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1 to Todd Road is completely jam-packed. People are
2 driving down the center passing lane. What we have is a
3 current bottleneck from Wilfred Avenue overpass to Todd
4 Road and then back out the four lanes again. This is
5 inexcusable.

6 If we're going to spend this kind of money
7 which we all agree upon -- 101 has to be done, but
8 Caltrans should go back to Sonoma County Transit
9 Authority and say, hey, we're getting flack from the
10 local residents about the influence of traffic. I
11 understand that -- well, no matter what, it's two lanes.
12 It's still going to be two lanes during construction.
13 And traffic will come to Santa Rosa Avenue, but let it
14 burn out there, one accident here. We're going to get
15 even more accidents. And sooner or later somebody's
16 going to get hurt on the avenue itself.

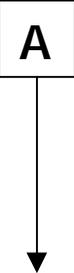
17 We feel as the residents of Santa Rosa
18 Avenue it should be looked at very seriously and an
19 environmental impact study done on it for our own safety
20 and the safety of our families. Thank you. That's it.

21 (Hearing Exhibit Numbers 1 through 3 were
22 marked for identification.)

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23 PAUL OGASAWARA: I have two paragraphs that
24 I was going to read to the county supervisors, but I ran
25 out of time and they wouldn't let me finish two

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1 paragraphs, so I'd like to do it right here.

2 I observe a freeway system that carries a

3 lot of people, bogs down during critical commute hours.

4 If a judicious amount of money is spent on upgrading

5 specific on ramps and off ramps and new on ramps and off

6 ramps are added, I believe that adding miles of commute

7 lanes is unnecessary and wasteful. The smart thing to

8 do would be to spend first the money fixing the specific

9 areas that need to be done anyway and analyze the

10 improvements. If more is needed, then more should be

11 allocated, but if not, the leftover funds should be

12 directed towards things like alternative routes,

13 bypassing cities, upgrading railways, bike and

14 pedestrian lanes, connecting every city and many others.

15 People advocating a half-cent sales tax

16 should remember history. Try to cram widening 101 is

17 the only choice to people like me and I will vote it

18 down like we did before. You need to convince me that

19 the money will be spent wisely with maximum relief of

20 congestion. Widening 101 or, should I say, adding

21 commute lanes, even with the small part doing rail

22 service is not the answer. Come up with an equitable

23 and innovative solution and I will gladly back it

24 because I hate sitting in traffic just as much as

25 everyone else.

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Exhibits 1 and 2 follow this portion of testimony.