

Pennebaker, Laura@DOT

From: Remedios, Douglas@DOT
Sent: Friday, June 07, 2013 8:32 AM
To: Bransen, Susan@DOT; Pennebaker, Laura@DOT
Subject: FW: Comments for: June 11, 2013 Hearing, Item 106

Dear Ms. Bertrand,

Thank you for your comments regarding this agenda item. Please be assured your correspondence will be included as part of the book item for consideration at the meeting.

Douglas Remedios
Administrative Assistant to the Executive Director
California Transportation Commission
1120 N St Ms-52
Sacramento, Ca 95814
916-654-4245W
www.catc.ca.gov

From: Wendy S Bertrand [mailto:eyeonplace@gmail.com]
Sent: Thursday, June 06, 2013 4:46 PM
To: Remedios, Douglas@DOT
Cc: Pennebaker, Laura@DOT
Subject: Comments for: June 11, 2013 Hearing, Item 106

Public Comment for California Transportation Commission

Attention: Douglas Remedios, Administrative Assistant to the Executive Director

Environmental Matters –

Approval of Project for Future Consideration of Funding: 01-DN-197, Various, 01-DN-199, Various 197/199 Safe STAA Access Project Roadway improvements on SR-197 and SR-199 in Del Norte County (FEIR) (PPNO 1047, PPNO 1073, EA 48110, EA 45490) (STIP, SHOPP) Resolution E- 13-46

Please VOTE NO to the above project funding that would use California tax dollars for special economic interests for STAA manufactures access on Hwy 199 and 197, causing known and unknown unnecessary harm to life and land.

This project affords all sorts of exceptions to safety standards and this is not an appropriate road to encourage increased volume of trucks from Hwy 5. The scenic tourism, the precious water supply, and the environmental quality and safety of residents will be exposed to unnecessary risk of irreversible damage if this project is funded as proposed.

If safety is a real Caltrans concern to the existing road, reduced speed limits would help greatly at a much lower cost.

Businesses needing to use trucks have many other options for transporting goods. This inappropriate project has already wasted internal agency time and money and caused heartfelt fears and threats of institutional abuse to Del Norte residents who treasure the National Recreation Area's environmental ecology and the context of social, scenic, geographical and natural features that make this place unique.

Public comment is bringing to the commission important reasons for taking seriously their oversight role and they need to be recognized. Public comments are required by law to help keep projects valid and appropriate. The Army Corps of Engineers certainly got into trouble by not listening to public comment in the 1960s on issues wider than the engineering scope of work. They are listening better now and so could Caltrans if they took a wider agency view to developing projects rather than catering to special economic interests that make-work for them and could be identified as self-promoting and not healthy for good governing.

Caltrans has good work to do and needs to stick to meaningful work and not get sucked into favoritism of certain industries that use roads and Caltrans should not be subsidizing businesses that want special treatment for their own economic gain. Perhaps a financial audit of Caltrans use of funds is in order?

We, the commenting public, count on the Transportation Commission, as an oversight body caring about good business practices, responding to public concerns, and effecting sound use of tax dollars, to give guidance to Caltrans by rejecting the funding requested at this time for this project because of other more pressing and cost-effective projects planned in other parts of California.

Respectfully hoping for your strong stand to fund other projects over this project

Wendy Bertrand, Architect and concerned citizen

695 Gasquet Flat Road, Gasquet California 95543

Eileen Cooper

Received by CTC 6-6-13

**SAFETY FIRST NO STAAS
STOP TRUCK
ACCIDENTS ALONG
SMITH RIVER**

Mandatory Safety Standards are ignored.

The project requires “the drivers of STAA trucks and other long vehicles to select and maintain a virtually perfect line of travel

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through some curves to avoid crossing the centerline, running off the road or otherwise striking a roadside obstruction.

Ordinarily, if there were 12-foot lanes and shoulders conforming to the applicable mandatory 8-foot width standard, an STAA driver would have 4 times as much leeway to either side of the perfect line through the curve to negotiate it safely..”

