

# Comments Presented Orally to Court Reporter

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STATE ROUTE 12 JAMESON CANYON ROAD WIDENING &  
STATE ROUTES 29/12 INTERCHANGE PROJECT

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PUBLIC COMMENTS

ORIGINAL

NAPA, CALIFORNIA

FRIDAY, SEPTEMBER 14, 2007

ATKINSON-BAKER, INC.

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REPORTED BY: MARYANN P. COSTA RPR, RMR, CSR NO. 5820

FILE NO.: A107908

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STATE ROUTE 12 JAMESON CANYON ROAD WIDENING &  
STATE ROUTES 29/12 INTERCHANGE PROJECT

- - -

Public Comments at Napa County Transit  
Planning Agency, 707 Randolph Street, Board Room, Napa,  
California, commencing at 6:00 p.m., Friday, September  
14, 2007, before Maryann P. Costa RPR, RMR, CSR No. 5820.

1 C O M M E N T S

2 --oOo--

3 EVE KAHN (No address): My comment was related to  
4 looking out into the future, if this expansion takes  
5 place, and then you have certain percentage of growth in  
6 goods and services, tourism, commute traffic.

7 At what point does the level of service, in the  
8 future, keep the level of service we have now?

9 And she just said about 2030, to which I said, then,  
10 we need to do something now to plan so that we don't get  
11 to that point. It may be 2050 and I won't be around,  
12 so --

13 There are comments in the EIR that talk about  
14 transportation demand, management getting people out of  
15 single occupancy vehicles, encouraging more vanpools,  
16 carpools, tourist busses and stuff.

17 And so I think comments should be added to the  
18 document that say, as this road is being planned, the  
19 communities in Solano and Napa should work on these  
20 transportation demand management opportunities, so that  
21 the roadway can keep a lower level of -- higher level or  
22 lower level -- higher level -- service; lower level like  
23 the facility stays the same; it doesn't get widened any  
24 because there was no place for this road to get widened  
25 again.



1 before they do anything else -- is grade separate that  
2 conflict.

3 In other words, the ramp, Highway 12, goes under or  
4 over, a ramp comes off Highway 12, there's a grade  
5 separation at that point; and, probably, with the  
6 connection from Highway 12 to Green Valley Road as well.

7 That, to me, has gotta be like the number one-two  
8 project that they do out of the 80-something pieces that  
9 John Ponte talked about.

MSZ  
10 My second comment is, I could see a need for maybe  
11 more breaks in the median they want to build, the  
12 barrier, the concrete divider, mainly, because there are  
13 a lot of driveways along that road, and there's some  
14 expense for, you know, putting in turn lanes and things;  
15 but, it would probably generate excessive traffic, you  
16 know, like people having to go down and turn around and  
17 all that sort of thing. So, there's a couple of places  
18 where I can see they could do that. If you look at the  
19 map, there's one place that has like four or five  
20 driveways coming in one area. It may be one of those  
21 places. Thank you.

22 ---oOo---

CF1  
23 CINDY FAGUNDES - 5000 Jameson Canyon Road, American  
24 Canyon, California 94503: And I just wanted to comment,  
25 they spent a lot of time discussing the bike lanes. I've

1 seen, probably, one bicycle a month going through the  
2 canyon, so, I don't know why they're so zoned in on  
3 bicycle lanes. They're spending far too much time and  
4 money worrying about the bicycles, when nobody rides the  
5 bicycles through there, I don't know if they think  
6 they're going to increase the bike traffic by putting up  
7 a side bike lane or not.

CF2

8 My other comment is, I think they're kind of putting  
9 the cart before the horse. They should fix the 680/80  
10 interchange before they widen Jameson Canyon to four  
11 lanes because they're just going to end up moving the  
12 "parking lot" from Napa County to Solano County.

13 And four lanes is also going to increase the speed  
14 of traffic. Right now, they complain about the roadway  
15 being a parking lot, but, actually, it's safer because  
16 people are stopped and going very slow; whereas, when  
17 it's four lanes, they're going to be going 55 miles an  
18 hour -- fast, fast, fast -- +55 miles an hour -- + -- and  
19 it's going to make it even more dangerous than it is now.

