

Appendix B
Public Workshop Comments

**Comments from February 24, 2009
Public Workshop**



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MAR 13 2009

CITY OF CHICO
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Comment Card

(Please note that this document will be part of the public record.)

Date: February 24, 2009
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project, State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print) ARLAND MILES

Mailing Address: 7 MEXIC COURT

Phone Number: 345-9993

Resident, Business, Organization, etc.: RESIDENT

Comments: MY WIFE & I OBJECT TO THE
PROPOSED 6 FOOT SOUND WALL OFF OF HIGHWAY
32. THE NET EFFECT WOULD BE A 3 TO
4 FOOT SOUND WALL WHICH IS NOT ADEQUATE TO
MITIGATE ROAD NOISE. THE WALL TO
BE EFFECTIVE SHOULD BE 10 TO 15 FEET.

Please submit comments by March 15, 2009

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City of Chico
Community Services Department
Attn: Bob Greenlaw
411 Main Street
P.O. Box 3420
Chico, CA 95927



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Community Services Department
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Chico, CA 95927



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MAR 02 2009

CITY OF CHICO
BDSB / CPSD

Comment Card

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Date: February 24, 2009
Location: City of Chico, Council Chambers Building Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print) NADA MAXINE IWANSKI

Mailing Address: 1978 Modoc Drive (MERLE CT & Modoc Dr)

Phone Number: 342-1953

Resident, Business, Organization, etc.: Resident 30 years

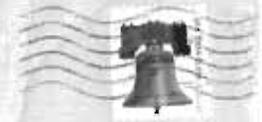
Comments: PRECAST CONCRETE SOUND WALL SHOULD BE 12 FT HIGH IN ORDER TO BE ABOVE THE ROAD BED (WHICH IS AT LEAST 3 FT HIGHER THAN THE WALL PLACEMENT)

Please submit comments by March 15, 2009

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City of Chico
Community Services Department
Attn: Bob Greenlaw
411 Main Street
P.O. Box 3420
Chico, CA 95927

MARYSVILLE CA 959
27 FEB 2009 PM 1 T



City of Chico
Community Services Department
Attn: Bob Greenlaw
411 Main Street
P.O. Box 3420
Chico, CA 95927



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MAR 06 2009

CITY OF CHICO
BDSO / CPSF

Comment Card

(Please note that this document will be part of the public record.)

Date: February 24, 2009
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project, State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Mary Jensen

Mailing Address: 45 Edgewater Ct.

Phone Number: 345-5010

Resident, Business, Organization, etc.: President, Sierra Sunrise Village Board

Comments:
Given the high density of senior and infirmed
residents living immediately adjacent to
this project, northside, I request that
 Hwy 32 expansion be confined to the southside.
I recommend also, 12' sound walls
along the north, a stoplight at Yosemite
to slow traffic, a reduced speed zone
alongside Sierra Sunrise, and a J-brake
warning.

Please submit comments by March 15, 2009

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Mary Jensen
SSV Board
3-4-09

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Community Services Department
Attn: Bob Greenlaw
411 Main Street
P.O. Box 3420
Chico, CA 95927



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FEB 27 2009

CITY OF CHICO
BOSD / CPSD

Comment Card

Date: February 24, 2009
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening; Highway 99 to Yosemite Drive
Meeting: Public Information Workshop

Name: Daniel J. Solomon
Mailing Address: 38 Edgewater Court, Chico, CA 95928
Phone Number: (530) 513-2983
Resident, Business, Organization, etc.: Resident, Sierra Sunrise POA

Comments:

I live approximately one-half mile to the north of Highway 32, in Sierra Sunrise, and California Park. I am frequently awakened from a sound sleep at night by the sound of the logging trucks' un-muffled exhaust brakes as they decelerate for the stop sign at Bruce Road and highway 32. I can only imagine how the people living in the Terraces, and along Sierra Sunrise Drive manage to sleep with the trucks 100-to-200 feet away from their bedrooms.

Given the slope of highway 32 as traffic descends onto the valley floor, restricting the use of the semi truck's exhaust brakes would probably be impractical at least, and at the worst, dangerous.

