELDS LANDING STATE ZIP

REPRESENTING (name of organization or agency) ~~PAT~~ HUMANE SOCIETY

I would like to make the following comments:

TAKE DOWN THE RR TRACKS AND MAKE A TRAIL

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Maurice Viande</u>:

Comment noted, however the railroad right of way is owned by the North Coast Railroad Authority, which is a separate entity from the California Department of Transportation (Caltrans). For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

December 13 2000

I just want to say I would really hate to see those beautiful trees between Eureka and Arcata cut down. I am 72 and those trees have been there as long as I can remember. I just enjoy seeing those trees along there every time I go up that way. Then the only thing that make it pretty between Eureka and Arcata. Please do not cut those trees down, so what if they not native. More than half the people in Humboldt aint native Americans. I love those trees as I am sure a lot of other people do.

Caltrans should be thinking more about by passing Eureka, then cutting down trees. If they by pass Eureka and get a lot of that traffic out of it, that wouldn't be all that traffic going throw that way. I know a lot of people hate going to Eureka, cause of all the traffic in there. It just getting awful in there.

Any way that my thought on the trees. I hope they won't be destroyed.

Thank you

Vivian

Response to Vivian:

See Group Response III-B-2 for a discussion of tree removal. A Eureka bypass project is not within the scope of this project.

kathleen M. Vogelsang
3170 Jacob Creek Road
Bayside CA 95524

To Caltrans planners:

To Whom It May Concern:

My Husband and our 3 daughters travel across the Eureka to Arcata corridor and back nearly everyday for business and pleasure. We have noticed that since the speed limit has been set at 55 MPH the safety has greatly improved.

Humboldt County does not have a lot of extra money to waste. There are so many other more dangerous driving areas. One example is the Central ave. area in front of Lima's Pharmacy and the Medical offices. Another is Highway 101 in the Eureka City Limits. 1

Do not use my tax dollars to change the Eureka/Arcata Corridor. Maintain the current speed limit. Do not cut off the Bayside connection. 2 3 4

Sincerely,

Kathleen Vogelsang

Responses to Kathleen Vogelsang:

1. Based on the vehicle collision rates and condition of the roadway within the Route 101 Corridor, the proposed project is needed even after the Safety Corridor was implemented in 2002. See Chapter 1 of the Final Environmental Impact Report/Study (EIR/S), which has been revised, for more information regarding the project need and purpose. Please also refer to Group Response I-A. The proposed project is designed to enhance safety and traffic operations at intersections as well construct long term roadway maintenance.

2. Caltrans has a State legislative mandate and responsibility to maintain the existing state highway system and above all else provide safe facilities to the motoring public. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would provide a substantial safety benefit for the vast majority of both motorized non-motorized transit while balancing cost and wetland impact considerations.

3. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

4. If one or more Route 101 medians are closed, the result would be creating more demand to use the remaining open medians such as Bayside Cutoff. This would in turn result in degradation of traffic operations potentially safety at Bayside Cutoff. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, travelers would likely use Indianola Cutoff proposed interchange and the recently improved Old Arcata Road. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. See Group Response III-A-4 for more information.

California Department of Transportation (Caltrans)
Public Meeting
Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Derek Wagner

ADDRESS (home): 6096 Beechwood Dr
CITY: Eureka
STATE: CA
ZIP: 95503

REPRESENTING (name of organizaion or agency): The Farmstore

I would like to make the following comments:

I support the idea of keeping the cutoffs open. I shop and work at the stores on the 101 corridore and would be greatly inconvenienced by closing the cutoffs.

NOTE: Please submit comments no later than December 15, 2008

Responses to Derek Wagner:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes an interchange at Indianola Cutoff and a half signal at Airport Road. The interchange and half signal would substantially reduce the out of direction travel after the remaining Route 101 medians are closed.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Linda Wahlund

ADDRESS | CITY | STATE | ZIP
5372 Northrigde Road | Eka | CA | 95503

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Please leave the 101 corrider as it is. The slowing of traffic + lessening of accidents, especially fatal, has been successful. Making the proposed changes, including tree cutting and paving will do more to increase global warming and decrease the inherit beauty of our area. Seems like funds could be put to better use in Eureka where traffic seems to be speeding up daily on our quiet streets..... more stop signs, light, + Police Patrol!

1
2
3
4

NOTE: Please submit comments no later than September 28th, 2007

Responses to Linda Wahlund:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. See Group Response III-B-2 for information regarding tree removal.

3. Chapter 4 of the Final EIR/S has been expanded to include a more detailed discussion of climate change and sea level rise.

4. There are on-going City of Eureka and Caltrans transportation project planning efforts within the City of Eureka. Please contact the City of Eureka Public Work Department for more information.

Ann Wallace
1515 L st.
Arcata, Cal. 95521

To Caltrans planners:
The overpass planned for the 101 corridor is not necessary, and a poor use of tax dollars. Reducing the speed along the 101 corridor has reduced accidents along that route, solving the problem without putting in a 60 million dollar overpass, which would create another set of problems.

Thankyou for your time and consideration,

Ann Wallace

Response to Ann Wallace:

Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a new interchange at Indianola Cutoff that would enhance safety for all travel modes as well as reduce out of direction travel. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Regarding maintaining the Safety Corridor, please refer to Group Response II-B.

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

California Department of Transportation (Caltrans)
Humboldt County Fair
Route 101 - Eureka/Arcata Corridor Improvement Project
August 9th - 19th, 2007

NAME: Susan Walsh

ADDRESS: | CITY: Willow Creek | STATE: | ZIP:

REPRESENTING (name of organization or agency):

I would like to make the following comments:

Keep the 50 MPH zone and enforce it.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Susan Walsh</u>:

The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

P. O. Box 631
Trinidad, CA 95570
Sept. 17, 2007

re Hwy 101 between Eureka and Arcata

Mr. Rod Parsons, Chief
Environmental Branch E-1
Cal. Dept. of Trans.
P.O. Box 3700
Eureka, CA 95502

Dear Mr. Parsons:

Thank you for inviting public comment.

We have driven this road frequently, though not daily, for years.

The present system of a 50-mph speed limit and obligatory headlights is working very well. Traffic is slower and more stable than it used to be. Other cars are easier to see, even when the sun is low. We **strongly oppose raising the speed limit**, no matter which alternative plan you choose. Driving time "saved" between Arcata and Eureka is insignificant. 1

There are still a few speeders. We recommend **more energetic and stern enforcement of the 50-mph speed limit**. This seems a more cost-effective way of spending State money than building a complex roadway. 2

Extensive modification of the roadway seems to us expensive and destructive, and unlikely to improve safety or convenience, as long as the present speed limit is enforced. 3

Closing the median crossings would improve safety, but it should not in our opinion include unnecessarily long and destructive on- and off-ramps. Existing on-off ramps are quite long enough for safe entry, given the 50-mph speed limit. Several proposed extensions are much longer than necessary for entry, and long ramps confuse the driver. 4

The proposed oversized interchange at Indianola Road seems particularly overdone. Why not simply put a signal there? This would further control speeders, would greatly improve access to and from Indianola Road, would facilitate U-turns, and be very much less expensive and destructive than modifying the roadway. Again, keep the speed limit at a safe and reasonable 50 mph. 5

And why not put a signal at Bayside Road, which serves commuters in morning and evening? Closing the median crossing would increase traffic along Old Arcata Road, which can barely handle the present traffic. This **increase would surely produce more accidents** than the present intersection with 101. 5 6

Waters re Hwy 101 between Eureka and Arcata p. 2 9/17/07

We completely oppose the extensive removal of trees for excessive roadway, or because careless or drunk drivers may run into them (e. g. Figs. 3-15b, 3-17b). People will stay on the roadways if they drive safely. The road is straight, level, and presently safe, especially at 50 mph. In the simulated images the scenery is stark and characterless and expose ugly buildings. 7

The long line of eucalyptus trees is a familiar landmark, and residents have rejoiced as they recovered slowly from damage in a hard freeze. Cutting them and other fine trees down would not be good public relations. 7

A signalized U-turn at Airport Road would solve many problems, including speeding. 8
We do not understand why a long lane paralleling the highway from Cole Avenue would be useful, since everyone would have to stop at the signal anyway. 9

We strongly oppose "impacting" wetland. There is little enough left as it is. However, genuinely effective restoration of wetland in compensation ("mitigation") seems an excellent idea, if there is net gain rather than loss. 10

Guard rails, concrete-wall medians, and U-turn access seem to be constructive improvements, as does repair and restoration of existing pavement and other deteriorating structures. 11

In summary, we feel that simple enforcement of the 50-mph speed limit, along with modest and conservative revision of the roadway, would continue to ensure and to enhance safety between Eureka and Arcata. We do not support extensive destructive and expensive construction. We are particularly concerned with the health and extent of the bayside, wetlands, and trees.

Thank you for your attention.

Sincerely,

James F. Waters Virginia L. Waters

James and Virginia Waters
residents of north Trinidad since 1966

jvwaters@suddenlink.net

Responses to James and Virginia Waters:

1. The project need and purpose does not include building improvements for the purpose of raising the posted speed limit or upgrading the Route 101 expressway segment to a freeway. The Draft Environmental Impact Report/Study (EIR/S) did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

2. Please refer to Group Responses I-C and II-B.

3. Please refer to Group Response I-A.

4. The proposed project includes extending the existing acceleration and deceleration lanes for entering and exiting Route 101 to meet accepted American Association of State Highway and Transportation Officials highway design standards. The deceleration and acceleration lanes at the Route 101/Airport intersection were extended in 2004, which has helped reduce collisions at this location.

5. Please refer to Group Response II-C.

6. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would allow right turns to and from Bayside Cutoff; if the median was closed at Bayside Cutoff, southbound travelers on Route 101 would likely use the Indianola Cutoff proposed interchange to turn around. This would add delay and out of direction travel, but would enhance safety—especially during peak travel periods. Any increase in traffic on Old Arcata Road from Route 101 after project construction would not be substantial. Since the Draft EIR/S was circulated to the public in 2007, Old Arcata Road has been widened to enhance safety. See Group Response III-A-4 and Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S for more information.

7. Please refer to Group Response III-B-2.

8. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, includes a half signal at Airport Road and would allow U-turns.

9. The initial proposal to extend the northbound acceleration lane at Cole Avenue has been dropped. The existing right turn from Cole Avenue to northbound Route 101 will be closed as part of the proposed project.

10. Most of the wetland that would be impacted by the proposed project would occur within previously disturbed roadway medians and adjacent to the highway shoulders (part of the roadway fill slopes). Impacted wetland areas will be fully compensated both on-site and off-site.

11. Comment noted. The proposal to install concrete median barriers has been dropped and metal beam guardrail will be installed or maintained. Please refer to Chapter 2 of the Final EIR/S for a detailed description.

W.G. WATSON, JR.
(1918-1996)
PHILIP G. WATSON
STEPHEN G. WATSON

LAW OFFICE OF
W.G. WATSON, JR.
715 I STREET
P.O. BOX 1021
EUREKA, CA 95502-1021

TELEPHONE:
(707) 444-3071
TELECOPIER:
(707) 444-2313

E-Mail: watsonlaw@sbcglobal.net

March 10, 2008

Via E-Mail: Kim_Floyd@dot.ca.gov

Kim Floyd

Re: Eureka/Arcata Corridor

Dear Ms. Floyd:

We have been told you are the project manager for the Eureka/Arcata corridor. As background, we have driven the corridor for the last 25 years.

With the reduction in speed limits there are significant problems with cross-traffic cutting directly in front of the vehicles. We have witnessed this occurring several times, and been subject to it occurring a few times a couple months ago, at the Indianola cutoff, a driver pulled out directly in front of our northbound vehicle, and we were only able to avoid a t-bone collision with immediate evasive action. Our speed was between 45-50 mph. We have observed vehicles maintaining the left-hand lane with speed varying between 45-50 mph, stacking traffic, and causing unsafe lane changes, including southbound highway traffic passing at the cross-intersection merge lane at Carl Johnsons. .

Just the other day, a vehicle nearly came to a complete stop northbound in the left-hand lane to make a u-turn at Carl Johnsons. Two vehicles immediately behind were only able to avoid the collision by veering out of the lane and braking. Meanwhile, other traffic like us were in danger of being rear-ended. That same day there was a cross collision at Indianola Road.

Although we are not traffic engineers, the solution appears to be an overpass or underpass at one location and closing off all cross-traffic. Also, large trucks, vehicles with trailers, consideration should be given to requiring these vehicles to always maintain the right-hand lane.

Our experience is the corridor presents an increased danger, even with a maximum 50 mph speed limit, because of the cross traffic proceeding with inadequate space.

Very truly yours,

LAW OFFICE OF W.G. WATSON, JR.

By:_
Stephen G. Watson

Response to Stephen G. Watson:

Caltrans staff concurs that a project is needed to eventually replace the existing Safety Corridor, which was intended to be an interim solution until a long term solution is designed and constructed. Modified Alternative 3A, the Preferred Alternative identified in the Environmental Impact Report/Statement (EIR/S), would eliminate uncontrolled vehicle crossing movements at Route 101 median openings. Constructing a Route 101/Indianola Cutoff interchange midway between Eureka and Arcata would provide safe access and crossing of Route 101 for all vehicles and pedestrians. At the Route 101/Airport Road intersection, a half signal is proposed that would provide left turn moves to and from Route 101.

Cal Trans Dept.

July 30, 2007

In regard to the proposed plan to improve the 101 corridor between Eureka and Arcata, I for one am in favor. An interchange at 101 and Indianola is long overdue. Tomorrow isn't soon enough.

Sincerely
Thomas A. Wattle
1850 Quaker St.
Eureka Ca. 95501

Response to Thomas A. Wattle:

Comment noted. Over ten years have elapsed since the proposed project was initiated: the extra time has allowed Caltrans staff to work with governments, public agencies, organizations, businesses, and individuals to resolve project concerns by refining and modifying the project.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Edward Webb

ADDRESS | CITY | STATE | ZIP
5175 Patrick Creek Dr | CA | 95519

REPRESENTING (name of organization or agency)
Self

I would like to make the following comments:

Please - no change to the 101 corridor between Eureka and Arcata. The 50 mph corridor works fine. The $162 million is outrageous. No need to cut trees and add stop lights and ramps.

Leave it as it is!!

NOTE: Please submit comments no later than September 28th, 2007

Responses to Edward Webb:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A was selected as the Preferred Alternative in the Final EIR/S. This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Modified Alternative 3A would include a proposed interchange at Indianola Cutoff that would minimize out of direction travel. In addition, Modified Alternative 3A was designed based on suggestions from local businesses to enhance both access and safety. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final Environmental Impact Report/Statement for more information.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Judy Webb McKinleyville CA 95519
ADDRESS CITY STATE ZIP
5175 Patrick Gr Dr McKinleyville CA 95519
REPRESENTING (name of organization or agency)
I live in Humboldt County –

I would like to make the following comments:
I travel the "corridor" frequently. What's wrong with 50 mph ?? It's working. Let's not Southern Californicate our N. county. We don't need overpasses, lights to the tune of $63 million. We do like the trees on either side of the freeway and notice that there is little time saved by driving a bit slower. It is, more importantly, safer the way it is.

