

**Sonoma 101 Widening & Soundwall Construction (Wilfred to Route 12)
Final Negative Declaration/Final Environmental Assessment**

Comment #14 - Oral Testimony

1 (Hearing Exhibit Number 4 was marked for
2 identification.)

3 R.E. MONTY MONTAGUE: Let's see. Let's
4 start off with: The proposed widening of Route 101 is
5 money not being well spent.

6 A. Our alternate truck route west of the
7 present Highway 101 is the prudent way to spend our tax
8 money. This route alternate route was the original
9 proposal some 30 years ago that California Highway
10 Department wanted to put through Santa Rosa. Lloyd
11 Bishop was able to divert 101 to its present location.
12 It is my understanding that all of the surveys, costs,
13 were done on the original route that the State wanted to
14 build, but Bishop forced a change.

15 This alternate route would be a ground-level
16 route. Some of it is existing today; 99 percent of it
17 exists today in two lanes, three lanes, four lanes and
18 four lanes divided. It is also so designated on some of
19 the county -- Sonoma County road maps, as an alternative
20 truck route, as a proposed alternative truck route.

21 Now how do I finish off? See the attached
22 map. And I would be very happy to meet with anyone. I
23 am a fifty-year resident of Santa Rosa. Sincerely,

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25 JIM GROOM: I've been a property owner on

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1 Santa Rosa Avenue for 48 years. I'm in the
2 transportation business and I know a little bit about
3 streets and highways and I know a little bit about
4 transportation, I think.

5 I think that this proposed off ramp
6 northbound off of the freeway onto Santa Rosa Avenue is
7 a nightmare. It will allow -- it will not handle the
8 traffic because you're bringing them off of a high-speed
9 freeway at 65 to 70 miles an hour and in a very short
10 distance you're running them on a 90-degree turn and a
11 stoplight. Now, that's going to back up traffic for
12 miles because the off ramp that's on there now is a
13 free-flowing off ramp. And there's at least four to
14 five hours of the day that's bumper to bumper onto Santa
15 Rosa Avenue now.

16 Now, if you combine that compound that with
17 a 90-degree turn and a stoplight which -- I don't know
18 what your timing is on stop lights today, but it's
19 probably at least 45 seconds to the same, you're going
20 to back up traffic on the freeway at a peak hour for
21 miles.

22 And then when people get on Santa Rosa
23 Avenue off of the freeway and they're a stranger and
24 they look -- Jesus, I'm going to go uptown. Which way
25 is uptown? Right or left? You know, they've got it

A

B

C

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C



1 divided so you go two directions when you hit Santa Rosa
2 Avenue so you're compounding a further problem. Then
3 they finally find they can get on Santa Rosa Avenue and
4 run up them, you know, dumping back into a single lane
5 again here. You've got all this traffic coming off.
6 You're going to put them on a single lane north.

7 Now the second part of this Santa Rosa
8 Avenue between Todd and Wilfred, which is the area we're
9 talking about, is just now being proposed or has been
10 proposed to be annexed to the City of Santa Rosa. It's
11 going to develop into a full highway and businesses will
12 be -- new businesses coming up there for the next five
13 years will probably be built. So where are we going to
14 put all of those people? All those businesses ingress,
15 egress. Are they going to run a single lane all through
16 there and dump all this traffic down there? It isn't
17 going to work. They've got to get a free-flowing method
18 there.

19 We also need to make -- Caltrans needs to
20 make recommendations that four lanes be built, one lane
21 on each side of Santa Rosa Avenue now in conjunction
22 with this off ramp so they can handle the traffic up to
23 Todd Road. Now if you eliminate the design that they
24 have, on this 90-degree turn at a stoplight, which will
25 create a nightmare, if you eliminate that, the money you

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1 can save there you can build the four-lane. That's
2 pragmatic. I understand that. I'll leave you alone
3 now. I've given you enough confusion.

4 HARRY FRIEDMAN: I'm co-owner of property on
5 Santa Rosa Avenue which is a large business,
6 home-improvement center. All together it's 23 acres.
7 The building is over 100,000 square feet. We need five
8 lanes of roadway from Todd Road to freeways south. You
9 know, large trucks and cars trying to get into
10 properties, whether it be businesses or homes, cars and
11 trucks cannot make that turn now with the three lanes as
12 it exists, not only exiting, but entering. Even now
13 without the three and a half years of construction for
14 the freeway, we are backed up many hours of the day.
15 With that coming in, it will be disastrous. It's going
16 to be unmanageable absolutely.

17 And the economic effects to the businesses
18 on Santa Rosa Avenue will be -- well, I won't say
19 disastrous, but it's more than just damaging. You know,
20 all of the people on Santa Rosa Avenue want to expand
21 that roadway. In fact, we have a committee called the
22 Committee for a Better Santa Rosa that works diligently.
23 We meet twice a month to improve our area. We are very
24 interested in that. So we are willing to work with and
25 to get this properly mitigated. What we don't want

C



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**Response to #14 - Oral Testimony
Jim Groom**

Comment Number	Response
14-A	<p>The proposed widening/extension of northbound Santa Rosa Avenue includes two left-turn lanes and one right-turn lane with signal controls. Using the Highway Capacity manual methodology, analyses indicate the proposed off-ramp intersection would operate at level of service B (See Section 1.3 for a discussion of LOS) and is expected to have adequate storage length to accommodate the off-ramp traffic demands.</p> <p>Preliminary analysis shows that the relocated northbound off-ramp has adequate storage length. Signalization will be placed at the Santa Rosa Avenue off-ramp for safety, providing for the orderly movement of traffic on Santa Rosa Avenue and from the off ramp.</p>
14-B	See response 14-A
14-C	<p>The proposed project includes widening a portion of Santa Rosa Avenue North of this off-ramp to provide two lanes in each direction. The existing left-turn pocket will be removed, and a median island will take its place preventing motorists from making left turns onto the overcrossing (a safety issue). After the overcrossing, Santa Rosa Avenue will taper from the two lanes in each direction to the existing one lane in each direction. As for the four lane widening of the rest of Santa Rosa Avenue, it should be brought to the attention of Sonoma County; this work falls under the County's purview.</p>