Daniel T. Smith *Smith Engineering & Management*

SAFETY FIRST NO STAAS

STOP TRUCK ACCIDENTS ALONG SMITH RIVER

Extreme Safety Exemptions on a Dangerous Rd:

Exceptions to mandatory design standards for The Narrows:

“The driver of an STAA vehicle has only 1 foot of tolerance to either side of the perfect line through the curve... The driver’s task is not just picking and maintaining a near-perfect line

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through a narrow area, but doing so on thrice reversing curves
of substandard sharpness.”

Daniel T. Smith *Smith Engineering & Management*

The canyon wall is hard, and the river below: mistakes risk lives.

SAFETY FIRST NO STAAS

STOP TRUCK

ACCIDENTS ALONG

SMITH RIVER

Induced I-5 traffic has not been evaluated.

“Most importantly, the analysis of truck traffic impacts does not include any consideration of additional through truck traffic that might be encouraged by the creation of a new STAA truck traffic loop connecting I-5 via SR 197/ US 199 to US 101 south through Richardson Grove.”

Mara Feeney, (35 years of planning experience, including Caltrans Projects)

Only 1% of diverted I-5 truck traffic would result in significant and dangerous increases of truck traffic for Hwys 199/197.

STOP TRUCK ACCIDENTS ALONG SMITH RIVER

**“The proposed project will result in an increase in heavy truck use on a roadway whose main value is in providing access to environmental and recreation resources along the scenic Smith River Canyon, as well as access to the redwood forests that comprise one of California’s two UNESCO World Heritage sites (the other being Yosemite).
Enjoyment of these scenic drives and the natural**

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resources that surround them would be marred by driver concerns about long, heavy trucks careening around curves in areas that would still have considerable variability in lane widths, shoulder widths, and sight distances. ”

Mara Feeney, Mara Feeney and Associates, (35 years of planning experience)

**STOP TRUCK
ACCIDENTS ALONG
SMITH RIVER**

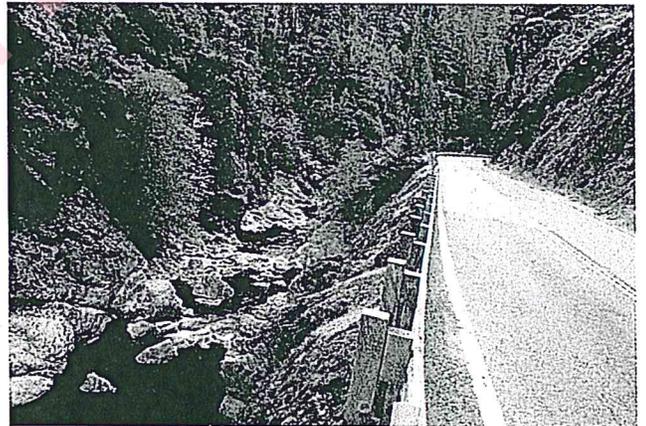
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Received by CTC 6-6-13

“There is already a documented history of truck accidents on US 199, including fatalities and diesel spills threatening the Smith River... US 199 follows the course of the Smith River- the longest stretch of designated Wild and Scenic River of any river in the United States. Such resources will become more highly valued and sought after over time, as they become more scarce. The irony is that the creation of an STAA truck route (with uncertain truck traffic and safety impacts) may kill the very goose that remains capable of laying golden eggs in Del Norte County in the future- namely, tourism in this area that is known for its pristine river, extraordinary parks and scenic resources. ”