NOTE: Please submit comments no later than September 28th, 2007

Response to Judy Webb:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would enhance safety and provide long term roadway improvements.

See Group Response III-B-2 for information regarding tree removal.

Ellen Weiss, MD
225 Shirley Blvd
Arcata, CA 95521

To Caltrans planners:

Please accept my comments on the Eureka-Arcata 101 Safety Corridor Draft EIR.

My family and I regularly drive the Corridor to Eureka, and we don't see any need for "improvements" above and beyond what you have already done. The reduction in speed, addition of signage, "Lights on for Safety," and so forth have worked, and the Corridor is much safer than regular stretches of highway as a result. Who, other than your subcontractors and engineers, wants to undertake this project in the first place? This is a lot of money to fix something that was already well-repaired. If you insist on spending it, please do so for a biker/hiker path that parallels 101. That would make my husband and kids, who love to bike, very happy! 1 2 3

Thanks, Ellen Weiss, M.D.

Responses to Dr. Ellen Weiss:

1. Regarding the project need and purpose, please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised.

2. The proposed project was planned and programmed in a comprehensive, multi-agency regional transportation context and process. See Chapter 2 of the EIR/S for more information regarding the transportation planning process.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Michael Weiss
3631 Fieldbrook Rd
Fieldbrook
Phone: 707-834-4832

To Caltrans planners:
I am very discouraged in either the lack of planning for cyclist or the purposeful choice not to plan for them when developing the Arcata-Eureka 101 corridor project. This seems very inconsistent for these reasons:

- This community is very active and there are very many cyclists that commute this route daily.
- The current plan does not account for decreased pedestrian and vehicle safety.
- This does not encourage or support efforts to reduce petroleum and energy consumption.

I ask that you please consider a way to incorporate a cycling friendly infrastructure to your plan.

Sincerely,

Michael Weiss

Response to Michael Weiss:

The proposed project would not increase the vehicle carrying capacity of the highway. Please see Group Responses II-A and II-E for a discussion of alternatives to single passenger motor vehicle travel.

Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

CALTRANS
Attn: Kim Floyd
P.O. Box 3700
Eureka, CA 95502-3700

1. Instead of the much larger, much more expensive and energy intensive alternatives presented December 3rd, Caltrans should improve 101 safety by installing stop lights at each intersection where uncontrolled access is a safety problem and to maintain the 50 miles per hour speed limit. This approach will address traffic control and motorist speed far better than any of the currently considered alternatives. In addition, this alternative insures substantial management flexibility by enabling the real-time adjustment and synchronization of the traffic lights to control the flow of traffic at various times of the day depending upon conditions. 1

2. The alternatives/modified alternatives currently considered by Caltrans will all dramatically increase the amount of traffic from Arcata through Bayside past the Jacoby Creek School, and from Bayside to Indianola, causing a daily and dangerous traffic problem for the school and the Bayside community's neighborhoods along 2

Old Arcata Road. Caltrans apparently thinks that an unseparated shoulder of only four feet in width is adequate for cars, pedestrians and bicyclists to share at the edge of Old Arcata Road. Any responsible parent knows that this is not safe for children and probably not safe for adults due to the tendency of drivers to drift onto the shoulder and strike non-motorized users.

3. All of Caltrans' current alternatives will increase energy consumption (1)because of the extra miles that residents of Bayside must travel backtracking to Arcata or to Indianola in order to travel to Eureka; and (2) because bicycle access for us is cut off and the extra miles to bicycle to Arcata to travel to Eureka will discourage bicycling. In addition, Caltrans proposes no bicyclist or pedestrian safety improvement to the on and off ramps at the Samoa overcrossing where some of these bicyclists would be redirected, additionally increasing the hazard they would face attempting this route. 3

4. Continuing the 50 mph speed limit instead of increasing it to 65 mph is far better not just for safety but also because it results in far fewer carbon emissions. 4

5. It is important to us in Bayside that Caltrans' analysis of this project includes the rising sea level from global warming. The alternative proposed above, which relies 5

upon simple improvements such as intersection traffic lights, will make minimal changes with maximum safety improvements, thereby conserving public funds while the question of the appropriate response to sea level rise is further studied.

6. In 2001, the Bayside Grange invited Caltrans representatives and representatives from the City of Arcata and the County of Humboldt ,to speak to a full hall of Bayside residents. The one question that Caltrans, the City of Arcata, and the County of Humboldt were asked to address was, "What are the combined and cumulative effects that the transportation plans of these three government entities have on the community of Bayside?" Are the three agencies coordinating carefully toward a goal of community-building rather than destroying the historic community of this area? The draft EIR cannot be determined to be adequate or complete without fully addressing this overarching question. 6

7. State and Federal law have increasingly required Caltrans to fully consider and provide for the needs of non-motorized travelers, including pedestrians, bicyclists, and the disabled, in all plans, projects and construction. Caltrans policy calls for the implementation of multi-modal planning from the earliest planning stages, 7

through project plans, permits and the construction stage. The U. S. Department of Transportation makes it federal policy to assure the increased safety of bicyclists and pedestrians. Because the EIR wholly fails to address the significant impacts to these travelers, it fails to comply with this State and Federal law. This failure is particularly egregious for this project because of the extraordinarily limited, and similarly significantly impacted, alternative routes available to travelers in the Eureka-Arcata corridor.

8. Finally, since none of the above has been adequately addressed and the public needs sufficient time for input on this critical project, extend the comment period so that more people will have an opportunity to respond. The current deadline of December 20th is during the busiest holiday season of the year and not timed for an authentic process to invite active public input. Please notify me before December 20th of the date for the extended time. 8

Thank you for your consideration. 12-16-08

Respectfully, Lynn Willis Bob Willis 2331 Graham Rd Bayside

Response to Lynne and Bob Wells:

1. See Group Response II-C.

2. See Group Response III-A-4.

3. Modified Alternative 3A includes an interchange at Indianola Cutoff and a half signal at Airport Road that would substantially reduce out of direction travel. In addition, if there were no highway improvements, as traffic volumes increase there would be longer delays at intersections which in turn leads to additional out of direction travel and energy consumption. See Section 3.2.8 Energy in Chapter 3 of the Final Environmental Impact Report/Statement (EIR/S).

4. The City of Arcata is proposing traffic calming modifications at Samoa Boulevard and Route 101 that is expected to enhance bicyclist and pedestrian safety.

5. See Chapter 4 of the Final EIR/S for a discussion of sea level rise.

6. Caltrans actively coordinates transportation planning with the local governments (see Chapter 2 of the Final EIR/S for more information). In the case of the Eureka-Arcata Route 101 Corridor project, a traffic computer model was used to determine the effect this project would have on the local and regional transportation network for a 20 year planning horizon. See Section 3.1.6 in Chapter 3 of the Final EIR/S for more information.

7. There are no predicted substantial impacts to bicyclists resulting from Modified Alternative 3A. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address bicyclists' concerns. For more information see Group Response I-D.

See Group Responses III-A-1 and 2 for information regarding the posted speed limit after construction. Extending the posted 50 mph speed limit on Route 101 north to Sunset Avenue in Arcata would not be feasible since bicyclists have the option of using parallel surface streets instead of the Route 101 freeway segment.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

8. In order to maintain a project schedule the comment period could not be extended. However, the Caltrans project manager is available to discuss the project after the comment period.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Chris West

ADDRESS: 4044 Lanphere Rd #A
CITY: Arcata
STATE: CA
ZIP: 95521

REPRESENTING (name of organization or agency)
Myself

I would like to make the following comments:
I would like to prioritize bicycle routes between Arcata and Eureka that are safer than the current route along 101.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Chris West</u>:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

Jennifer Wheeler
1807 Cliff Avenue
McKinleyville, CA 95519

September 3, 2007

Rod Parsons, Chief, Environmental Branch E-1
California Department of Transportation
PO Box 3700
Eureka, CA 95502-3700

Re: Eureka-Arcata Route 101 Corridor Improvement Project

Dear Mr. Parsons:

Thank you for the public comment extension on the proposed alternatives presented in the draft EIR for the 101 Corridor Improvement Project. I have reviewed the draft EIR and currently think that the best choice would be Alternative 7, the "no build" alternative.

It seems Alternative 7 is a "straw dog" alternative by Cal Trans. Cal Trans comes across as appearing to dismiss Alternative 7 by stating that it is not consistent with the purpose and need of the Corridor Improvement Project. I disagree and believe that the corridor has already been improved substantially with the speed reduction and signage. Since the speed in the corridor has been reduced, so have the collisions. The DEIR notes that the corridor has a collision rate that is one-third the state average. As for projected growth and use of the corridor up through the year 2031, perhaps long approach lanes with round-abouts in the median area would solve the left hand turn crossing confusion issue without median closures and multiple overpasses/interchanges? 1 2

Alternatives 2 and 3 permanently fill in up to 15 acres of wetlands; increase out of direction travel; hurt corridor businesses, and increase travel on Old Arcata Road. Median closures create serious inconvenience and economic hardships to businesses. Multiple interchanges and overpasses would be better, safer, although likely damaging to more wetlands, aesthetically unappealing and expensive; albeit ultimately safer. If Alternative 2 or 3 ultimately gets selected, I think some token "feel good" actions should be packaged with either to alleviate some of the negative impacts. Some actions that could garner some support would be to create a safe and separate bike lane/pathway joining Arcata and Eureka to promote alternative commuting and recreational transportation. Cal Trans acknowledges this local movement in their introduction. Also, in any alternative, include the replacement of corridor eucalyptus trees with native trees such as Sitka Spruce, Grand fir, Douglas fir, coast redwood, or Shore pine. Finally, sufficient funds (and/or an endowment) for wetland restoration and reclamation commensurate or surpassing the acreage that would be lost to any alternative. These "green" gestures would go a long way in reconciling some of the inconvenience and hurt that would be incurred by the public as a result of Alternative 2 or 3. These gestures, specifically the Arcata-Eureka bike path, wouldn't do much to mitigate for business losses to the Mill Yard or Cash and Carry for example, but it would increase the livability and progressive and sustainable character of our Humboldt Bay area and ultimately bring in more funds from increased HSU students, recreation and ecotourism. 3 4 5

Sincerely,

Jennifer Wheeler

Responses to Jennifer Wheeler:

1. The No Build Alternative is included in the Environmental Impact Report/Statement (EIR/S) to provide a baseline to compare and evaluate the Build Alternatives. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

2. Constructing multiple roundabouts could avoid left turn move and crossing moves, however the roundabouts require a large diameter to accommodate high traffic volumes and large commercial trucks. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes an interchange at Indianola Cutoff, which is approximately midway between Eureka and Arcata and would minimize out of direction travel from left turn and Route 101 crossing restrictions. In addition, Modified Alternative 3A includes a half signal at Airport Road which would allow left turn moves to and from Route 101.

3. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

4. Please see Group Response III-B-2.

5. Caltrans staff is working with public resource agency representatives on fully mitigating wetland impacts. See Section 3.3.2 in Chapter 3 of the Final EIR/S for more information.

California Department of Transportation (Caltrans)
Humboldt County Fair — August 9th - 19th, 2007
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Jessie Wheeler

ADDRESS: 4398 Roberts Dr — CITY: Eureka — STATE: CA — ZIP: 95503

REPRESENTING (name of organization or agency):

I would like to make the following comments:

I support The No Build option as other options do not adequately address Pedestrian / Bicycle / Alternative Transportation for the Eureka / Arcata safety corridor. 1 2

I like the 50 mile zone 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Jessie Wheeler:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

3. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: Judy White

ADDRESS (home): 6619 Emerson Ct — CITY: Eureka — STATE: Calif — ZIP: 95503

REPRESENTING (name of organizaion or agency): Self

I would like to make the following comments:

1 Keep the way it is - working fine

2 do Not Take out Trees -

3 speed ok At 50mph - don't need Calif Redwood lane trucks been driving for years This way

NOTE: Please submit comments no later than December 15, 2008

Responses to Judy White:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Please see Group Response III-B-2 for tree removal discussion.

3. Extending the acceleration and deceleration lanes at California Redwood mill entrance is included in the proposed project since the lanes do not meet current highway design standards. In addition, the extended lanes would help to prevent large commercial trucks accessing the mill from impeding traffic flow on the Route 101 through lanes. Traffic on Route 101 is projected to increase and having the roadway meet design standards becomes more critical for traffic safety and operation reasons. Even if this business relocated or closed, it is possible another business would occupy this location and the lane improvements would still be needed.

Rod Parsons
Chief, Environmental Branch E-1,
California Department of Transportation
P.O. Box 3700,
Eureka, CA 95502 – 3700.

SUBJECT: Eureka - Arcata Route 101 Corridor Improvement Project DEIR

Dear Mr. Parsons,

My Review the Eureka – Arcata Route 101 Corridor Improvement Project DEIR indicates several inaccuracies and shortcomings that must be addressed before this DEIR is certified. My comments are detailed below.

Failure to consider the project impacts related to greenhouse gas emissions. On April 2, 2007 the Supreme Court released its ruling in the case of the state of Massachusetts vs. the Environmental Protection Agency. The petitioners claimed that human-influenced global climate change was causing adverse effects, such as sea-level rise, to the state of Massachusetts. In a 5-4 decision, the court ruled in favor of Massachusetts et al, finding that EPA has the authority and responsibility to regulate CO_2 and other greenhouse gasses. 1

In its case, the EPA argued that regulating CO_2 would require regulating fuel economy standards, which – according to the EPA – is under the purview of the Department of Transportation. The Court countered the EPA by recognizing that multi-agency efforts can indeed overlap when addressing an issue as important as global climate change: "The fact that DOT's mandate to promote energy efficiency by setting mileage standards may overlap with EPA's environmental responsibilities in no way licenses EPA to shirk its duty to protect the public health and welfare."

The Supreme Court's Massachusetts vs. the Environmental Protection Agency decision necessitates important revisions to the 101 Eureka-Arcata Corridor Improvement Project DEIR. To begin with, Page 187 must be revised to reflect the court ordered mandate of EPA responsibility for greenhouse gas emissions.

Catrans must not shirk its duty to protect the public health and welfare: multi-agency efforts must overlap when addressing an issue as important as global climate change. The project area itself will be affected by global climate change; this reality must be reflected in the DEIR and its alternatives.

The DEIR fails to present an adequate range of alternatives and fails to utilize current information in its analysis. 2

The DEIR does not consider an environmentally preferable alternative therefore it must be revised to include an environmentally preferable alternative. The section of HWY 101 that runs from the Bayside Cutoff to V Street in Eureka is the preferred route for bicycle

commuting between Eureka and Arcata. It is the preferred route for two reasons: it is the best combination of shortest overland distance and best safety. The DEIR cites a 1999 RCAA bicycle traffic count. This information predates the establishment of the Safety Corridor and as such this survey must be updated prior to the completion of this EIR. The 50 mph speed limit makes the section of HWY 101 that runs from the Bayside Cutoff to V Street in Eureka the safest route for bicycle commuting between Eureka and Arcata. 3
Any upward change in speeds on this section of road will diminish cyclists' safe access to this transportation corridor. This action will run counter to Catrans' mission statement. Mitigation for the diminishment cyclists' safe access to this transportation corridor must 4
be included in all project action alternatives.

