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Sent: Sunday, February 26, 2017 7:58 PM
To: Crystal Geysler <crystalgeyser@analyticalcorp.com>
Subject: Crystal Geysler Draft EIR Comment

Draft EIR Comments-Crystal Geysler

Analytical Environmental Services
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Attn: Ryan Sawyer AICP

Comments regarding section 4, Transportation and Circulation

After reading section 4 of the Crystal Geysler Draft EIR, I do not believe that this document has taken into account the potentially dangerous situation that could occur with a large number of heavy trucks heading north and south on to North Mount Shasta Boulevard. As a daily commuter, I have on many occasions, come upon vehicles stopped on North Mount Shasta Boulevard heading south, waiting for oncoming traffic to clear to allow a left turn onto Ski Village Drive. Having come off southbound Highway 5, you often do not see the stopped cars as you are coming around the sweeping bend toward the intersection of Ski Village Drive and Nixon Road on Mount Shasta Boulevard. I believe that conditions in this area deserve a closer look in the Draft EIR. Specifically, how can the danger of rear-end collisions be reduced, especially during winter driving conditions when the North Mount Shasta Boulevard roadway between the freeway and downtown can remain dangerously ice-covered? Much longer stopping distances are required due to the limits of visibility resulting from the speed limit and the sweeping curve. From personal experience I see that young, inexperienced drivers frequent this route as they commute to Mount Shasta High School requiring them to turn left onto Ski Village Drive. I believe that the danger of rear-end collisions could be reduced by providing a left turn lane onto Ski Village Drive for vehicles heading south on North Mount Shasta Boulevard.

My second area of concern is the left turn into the project area from southbound North Mount Shasta Boulevard. There is no turn lane so any vehicle, especially any one of the anticipated 100 semi-trucks, will have to stop in the southbound traffic lane as they wait to turn left across North Mount Shasta Boulevard. There is insufficient shoulder for cars to drive around vehicles stopped in the roadway and those drivers who either cannot slow down in time or do not wish to wait will be driving across the existing bike lane causing a potentially dangerous situation to bicycle riders as well as pedestrians. In addition, vehicles stopped in the southbound lane of North Mount Shasta Boulevard will quickly block the Nixon Road/Ski Village Drive intersection contributing to the already dangerous turning situation referenced above. I urge the County to require that a left-turn lane be installed on North Mount Shasta Boulevard so that southbound vehicles can stop without blocking traffic for northbound traffic to clear before turning into the project site.

Lastly, I have concerns about the safety of drivers that must turn onto North Mount Shasta Boulevard from Nixon Road and Ski Village Drive which is the feeder street for residences, a nursery, the City Park, Mount Shasta High School and the Senior Center. Traffic from Nixon

Road must currently negotiate a busy railroad crossing before turning either north or south. How much more dangerous will this intersection become for these people who will have to contend with the additional challenge of watching for semi-trucks coming from both directions? Several other businesses have ingress and egress onto North Mount Shasta Boulevard in this area including a gas station, auto repair facility, veterinary hospital and residences on Fee Road. How will their access onto North Mount Shasta Boulevard be delayed as they wait for semi-trucks to leave or enter the project site?

In closing, after reading the Draft EIR I find that it is deficient in the discussion of potential impacts and mitigations for the intersections that I have referenced above. The analysis focuses almost entirely upon projected levels of traffic and does not have sufficient detail relating to the potential impacts of the increased traffic to the Nixon Road/Ski Village Drive intersection and the area to the south. I urge the County to direct further analysis of the impacts that this project will have on the intersection of North Mount Shasta Boulevard and Nixon Road and Ski Village Drive as well as North Mount Shasta Boulevard to the south. Could turning lanes as mentioned above provide a safer driving situation and potentially save lives?

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