**Mara Feeney, *Mara Feeney and Associates,*
(35 years of planning experience)**

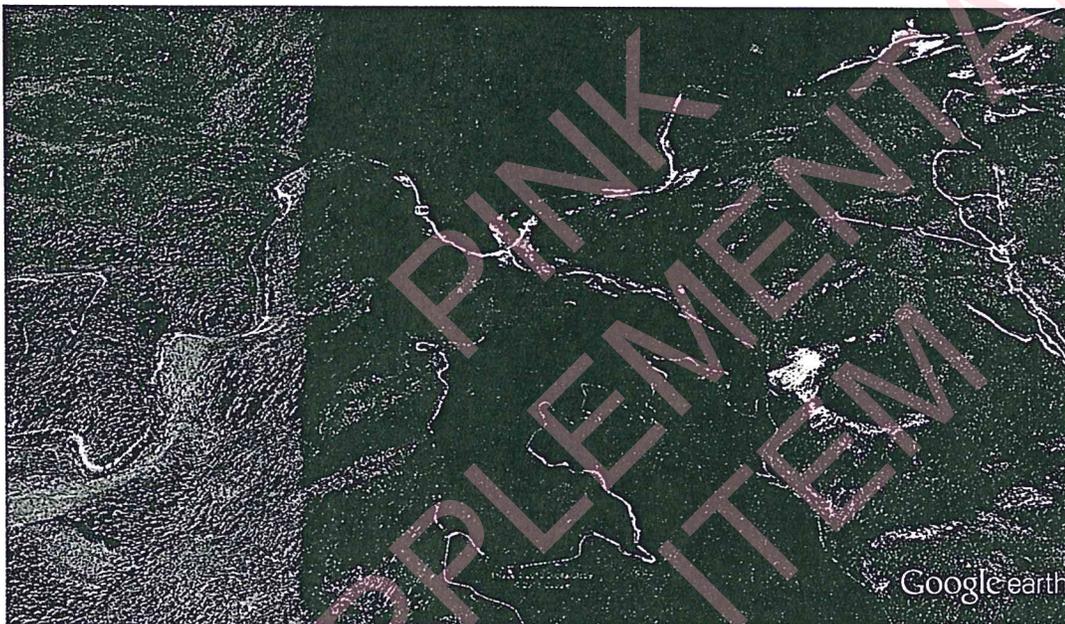
The Wild and Scenic Smith River and Hwy 199.
Caltrans ignores their own safety guidelines and



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jeopardizes the public welfare. STAA trucks will not be able to pass safely on a route that will still have sub-standard widths and shoulders, multiple turns that are too tight to navigate safely, especially for the posted speeds, and short recovery sight distances.



Pennebaker, Laura@DOT

From: Remedios, Douglas@DOT
Sent: Friday, June 07, 2013 10:31 AM
To: Pennebaker, Laura@DOT; Bransen, Susan@DOT; Boutros, Andre@DOT
Subject: FW: SR 197/199 Surface Transportation Assistance Act Access Project Correspondence

FYI

Douglas Remedios
Administrative Assistant to the Executive Director
California Transportation Commission
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916-654-4245W
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From: BAKER Michael [mailto:Michael.BAKER@odot.state.or.us]
Sent: Friday, June 07, 2013 10:28 AM
To: 'eileen cooper'
Cc: Remedios, Douglas@DOT; 'Kevin_Church@dot.ca.gov'
Subject: RE: SR 197/199 Surface Transportation Assistance Act Access Project Correspondence

One correction that came through since the letter. It turns out we did review the project document from Caltrans and met with representatives from their agency back in 2010. Project information from Caltrans has also been sent to ODOT throughout. The remainder of the letter is accurate.

From: eileen cooper [mailto:upsprout@yahoo.com]
Sent: Wednesday, June 05, 2013 7:05 PM
To: BAKER Michael
Cc: 'douglas.remedios@dot.ca.gov'; 'Kevin_Church@dot.ca.gov'
Subject: Re: SR 197/199 Surface Transportation Assistance Act Access Project Correspondence

Are you aware that Caltrans did not even assess Induced-5 traffic to Hwy 199/197? Did you know that Caltrans is also fixing HWY 101, so that there will be an entirely new STAA route from Grants Pass to San Francisco? Did you think about what will happen in the winter when the summit requires chains or closes? Did you think about the traffic impacts this could have on the small towns in Oregon?- realizing that only a small fraction (much less than 10% would be a significant peak diversion with significant traffic impact). Is it fair to the citizens in these towns not to be consulted? This new frost free bypass will only be about 44 miles longer than I-5 to San Francisco-Grants Pass.