The DEIR fails to take a regional approach to transportation needs.

The DEIR fails to examine regional transportation needs in its alternatives. SR 255 and 5
Old Arcata Road can serve the same transportation purpose as the safety corridor. The DEIR should consider improvements to these roads as a project alternative. If intersection improvements, 50 mph limits and bike/pedestrian improvements were added to these roads safety would be improved for all users. This option should be explored in the DEIR. The project action alternatives call for increasing speeds on a 4 mile section of highway. This change represents myopic planning as motorists can expect to crawl 3
through Eureka once they have cleared the corridor.

Traffic increase figures are inflated.

All action alternatives rely on inflated traffic increase figures. Facilitating these inflated 6
amounts of traffic by making road improvements for a limited user group, motor vehicles, causes undue greenhouse gas impacts and creates negative safety impacts on non-motorized road users.

In conclusion I hope Caltrans will reconsider the alternatives presented in the DEIR for two main reasons:

1. Caltrans should make substantive effort to address global climate change through the realization of transportation options that reduce CO_2 emissions.
2. Caltrans should ensure the safety of all users of our road system including cyclists and pedestrians.

Thank You for your consideration.

Andrew Whitney
827 Manzanita Ave
Eureka CA 95503

p.s. In the future Caltrans should encourage e-mail submission of comments on DEIRs. 7
Electronic submissions will reduce costs and environmental impacts for submitters and Caltrans.

P.P.S – Thanks for all your hard work
let's be the future we want for our
kids!

Responses to Andrew Whitney:

1. Please refer to Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised and includes a discussion of sea level rise.

2. Please refer to Chapter 2 of the Final EIR/S for a revised discussion of the Least Environmentally Damaging Practicable Alternative that meets the project need and purpose.

3. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

4. Since project initiation Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop a balanced, effective transportation solution. Subsequently, all build alternatives were modified to address public concerns. See Chapter 2 in the Final EIR/S for more discussion.

Since the Draft Environmental Impact Report/Statement was approved in 2007, the proposed project has been revised to address bicyclists' concerns. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

5. The proposed project was studied from a regional transportation system perspective. For more information, see Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final EIR/S. State Route 255 and Old Arcata Road should not, and do not have the same transportation purpose as Route 101. Route 101 is intended to carry high traffic volumes with commercial trucks for local, regional, and interregional trips. Old Arcata Road and State Route 255 extend through residential areas and are intended for local trips.

6. See Group Response I-B.

7. Your suggestion will be submitted for consideration for public commenting on future documents.

September 27, 2007

Kim Floyd
Caltrans Project Manager
P.O. Box 3700
Eureka, CA 95502-3700

RE: **EUREKA-ARCATA ROUTE 101 CORRIDOR IMPROVEMENT PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT/REPORT**

Dear Ms. Floyd,

I would like to respond to the Environmental Impact Study/Report for the Highway 101 corridor between Arcata and Eureka. The study contains some misleading statistics and provides a limited number of solutions that lead the reader to only one real conclusion.

The no build alternative is the Safety Corridor as it exists today. Comparative statistics should use only the information derived since the inception of the reduced speed zone. 1

No accident statistics are given for any of the build alternatives to provide a comparison with the existing condition. 2

Traffic counts and accident statistics on the two alternative routes are limited and no meaningful conclusions can be derived from them. The three routes between Arcata and Eureka need to be treated as a system with traffic calming measures used on 255 and Old Arcata Road to insure no diversion of traffic from the corridor. 1 3

A demand-actuated signal at Airport Road with a 65-mph limit will create greater problems than exist today. If a signal is installed it should be synchronized with the V Street signals and, to reduce the severity of accidents that will occur, the speed limit should remain at 50 mph. 4 5

The Cole Avenue intersection is within one mile of the V Street intersection and might serve better as the location for a synchronized signal. At 50 mph the geometry of the northbound approach to Cole Avenue has adequate sight distance if there is not a large queue. Synchronization would decrease the development of a large queue. Projected backup of southbound traffic from the V Street signals will extend northward to Cole Avenue by 2030. Signals at this location would provide metering for both north and southbound traffic at that time. 6

It is understood that special engineering studies were necessary to establish the existing speed limit. The correlation between the reduced speed and accidents is irrefutable. The development of a study to perpetuate this speed limit is statistically supportable. In addition, Spencer Clifton the director of the Humboldt County Organization of Governments (HCAOG) has stated that State Transportation Improvement Program (STIP) monies can be used to perpetuate enforcement. 1

The all-or-none approach to this project is not necessary. Intermediate solutions can be implemented and monitored. The interchange may be necessary in the years to come, but it should be more carefully analyzed with better supporting evidence. The 50-mph speed zone has greatly reduced the need for a project on this corridor. 1

A balancing project should be considered on Hwy 255 to reduce the accidents on that corridor. The rate and severity of accidents there is far higher than on the Hwy 101 corridor. 3

I have driven and bicycled this corridor daily for over 25 years. The change in speed limit has made this roadway safer and more enjoyable than either of its alternatives. In revisions to the EIR/EIS please provide better statistics to support the build alternatives and consider maintaining the reduced speed limit with all alternatives. 1

Sincerely,

Chris Whitworth
64 Johnson Lane
Fieldbrook, CA 95519

Responses to Chris Whitworth:

1. See Group Response 1-A.

2. It would not be possible to predict future collisions for any alternatives. However, the elimination of uncontrolled left turn moves would greatly reduce broadside collisions.

3. The three routes between Eureka and Arcata were studied as an interrelated system in the traffic forecast model. See Section 3.1.6 Traffic and Transportation in Chapter 3 of the Final Environmental Impact Report/Study (EIR/S) for more information. After the construction of Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, traffic is not expected to divert from Route 101 to either State Route 255 or Old Arcata Road primarily because Route 101 is the most direct route between Eureka and Arcata. Traffic calming measures on State Route 255 are currently being identified and designed as a separate undertaking. There are already traffic calming improvements on Old Arcata Road south of Arcata: two traffic circles, a reduced speed limit, and speed bumps. In addition there is now a roundabout on Old Arcata Road and Indianola Cutoff.

4. While it is true traffic signals in some circumstances constructing may result in an increase in rear end collisions, the proposed signal at Airport Road is expected to have minimal rear end collisions. The signal would be a half signal and only stop northbound Route 101, which is only about 1.3 miles north of the 30 mph zone in Eureka. In addition, the project includes constructing an additional lane to accommodate the increase in traffic queuing.

5. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

6. Signalizing the Route 101/Airport intersection has the following advantages over signalizing Cole Avenue:

- The stopping sight distance for the vertical curve departing the Eureka Slough Bridge (northbound on Route 101) and the horizontal curve approaching Cole Avenue are adequate for a design speed of 50 mph. Cole Avenue is approximately 1,500 feet from the end of the Eureka Slough Bridge. The anticipated queue length for the three northbound lanes for Modified Alternative 3A in the Design Year of 2031 could be over 800 feet long. Sight distance is adequate for emergency stopping. However, with regular vehicle queuing, only minimal warning of stopped vehicles would be available, and increased potential for rear-end collisions. The median crossing at this location was closed in 2004, due to high collision rates at a location with marginal sight distance.

- Jacobs Avenue is within 60 feet of Route 101, and approaches Cole Avenue from the north and the south, leaving minimal queuing for left turning vehicles in Cole Avenue, and insufficient room for a California legal 65-foot long tractor trailer combination.

- Merging for the acceleration lanes is 1,000 feet plus a 600 foot lane drop. Left turns from Cole Avenue to Southbound Route 101 would use all of this distance leading to the

approach guard railing and the Eureka Slough Bridge, where there is a shoulder that is less than three feet wide. This is a safety concern, as vehicles that do not find a gap to merge with traffic could be forced to stop in the acceleration lane.

- Signal coordination could be installed, however the distance of 0.86 miles from V Street to Cole Avenue exceeds the maximum distance of 0.5 miles typically needed for successful signal coordination.

Lawrence J. Wieland MD
2775 Pleasant Ave
Eureka, Ca, 95503

To Caltrans planners:

I have been following 101 corridor and the overpass at Indianola controversy. Safety on the highway means safety for all commuters. Increasing the highway speed to 65 mph in this corridor with or without an overpass seems dangerous especially since the speed has been reduces to 50 mph there has been no fatalities where prior to that when the speed was 65 mph this was a very dangerous corridor to be on. I'm in favor of the no change with the possible exception of maybe a stop light here or there where indicated, and widening for extra turn lanes where necessary to facilitate big rigs and back up traffic in these congested areas. If I could have a wish I would choose slowing the traffic down to 45 mph on the corridor. This would eliminate the need for the dreaded stop lights for the indefinite future. This makes the most sense to me. The 65 million dollars could be much better spent by promoting alternative transportation, better patrol services, developing rails to trails option, and improved landscape along this already scenic area. I know there has been time and effort along with study and opinion by experts ie. caltrans., city engineers, recommending this Indianola overpass. I say no Indianola overpass for now. Trying less major construction and simpler methods for safe flow and control of traffic has been affective and will continue with some creative modifications as the need arises in the future. I'm am thankful and trust that this community along with caltrans will find practical solutions to meet the the need of the commuters and the business along the corridor with the least impact on our scenic beautiful bay and landscape.

1 2 3 4

Thank you for this opportunity to make comments.

sincerely,
Lawrence J. Wieland M.D.

Responses to Lawrence J. Wieland, MD:

1. The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information. Please refer to Group Response I-A regarding the Safety Corridor.

2. The No Build Alternative would not meet the project need and purpose of enhancing safety, improving traffic operations, and implementing long term roadway maintenance. Modified Alternative 3A is the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S). This alternative does include a half signal at Airport Road as well as extending the existing acceleration and deceleration lanes at the existing intersections.

3. Posting a lower speed limit than the existing posted speed limit would not be practicable. The expressway segment of Route 101 was designed for higher speeds and would thus require permanent, high level speed enforcement.

4. Comment noted. Based on the vehicle collision rates and condition of the roadway within the Route 101 Corridor, the proposed project is needed even after the Safety Corridor was implemented in 2002. See Chapter 1 of the Final Environmental Impact Report/Study (EIR/S), which has been revised, for more information regarding the project need and purpose. The proposed project is designed to enhance safety and traffic operations at intersections as well construct long term roadway maintenance. Construction of an interchange at Route 101 and Indianola Cutoff would enhance safety for all Route 101 users since it would provide grade and barrier separated traffic movements.

Kim Floyd
Department of Transportation-CALTRANS
Administration District 1 Office
1656 Union St.
Eureka, CA 95501

December 10, 2008

Subject: Eureka-Arcata Safety Corridor

Dear Kim Floyd,

I would like to add my suggestion to the public comments regarding the Arcata and Eureka 101 corridor. I have been driving this stretch for thirty years. Until California freeway speed limits were bumped up to 65 mph, it was a fairly mellow stretch to drive. After that, even though marked 60 mph, no one seemed to take it seriously. There was a lot of speeding, tailgating, and unsafe lane changes. Cutting across 101 to Bayside cut off, Indianola cut off, and into the various businesses was a white-knuckled experience.

Sanity returned when the 50 mph safety corridor was introduced. Once again peace and tranquility reigned as drivers slowed down with the fear of hefty fines and memories of fatal accidents slowing them down. While tailgating still exists, unsafe, high-speed lane changes decreased. Cutting across 101 traffic once again became manageable, because gaps between the "pods" of cars were left open. These gaps are caused in part by the northern-most stoplight in Eureka as it holds back northbound traffic for a period of time. Initially, when there was a lot of CHP presence, no one would speed to catch up and pass through to the next pod. Unfortunately, the fear is gone as fewer CHP appear (budget cuts?), and now those gaps have mostly disappeared as speeders race through from pod to pod, making the cross over 101once again a life-appreciating moment during heavy traffic.

I would like to see the safety corridor maintained instead of being turned into a 65 mph zone with 1
the loss of business cross-traffic access. I'm afraid that this would hurt these businesses in an 2
already economically stressed region, and I also fear for the increased traffic on Old Arcata Road.
I suggest Cal Trans investigate purchasing several automated citation systems to take pictures of 3
speeding drivers, which would not only slow drivers down again, but would be more economical
and less controversial than the building of a freeway. From the articles that I have read, 4
automated citation systems have helped several communities slow down the traffic in their neighborhood.

Why introduce a costly freeway segment that would decrease business access, or introduce costly, controversial overpasses? I don't feel that the costs of building a freeway that cut off business access or add on costly overpasses are worth speeding up the time between Eureka to Arcata by five minutes. The safety corridor actually works if drivers obey the speed limit. Since the CHP can't be a constant watchdog, why can't we try the cameras?

Respectfully,

Cindy Wilcox
McKinleyville

Response to Cindy Wilcox:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which

has been revised and includes pre and post Safety Corridor collision data. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes both an interchange at Indianola Cutoff (midway between Eureka and Arcata) and a half-signal at Airport Road. These two features would collectively reduce out-of-direction travel to and from businesses along the Route 101 corridor.

3. Route 101 is an expressway and a freeway between Eureka and Arcata. These types of roadway facilities are designed to efficiently carry high traffic volumes within both a local and regional transportation system: as such vehicle drivers on north or south trips longer than a few miles are encouraged to use Route 101 rather than residential streets. Slowing down traffic on Route 101 could result in additional traffic on Old Arcata Road and State Route 255 which are adjacent to residential areas.

4. See Group Response II-D.

scott willingham
1964 zehndner
95521
Phone: 707 822-8660

To Caltrans planners: Please do not inccrease the speed on the 101 corridorbetween Arcata and Eureka. I am already terrified of riding on the freeway and increasing the speed would only make matters worse for me. my bike is my only form of transportation that I choose to use and going to Eureka for work will become a real problem for me. Please dont go forward with your plan to increase the speed. Thanx for your time.
HottScott

Response to Scott Willingham:

The proposal to raise the posted speed limit for any of the proposed Build Alternatives has been dropped. See Group Responses III-A-1 and 2 for more information.

