

Myth #3 Caltrans "alternative" is a two lane elevated freeway.

Reality: The Bypass is planned as a four lane in two phases. Caltrans plans to excavate and grade for four lanes, narrowing to two lanes across the viaduct. The current plan leaves the viaduct a two-lane pending additional funding.

Myth #4 The northbound "bottleneck" at Safeway and the railroad tracks will be unplugged. Traffic on Walker Rd., the highway 20 intersection and Sherwood Rd. will be eased.

Reality: None of these traffic sources are addressed by the Bypass. The bottleneck at Safeway is caused by Caltrans' road striping that funnels the two north bound lanes into one with a turn lane.

The Bypass is likely to form a new bottleneck at the northbound Walker Rd. exit where drivers must come to a full stop before entering town. Traffic from the Coast and Brooktrails will not be alleviated by the Bypass.

See real solutions on the inside of this pamphlet.

Tell Caltrans to consider alternative, least harmful, routes as required by law.

Help Stop the Bypass!
Find a Better Way!

**Redwood Nation
Earth  First!**

Contact: (707) 459-0548
or (707) 485-5867

**Hemp paper,
Tree
free**

Caltrans:

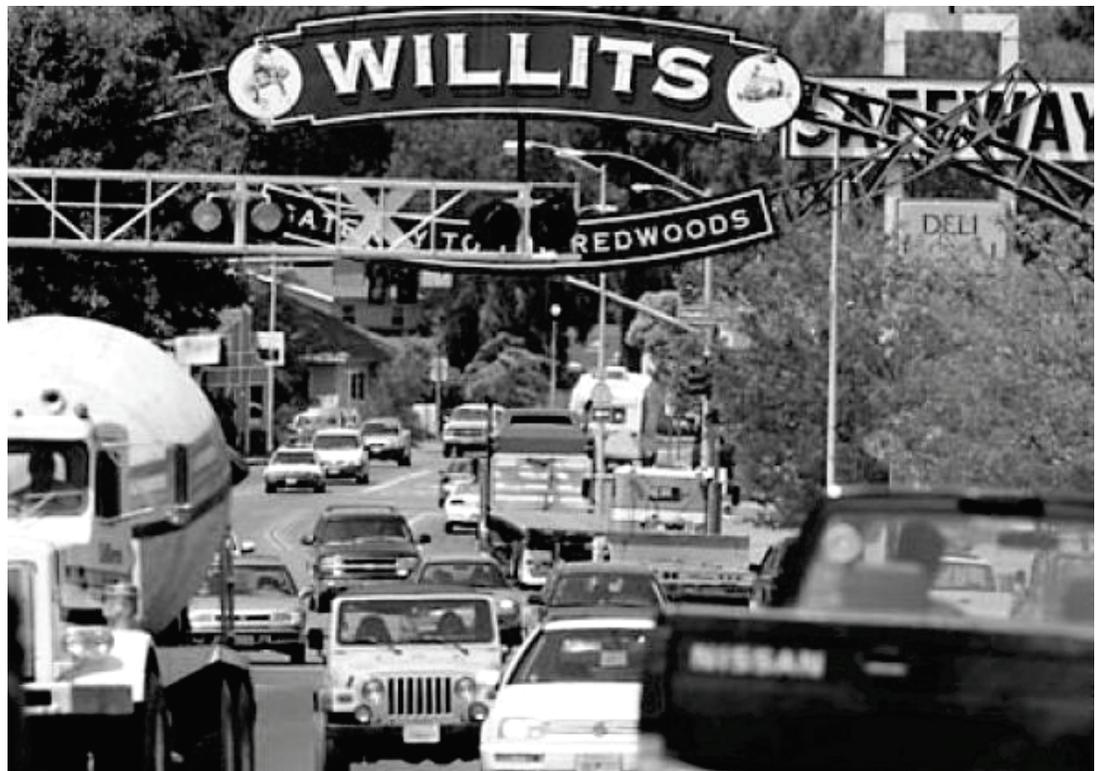
Don't Bypass Willits

Myth #1 The Bypass will solve Willits' traffic problems

Reality: Willits traffic problems are caused mostly by local traffic which will not be sufficiently diverted by the Bypass. The Bypass would waste \$210 million and destroy the beauty of Willits' Little Lake Valley.

Myth # 2 Caltrans has considered all of the alternatives.

Reality: A 2003 study by a Willits citizens' group funded by the California Department of Transportation reviewed how to solve Willits traffic. This study proposed a two-lane ground level route from Baechtel Rd. along the railroad easement and other alternative routes. Caltrans did not consider this proposal.