I encourage you to consider, and adopt, three things to limit the intrusive noise for local residents:

ONE:

Widen highway 32 to the south only, not to the north and closer yet to the residents affected by the intrusive noise.

TWO:

Erect a sound wall on the north side of the highway so as to be at least twelve (12) feet above the surface of the roadway, not just twelve feet off of the ground where it is located. This sound wall should extend east beyond Yosemite Drive to reduce noise for the residents on the north side of Yosemite Drive and immediately adjacent to highway 32.

THREE:

Place a traffic signal at the intersection of highway 32 and Yosemite Drive. This would increase the safety of the many residents who, traveling uphill, turn across the downhill traffic to make a left turn onto Yosemite Drive. It would also help to reduce un-muffled exhaust brake usage approaching Bruce road.

Thank you for your consideration of these suggestions.

Daniel J. Solomon
3/6/09



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MAR 11 2009

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Comment Card

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Date: February 24, 2009
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project, State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Eulene Morgan
Mailing Address: 7 Merle Ct. Chico, Ca 95928
Phone Number: 530-345-9993

Resident, Business, Organization, etc.: long time resident

Comments: Thank you for considering a
sound wall. Please try for a 12 foot wall.
Trucks & cars go by 24/7 and sounds do
get loud especially the logging trucks.
Comes down the Hill. A wall will
also help protect the back yards of
children playing.
Please consider trees in the median
that won't need replacing in a few
years Thanks

Please submit comments by March 15, 2009

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City of Chico
Community Services Department
Attn: Bob Greenlaw
411 Main Street
P.O. Box 3420
Chico, CA 95927

MARYSVILLE P80F CA 959
TUE 10 MAR 2009 PM

City of Chico
Community Services Department
Attn: Bob Greenlaw
411 Main Street
P.O. Box 3420
Chico, CA 95927

**Comments from December 10, 2008
Public Workshop**

City of Chico
Community Services Department
Attn: Bob Greenlaw
411 Main Street
P.O. Box 3420
Chico, CA 95927

Dear Mr Greenlaw,

I recently attended the State Route 32 Widening Project soundwall informational meeting on December 10 2008, and appreciate the opportunity to comment on progress to date. We were told that you would accept comments after the December 23rd deadline, as we received a relatively short notice of it right before the holiday season.

I want to share my thoughts on the precast concrete wall, the wall height and it's necessity, and the importance of unbiased photo simulations, traffic slowing devices, and keeping large trees.

First, I want to express my appreciation for the work you have done to address the concerns of the stakeholders. The precast soundwall seems like a great compromise that reduces costs, reduces impacts on vegetation, greatly improves aesthetics over the other alternatives including the no action alternative, and mitigates the noise impacts of the project as required by CALTRANS guidelines.

I would like the project to carefully determine the height of soundwall required to mitigate noise impacts and produce an aesthetically pleasing barrier. I suggest increasing the height a few feet to account for uncertainty in future traffic models, uncertainty in the noise studies and to reduce the already unacceptable noise levels that have resulted from developments previously permitted by the city and county.

It should be made clear that removing vegetation for the project and not providing a soundwall will create an aesthetic mess. There is a hodgepodge of different fencing and landscaping in the yards backing onto the highway which the public will see up close and personal as they drive on a road 5 feet higher than our backyards. Some landowners have already built their own soundwalls.

Not building a soundwall feels like the road will invade our privacy. This loss of privacy will cause landowners to build our own privacy structures which will undoubtedly vary from one style or budget to another. This variability will look junky, reduce property values and give visitors on this gateway into Chico a bad impression, worse than they would get with a soundwall. I have already heard from neighbors who have constructed their own soundwalls or who plan to, and they are not concerned with the greater aesthetic impact of their projects.

The city has required that other nearby projects on Highway 32 construct soundwalls and should require this project provide soundwalls to be fair and consistent.

Consider building soundwalls on the CALTRANS easement as close to the highway as possible, to

both decrease impact on existing vegetation and improve sound attenuation. Please consider vegetating the sound wall and leave as much vegetation as possible between the soundwall and the residences.