S. Brian Willson
1972 Zehndner
Arcata, CA 95521

To Caltrans planners:

The habitability of the earth is in a state of emergency, significantly because of decades of accumulation of molecules of carbon that contribute substantially to the warming of the earth. Two the leading causes of carbon emissions are (1) the internal combustion engine in automobiles and trucks; and (2) fossil fuel electrical generating power plants. It is 2007, and the consensus is that we need to cut carbon emissions by 90% over the next decade to even have a chance to stabilize warming in the foreseeable future. A carbon molecule emitted today from a car in Arcata-Eureka in two days is half way around the biosphere, and has a life of hundreds of years. Carbon molecules now being emitted into the biosphere are in fact the real weapon of mass destruction. Please stop facilitating more of them. Why are our political institutions not instituting emergency measures such as carbon taxing at the point of extraction, and mandating a moratorium on automobile and trucking use except for emergencies? Instead of continuing to facilitate faster and increased auto travel on the Arcata-Eureka 101 corridor with more pavement and new intersections, the emergency situation calls for an immediate creation of safe pedestrian walkways and bike paths, and convenient rapid transit. Now, not later, not after more studies. We have subsidized the petroleum, automobile and trucking industry for far too long, since the Interstate Highway Act of 1956. 1 2

It is time to think of sustainability, enabling us to understand the consequences of today's choices. No more thoughtless policies dictated by the profit margin and the market. Our dignified survival is at take and what we decide to do locally, here and what others do elsewhere, will determine whether we re-claim our humanity, or continue our race as lemmings off the cliff into extinction. Please, it is everyperson's life, including yours and mine, and the other species, that is at stake. The stakes could not be any higher. 3

Responses to S. Brian Willson:

1. Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S) has been extensively revised to address both sea level rise and climate change.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

3. Caltrans staff concur that sustainability must be a high priority. The proposed project would not increase the Route 101 traffic carrying capacity nor is it intentionally designed to increase the highway speeds. Modified Alternative 3A was selected as the Preferred Alternative in the Final EIR/S. This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements for travel modes. Furthermore this alternative would be compatible with future non-motorized transit and public transit improvement projects.

S. Brian Willson
Mad River/Humboldt Bay Watershed
P.O. Box 5170
Arcata, CA 95521
Email: bw@brianwillson.com
Web: www.brianwillson.com

September 26, 2007

Rod Parsons
ATTN: Eureka-Arcata 101 Corridor Project, Environmental Branch E-1
California Department of transportation
P.O. Box 3700
Eureka, CA 95502-3700

Dear Mr. Parsons/CalTrans:

The habitability of the earth is in a state of emergency, significantly because of decades of accumulation of molecules of carbon that contribute substantially to the warming of the earth. Two of the leading causes of carbon emissions are (1) the internal combustion engine in automobiles and trucks; and (2) fossil fuel electrical generating power plants.

It is 2007, and the consensus is that we need to cut carbon emissions by 90% over the next decade to even have a chance to stabilize warming in the foreseeable future. A carbon molecule emitted today from a car in Arcata-Eureka in two days is half way around the biosphere, and has a life of hundreds of years. Carbon molecules now being emitted into the biosphere are in fact the real weapons of mass destruction. Please stop facilitating more of them.

Why are our political institutions not instituting emergency measures such as carbon taxing at the point of extraction, and mandating a moratorium on automobile and trucking use except for emergencies? Instead of continuing to facilitate faster and increased auto travel on the Arcata-Eureka 101 corridor with more pavement and new intersections, the emergency situation calls for an immediate creation of safe pedestrian walkways and bike paths, and convenient rapid transit. Now, not later, not after more studies. We have subsidized the petroleum, automobile and trucking industry for far too long, since the Interstate Highway Act of 1956.

It is time to think of sustainability, enabling us to understand the consequences of today's choices. No more thoughtless policies dictated by the profit margin and the market. Our dignified survival is at take and what we decide to do locally here, and what others do elsewhere, will determine whether we re-claim our humanity, or continue as lemmings racing off the cliff into extinction. Please, it is everyperson's life, including yours and mine, and the other species, that are at stake. The stakes could not be any higher.

Sincerely,

S. Brian Willson

<u>Response to S. Brian Willson</u>:

Please see Chapter 4 of the Final Environmental Impact Report/Statement (EIR/S) which includes an expanded discussion of climate change and sea level rise.

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, II-F.

9-23-07

Kim Floyd
Project Manager
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

Re.: Draft Environmental Impact Report/Statement
Eureka-Arcata Route 101 Corridor Improvement Project

The signature page of the EIR/S says to send comments to Rod Parsons, but page iii (unnumbered) of the report says to send them to you. I'm sending my comments to both of you.

None of the alternatives should be built. Minor improvements might be cost-justified, but the many $millions for any of the major alternatives will result in little improvement in motorist safety. 1

I suggest a variation of my 4-17-00 alternative. **Reevaluate Caltrans' population and traffic projections and correct their blatant errors.** 2 **The traffic modeling calculations should be evaluated for all the intersections based on traffic signals at each intersection.** 3
All median crossings should remain. The posted speed limit should be 65 mph without waiting for the DMV Code (or lawsuits) to force the increase to this speed. 4 **Traffic signals at intersections should be synchronized to allow 65 mile per hour speeds and ensure gaps in the traffic. Electronic warning message signs (ITS technology) and flashing yellow lights should be installed prior to the signals to alert motorists that they will be stopped at the next signal if they maintain their faster speed. Motorists will be encouraged to slow down and form a continuously moving pack with gaps in between. Fewer vehicles would be caught at the signals, but the signals would allow for vehicle turning, pedestrian crossing, bicyclist crossing, and ADA. Install Red Light Run Photo Enforcement to catch any vehicles running the red lights. Since southbound traffic does not have significant right turn movements, initiate improvements from the south end so that the benefits of northbound traffic gaps will be implemented earlier. Improve the existing acceleration/deceleration lanes, bridges, and roadway pavement. Remove "Pedestrians Prohibited" signs. Save the taxpayers' money and use it on improving Broadway in Eureka.** 5 1

Thank you for the opportunity to comment on the project.

Charles Wilson
P.O. Box 127
Orck, CA 95555-0127

Comments by Charles Wilson, 9-23-07, on the
Draft Environmental Impact Report/Statement
Eureka-Arcata Route 101 Corridor Improvement Project

Page 1. At the time of project initiation, five-year collision data (6-1994 to 5-1999) was used to evaluate the project. Subsequent modification of the five-year collision data period to 5-1997 to 5-2002 still does not recognize the singularity of the first five-year aberration. The primary reason for the Arcata-Eureka highway 101 project is the local political noise created by the five traffic fatalities in 5 years from 3 accidents. Page 4 confirms that even this inflated significance for fatalities is only 94% of the State anticipated level. 6

The political noise on the Eureka-Arcata corridor is in stark contrast to the major safety concerns at Orick Lagoon Spit. **The spit section of Highway 101 has perhaps the highest motorist fatality rate in Humboldt County.** Newspapers have tried to attach the catchy "blood alley" name to the Arcata-Eureka Highway 101 corridor 30 miles to the south. The Freshwater Lagoon Spit Highway 101 corridor, however, has a **death rate 48 times higher**, but there has not been any political noise. **Arcata-Eureka had 5 deaths in a period of 5 years; the spit had 6 head-on collision deaths in the same 5 years.** The spit had two trucks hit with one dead, two motorcycles hit with one dead, two autos hit with four dead (the fourth died later). Arcata-Eureka is 6 miles long; the spit is 1 mile long, 1/6 as long. Arcata-Eureka has 32,000 or so vehicles per day; the spit has 4,000, 1/8 as much traffic. Arcata-Eureka has two major intersections and four more minor ones; the spit has none. Arcata-Eureka had more collisions (about 160?), probably due to the intersections. The spit had 11, including the three deadly collisions, but the spit still had a **collision rate** that is over **three times higher** than Arcata-Eureka. My fatality rate data and collision data is from Caltrans on 1-28-03, and the local newspapers also reported the deaths, so they are indeed facts. 7

The **Statewide average fatality rate for year 2001 is 1.05 deaths per 100,000,000** vehicle miles. Freeways are somewhat less at 0.73 deaths per 100,000,000 vehicle miles. Expressways and two lane conventional highways, grouped together, have a higher rate of **2.44** deaths per 100 million vehicle miles. The fatality rate for the six mile long Eureka-Arcata corridor for the last five years is about 8.06 deaths per 100 million vehicle miles. **The fatality rate** for the one-mile-long Freshwater Lagoon Spit for the last five years **is about 483.48 deaths per 100 million vehicle miles, 60 times greater than the Eureka-Arcata corridor rate and 198 times greater than similar State highways.**

The Route Concept Report, Route 101 Corridor, approved by Rick Knapp, Caltrans District 1 Director on 10-25-02, says on page 20: **"A segment is considered to be a "safety concern" if the total collision rate for a five-year period for that segment exceeds one and one-half times the Statewide average for similar facilities." This Freshwater Lagoon Spit segment far exceeds Caltrans' own criteria for a "safety concern".** These people not only had a collision, **they died.** Caltrans painted a double yellow centerline to "prohibit" passing and head-on collisions. Motorists still routinely cross the centerline to pass slower traffic.

So much for distorted County and Caltrans safety priorities.

Page 16 Table 1-3 (7-2002 through 12-2005) shows only South G Street Off Ramp having a significantly higher collision rate (10.47 collisions) than the State average, and page 17 points out that this ramp has only 100-400 vehicles per day, "which increases the statistical sensitivity

of collisions." "The collision rate indicated for the South G Street off ramp represents two collisions in 3.5 years." The highway totals for collisions and injuries were about a third of the State averages, and there were zero (0) fatalities. **These statistics show that there is <u>not</u> a significant safety problem.** 8

Page 39 says "Although the overall number of collisions has substantially decreased during the first two years of the Safety corridor implementation, the fatal plus injury collision rate at Indianola Cutoff remains at **almost twice** the Statewide average." **Page 16 Table 1-3 shows this rate to be 125%, which is not "almost 200% of the Statewide average".** 9

Page 17. Motorists have a right to use whatever public highway they want. If they see Route 255 as a suitable alternative to the bungled Highway 101, and traffic increases a mere 30% on it, then so be it. Installing unwarranted and unneeded speed limit signs on Route 255 is surrendering engineering professionalism to political-lawyer whim. 10

Page 5. The significance of left-merge movements strangely uses data from 1994-1999 instead of 1997-2002. While it says that certain types of collisions were "three times as many occurred in the left lane as the right", there was no comparison made with the State anticipated level for these types of collisions, so the significance of the left merge movements might readily be much less than the State anticipated level, thus providing no justification of the project's construction. Caltrans should be discussing the intersections being considered within the project, not vague generalizations at other locations. 11

Page 5. The Geometric Design policy quoted states, "extreme care should be exercised ... in the design of **interchanges**", but these are existing "at-grade intersections", not "grade-separated interchanges". Since the left merge movements are existing, the subsequent Geometric Design policy quote, "extreme care should be exercised to **avoid** left-hand entrances and exits in the design of **interchanges**" is argumentative for intersections, and its only inclusion is meant to justify constructing interchanges at intersections. There is no explanation why this design policy does not equally apply at similar intersections within the project limits which are not being proposed for interchanges. 12

Page 5. In addition, Highway 101 is not comparable to geometric designs elsewhere because the left merge movements are only made on the southbound portion of the highway without any crossing to the west, that is, they are tee intersections. There are no left merge movements in the northbound portion of the highway, so half of the argument for construction is void. 13

Page 5, the paragraph "Left-Turns across Route 101" cites the problems when **"drivers are unable to cross Route 101 mainline because they perceive there are insufficient traffic gaps or because the wait to turn is perceived to be too long."** Page 6 reiterates this design problem significance when it cites its own unsubstantiated 50% increase in traffic volume and concludes "this increase **would substantially reduce the number of suitable gaps in traffic that allow left-turns across opposing traffic lanes.**" Page 6 (LOS justification) again repeats this design theme: **"There is no substantial delay or capacity problem along the Eureka to Arcata corridor, however, unacceptable delays associated with left-turn traffic crossing Route 101 currently exist and are expected to deteriorate further ...".** The Caltrans' alternatives deal with this lack of traffic gaps like a typical government lawyer-politician would, that is, by prohibiting all turns instead of by trying to create dependable traffic gaps by using its engineering skills. 14

Page 6. "Over the next twenty years, an increase in business, commuter, and interregional traffic trips is expected to steadily raise the overall traffic volume within the Eureka-Arcata corridor by approximately 50%". Page 54. The current County population projections are 0.4 percent for the next 20 years, a rate that would result in an increase in population of about 9 percent more. This population increase would not result in a 50 percent increase in traffic, particularly with gas price increases. Fictitious population projections abound, such as the Winzler and Kelly McKinleyville Communty Plan traffic study which used 5 percent annual increases, resulting in a McKinleyville population of about 35,000 in 2005. Caltrans' McKinleyville airport projections are another example of exaggeration. While passenger enplanements have not yet exceeded 1972 levels, Caltrans' projections shoot beyond and out of sight into the stratosphere. As the saying goes, "Garbage in, garbage out." 2

Page 55. Caltrans' Humboldt County labor force projections (also accepted by HCAOG) show that the increase in population will only come in the over 65 years of age group. Caltrans projects that the working-age population (below 65 years old) will not increase. The corridor report refers to "increased labor force participation rates among adults", but the increase in workers can only occur if government can force people over 65 years old to go back to work (but perhaps this is the sinister goal). 15

Also, north-south interregional Highway 101 traffic has not increased significantly in the last 30 years as evidenced by the ADT at Mendocino County line and at Orick's Redwood Creek bridge (which has decreased). Using these two data sources as evidence, it is clear that the amount of interregional traffic is much less than ten percent of the traffic on the Eureka-Arcata corridor. Interregional traffic is not a factor in any traffic increase, and any traffic increase will be substantially less than Caltrans' expectations. 15

Page 7 suggests various rehabilitation improvements to address long-term maintenance issues and to bring the roadway up to current highway design standards. Smaller improvements like these don't cost the $18 to $305 million (before inflation, as of year 2000) of Caltrans' alternatives. Improving traffic through Eureka along Broadway is far more useful than wasting a pile of taxpayers' confiscated money. 16

Page 12 cites bicycle proponents' "predictions" that "more commuter and recreational bicyclists would use the corridor if they could avoid riding on the highway shoulder, adjacent to high-speed vehicular traffic." No bicyclist traffic counts are included in the report. **Taxpayer money should be spent on improving transportation, not recreation.** Only the transportation portion of bicyclist use should be considered. This transportation portion consists of a six mile point to point route and does not serve any properties in between. 17

Page 13 cites the dimensions and characteristics of the existing Route 101 freeway segment north of Bayside Cutoff. To this description should be added the fact that pedestrians are prohibited in this segment, and the CHP gives expensive tickets for violators, particularly for Arcata political marches. Pedestrians are not legally allowed to use the Eureka-Arcata corridor without getting a tedious Caltrans encroachment permit. 18

Page 67. Arcata General Plan has an "Intercity Travel" transportation policy, but it ignores pedestrians. The lack of legal and physical pedestrian access into and out of Arcata was pointed out during the review process, so the omission appears intentional.

Page 45 "To adequately address pedestrian needs...". It is strange that the report finally acknowledges there are really any pedestrian needs. The report does not acknowledge that pedestrians are prohibited from using the Eureka-Arcata corridor by Caltrans' "Pedestrians Prohibited" signs at the north end enforced by the CHP and hefty fines. Using ADA regulations to hide behind is unfortunate because of their unreasonable unreality. It is probably true that no wheelchairer has ever used the Indianola intersection since it was built or will do so in the next hundred years. But then there was that "brain damaged" pedestrian on 299 near Essex that was killed six years ago because Caltrans did not provide any pedestrian alternative route, so maybe the ADA threat is useful for other pedestrians. 19

Page 98. "Pedestrian use on Route 101 s infrequent from Airport Road northward." The report does not acknowledge that pedestrians are prohibited from using the Eureka-Arcata corridor by Caltrans' "Pedestrians Prohibited" signs at the north end enforced by the CHP and hefty fines. 18

Page 98. The RCCA has never admitted acceptance of the fact that pedestrians are prohibited from using the Eureka-Arcata corridor.