CF3

20 There's a lots of easements along the road. They're  
21 going to impact a lot of the utilities. The hillside,  
22 the configuration of the soils out there, is very prone  
23 to mud slides. They cut into the roadways, or cut into  
24 the hills, they're going to cause mud slides that they're  
25 going to wish they never even touched those hills.

1 They're going to end up with a sump hole like they have  
2 over there by Red Top, water coming out of their roadway,  
3 which they're trying to pump right now and they can't  
4 even do that. They're actually creating more problems  
5 than they're solving.

6 My thing is that they should concentrate more on  
7 mass transit. We've got the railroad there; and they  
8 should concentrate more in putting all this money in  
9 developing and improving mass transit. Rather than  
10 keeping people in their cars and keeping them on the  
11 roadway, they should try and get them off the roadway.

12 And, by the time this project is implemented, it's  
13 probably going to be obsolete; and we're still going to  
14 have a parking lot from Highway 29 to Highway 80 anyway.

15 --oOo--

16 ANDREA CLERICI - 4032 Wisteria Way, Napa,

AC1

17 California 94558: How would I describe -- regarding the  
18 tight diamond interchange does not presently -- the tight  
19 diamond shows two stoplights to go east on Jameson  
20 Canyon. We have enough of a bottleneck now with one  
21 stoplight, so, this is only compounding it instead of  
22 relieving it. So, we haven't gained a thing.

AC2

23 The other intersection is the single point  
24 interchange requires the trucks -- let's see -- it  
25 requires the trucks that are coming northbound on Highway

1 29 to go east on 12, have to come to a complete stop at  
2 the stoplight and then pull out; and it's a sharp turn so  
3 the trucks and trailers with their long trailers that  
4 they haul from the warehouses there, will be required to  
5 swing out in the other on-coming lane or the other  
6 traffic lane before they get going eastbound.

AL3

7 The two rock walls do not appeal to me. They're  
8 distracting to the motorists. And where there is a  
9 curving piece of road and the long stretch of this  
10 artificial rock wall could be a big distractor for the  
11 motorists and a source of accidents. We need a simpler  
12 retaining wall that more or less blends in. Thank you.

13 --c00--

14 LONNIE KIRKLAND. I have Kirkland Ranch Winery and  
15 Kirkland Cattle Company. P.O. Box 5387, Napa, California  
16 94581.

LK1

17 The first interchange that they've removed, that  
18 they took down, was a cloverleaf. He says it can't be  
19 done; that's not true. He said because of the wetlands  
20 on Gunn's property was too wet to put up; that, which is  
21 not true. They have engineered projects around the world  
22 on wetlands, so, it has nothing to do with that. It's  
23 the total cost. That's the only one that will work to  
24 stop the slow-down and the problem with the interchange  
25 as it is now. All the rest is a Band-Aid. Once again,

1 that is the only one that will work.

LK2  
2 Also, where the lines are now on the boundaries,  
3 they have not taken into consideration pipelines that are  
4 now existing, rock walls, utilities' ponds. If they do  
5 it with the way the bounds are drawn in now, they will  
6 cost the taxpayers a lot of money, when they can move it  
7 across the street on the south end where there is nothing  
8 and save the taxpayers money, which I think is very  
9 important if you're going to do the project.

LK3  
10 Also, I agree with this gentleman. Unless they  
11 complete 680, 80 and 12, they're just going to have a  
12 four-lane backup on Jameson Canyon. I live there. The  
13 speeds now that people are passing are 70 miles an hour,  
14 single or double, at 70 miles an hour all the time. When  
15 we put in the Kirkland stoplight, Highway Patrol was very  
16 happy. My brother and I and Chardonnay Golf Course paid  
17 for that. We paid for that interchange. The Highway  
18 Patrol loved it because it slowed the traffic down  
19 because, before, they were doing 80-85 miles an hour,  
20 according to Highway Patrol, through that intersection  
21 area.