I would like to stress the importance of doing an objective and professional job on the photo simulations of the project. These pictures have a huge impact on decision making. I know that they would have a large impact on my own assessment of the project as well. At past meetings, inappropriate comparisons were made in the photo simulations. These can be very deceptive and create bias.

For instance, photo simulations should compare the widened highway with an accurate representation of vegetation that would remain in place with each soundwall alternative. The no-soundwall alternative should show backyards, fences of many varieties, including home-built sound walls which have already been built. It should show disrepair and junk that is found in many yards, which are commonly used for storage. It should show vegetation that has been half removed to widen the highway.

The wood fence soundwall alternative photo simulation should make fence look older, and not of redwood. The precast soundwall photo at the meeting had trees in between the landowner's existing fence and the pre-cast wall, which is not possible because there will be only one foot between the two structures.

Representations of vegetation should be consistent but realistic in the age, density and quality of the newly planted vegetation. I encourage you to be realistic about the existing vegetation, much of which will look scraggly and woody after the green edge has been removed for the highway widening.

You don't want the public to look at the project afterwards, see something uglier than they were presented and then be disgruntled with the project and the City. The public and its servants will remember the photo simulations more than all of the text of the report.

I would like to see the photo simulations before the general public EIR meeting at next meeting- certainly before the EIR. Please let us know how this will happen.

I have previously written about my desire for a soundwall, safety, and vegetation concerns and was disappointed to learn I had not been invited to public meetings concerning the latter two areas. I would like to be able to understand and contribute to all three discussions.

I also appreciate the changes that were made to improve safety at intersections and to reduce the speeds. As one of the landowners that will be impacted by the road moving 3 feet closer to my house, I have mixed feelings about the median rail and vegetation and reserve my final opinion on the matter, but in general feel it is in the public's best interest.

I encourage you to continue to explore ways to slow traffic including providing curbs on the median strip, planting small vegetation in the recovery zone, posting caution signs. I have three

small children that have to cross the Forest and 32 intersection, so I know first hand that this intersection is not very safe for pedestrians, which reduces the number of people that walk, increases the number of cars on the road, which in turn has carbon impacts, health impacts, increases the need for more expensive roads, etc.

Widening 32 will greatly increase speeds, especially eastbound- the current merging clearly and beneficially slows traffic. The increase in speed associated with widening 32 will impact safety especially at Forest intersection for pedestrians, bikes and cars. The safety impacts needs to be mitigated. The area is undergoing extensive in-fill development and more and more people will be using the roads and sidewalks.

Although a few traffic calming features were considered such as roundabouts and vegetated median strips, none were incorporated into the project. Therefore the safety impacts were not mitigated.

The City of Chico should be able to slow traffic on this stretch of roadway, and thereby improve public safety, allow the beautification of vegetated median strips, and reduce air pollution. Officials and consultants at the public meeting seem to feel that the people and government of Chico can not dictate how fast people travel on the roadway. Are we truly captive to bureaucratic rules? -

I did not see analysis of the effect of widening 32 on traffic speed.. Currently the merging of two lanes to one significantly slows cars before they get to the Forest/32 intersection. Widening the road to two lanes will allow cars to continue to accelerate, and they will. This will lead to a reduction on safety.

What is the decrease in travel time / increase in speed associated with the proposed widening project? The decision makers need to understand the benefit they hope to achieve with the project to evaluate if it is worth it. I think that it is important for Chicoans to put traffic delays into perspective- the traffic delays are not significant, and there are always costs of doing these projects.

Please consider all traffic calming techniques at your disposal. Specifically, use vegetated medians and raised curbs to decrease highway speed and also improve aesthetics. What is the increase in average travel time / decrease in speed with raised curbs and vegetated medians? Think of the legacy of a tree-lined boulevard. Chicoans are fond of the tree-planting proclivity of John Bidwell for good reason- he left so much for us to enjoy. Are there other traffic calming techniques to control speed and increase safety at intersections?

A study should be performed on the pedestrian / bicyclist use of the Forest/32 intersection to determine the impact on public safety. This intersection gets much more foot traffic than El Monte, and is a better place to assess potential impacts of the project. This is in part because of the 7-11 and other businesses on Forest. The El Monte neighborhood has fewer Junior High students than the Forest Neighborhood. Children going to school at Marsh Junior High School prefer not only to walk by the 7-11, the bakery, and the pizza place on Forest, but also prefer to

walk down Humboldt Road rather than walk down Highway 32 which requires using Forest instead of El Monte.

