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**Sent:** Thursday, February 23, 2017 9:58 AM  
**To:** Crystal Geysler <[crystalgeyser@analyticalcorp.com](mailto:crystalgeyser@analyticalcorp.com)>  
**Subject:** Crystal Geysler and the DEIR

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2/23/17

Mr. Sawyer:

Re: Crystal Geysler DEIR /TRUCKING AND TRAFFIC

I am writing to propose my two ideas about ALTERNATIVE TRUCK ROUTES because of my concerns for NIEGHBORHOOD SAFETY when Crystal Geysler [CG] trucks miss their left turn into the plant. There is no good solution to this problem, assuming CG begins production in Mt. Shasta. However, the problem still remains and must be addressed. While the solution I propose is no doubt less than ideal to some, the discussion my idea can bring may result in a better answer\* to the problems than any of us have thought of to date.

I propose that **it is a bad idea not to** identify a mandatory alternative trucking route for use when the CG trucks fail to turn left. We cannot assume it will never happen; it is unrealistic. We must be prepared. It is a fact that the trucks only have .1 miles to look ahead and see a sign on the right [which does not yet exist] pointing to the left turn. Because of a curve in the road prior to 1/10 of a mile before the turnoff, a driver cannot see the turn any sooner regardless of speed. The truck must be going less than 30 mph to slow down or stop to make this turn. It was true for me in my Honda Civic. If the trucker sees the turn in time, but a car is in the opposite lane and the truck cannot slow enough, he will miss the turn even if he does see it and turning around will be required.

CG and the City of Mt. Shasta [hereafter the "City"] appear to have agreed that no CG trucks will utilize Ski Village Drive or Everitt Memorial Highway, and they will utilize the Abrams Rd exit on I-5 rather than the North Mt. Shasta Blvd first. I have asked certain questions in City Council meetings and been informed that this agreement is somehow binding. I am not aware what resources were used to arrive at this agreement. However, the resources appear to exist. I recommend the use of these "resources" again, to arrive at either of these agreements [#1 or #2]\*:

IDEA 1:

Once the trucker fails to turn left, he must continue on southward toward the City. Just over the railroad tracks, the road forks onto Chestnut Street and traffic can bear left, but the road actually goes straight when bearing left. Two blocks down is E. Ivy St and three blocks down is E. Jessie St. Turning right on either of these [one should be chosen] will enable the driver to turn right onto N. Mt. Shasta Blvd and result in an effective turn around. The trucker will then be able to turn right into CG just after Cross Petroleum and the railroad tracks. Both E. Ivy and

E. Jessie are very wide the block adjacent to N. Mt. Shasta Blvd: there is additional parking on both sides which is not fully utilized, so there is plenty of room for trucks.

I am suggesting that E. Ivy be utilized, but a sign should be posted on each block with arrows and directions for trucks to easily follow. These signs need to be at least the size of a standard "No Left Turn" sign. I believe 4 would be adequate and an additional sign at the CG driveway for a right turn will also be needed. If you google "W. Ivy Street map" you will see the area I am discussing clearly. The map will not paste into this letter.

<https://www.mapquest.com/us/ca/mount-shasta/96067-2338/310-e-ivy-st-41.318871,-122.314722>

IDEA 2:

A longer route for turning around is possible. It also avoids many neighborhoods and the downtown area. More signs will be needed on each block. More wear and tear will occur on our roads. However, it could work: The trucker will continue southward on N. Mt. Shasta Blvd. until the FIRST flashing red light and turn right onto Alma St, and proceed across the railroad tracks, past the National Forest Service, and turn left onto Pine Street. Then, proceeding to the end of Pine, the driver will turn right at Lake St, where Sports & Spirits is located. A short distance downhill is a northbound entrance for I-5, and the driver can begin to watch for the Abrams Lake exit, turn off, and try for the left turn again.

I recommend that these routes be mandatory with \$300. fines for CG trucks who stray from the route. Of course it will be better for everyone if they do not miss the turn. I recommend citizens be empowered to ticket and receive \$100.00 of the fine for trucks that stray. I believe a City Council meeting needs to address these issues. CG and the City are able, with their resources, to put these items on the agenda. They should be required to do so as a mitigation. A decision needs to be made whether such truck routes need to be a permit condition for CG. CG can be assigned to inform the truckers of the traffic rules for them in the course of doing business. Let us not wait for the liability of a horrible accident to occur because this issue was ignored. We should address this problem now and install the most thorough/best mitigation possible to address the problem.

Thank you for hearing my ideas.

Marsha Yates

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