Dave Meserve in the 7-22-07 Tmes Standard quoted Caltrans' Project Development Manual which states "If Caltrans determines that a non-motorized facility approximately paralleling the highway would increase traffic safety or traffic capacity on the highway, Caltrans pays for the construction and maintenance of the non-motorized facility." This policy might apply if safety statistics showing some benefit from the proposed new construction, but bicyclist safety data do not show a bicyclist safety hazard. There are, however, three other existing government design policies which should have been applied to past construction, but with which Caltrans District 1 has not complied: 1) State Streets and Highways Code, Section 157, 2) Caltrans Sacramento design policy for alternative pedestrian routes, and 3) FHWA design policy requiring the inclusion of alternative pedestrian routes. Bicyclists are allowed to use the corridor, but pedestrians are not. 20

Dave Meserve suggested in the 7-22-07 Times Standard that a 12-foot wide trail be located a few feet lower than the rails on the highway side. This trail, however, is not a "safe pedestrian infrastructure". The "trail" is meant for single-purpose use by bicyclists and a single-destination goal. The "trail" also makes no provisions for bicyclists or pedestrians to cross Highway 101. 21

One newspaper reported the "trail" would cost about $30 million. Page 99 reports "an average of thirty-three riders per day midweek and an average of twenty riders per day on Saturdays." Sunday usage is no reported, but I guess 10. That's an average of 195 bicyclists per week, or 28 per day. "Caltrans data indicate that there were nine collisions involving bicycles in the Route 101 corridor between January 1992 and April 2002. Of these, seven were injury collisions." That's 7 injuries in 10 years. The expressway shoulders are 8 feet wide and have apparently been used "safely" for years by bicyclists. Some bicyclists may think riding on a highway with vehicles is scary, but apparently it is still very safe. Bicyclists don't pay taxes to help maintain or build highways, and it is not fair that bicyclists rate $1,071,000 each. It would be cheaper to provide a dedicated limousine service for bicyclists.

A 9-17-07 Times Standard article quotes Chris Rall of the bicycle group Green Wheels lamenting the "... lack of safe non-motorized access between Eureka and Arcata, the two largest cities n the county." Actually Rall is only referring to his bicycle club's interests, not that of other modes of 18

4

"non-motorized access" because pedestrians are not legally allowed by Caltrans to use the full route.

Page 118-119 "Bicycle and Pedestrian Travel" does not address longitudinal **pedestrian** travel in the corridor, only the sidewalks on the overcrossings in Arcata. Pedestrians are ignored. Page 120 also ignores pedestrians. 22

The bay side does not have room for the trail adjacent to the Simpson Brainard mill.

Some people, such as Dave Meserve, decry the "freeway mentality", however, the proposed Highway 101 construction will not change its classification to freeway because there are still expressway segments before and after the construction. 23

Page viii says the project is needed to address "uncontrolled vehicle crossing movements at median openings, which has led to past high collision rates as compared to similar facilities and predicted future collisions at access roads within the Route 101 corridor." The EIR/S, however, uses old collision rate data, prior to the safety corridor, to justify the proposal. 6

Caltrans' tax money should be spent on bypassing congested and plugged Broadway, not the smooth flowing Arcata-Eureka section. 24

NCRA, like most self serving government agencies, is looking out for itself and for railroads.

Page 14 cites signs and flashing lights as one of the engineering components of the present "safety corridor". About 70 obnoxious signs were installed as part of this component. Deleting the overrated "safety corridor" would get rid of many of these signs. Government, not private businesses, is by far the most significant visual polluter along Humboldt Bay. The Caltrans signs are closer to the traveling motorist than private signs, and they obscure a larger visual angle than the few private signs outside the Caltrans' right of way. 25

Page 122. Visual/Aesthetics ignores the impact of Caltrans signs. The newspapers for years have complained about private signs along the Bay and in the railroad right of way, yet Caltrans is the main polluter. 25

Page 150. "There is a need to balance the issues of opening Humboldt Bay views from Route 101 by removing Eucalyptus trees on the west side of the highway ...". The eucalyptus trees on the west side of the highway are only adjacent to the Simpson mill and do not block any view of the Bay. The statement is incorrect. 26

Page 122. Visual/Aesthetics ignores the impact of Caltrans signs. The newspapers for years have complained about private signs along the Bay and in the railroad right of way, yet Caltrans is the main polluter. 25

Page 15. The demise of State Senate Bill 1349 was good. Doubling the fines for speeding violations indeed brought out the police from Arcata and Trinidad to bolster their budgets, but it wasn't needed. Construction signs, often for several miles, also doubled the fines. Together would they quadruple a speeding fine? 27

Page 45. "A signal at Indianola Cutoff, without widening and increasing the number of lanes at the intersection to accommodate turning movements and volumes, would operate at LOS F. In order to meet the Operational Conformance criteria of LOS C or better, Route 101 requires nine lanes at the intersection." No information is given on the number of turning vehicles, but the number is apparently based on the defective traffic predictions based on defective population estimates. The defective traffic predictions also magnify the influence of weaving because of the additional lanes in the model. Page 107 Table 3-4 indicates that LOS F at Indianola is calculated based on "no improvements" and no signal. If there were traffic signals, then the LOS would be based on different delay criteria, and the LOS would be much better. **The traffic modeling calculations should be evaluated for all the intersections based on traffic signals at each intersection.** 28

Page 44. I suggest a different alternative than alternative Y2 scenario 3. **Reevaluate Caltrans' population and traffic projections and correct their blatant errors. All median crossings should remain. The posted speed limit should be 65 mph without waiting for the DMV Code (or lawsuits) to force the increase to this speed. Traffic signals at intersections should be synchronized to allow 65 mile per hour speeds and ensure gaps in the traffic. Electronic warning message signs (ITS technology) and flashing yellow lights should be installed prior to the signals to alert motorists that they will be stopped at the next signal if they maintain their faster speed. Motorists will be encouraged to slow down and form a continuously moving pack with gaps in between. Fewer vehicles would be caught at the signals, but the signals would allow for vehicle turning, pedestrian crossing, bicyclist crossing, and ADA. Install Red Light Run Photo Enforcement to catch any vehicles running the red lights. Since southbound traffic does not have significant right turn movements, initiate improvements from the south end so that the benefits of northbound traffic gaps will be implemented earlier. Improve the existing acceleration/deceleration lanes, bridges, and roadway pavement. Remove "Pedestrians Prohibited" signs. Save the taxpayers' money and use it on improving Broadway in Eureka.** 2 4 5 18

Page 45. "Because ... the risk that a signal at this location could likely have limited longevity...". Since the traffic and population projections are defective, installation of signals (my alternative above) would be a relatively cheap alternative and buy safety while Caltrans gets more realistic projections. 5 2

Page 105, Table 3-3. Table 3-3 uses $8.19 per hour of delay for alternatives 1 and 3 but inconsistently $5.37 for alternative 2. All three delay costs are ridiculously low (lower than burdened minimum wage) and artificially distort the significance. The magnitude of the annual delays is questionable. Alternative 1, for example, results in only 18 hours of delay per year. Alternative 3 results in only 4 hours of delay per year. No calculations are included of the **delay time and money lost** by the public due to presently reducing the speed from 65 to 50 mph. Using (38,000ADT)*(150% Caltrans' 20-year traffic inflation)*(2 directions)*(365 days)*((6 mile long corridor/50 mph) – (6 mi corridor/65 mph)) gives (41,610,000 trips/year)*(0.12 hr/trp - - 0.0923 hr/trip) or 1,152,277 delay hours per year. This is 132 24 hour a day life years or about 2 lifetimes (at 78 years per life). Using the simplistic calculations used in all the newspaper letters to the editor that I have read, this delay is "only about 2 minutes". At the ridiculous $8.19 cost per delay hour which Caltrans uses, the annual delay cost to the public at present is $9,437,149. With such wonderful government help, it s no wonder that Humboldt county economy chugs along so slowly. 29

Page 49. "Forcing" people into public transit or rail transit is useless, and these transit modes will have to attract people on their own merits. 30

Page xix. The list of definitions and acronyms used was useful. It is also appreciated that the term "acronyms" is not mistakenly used by itself in place of "abbreviations".

Responses to Charles Wilson:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor. Modified Alternative 3A identified as the Preferred Alternative in the Final EIR/S. This $46 million alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements.

2. See Group Response I-B.

3. See Group Response II-C.

4. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

5. See Group Response II-D.

6. Since the Draft EIR/S was approved in 2007, two intersections within the Eureka-Arcata Corridor have collision rates higher than the state average for similar intersections and traffic volumes. See Group Response I-A for more information regarding the project need and purpose. Also Chapter 1 of the Final EIR/S includes updated collision data as well as revised project need and purpose discussion.

7. This comment included an observation that there were several severe collisions along the Route 101 segment of Freshwater Lagoon Spit during a five year period prior to 2002. Caltrans acknowledges there were safety concerns often related to the high number of recreational vehicles (RVs) parking or accessing the Route 101 segment along the Freshwater Lagoon Spit prior to 2004. Prior to 2004, overnight RV parking was allowed and was popular on the Freshwater Lagoon Spit; the RVs parked end to end and close to the highway edge. In addition to the absence of a paved parking lot, there were no on- or off-ramps for large RVs to facilitate access to and from the fast moving Route 101 traffic. Since 2004, overnight RV parking is no longer allowed, which substantially eliminates RV and Route 101 traffic interactions thereby improving safety on the Route 101 segment of Freshwater Lagoon Spit.

8. Caltrans staff acknowledges the statistical sensitivity at the South G Street off-ramp can be misleading. At the G Street off-ramp even though the collision rate greatly exceeds the state average, the collision rate is not a concern since the traffic volumes are very low. However at Route 101 intersections at Mid City Motors and Indianola Cutoff the collision rates indicated possible concerns. Using California Highway Patrol collision reports, Caltrans engineers investigated these intersections and confirmed that a project could address safety concerns.

9. The collision rate is approximately twice the State average at Mid City Motor World and Indianola Cutoff. See Table 1-2 in the Final EIR/S.

10. After receiving numerous complaints from Manila residents, Caltrans staff is working with Manila residents to develop a viable solution to address traffic conditions on State Route 255.

11. After further review and evaluation of left merge moves relating to collisions, Caltrans staff acknowledges that merge moves are not as critical as the uncontrolled left turn moves. The proposed project is focused on eliminating uncontrolled left turn moves as the primary safety enhancement component of the project.

12. The discussion of interchange design relating to left merge moves has been deleted from the EIR/S. As stated in the previous response, the uncontrolled left turn moves are the primary safety concerns and if they are eliminated, constructing an interchange is not necessary.

13. In essence, left merge moves are not safety concerns; however uncontrolled left turn moves are permitted on the existing highway and the proposed project is needed to either control or eliminate these moves.

14. During early project planning and design stages, Caltrans studied the options of synchronizing signals as well as using pilot vehicles to provide adequate traffic gaps for left turn moves. After a preliminary evaluation, these options were ultimately determined to be not feasible. These options are discussed in Chapter 2 of the Final EIR/S.

15. The text discussed in this comment was taken from the Draft EIR/S section discussing the overall economy and demography of the County. Vehicle volumes on Route 101 are expected to increase in the future partly because of areas such as McKinleyville which is growing faster than the most of the rest of the County and many commuters from McKinleyville would use the Route 101 Eureka-Arcata Corridor.

16. Modified Alternative 3A identified as the Preferred Alternative in the Final Environmental Impact Report/Statement (EIR/S). This alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements. Various transportation projects to improve traffic conditions on Route 101 through Eureka are on-going.

17. Many bicyclists commute between Eureka and Arcata. The proposed project would enhance safety and traffic operations as well provide long term maintenance of the roadway for all travel modes.

18. Pedestrians are currently allowed on the expressway segment of Route 101 between Eureka and the Jacoby Creek Bridges; north of the Jacoby Creek Bridges, Route 101 is classified as a freeway with a posted 65 mph speed limit and pedestrian access is prohibited.

19. The need for a safe pedestrian and bicycle Route 101 crossing at Indianola Cuttoff is anticipated to become critical when the planned Humboldt Bay Trail is constructed on the west side of Route 101; the proposed interchange at this location would provide a protected crossing at this location.

20. See Group Responses I-D.

21. There are no trails proposed as part of the project; however Caltrans will be providing assistance to construct the Humboldt Bay Trail adjacent to Route 101 between Eureka and Arcata.

22. There is virtually no pedestrian travel north of the Airport Road intersection on Route 101. For pedestrians, the effects of the Build Alternatives would be similar to the potential effects of bicyclists. However, the pedestrian access between businesses and residences on Jacobs Avenue would not change, regardless of the alternative.

23. This comment is basically correct. North of the Jacoby Creek Bridges and through Arcata, Route 101 is a continuous freeway.

24. This comment is essentially correct that the level-of-service on Route 101 is acceptable; however the proposed project is needed to enhance safety and provide long term roadway improvements and improve the level-of-service for turning movements at intersections.

25. The existing Safety Corridor signs would be removed after project construction. The existing Safety Corridor signs need to be large and close to travelled way since they serve a vital safety function rather than an advertising purpose.

26. There are actually many eucalyptus trees north of California Redwood mill entrance which interrupt the line of sight of the bay from the highway. However, all trees on the west side of Route 101 will be preserved if Modified Alternative 3A is constructed.

27. No.

28. Various signal scenarios were evaluated using year 2031 traffic volumes on Route 101. Please see Group Response II-C and Chapter 2 in the Final EIR/S for more information.

29. In addition to time savings and complying with the California Vehicle Code governing the setting of speed limits, there are other considerations:

> Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a 1/2 signal at Airport and 101. The speed limit would need to be set accordingly for the signalized intersection.
>
> A 50 to 55 mph speed limit would help reduce greenhouse gas production and conserve energy compared to a 65 mph speed limit.

30. The EIR/S does not suggest any combination of public transit incentives or driving disincentives to address the project need and purpose. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

To: Kim Floyd
CT Project Manager

Subject: 1-HUM-101
Eureka /Arcata Corridor Study

Here are some of my comments/questions concerning the above referenced corridor study.

1. Median closures-Median closures should be considered on an individual basis, rather than a mass closing of all the openings. Criteria for closing should include: 1
   A. Accident history
   B. Value Engineering-The cost of circuitous travel (time costs and mileage costs) and costs of mitigation/litigation due to business impacts and devalued property, should be compared to the costs of frontage roads, interchanges, and an additional bridge across Eureka Slough.