From: BAKER Michael <Michael.BAKER@odot.state.or.us>
To: ""upsprout@yahoo.com"" <upsprout@yahoo.com>
Cc: ""douglas.remedios@dot.ca.gov"" <douglas.remedios@dot.ca.gov>; ""Kevin_Church@dot.ca.gov"" <Kevin_Church@dot.ca.gov>
Sent: Wednesday, June 5, 2013 10:28 AM
Subject: SR 197/199 Surface Transportation Assistance Act Access Project Correspondence

Remedios, Douglas@DOT

From: BAKER Michael [Michael.BAKER@odot.state.or.us]
Sent: Wednesday, June 05, 2013 10:29 AM
To: 'upsprout@yahoo.com'
Cc: Douglas Remedios; 'Kevin_Church@dot.ca.gov'
Subject: SR 197/199 Surface Transportation Assistance Act Access Project Correspondence
Attachments: SR197-US199_Caltrans_STAA_access_project.pdf

Eileen,

Thank you for your correspondence. I've attached a copy of a letter responding to your inquiry. A hard copy has been mailed as well with a copy to Caltrans. Please let me know if you have any additional questions.

Mike Baker

Planning and Program Manager - Region 3

3500 NW Stewart Parkway

Roseburg, OR 97470

Phone: 541-957-3658

Fax: 541-672-6148

PINK SUPPLEMENTARY ITEM



Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

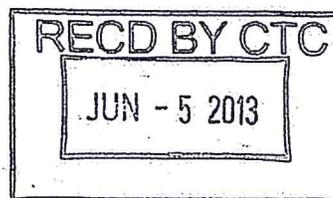
Region 3

3500 NW Stewart Parkway

Roseburg, OR 97470

Phone: (541) 957-3500

Fax: (541) 672-6148



June 5, 2013

Ms. Eileen Cooper
Friends of Del Norte
P.O. Box 229
Gasquet, CA 95543

RE: California State Route 197/US-199 Surface Transportation Assistance Act (STAA) Access Project

Ms. Cooper,

I am writing in response to your inquiry on Monday, June 3, related to the California Department of Transportation (Caltrans) environmental study and project on State Route 197/US-199 in Del Norte County, California. It is our understanding that the project will make spot improvements to increase safety and permit industry standard size trucks to navigate the highway.

Prior to your correspondence, ODOT was not aware of the Caltrans study or project. However, after reviewing the materials on Caltrans website and contacting their project manager in District 1, we do not believe that the project will have an impact on Oregon highways.

Although it is likely that a few trucks may reroute to US-199 because of the improvements by Caltrans, I can assure you that Oregon's portion of US-199 has sufficient capacity to support an increase in freight movement along this corridor. In fact, Oregon classifies its entire length of US-199 as a highway of "statewide importance" and as a freight route. As such, US-199 in Oregon is designed to accommodate most trucks.

If you have any additional questions, please contact me at 541-957-3658.

Sincerely,

Michael Baker
ODOT Region 3 Planning Manager

Cc: Douglas Remedios - Caltrans
Ask ODOT

Pennebaker, Laura

From: eileen cooper [upsprout@yahoo.com]
Sent: Monday, June 03, 2013 4:42 PM
To: Pennebaker, Laura
Subject: agenda item 106

I do not understand why you are recommending funding this project when it is obvious that the mandatory exemptions from safety design standards are so radically insufficient. STAA trucks will only have a one foot margin for error, while under Caltrans guidelines they would have four times more tolerance. And since when can you assess traffic without evaluation of the entire end of the road that connects with I-5 where all the big trucks are? This FEIR is so blatantly flawed, I just do not understand your recommendation. This FEIR is in court, so the Transportation Commission should be aware, that they have been informed of the flaws. Caltrans has not responded to Smith Engineering except to lump all 13 of his topics into a brushed aside response. And all 23 comments from the Friends of Del Norte have been brushed aside without response. They have ignored Mara Feeney professional letter (items 5 and 6). Why are you going along with such obvious unaddressed significant impacts and flaws? I would really like to know. Is it just because the local representatives want the project-and forget what the public really thinks?

Eileen Cooper