

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

Comment #16 - Oral Testimony

1 Santa Rosa Avenue to be is a parking lot for the
2 freeway, and it will be that if it isn't taken care of.

3 Let's see. The Santa Rosa Avenue southern
4 off ramp needs to be improved also for safety reasons,
5 but the change the complete configuration is not really
6 -- to accommodate Roberts Rules -- is not feasible, in
7 our mind. If it's made to flow properly, to be a little
8 bit more safe traveling and use that money to widen
9 Santa Rosa Avenue and to fix that part of it, it would
10 be a better use of Caltrans' funds or State funds,
11 whatever it is.

12 You know the Wilfred off ramp has always
13 been the gateway to Santa Rosa. All of the homeowners
14 and businesses to Todd Road are very interested and
15 anxious to be involved in making an inviting and
16 showcase entrance to a deserving and proud Santa Rosa.
17 We want Caltrans to please consider these vital issues.
18 That's about it.

19 We lived on Santa Rosa Avenue since 1934, I
20 believe it is. In 1936 enough property was purchased to
21 make that a five-lane highway in 1936. That's over 62
22 years ago and still nothing has been done. So isn't it
23 time?

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24 LIONEL GAMBILL: I'm going to say right up
25 front I support widening the freeway. I'm on record

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1 publicly to that effect. And I am aware that this
2 project is really from the Highway 12 intersection
3 south, but people have been saying for years that the
4 big traffic problem we have in Santa Rosa on 101 is
5 caused by people using -- using 101 as the main -- as
6 north/south main street in Santa Rosa. So we got local
7 traffic mixed in with through traffic on 101 and it
8 causes all kinds of congestion.

9 My suggestion on that is to realign the
10 freeway from Highway 12 to Steele Lane and not -- that
11 can be accomplished by a sweeping curve as you're going
12 north on 101, a sweeping curve that swings to the west
13 onto the Highway 12 alignment and then makes another
14 turn, either up Dutton Avenue or up Stony Point Road,
15 and then reach the present alignment just north of
16 Steele Lane.

17 It should be -- it should not be elevated.
18 It should either be on the surface with cross streets
19 going over or under or it should be sub surface with the
20 cross streets at the surface level. That would allow
21 the removal of the great wall, the Berlin Wall that
22 divides Santa Rosa.

23 Now, this came up Saturday at the Rural
24 Urban Design Assistance Team public hearing, which was
25 from one o'clock to shortly after five o'clock. Many

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1 many people said, "Remove the Berlin Wall. That's the
2 only way we can reunite Santa Rosa." I'm saying this is
3 the way to do it.

4 What I would do in place of the present
5 elevated freeway is a boulevard at surface level, a
6 four-lane divided boulevard, tree lined, with timed
7 traffic signals. And that would be our new north/south
8 main street. That would do two things. It would
9 restore the quality of life in downtown Santa Rosa by
10 reconnecting Railroad Square to the rest of downtown,
11 and it would solve the local traffic problems especially
12 at College Avenue and Steele Lane because they're not
13 dealing with a freeway anymore; we're dealing with a
14 boulevard. That's it basically.

15 S.C. MCCOWN: In my opinion, sound walls are
16 not necessary. They are costly and not as effective as
17 plants and trees. We have a beautiful county. Sound
18 walls are impersonal and a deterrent to that beauty.

19 The freeway through Danville, California,
20 used to be lovely. Now it is like traveling through a
21 concrete tunnel. Sound walls have not been proven to
22 diminish noise. In some cases like Danville the sound
23 travels up and impacts areas miles from the sound walls.
24 Plants and trees are a more healthful alternative.

25 JAMES BRENTON: Let's see. I'm the owner of

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**Response to #16 - Oral Testimony
Lionel Gambill**

Comment Number	Response
16-A	Presently there is a future project being studied which will improve Route 101 from Route 12 to Steele Lane in Santa Rosa. Several Alternatives are being considered with participation from the City of Santa Rosa and Sonoma County. As for rerouting Route 101, the City found it not to be feasible. Originally, before Route 101 was constructed, Caltrans planned to locate the freeway west of Santa Rosa. However, the City requested Caltrans route the highway along the existing alignment.