

## James Feenan

---

**From:** Steven Switzer  
**Sent:** Tuesday, March 12, 2024 4:09 PM  
**To:** James Feenan  
**Subject:** FW: CalTrans CDP #2023-0013; sight lines

Public Comment for CDP\_2023-0013.

Mendocino County

MAR 12 2024

Planning & Building Services

*Steven Switzer*

Planner II

County of Mendocino  
Department of Planning & Building Services  
860 N Bush Street • Ukiah, CA 95482  
Main Line: 707-234-6650  
Fax: 707-463-5709

[Switzers@MendocinoCounty.gov](mailto:Switzers@MendocinoCounty.gov)  
[MendocinoCounty.gov/PBS](https://www.mendocinocounty.gov/PBS)



---

**From:** Amy@WCPlan.com <Amy@WCPlan.com>  
**Sent:** Tuesday, March 12, 2024 3:03 PM  
**To:** pbscommissions <pbscommissions@mendocinocounty.org>  
**Cc:** Julia Krog <krogj@mendocinocounty.gov>; ROBERTSON, JESSE GRAHAM@DOT <jesse.robertson@dot.ca.gov>; Steven Switzer <switzers@mendocinocounty.gov>  
**Subject:** CalTrans CDP #2023-0013; sight lines

**Caution:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Coastal Permit Administrator,

Regarding the CalTrans proposed Gualala Shoulders & Rumble project in Gualala, CDP #2023-0013, we would like the applicant to let the public know if sight lines will be improved as the result of this project.

**In particular, will sight lines at Gypsy Flat Road be improved as the result of this project?**

**If so, by how many feet?**

**If not, why was the project not extended to improve sight lines at Gypsy Flat Road?**

Also, I have learned that in 2017 CalTrans added language to their Encroachment Permit review process that requires CalTrans staff to deny Encroachments that cannot meet sight line distance requirements.

There is a process to obtain a Design Standard Decision Document from CalTrans to approve an exception. However, the process to obtain such an approval is unreasonably expensive; we have received ballpark quotes from engineers of upwards of \$200,000. Submittal of a request for a DSDD gives no guarantee that approval would be granted.

In addition, a DSDD process requires that the engineer accept liability for any deaths/injuries due to accidents that may arise due to reduced sight lines. We have not been able to find any engineering firm, no matter how large, that is willing to accept such liability. Therefore, even if someone could afford the \$200K to submit a DSDD request, the liability issue makes such a request impossible to make.

On the other hand, CalTrans accepts this liability with all of their facilities. Why can't they accept liability for these additional small projects (driveways)?

As I am sure you know, Highway One (as well as Highway 20) is, for the most part, a narrow, two-lane, windy State highway.

There are numerous vacant parcels along Highway One.

**Is it the intention of CalTrans to perform a regulatory taking of vacant parcels along Highway One that are otherwise developable?**

**If so, how will CalTrans compensate the property owners of these properties?**

**With the County's LCP update, there is an opportunity for the County to work closely with CalTrans to develop pathways to approving Encroachment Permits for existing parcels of record in the safest locations feasible along their roadways.**

Thank you for receiving and addressing my comment during the CPA hearing on Thursday.

Best,  
Amy

Amy Wynn, Principal Planner  
Wynn Coastal Planning & Biology  
703 North Main Street  
Fort Bragg, CA 95437  
ph: 707-964-2537  
fax: 707-964-2622  
[www.WCPlan.com](http://www.WCPlan.com)



#### Disclaimer

The information contained in this message and any attachments may be privileged, confidential and protected from disclosure. If you are not the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this email in error, please notify us immediately then permanently delete the email. Thank you.