2. Traffic signal at Airport Road/Route 101-I do not feel this would be wise for the following reasons: 2
   A Burns Memorial Freeway-I believe this portion of Route -101 is the Burns Memorial Freeway. I cannot think of any freeway that has a traffic signal controlling mainline traffic. A traffic signal would be a step backwards from the freeway status.
   B. Accident Potential-This section of Route-101 has two lanes in each direction separated by a unpaved median, has paved shoulders, and was constructed to high design speed standards. In addition, proposed improvements would provide a 30 foot wide clear recovery area where possible. On a highway such as this, drivers unfamiliar with the area would not expect to encounter vehicles stopped at a traffic signal. This has the potential for increased accidents at this intersection. 3

3. Alternate 1 and 2-Closing the median opening at Airport Road would add additional left turn movements at the V Street/Fourth Street and V Street/Fifth Street intersections During certain hours, these additional left turning vehicles would exacerbate problems at this intersection. 4

4. Revised Freeway Expressway Agreement?-Would any of the proposed alternatives require a revised freeway/expressway agreement?

David P. Wilson

David P. Wilson
PO Box 3082
Eureka, Ca.
95502

Response to David P. Wilson:

1. Closing one or more individual median openings in some combination was considered. However, in the case of the Route 101 Corridor, Indianola Cutoff is one of the intersections with the highest collision rates and is also one of the busiest intersections. Consequently closing just Indianola Cutoff would result in high traffic volumes diverting to the remaining intersections with open medians and thereby in effect just transferring the collision condition potential elsewhere without resolving the main problem. Also see Section 3.1.6 – Traffic and Transportation in Chapter 3 of the Final Environmental Impact Report/Statement (EIR/S).

2. Between the Eureka Slough Bridges and the Jacoby Creek Bridges Route 101 is classified as an expressway. Modified Alternative 3A is identified as the Preferred Alternative in the Final Environmental Impact Report/Statement. This alternative includes a half signal at Airport Road that would only stop northbound traffic (just departing from the 30 mph posted speed limit of the Eureka urban core) and would not stop the southbound Route 101 traffic. Roadway signage would be added or modified to alert drivers of the Airport Road signal. In addition, the project includes constructing an additional traffic lane in the northbound direction at the Airport Road intersection to accommodate vehicle queuing.

3. As stated in response number 2, Modified Alternative 3A is identified as the Preferred Alternative. The proposed half signal at Airport Road would provide southbound travelers a left turn signal phase to access Airport Road to avoid turning around on V Street.

4. The proposed project would not eliminate access, change the highway facility type, or add new access to Route 101.

Kim Floyd
CT Project Manager

December 8, 2008

Subject: 1-HUM-101
Eureka /Arcata Corridor Study
December 3, 2008 Public Meeting

Here are some of my comments/questions concerning the above referenced corridor study Alternatives presented at the December 3, 2008 public meeting.

1. Median closures-I still believe median closures should be considered on an individual basis, rather than a mass closing of all the openings. Criteria for closing should include: 1
   A. Accident history
   B. Value Engineering-The cost of circuitous travel (time costs and mileage costs) and costs of mitigation/litigation due to business impacts and devalued property, should be compared to the costs of frontage roads, turnarounds, interchanges, and an additional bridge cross Eureka Slough.

2. Modified traffic signal at Airport Road/Route 101-The modified signal system at this location (traffic signal for southbound left turning vehicles only as proposed by Alternate 1A) alleviates most of my accident concerns at this location. . 2

3. Revised Freeway Expressway Agreement?- The 1950's Freeway/Expressway Agreement map shows median openings at the proposed median closure locations. This Agreement was probably the result of public meetings and public hearings before being approved. The traveling public, adjacent property owners, businesses, and local agencies agreed based on this map. In addition, access controlled highway right of way was acquired and adjacent properties have undoubtedly been sold or leased, and businesses developed based upon this map. I believe median closures will require a Revised Freeway/Expressway Agreement. 3

4. Turnaround north of California Redwood (approximate PM 82.0)-Northbound Route 101 loaded lumber trucks accessing this business may have difficulty here. After using the turnaround these trucks would be required to cross two heavily traveled southbound lanes to gain entrance to the business. 4

David P. Wilson

David P. Wilson
PO Box 3082
Eureka, Ca.
95502

Responses to David P. Wilson:

1. Closing individual medians on a case by case basis was considered. However, the Indianola Cutoff intersection has both a high traffic volume and a high collision rate. If only this intersection were closed, that would shift the demand for left turn moves and crossing moves to the other intersection locations, which in effect does not solve the safety concern but shifts the safety concern to other locations.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal at Airport Road. The half signal would allow left turn moves for both motorists and bicyclists to and from Airport Road. Note that the signal proposed under Alternative 1A would restrict left turn moves from Airport Road to southbound Route 101. Alternative 1A was not identified as the Preferred Alternative since it received almost no public support and the turnarounds would discourage bicyclists.

3. The proposed project would not eliminate access, change the highway facility type, or add new access to Route 101.

4. Under Alternative 1A, northbound trucks needing to access the California Redwood mill on southbound Route 101 would need to use the turnaround location at Bracut or the Route 01/255 interchange in Arcata.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME: Mark Wilson

ADDRESS: 1301 M St | CITY: Eureka | STATE: CA | ZIP: 95501

REPRESENTING (name of organization or agency): Self

I would like to make the following comments:

(1) there is a great need for a bicycle path between Eureka + Arcata – it should be included here! 1

(2) Someone coined the phrase 'a $63 million solution to a problem already solved -- I think the 50mph safety corridor is a good idea + should stay. The forced speed change is an excellent method of getting drivers to re-focus their attention on driving safely 2

(3) Alt. 3, closing the median crossings, would be very inconvenient, wasting ~1,000 gallons/day of fuel, not to mention wasting time. If kept at 50mph, medians are safe 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Mark Wilson:

1. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

2. The No Build Alternative would not meet the project need and purpose of enhancing safety and constructing needed improvements. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), consists of various roadway improvements that would benefit all travel modes. Please refer to Group Response I-A and Chapter 1 of the Final EIR/S for more information regarding the project need and purpose. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

3. Although Modified Alternative 3A would result in slightly higher energy consumption and out of direction travel compared to the No Build Alternative, eliminating left turn and crossing moves would address a key safety concern.

Dwight Winegar
<dwightw@mac.com>
09/28/2007 01:28 PM

To Kim Floyd <Kim_Floyd@dot.ca.gov>
cc
Subject Commentary on DEIR-EIS US 101 Corridor Improvement Proj - ARC-EKA

CorridorComments3

The following are my concluding comments for today's Friday 29 September 2007 Deadline.

After lengthy analysis of the DEIR document, along with having attended City Council meetings, including listed to them on public access TV, and participated in the HCAOG-CAC meetings, my closing remarks are as follows:

I find the DEIR as written inconclusive needing more facts that have been noted by the various entities and in my comments below.

I feel there are certain concepts in Alternative 3 to be considered but with alterations to how they are proposed.

I strongly question if the segment from the vicinity of Murray Field (PM 81.0) to and including the Eureka Slough Bridge might be better broken off as a separate STIP project filed by the City of Eureka as a "Gateway Parkway." 1

The idea of a signal at Airport Road is strongly accepted, but there is strong question to not accept the lengthy acceleration and declarations to the extent that they would continue to/from the next crossings. The idea of removing vegetation and widening the shoulder the full length from Cole Ave. to Airport is not acceptable and should be evaluated from a 45 MPH speed basis. 2

Trees need to be considered as part of the historic and aesthetic elements, particularly the Eucalyptus grove, with the exception of a possible minimal removal for an acceleration- deceleration near the mill entrance. 3

Until LOS volumes are measurable at significant levels more than at peak hours, crossing gates still need to be considered for all crossings north of Indianola Road, and 4

the mill crossing.

Suggestions from the City of Arcata for roundabouts are totally unacceptable and could pose a safety hazard for large vehicles. They could also easily have problematic externalities of diverting traffic to CA SR 255 and Old Arcata Road. 5

Comments from Eureka Councilmember Larry Glass for extensive signalization would be unacceptable, and unsafe, unless the corridor were lowered in speed and re-engineered to the standards of a "major boulevard." However, this idea as a Gateway Parkway from the Airport southward would be acceptable. 6

Arcata City Council members did not seem to understand that an new concrete median would have a newer aesthetic flagstone finish. This would be the only acceptable look for such a barrier in my opinion, however it does not address the aesthetics of barren blacktop between the #1 lane and the barrier, which perhaps could be landscaped with ice plant, a non-skid astroturf, or some other aesthetic ground implementation still to be considered in engineering. 7

Regardless of which alternative is accepted, the need for development of the arcing ROW as an northbound onramp from Bayside Cutoff needs to be developed rather than the existing stop sign right turn. Please consider using the ROW along the fence line that ALREADY exists, rather than a mere acceleration lane from the stop sign. 8

The CA SR 255 Interchange with US 101 clearly needs revised engineering to make it a safe overcrossing for bicycle and pedestrian safety, however, since it is not actually considered part of the design element of this study it needs to be looked at as a separate project with far more alternatives than the "dog-bone" concept used at Giuntolli Lane and the only alternative expressed by the Arcata City Council. There are many considerations including being a major truck route interchange where further types of engineering alternatives need to be brought forth for review. 9

There also still remains question of how the LOS increase figures were arrived at to come up as high as 50 percent, although I would also like to ask what impact planned development near the US 101 Concept Corridor as far north as Brookings, OR (northern most point of the "Northern Redwood Coast"), including Del Norte County may add to regional traffic flow to and from metropolitan areas to the south, including but not limited to the greater SF Bay Area. 10 11

If a Class 1 bicycle and pedestrian trail is to be considered in further study, than the east side of the corridor also needs to be looked at rather than just the investigative report that was done for HCAOG along the railroad track. 12

The "diamond" interchange for Indianola Cutoff still looks like the best engineered alternative in terms of least "take" of wetlands, and suitable for the high LOS that seems to be the most unsafe, and highest volume crossing within the entire corridor. Fears of development continue to be unfounded based upon numerous mitiagating factors that make this difficult if not prohibitive. 13

What is also missing from this plan and why it does not offer the true fully need potential to be considered alternatives are bicycle plans and the inclusion of the railroad corridor and/or trail corridor on either siide of the highway corridor. 12

No build status quo is not acceptible, however the alteratives as proposed are lacking, and I feel there is still more refinement that could be made to offer more elements that trulyy meet needs and concerns than what we are presented with. 14

• Left turn/left merge movements at intersections; left-side ramps (allowing vehicles to enter the roadway from the left side) are contrary to what drivers expect and tend to have much higher collision rates than that of right-side highway exits and entrances. Collision analysis has shown that three times as many rear end, sideswipe, and overturned vehicle collisions occurred in the left lane as occurred in the right lane. (Page viii) 15

REMARK: 1) Airport Road would still require such a left side turn and merge to/from the southbound lanes of US 101 even if there were a signal, which is the preferred alternative for this intersection. This fact needs to be balanced with a full stop by all lanes resulting in the possibility of rear-end collisions from southbound freeway traffic at the end of freeway designation, thereby implicating a signal for northbound lanes and crossing only. 16

• Increased delays for turning and merge movements at intersecting access points within the corridor.

REMARK: With the exception of southbound turns at Bracut and Redwood-Simpson Lumber, there is a complete dead-stop to right turn full freeway acceleration to the northbound US 101 from Bayside Cut-off, while a full undeveloped onramp ROW exists at this location and needs to be utilized. 8

• The existing Route 101/255 interchange ramps and acceleration// deceleration lanes within the project limits do not meet current design standards; the pavement is also deteriorating. 17

REMARK: This entire bridge, over-crossing, and interchange is user unfriendly to bicycles and pedestrians and poses a hazard to such, yet this point is not clarified, emphasized, nor fully addressed with the alternatives. 9

• Improve safety at intersections;

REMARK: The major emphasis of this remark is addressed for automotive vehicular traffic and does not satisfactorily address 18

bicycle needs on this narrow and frequently travelled corridor, which also exists as the official "Pacific Coast Bicycle Trail". Also this route, due to the urban corridor is used by pedestrians especially when no bus service is available, and it no bus service is available to businesses along the corridor.

The four purposes mentioned on page viii are all recognized, and give strong credibility that Alternative 7 - No Build would not be acceptable, and for no improvements would be negligent.

ALTERNATIVE 1: (The following "parts" are taken from the summary, and are not concurrent with how they are listed in Section 1) 19

Part 1) The suggestion does not take into account full LOS ranges at all times of day seven days a week, but only presumes to have basis upon peak hours of travel which may extend into the weekday business hours, but not necessarily nights or weekends, levels need to be examined during off-peak mid-day weekday hours. While such high LOS may exist at given times, these hours if less than a 24/7 average week should substantiate crossing gates as first priority before the costs and externalities of a fixed median barrier with closure at these crossings. 4

Part 2) This suggestion would be aesthetically unacceptable for gateway entry into Eureka, a section which hold no potential to be a freeway section, but only a divided highway, and might only increase potential for higher speeds, while obscuring potential to median use with vegetation and consistency with adjacent wetlands wildlife and botanical habitat. While this section of median may be determined negligible for wildlife or botanical species, this neglects possibilities for gateway beautification with grass, shrubs, and/or planted materials. 1

Part 10) The removal of trees would not be acceptable by many residents of the local area, based both on aesthetics, and historic value to US 101, and should only be further evaluated after consideration of factoring in bicycle and pedestrian impacts, as well as a tree management plan as implicated, as well as looking at design of aesthetic concrete safety barriers as opposed to tri-beam metal barriers. 3

Part 11) A concrete median safety barrier as presented could be aesthetically implemented providing increased safety and lowered maintenance, however, it should not come at the cost of widening and paving of the median with removal of open ground cover that could be planted in a manor aesthetically welcoming as a Gateway to the City of Arcata. 7

All other parts of the provisions or elements to this summary for "Alternative 1" are reasonably acceptable.

ALTERNATIVE 2:
This is not truly an alternative but an addendum to Alternative 1, and is fully acceptable for all work that was put into providing the best interchange design for the heaviest LOS crossing in the corridor; however elements of alternative 1 as already addressed are not all acceptable. The diamond shaped interchange which now represents the least "take" of wetlands, and least expensive design for an interchange is very commendable and needs to given high priority for acceptance for its safety features and without delay to future costs. It would also concur with part 12 element of Alternative 1. 19

ALTERNATIVE 3:

This is also a much accepted solution to the fact of businesses along Jacobs Road, the Airport Entrance, and a potential turn around from northbound traffic to enter Harper Motors. Considering this is in a clear visible section from the north, and traffic would be slowed to clearly indicate the end of the freeway, and gateway to Eureka as a "Parkway" this would be a fully acceptable addendum to Alternative 1. However, again, there are certain elements of Alternative 1 that are not acceptable, especially with regards to treatment of the median from Airport Road to the Eureka Slough Bridge. The part 2 element of Alternative 1 would be fully unacceptable under this Alternative. 1

"An additional continuous northbound lane ... constructed from Cole Avenue to Mid-City Motor World ..." would be unacceptable on several grounds, that include aesthetics, additional (unnecessary cost), and increased speed in an area that would be controlled by a signal and wold still continue to have bicycle and pedestrian presence. This section needs to be recognized under the plans to be reviewed as a "parkway". 2

It is believed that the usage of the words "Alternative" are ambiguous and flawed since alternatives 2 and 3 are given as dependent variables upon the assumption of alternative 1 as presented. Therefore the chart on page xiii (Summary of Potential Environmental Impacts), and any other such notations that suggest 2 and 3 as alternatives is flawed and misrepresentative. The footnotes to this chart (Summary of Potential Environmental Impacts) however, is very significant, and needs emphasis to the community of 20 21

such implications.