LK4  
22 The other comment that I want to make was, how  
23 Caltrans hasn't, at least, put a cement, portable barrier  
24 down the middle of the road now? They would have saved  
25 countless lives by just putting that down there. Now,

1 they should have done it six years ago or more when the  
2 traffic went -- we did a personal study eight years ago  
3 and there was 35,000 cars a day going through Jameson  
4 Canyon, which we were required to pay for -- for the  
5 study -- and now -- and they haven't put up the barrier,  
6 yet. They could have put up what they're talking about  
7 now, put the barrier up, and for the people to cross  
8 there to their homes; and they haven't done that yet.

9       So, if they want our personal opinion, unless they  
10 have enough money to complete all of it, they're better  
11 off to leave it alone and put up a concrete barrier.  
12 That's our family's feeling. So, I'll leave it with  
13 that.

LK5  
14       The bicycle thing, we have never seen more than one  
15 or two bikes in our lifetime since we've been there --  
16 since the 1960's -- of anyone riding down Jameson Canyon  
17 Road for any reason; however, there has been two or three  
18 killed on 29 riding their bicycle, and it is a two-lane  
19 on both sides, and they can look at their own record and  
20 see that. So, the bicycle thing is way out of  
21 proportion. They should eliminate the bicycle problem  
22 and put in the high speed thing that's going to do the  
23 job instead of messin' with the bicycle problem. Thank  
24 you for listening to me. I appreciate it very much.

25 /

1 ERNIE BUTALA - 453 South Crane Avenue, St. Helena,  
2 California 94574. I'm an ex-Caltrans worker who worked  
3 on this highway for a number of years, and had all the  
4 input. But, my concern right now is the project from  
5 where it ends at Red Top Road, but from Green Island Road  
6 to Red Top Road westbound.

Feb 1

7 Are they going to put a holding lane or cross-over  
8 lane, whatever you want to call it, in there so traffic  
9 doesn't back up off the lanes of 80?

EBL

10 When they put the signal light on Red Top Road, that  
11 would stop traffic. They wouldn't stop in the hot lane.  
12 I think that should be the first project done because you  
13 have the traffic coming off of Green Island -- Valley --  
14 Road that's crossing to get on to 80, and the traffic on  
15 80 trying to get to 12; that's what I call a cross-over.  
16 So, they need put that stretch of road in there. They  
17 had it in the budget a couple years ago. It was ready to  
18 go and for some reason it was -- the funds were taken out  
19 because of the bicycle path.

20 There's a bicycle path there on the other side of  
21 the chain link fence, so, we were told that they had to  
22 go through environmental impact report to move the  
23 bicycle path over and buy more land in order to take the  
24 bicycle path to widen the road. And that's my main  
25 concern.

ps1

1 DEE SWANHUYSER. I'm representing the Bay Area Ridge  
2 Trail Council. 1800 Jonive Road, Sebastopol, California  
3 95472: I'm the North Bay Trail Director, and I wanted to  
4 have the project include an undercrossing for the Bay  
5 Area Ridge Trail and the Bay Trail that will connect to  
6 the bike path on both sides of the proposed project.  
7 That will accommodate bikers, equestrians and bicyclists.  
8 And I also certainly support the bike path on both sides,  
9 and I would like both sides bike path to be part of the  
10 project in Phase I of the project. It's really as simple  
11 as that.

12 (End of Public Comments at 8:00 p.m.)  
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REPORTER'S CERTIFICATE

I, MARYANN P. COSTA RPR, RMR, C.S.R. NO. 5820, Certified Shorthand Reporter, certify:

That the foregoing comments were taken before me at the time and place therein set forth;

That the comments made at the time were recorded stenographically by me and were thereafter transcribed;

That the foregoing is a true and correct transcript of my shorthand notes so taken.

I further certify that I am not a relative or employee of any attorney of the parties, nor financially interested in the action.

I declare under penalty of perjury under the laws of California that the foregoing is true and correct.

Dated this 18th day of *Sept*, 2007.

*Maryann P. Costa*  
\_\_\_\_\_  
MARYANN P. COSTA RPR, RMR, C.S.R. NO. 5820