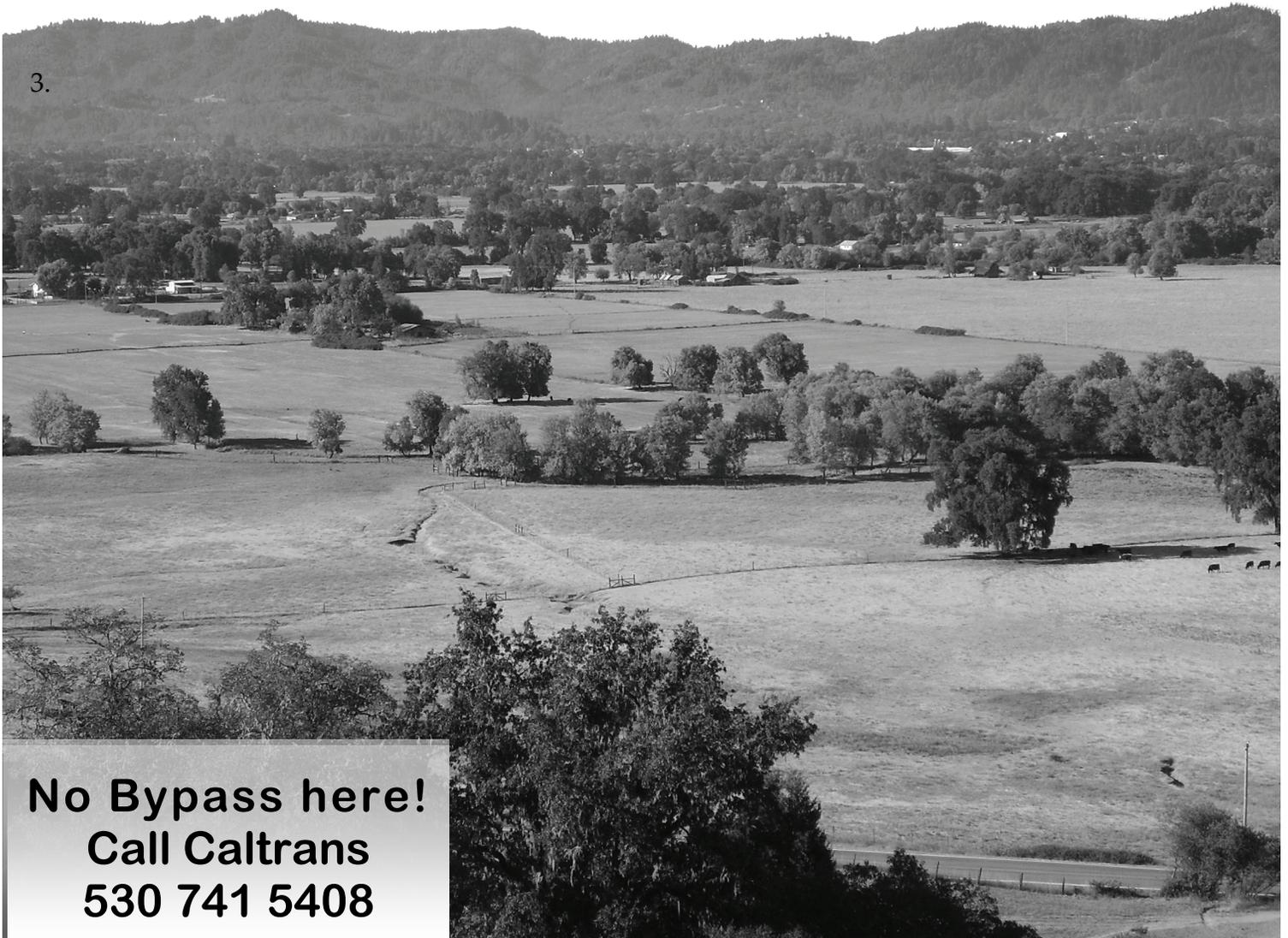
The Willits citizens' group 2003 study found the construction of a continuous route from Brown's Corner to E. Commercial Street would largely solve Willits' traffic problem. The following solutions could work together or separately.

1. Alternative North South Route: Baechtel Rd/ Railroad Ave. corridor would improve distribution of local traffic and relieve congestion on Main St. especially at the highway 20 and 101 junctions.
2. Main St. modernization including medians and roundabouts could reduce congestion as much as 30%, improve safety and reduce carbon emissions from start and stop maneuvers.

West Side Connections: Extending Walnut St., Locust St. and a highway 20 roundabout would help distribute traffic and relieve congestion on Main St. A roundabout at highway 20 and Blosser Lane would benefit school traffic.

4. Non-motorized bike and pedestrian pathways encourage people to get out of their cars and enjoy the town while reducing vehicle trips and freeing up parking space.
5. Truck Route: a small arterial route along the east side of the railroad corridor from 101 south to 101 north with roundabout intersections so trucks can move safely and efficiently; allows easy access for deliveries to local businesses and highway 20 and would connect the new hospital, business park and subdivisions

Leave Willits' Little Lake Valley alone!



**No Bypass here!
Call Caltrans
530 741 5408**