I am not aware of finding how the report addresses wildlife from crossing the corridor, with increased potential of nighttime wildlife collisions between Bayside Cut-off and Samoa Blvd./CA SR 255. It is known that at certain times of year, deer will seek the salt waters of Humboldt Bay for soaking in and do cross the US 101 corridor. Additionally it has been proposed that the wetlands on the east side of this section will be further transformed from farmland to wetlands and wildlife habitat increasing the potential for wildlife to cross the corridor in this section. 22

While the report indicates early study sessions that included the extension of Jacobs Road to 6th Street, with bridging across the Eureka Slough, it is unclear what further potential exists of this idea. Additionally, it is unclear if the existing northbound US 101 bridge could be used by rolling into place, while building a new northbound US 101 bridge from the median between the two bridges that could be slid into place with an overnight closure based upon modern Caltrans engineering techniques. 23

Comments as reviewed and submitted as of Friday 07 September 2007.

Dwight Winegar,
Arcata, CA

This completes my comments for the closing of the Draft EIR-EIS deadline (see also extended comments below).

Dwight Winegar
PO Box 672
Arcata, CA 95521-0672

On Friday 07 September 2007 I wrote:
Here are my comments at this point (Friday 07 September 2007) upon review of the Draft EIS-EIR Document as presented with three "alleged Alternatives." These are my views, not entirely expressed as mine alone, but after hearing various sides and factors for quite some time. Since there are such diametrically opposed views in the greater community on what is being proposed, I feel my comments reflect something of a balance, that will not satisfy everyone, but rather objectively address various concerns with a fine tuning to the proposals as presented. (These comments may not be finalized until further review this coming week, if there is anything I missed.)

- Dwight

CorridorComments.rtf

This document contains comments regarding the Draft EIS, EIR for the US 101 Eureka - Arcata Corridor planning.

Are the three alternatives truely alternatives? 20

Concrete barrier would be more aesthetic than metal, however is it necessary for the full length of the project? 24

With a signal at Aiorport Road, the section from that point to Eureka Slough needs to be rethought as a Gateway Expressway ("Parkway") ratther than freeway. FREEWAY could be considered all the way southbound to the Indianola Interchange, however, beyond that point a 50 MPH Expressway corridor to come to a signal controlled stop at Airport Road seems more logical. Then next we need to look at the implications of this, incluging a Bayside northbound onramp from the ROW that already exists. 1 25 8

We also need to consider the 24/7 LOS for the corssings and if/when they will ever reach LOS necessary for a full time clousre that could not be controlled by peak hour crossing gates. 4

What is also missing from this plan and why it does not offer the

<u>Responses to Dwight Winegar</u>:

1. The City of Eureka has made a gateway suggestion to Caltrans staff; adding a gateway element to the project would not meet the project need and purpose.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), is similar to Alternative 3. One of the differences is that instead of a full signal Modified Alternative 3A includes a half signal at Airport Road which

would allow left turn moves to and from Route 101 without the need to construct an auxiliary lane starting at Cole Avenue.

3. Please see Group Response III-B-2.

4. A gate turning restriction alternative was identified and briefly evaluated in the early project planning and design process. This alternative was dropped from further consideration because closing the medians during peak periods would result in unacceptable diversion and out of direction travel during the heaviest travel periods. While it is true that the Modified Alternative 3A would cause out of direction travel, this alternative includes an interchange at Indianola Cutoff and a half signal at Airport Road that would minimize out of direction travel.

5. Caltrans staff generally concurs with this statement and roundabouts are not included in any of the project alternatives.

6. See Group Response II-C.

7. The proposal to replace guardrail with a concrete median barrier in Arcata has been dropped. The existing guardrail will be reset during construction. Because of the limited width at this location making maintenance difficult, landscaping will not be included at this location.

8. At the right turn access to northbound Route 101 from Bayside Cutoff, a northbound acceleration lane is proposed to replace the existing configuration. See Appendix A in the Final EIR/S for a plan view of this intersection. At Route 101 and Bayside Cutoff, the posted speed limit is currently 50 mph.

9. The City of Arcata is currently planning a combination traffic calming and non-motorized transit improvement project at State Route 255 in the area of Route 101.

10. See Group Response I-B.

11. The computer traffic model produces project traffic volumes based partly on historic trends in local and regional traffic volumes but not specific growth in adjacent counties.

12. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

13. Modified Alternative 3A includes a diamond interchange at Indianola Cutoff with a smaller wetland impact compared to the interchange design included in Alternative 3.

14. Caltrans staff has been working with public resource agencies, local governments, businesses, organizations, and individuals for over ten years to address concerns by refining the proposed project.

15. The text referenced in the Draft EIIR/S has been revised in the Final EIR/S. Although traffic merge moves from the left are not common on highways, the discussion in the Draft EIR/S stating left merge moves are factors in collisions has not been substantiated.
16. Modified Alternative 3A includes a half signal at Airport Road that would only stop northbound Route 101 traffic and require a left merge move from Airport Road to southbound

Route 101. The intersection would be modified to provide adequate merging distances and signage to alert northbound travelers of the signal at Airport Road.

17. While it is true that the Route 101/255 interchange in Arcata does not meet current design standards, the collision rates are below the statewide average collision rates for similar facilities: consequently improvements are not proposed other than paving and minor curb and shoulder improvements.

18. Since the Draft EIR/S was approved in 2007, the proposed project has been revised to address many bicyclists' concerns. See Group Response I-D for more information.

Since the public circulation of the Draft EIR/S in July 2007, the proposal to raise the speed limit to 65 mph on the expressway segment of Route 101 has been dropped. Please also see the posted speed limit discussion in Group Responses III-A-1 and 2.

19. Modified Alternative 3A is the Preferred Alternative identified in the Final EIR/S.

20. In the context of environmental documentation, distinct alternatives are identified, planned, designed, and evaluated for the purpose of avoiding or minimizing adverse environmental consequences. In this case Alternative 1 is predicted to have substantial out of direct travel with minimal wetland impacts while Alternative 2 is predicted to have much less out of direction travel but more wetland impact than Alternative 1.

21. The summary of potential impacts table is just that—a summary. A full explanation of the consequences of the build alternatives as well as the No Build Alternative is documented in Chapter 3 of the Final EIR/S.

22. Between Eureka and Arcata, Route 101 discourages most terrestrial wildlife from crossing between Humboldt Bay and the area east of Route 101. However, vehicle-wildlife collisions occur in various areas throughout the entire corridor. Median barriers will consist of thrie beam guard rail design, which allow openings for smaller animals to crawl under and with a height of 2.7 feet allowing larger animals to climb or jump over. For more information, see Section 3.1.1 Natural Communities in Chapter 3 of the Final EIR/S.

23. During the early project planning and design process, an alternative that included extending 6th Street to Jacobs Avenue over the Eureka Slough was evaluated. This alternative was dropped from consideration because constructing a new bridge would add a high cost element to the project without resolving the need for southbound Route 101 travelers to access Airport Road. Modified Alternative 3A would allow all turning moves to and from Route 101 at Airport Road without constructing a new bridge.

24. As mentioned in response 7, the proposal to replace metal beam guardrail with concrete median barrier in Arcata has been dropped from the project. Modified Alternative 3A does not include concrete median barrier at any location; also median barrier is only proposed at locations shown in Appendix A of the Final EIR/S—and not for the entire length of the project.

25. The freeway segment of Route 101 within the project limits extends from approximately Gannon Slough Bridges in Arcata and continues north through Arcata. Route 101 is an expressway between the Eureka Slough Bridges and Gannon Slough. The proposed project would not change the highway facility type.

Dwight Winegar
<dwightw@mac.com>
11/05/2008 04:02 PM

To kstricklan@humboldt1.com
cc kim_floyd@dot.ca.gov, hcaog@pacbell.net, tharper@harpermoters.com, oringer@humboldt1.com, chet_0gan@yahoo.com, rampturn@tidepool.com
Subject Re: Nov. 5 101 Safety Corridor Comments

Commentary on Caltrans US 101 Corridor Revisions - 2008-11

While I'm not totally sure that what I found online (I believe from a link on the HCAOG site), that this is fully representative of all that Kim Floyd will be addressing to night - I assume there could be more.

However, - After review of this one PDF file of graphics concept revisions for the Arcata - Eureka US 101 Corridor I find some things that seem to have moved in the right direction overall, and are good, while a couple items I highly question and reserve some criticism for further revision.

Briefly, based upon what I have seen and reviewed prior to the Wed., 05 November 2008 Evening Meeting at Eureka City Hall, I find an outline of key points are as follows:

1) • New "1/2 Signal" at Airport Road that includes STAA turn around loop to return northbound (but no southbound - westward movement into Eureka)

2) • New STAA turn around loops in the median, offset by roadway movement outwards from current alignment.

3) • Acknowledgement of need for a northbound onramp "curve" from Old Arcata Road, replacing the current "right turn" from dead stop to freeway speeds (although I have comments about the radius of this curve, including the available right-of-way).

4) • Continued lack of acknowledgment, and hence addressing "wildlife" crossing the "freeway" between Jacoby Creek bridge to South "G" Street in Arcata.

5) • Questions about loss of trees in the proposal.

Taking each of these points one by one from above I have the following comments:

#1 - I am not satisfied with this concept and it raises much discussion, namely that I felt a year ago after all was said and done, with several venues for input, it seemed a growing consensus that the freeway should END at Airport Road where there is a clear "line of site" coming from the North and in this section that is entirely within the city limits of Eureka (Airport to V St.) that this 1

would be a landscaped "parkway" at 45 miles per hour as a welcoming new "Gateway" to the county seat where there all plans for a cross town freeway have been dropped.

Additionally the right-of-way for acceleration to southbound US 101 into Eureka from Airport Road already exists. Even if there were NOT a full signal, with the freeway ending at this point, there still exists the possibility of letting southbound traffic flow non-stop to the existing end of the expressway with a "3-Way" signal. To clarify - when I say "3-way signal" I'm referring to the fact that a 1/2 signal as in the current proposal still requires northbound traffic to stop regardless. The volume of significant traffic for commerce at this intersection both serving the municipal airport as well as the industrial businesses along Jacobs Lane is largely dependent upon returning into the City of Eureka. The proposed "loops" only exist where there will be a closed median and no requirements to stop "freeway traffic". Therefore I say USE the existing acceleration lane after all that has already been put into making it safer rather than a "1/2 signal." 2

#2 and #5 - Seeing the "concept" proposed, in conjunction with a "Freeway" and median closure I basically like this idea - especially with our "habit" considerations for not building expensive and real estate consuming over-crossings, - or sea-level under-crossings. However, I see this WOULD require moving the roadway over in a "bowed" alignment at each "loop". I would like to get more precise details of visualizing just where these loops would be, and hence what sort of "take" of current shoulder easements we are looking at: "would there be a significant loss of trees and shrubs in these areas?" "Would it mean the loss of more "historic" Eucalyptus - in these areas as proposed? For that matter, for every tree that is "taken" for the project, is there a requirement to replant for landscaping and beautification? 3

In closing the median, as was a concern of Alex Stillman, - will we have a beautified median, looking more like a rock wall, rather than an ugly generic crash barrier (and of course this question only applies to the section where wetland take would not be part of protecting the median with a closure). 4

#3 - Old Arcata Road Onramp Improvement. I applaud the concept that there will be a ramp to replace the existing right turn from a stop sign and accelerating from 0 - 65 MPH in a short lane. At the same time, looking at the fly-over representation, I question the engineering of the arc of the curve as to why it is "trimmed" and not coming along the fence line of the existing ROW for a "faster" smoother acceleration. Essentially this would mean coming from "behind" the trees and vegetation rather than in front of them, or possibly minimizing removal. 5

#4 - In the fastest section of the existing Freeway ROW on the Corridor, basically from the Jacoby Creek channel northward to South G Street and the Samoa Blvd Exit it is a known fact, first pointed out by Supervisor John Woolley that this is a wildlife crossing area, especially with deer in the season when they want to get to salt water when insects are at their worst. As the City of Arcata has been acquiring this land from agriculture and turning it back into wetlands it was predicted (and hoped) that wildlife habitation would only increase! This means even more chance of hitting wildlife in this area, particular nocturnally active animals. It has not been uncommon to drive by in the morning and see small nocturnal animals that have been hit during the night in this area. Not only is this a threat to the animals but can be a possible vehicle hazard as well, both from doing damage to small passenger sedans, as well as people swerving to miss hitting a crossing animal. As I recall, Supervisor Woolley's thought on the subject at the time was to include deer fencing commonly found in British Columbia and Colorado, while diverting wildlife to under-crossings, such as the slough channels. 6

Further input will be subject to seeing the material and discussing it first hand tonight.

Responses to Dwight Winegar:

1. The freeway segment of Route 101 within the project limits extends from approximately Gannon Slough Bridges in Arcata and continues north through Arcata. Route 101 is an expressway between the Eureka Slough Bridges and Gannon Slough. Please see the posted speed limit discussion in Group Responses III-A-1 and 2. Gateway and landscaped parkway concepts are not included in the project scope of work since they would not meet the project need and purpose.

2. In November of 2008, when your email was written, the signalization at Airport Road concept did not include left turn moves from Airport Road/Jacobs Avenue. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S), includes a half signal at Airport Road that would allow left turns to and from Route101.

3. If this item is referring to Alternative 1A (turnarounds), a full description is included in Chapter 2 of the Final EIR/S. For a discussion of tree removal, please see Group Response III-B-2.

4. Currently, the removal of medians consists of removing the pavement. It is possible that one or more of the closed median crossings would need to remain clear for emergency response vehicle turnarounds.

5. If you are referring to the right turn access to northbound Route 101 from Bayside Cutoff, a northbound acceleration lane would replace the existing configuration. See Appendix A in the Final EIR/S for a plan view of this intersection. At Route 101 and Bayside Cutoff, the posted speed limit is currently 50 mph.

6. Between Eureka and Arcata, Route 101 discourages most terrestrial wildlife from crossing between Humboldt Bay and the area east of Route 101. However, vehicle-wildlife collisions occur in various areas throughout the entire corridor. Median barriers will consist of thrie beam guard rail design, which allow openings for smaller animals to crawl under and with a height of 2.7 feet allowing larger animals to climb or jump over. For more information, see Section 3.1.1 Natural Communities in Chapter 3 of the Final EIR/S.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Ben Winker

ADDRESS 500 Grotzman CITY ARCATA STATE CA ZIP 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I want a safe trail for running and bicycling and walking - linking Eureka and Arcata. How difficult would be it be to think about people as well as cars and trucks. STILL more important, the 55 mile an hour corridor works! No one has died! Where do the kids go when they cant drive but want to make it around the bays.

thanks.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Ben Winker:

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Michael Winkler

ADDRESS: 1090 12th Street
CITY: Arcata
STATE: CA
ZIP: 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

I am against all 3 proposed alternatives and 1
favor the no-build alternative. Projected 2
increases in traffic in excess of population growth
are not credible in light of rapidly rising gasoline
prices and shrinking global oil supplies. I favor 3
maintaining ~~the~~ and strictly enforcing the 50 mph limit.
I favor increased bus service and building 4
a bicycle and bus trail parallel to the rail.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Michael Winkler:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. See Group Responses I-B and II-E.

