

Re: public comment scoping session STIP to upgrade a section of SR 1, item 7B 21-224,

Dear Planning Commissioners,

I appreciate having the opportunity to comment on a future plan. I have read the 12011 South Main Street Access and Beautification Plan when it first was published.

As we are still in the Environmental and Design Phase I want to submit my thoughts below. Looking at page 4 of the Staff Presentation the amount of money needed for this project will be about \$3 million. I understand that you secured \$1.5 million in STIP money.

The staff report lists under project description the scope of work including #'s 1 to 4.  
# 3 To have a mural on the new fence should only happen if there was a juried show with artwork presented by local artists. As this is the fence bordering the old GP property and in the past the public was not allowed to enter (when it was still the GP mill) it might be interesting to reflect that logging history.

# 4 relocations of underground utilities. I kept asking in my public comments to Caltrans if small cell wireless devices will be installed or prepared for future installation. I never got an answer, but insist that the public is informed about that. Caltrans listed the installations of joint poles. Will any of these be considered as well? Who would have access to these?

On page 7 of 9 Alternative # 2 Aesthetic Improvements you show a picture of a star shaped icon which I could see possible, but I would prefer that the area in front of the fence is landscaped by drought tolerant plants, cactus, etc. Nothing else would need to be done.

As far as crosswalk markings are concerned I do not necessarily believe the 10,000 daily trip count. Traffic studies for the Hare Creek mall, the Grocery Outlet Bargain Market, as well as the Auto Zone were faulty. Instead of having a 40 miles per hour speed limit in certain areas it would be better to slow the traffic down to 35 miles per hour and 25 miles per hour for areas closer to downtown. That way we do not have to make Fort Bragg look like any big city. After all we still have a chance to declare SR 1 as a scenic road. The tourists (that are our bread and butter) who come here do not want more Wrong Way/Ride With Traffic signs, green painted bike lanes, crosswalk signage, additional lighting, "ladder" pavement markings, etc.

This area attracted many artists who have a keen sense for what is aesthetically pleasing and realize what is calming and pleasing to the human senses. Just because Caltrans gets away with their corporate designs in certain cities does not mean this is the only option for Fort Bragg.

To do any work in downtown Fort Bragg it is extremely important that this does not become a piecemeal job. It needs to be looked as holistically as 1 project, no matter who finances what (Caltrans, STIP, MCOG, the City, or other entities). Also this work needs to be done not in the middle of the summer in the middle of tourist season. Also it is important to be calculating in that possible construction of a Grocery Outlet, a second Dollar Store, the Avalon Hotel and Conference Center, etc. needs to be taken care off so that the public and the tourists have a break from constant construction for safety reasons, noise issues, and piece of mind.

For more information see what Caltrans proposed for downtown Gualala.

<https://dot.ca.gov/caltrans-near-me/district-1/d1-projects/d1-gualala-downtown-streetscape-enhancement>

Sincerely, Annemarie Weibel  
5-12-2021