3. See Group Response III-A-3.

4. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project

Tuesday, August 7th, 2007

NAME George WinterSun Eureka CA 95501
CITY STATE ZIP

ADDRESS 1809 P Street

~~REPRESENTING~~ (name of organization or agency) Member of HBBCA & GreenWheels

I would like to make the following comments:

Since the current configuration is not the cause of any problems it seems perfectly satisfactory. Any of the proposed alternatives will have no change or lessen the access for bicycles. Certainly an interchange @ Indianola would be very bad for bicyclists, as we know on + off ramps are a source of conflicts potential crashes for all drivers. 1

I'm in favor of the NO BUILD/NO CHANGE Alt. 1

NOTE: Please submit comments no later than September 28th, 2007

Responses to George WinterSun:

1. Please see Group Response I-A.

2. Modified Alternative 3A, the Preferred Alternative identified in the Final Environmental Impact Report/Statement (EIR/S) includes several bicyclist safety enhancements. See Group Response I-D.

3. Currently bicyclists that are traveling on Route 101 past the existing Indianola Cutoff intersection must cross high speed traffic across both the acceleration and deceleration lanes as well as watch for vehicles turning left both from Route 101 and from Indianola Cutoff. The proposed Route 101/Indianola Cutoff interchange would eliminate the aforementioned potential "conflict" points and substantially enhance safety for all travel modes: instead of crossing lanes, bicyclists would exit from Route 101, cross Indianola Cutoff, and enter Route 101 without the need to travel across the paths of high speed traffic.

California Department of Transportation (Caltrans)
Public Meeting — Wednesday, December 3, 2008

PROJECT: Route 101 Eureka - Arcata Corridor Improvement Project

NAME: P-A & George WinterSun

ADDRESS (home): 1809 P St — CITY: Eureka — STATE: CA — ZIP: 95501

REPRESENTING (name of organization or agency): GreenWheels, Sierra Club, HumBicycle Com. Assoc

I would like to make the following comments:

We want the NO BUILD/NO PROJECT Option 1
NO IMPROVEMENT NEEDED
We need no changes to the Safety Corridor

~~More~~ Must fully address pedestrian & bicycle connectivity along the corridor 2

NOTE: Please submit comments no later than December 15, 2008

Responses to P-A & George WinterSun:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME: PA WinterSun
CITY: Eureka
STATE: CA
ZIP: 95501
ADDRESS: 1809 P Street
~~REPRESENTING~~ (name of organization or agency): MEMBER of HSBCA + GreenWheels

I would like to make the following comments:

I see no problem w/ the current configuration of the Safety Corridor on 101 bet. Ek & Arcata 1
Any money should be spent on improving bicycle access + safety in said corridor 2
I VOTE for the NO BUILD ALTERNATIVE
Any of the other Alternatives lessen access which is bad.

NOTE: Please submit comments no later than September 28th, 2007

Responses to PA WinterSun:

1. For a discussion of bicycle improvements, please see Group Responses II-B, II-E, II-F, II-G, and II-H.

2. While it is accurate that Modified Alternative 3A would reduce access, this alternative would offset most of the access restrictions by signalizing Route 101 at Airport Road and providing an intersection at the mid-point of the corridor. This alternative would enhance safety for all travel modes.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: Jaya Wishnoff
CITY: Loleta
STATE: Ca
ZIP: 95551
ADDRESS: 508 Echo Ln
REPRESENTING (name of organization or agency): tax payer

I would like to make the following comments:

I do not support making changes to 1
the safety corridor between Arcata
and Eureka. No increasing speed, 2
no more exits and no spending 3
Money! 4

Thank you.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Jaya Wishnoff:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

3. The proposed project would not add any additional Route 101 exits.

4. Modified Alternative 3A was selected as the Preferred Alternative in the EIR/S. This $46 million alternative would meet the project need and purpose to enhance safety and construct long term maintenance improvements.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME
MINNIE WOLF

ADDRESS 4401 Cedar St. CITY Eureka STATE Ca ZIP 95503

REPRESENTING (name of organization or agency)
SELF and Keep Eureka Beautiful

I would like to make the following comments:
Removal of beautiful trees to accomplish a flawed project is a tragedy. Destroying the beauty of the "Historic Scenic" tree corridor results in a VERY NEGATIVE ENVIRONMENTAL IMPACT 1

NOTE: Please submit comments no later than September 28th, 2007

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME
MINNIE WOLF

ADDRESS 4401 Cedar St. CITY Eureka STATE Ca ZIP 95503

REPRESENTING (name of organization or agency)
myself and Keep Eureka Beautiful

I would like to make the following comments:
The improvement project is NO longer necessary. The "Safety Zone" speed limits have eliminated fatal accidents. 2

Also PLEASE do NOT cut down any more trees. You have already cut down too many trees.

NOTE: Please submit comments no later than September 28th, 2007

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME: MINNIE WOLF

ADDRESS: 4401 Cedar St. CITY: Eureka STATE: CA ZIP: 95503

REPRESENTING (name of organization or agency): myself and Keep Eureka Beautiful

I would like to make the following comments:

adding a "TRAFFIC LIGHT" on a major freeway is a DEATHTRAP! I have personal knowledge of these DEATH TRAPS. I was almost killed at one on another freeway. Please call me and I will be very willing to share details with you. 707-445-3501 or 707-407-6224 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Minnie Wolf:

1. Please see Group Response III-B-2.

2. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor and Group Responses III-A-1 and III-A-2 regarding posted speed limits.

3. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, includes a half signal at Airport Road. However the proposed signal would be located close to the urban core of Eureka and within the expressway segment of Route 101—not the freeway segment.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME
Adam Wollter

ADDRESS	CITY	STATE	ZIP
3492 LK Wood Blvd., Apt. D	Arcata	CA	95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

In accordance with AB 32's goals of reducing greenhouse gas emissions, it is not logical to pursue a policy of widening roads and increasing traffic speeds. The current 101 "Safety Corridor" alignment is the safest for alternative transport, owing to its reduced speeds, and thus is most compatible with AB 32. Therefore, I would urge that the "No Build" alternative be adopted.

NOTE: Please submit comments no later than September 28th, 2007

<u>Response to Adam Wollter</u>:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, does not include roadway widening for through traffic lanes. See Group Response III-A-1 regarding the posted speed limit after construction. For a discussion of climate change and sea level rise, please see Chapter 4 of the Final EIR/S.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
LARRY WOMACK

ADDRESS | CITY | STATE | ZIP
310 UNION ST. # | ARCATA | CA | 95521

REPRESENTING (name of organization or agency)

I would like to make the following comments:

NO ALTERNATIVE SHOULD BE CONSIDERED WHICH 1
DOES NOT INCLUDE BIKE PATHS BETWEEN ARCATA 2
AND EUREKA, WITHOUT THE ELEMINATION OF ANY TREES, 3
IF THE OBJECTIVE IS TO LIMIT ACCESS AND 4
INCREASE THE SPEED LIMIT, THEN ALL THREE
PROPOSALS SHOULD BE SCRAPED.
ALL THAT MAY BE NEEDED TO IMPROVE
SAFETY IS THE INSTALLATION OF TWO OR 5
THREE STOP LIGHTS.

NOTE: Please submit comments no later than September 28th, 2007

Responses to Larry Womack:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

3. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka-Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

4. See Group Response III-B-2 for a discussion of trees.

5. See Group Response II-C.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME: A. K. Wood
CITY: San Diego
STATE: CA
ZIP: 92118
ADDRESS: 3183 E Fox Run Way
REPRESENTING (name of organization or agency): REGULAR VISITOR

I would like to make the following comments:

I SUPPORT THE NO-BUILD SOLUTION. I HAVE EXPERIENCED THE CORRIDOR BEFORE & AFTER THE CURRENT IMPROVEMENTS. A $62 MILLION "FIX" OF SOMETHING THAT'S WORKING MAKES NO SENSE. IT DESTROYS TREES, BICYCLING (THERE ARE LOTS OF COMMUTERS) AND MAY POSSIBLY GAIN A 5 MINUTE ADVANTAGE FOR AUTO TRAFFIC. LEAVE IT THE WAY IT IS — IT'S WORKING! 1 2 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to A. K. Wood:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would cost approximately $46 million and would enhance safety and provide long term roadway improvements.

3. Modified Alternative 3A includes design features and measures minimize and avoid effects to bicyclists and trees.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME Beth Wood

ADDRESS 3183 E Fox Run Way | CITY | STATE CA | ZIP 92111

REPRESENTING (name of organization or agency)

I would like to make the following comments:
Um (I) prefer the no-build alternative. The 62 million cost is astronomical. Cutting down 570% of the existing trees would be a disaster. Our visitors (annually) to the area that seems to be no problem traffic wise. The 55 mi safety zone works perfectly well.

NOTE: Please submit comments no later than September 28th, 2007

Response to Beth Wood: The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

Modified Alternative 3A, identified as the Preferred Alternative in the Final EIR/S, would enhance safety and provide long term roadway improvements.

See Group Response III-B-2 for information regarding tree removal.

George Wrenn
2955 Lowell St.
Eureka, CA 95501

To Caltrans planners:

I am opposed to the construction plans. 1

Better traffic signs and motorist education will solve most of the traffic flow problems on the 101 corrodor.

Please do not waste taxpayer money when much simpler solutions are available.

The long-term viability of the 101 corridor from Eureka to Arcata, given the predicted sea level rise that will occur in the coming decades, should be your main concern. 2

Responses to George Wrenn:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. Chapter 4 of the Final EIR/S includes a detailed discussion of anticipated global climate change and sea level rise.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Jay wright Arcata CA 95521

ADDRESS CITY STATE ZIP
170 G. ST

REPRESENTING (name of organization or agency)
SeLF

I would like to make the following comments:
Rumble strips to separate cyclist from cars!

NOTE: Please submit comments no later than September 28th, 2007

Response to Jay Wright:

Since the Draft Environmental Impact Report/Statement (EIR/S) was approved in 2007, the Route 101 roadway between Eureka and Arcata has been re-striped to provide 10-foot wide outside shoulders with colored pavement and rumble strips in both directions throughout the project to enhance bicyclist safety. See also Group Response I-D for more bicycle improvements discussion.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
Jon Yalcinkeyer

ADDRESS | CITY | STATE | ZIP
2255 B Silverbrook Ct | McKinleyville | CA | 95519

REPRESENTING (name of organization or agency)

I would like to make the following comments:

Please reconsider improving the corridor in such a car-focused manner. The strip of land that is available for transport is narrow & precious. Please hold off on this project for now & make small improvements where necessary for safety & maintenance & save the big money spending when plans are in place for alternative plans like rail & bike. Thank you!

NOTE: Please submit comments no later than September 28th, 2007

Responses to Jon Yalcinkeyer:

The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement, which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

Holly Young
4040 Dows Prairie Road
McKinleyville, CA 95519

To Caltrans planners:

I have lived in this area for over five years. I moved up here to go to HSU in 2002 and after I graduated I didn't want to leave because I love this area. The whole time I've lived here, I haven't owned a car. I've gotten around on the RTS bus and by bike. This hasn't been easy, but honestly it's been a lot easier and less dangerous than driving.

I am not one to ride my bike on the 101 but I know a few people who. I fear for their safety after reports of the recent accidents; one cyclist who got hit by a motorcycle is a radio d.j. for KHUM radio, the other one an HSU professor who got hit by a car. All these men were doing was riding on the side of the freeway, just like every other day of their lives. With the increase in traffic along the 101, and the increased speed limits, these types of accidents will definitely be on the increase as well.

All I ask is that you consider the health and well-being of people who choose to cycle from Arcata to Eureka and consider a separate bike path/road. It would be safer for both the cyclists and the motorists. With the increase in congestion and the cost of gas, not to mention the negative effects on the environment too much car exhaust has, I'm sure many people would choose to ride their bikes along this road. I know I would!

Thank you for taking the time to consider my suggestions,

Holly Young

Response to Holly Young:

Caltrans staff has been studying, designing, refining, evaluating, and meeting with the public for over ten years to develop this project. Bicyclist needs and improvements have been considered from project initiation for all build alternatives. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H.

California Department of Transportation (Caltrans)
Route 101 - Eureka/Arcata Corridor Improvement Project

NAME
ANDY ZALOWSKI

ADDRESS | CITY | STATE | ZIP
4518 VALLEY WEST BLVD | ARCATA | CA | 95521

REPRESENTING (name of organization or agency)
A-Z CONSTRUCTION

I would like to make the following comments:

I'm A CALIFORNIA BUILDING CONTRACTOR WHO USES THE CORRIDOR ON A DAILY BASIS. IT IS MY FIRM BELIEF THAT ALTERING THE CORRIDOR FROM ITS CURRENT STATE IS A MISTAKE. ANY MONEY SPENT SHOULD BE ON ALTERNATIVE TRANSPORTATION & BIKE SAFETY. RAISING THE SPEED LIMIT IN ANY AREA IS NOT A SAFETY STEP. THANKS.

1
2
3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Andy Zalowski:

1. The No Build Alternative would not meet the project need and purpose. Please refer to Group Response I-A and Chapter 1 of the Final Environmental Impact Report/Statement (EIR/S), which has been revised. Also see Group Response II-B regarding maintaining the Safety Corridor.

2. For a discussion of bicycle improvements, please see Group Responses I-D, II-B, II-E, II-F, II-G, and II-H. For a discussion of public transit improvements, see Group Responses I-D, II-A, II-E, and II-F.

3. The Draft EIR/S did mention raising the speed limit within the Route 101 Eureka – Arcata Corridor to 65 mph; however this proposal has been dropped. See Group Responses III-A-1 and 2 for more information.

California Department of Transportation (Caltrans)
Public Hearing
Route 101 - Eureka/Arcata Corridor Improvement Project
Tuesday, August 7th, 2007

NAME: Gretchen Ziegler

ADDRESS: 1235 8th St. #A | CITY: Eureka | STATE: CA | ZIP: 95501

REPRESENTING (name of organization or agency):

I would like to make the following comments:

No light @ airport rd 1

Make sure all wildlife can cross median - please no solid barriers! 2

Please account for bicycle commuter safety - wide shoulders etc 3

NOTE: Please submit comments no later than September 28th, 2007

Responses to Gretchen Ziegler:

1. Since the start of the Environmental Impact Report/Statement (EIR/S) process, Caltrans has worked with governments, public resource agencies, businesses, organizations, and individuals to develop and refine a balanced, effective transportation solution. Modified Alternative 3A, the Preferred Alternative identified in the Final EIR/S, does include a half signal at the Route 101/Airport Road intersection. The half signal would minimize out of direction travel as well as provide access to the many businesses and residences along Jacobs Avenue as well as the airport.

2. The proposal to include concrete median barriers proposed in the Draft EIR/S has been dropped.

3. Please see Group Response I-D.