I appreciate the waivers you have gotten from CALTRANS to retain some of the large trees on the southwestern end of the project and encourage you to continue to push for retention where safe. I encourage you to use native vegetation in the plantings. I feel strongly that existing vegetation be retained, as much as is possible. This is one reason the concrete block soundwall is not preferred. I encourage the use of smaller plantings in the safety recovery zone and plenty of larger trees outside of the recovery zone. Trees provide many aesthetic and ecosystem benefits that contribute to the unique charm and quality of life in Chico.

In conclusion, thanks for the progress you have made and I encourage you to push for the precast concrete soundwalls, slow traffic and conserve native vegetation.

Please feel free to contact me with any questions.

Matt Brown
5 Merle Court, 95928
892-9812



Chico CA 95928
Jan 4, 2009

Bob Greenlaw, Sr. Civ. Engr.
City of Chico Capital Project Svcs Dept
P.O. Box 3420
Chico, CA 95927

Coming up for air after
being submerged in the
holidays for the last
few weeks. I'm very glad
one of the presenters at Dec.
10 slide show would still be
considered if late! *aws*

attracting
w/ smaller
shrubs — not just w/!

To all those working on the SR 32 widening project:
First of all, I want to thank you for the job you're
doing, and for the opportunity to speak here, and
secondly, for your listening. I appreciate the
tough job you have and applaud you for doing it
so well.

As an adjacent homeowner, my main concerns are
sound, fumes, and aesthetics.

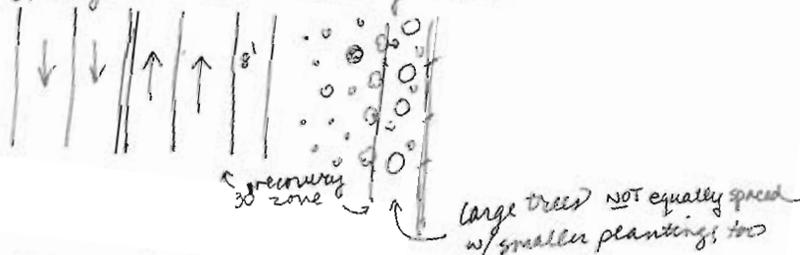
I liked the precast concrete panels and think some
of them are attractive as well as functional. I like how
more vegetation will remain in place with this type of wall,
and that they can be stepped up or down, as needed, along
the varying terrain along the roadway.

Re: wall height — we need more data on wall height and
sound alleviation and fume deflection. It would do us
no good at all to do a beautiful 6' (8'? 10'? 15'?) wall
if that doesn't meet the height required to do the job.
I want a wall 2' taller than the models predict
will lower the sound & fumes to acceptable levels (in
case they're wrong!).

Aesthetics — I like the precast walls, but also feel
very strongly about the need to plant trees, big trees,
every 10' (?) on the roadside of the

Sound wall, as well as smaller vegetation in the
recovery zone. Vegetation is more than just aesthetic
— it diminishes sound as well as cleaning air, cooling
the area and providing bird habitat. Big trees
along the roadside of the sound wall also offer
crash protection, while essentially increasing the
sound/fume protective advantage of the wall.

To summarize, I would appreciate hearing more information
about wall height and sound & fume alleviation. I
like the attractive precast concrete walls, but also
feel very strongly about large trees being planted, along
with lots of other vegetation, just inside the soundwall
and throughout the recovery zone.



Thank you again for this opportunity, and I look
forward to seeing you all at the next meeting.
Happy New Year!

Caryl Brown



Comment Card

(Please note that this document will be part of the public record.)

Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Richard Maxwell
Mailing Address: 21 Stansbury Ct.
Phone Number: 530-343-5783
Resident, Business, Organization, etc.: Resident
Comments: See Attached Letter

Please submit comments by Tuesday, December 23, 2008

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Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Joan Maxwell
Mailing Address: 21 STANSBURY CT
Phone Number: 343-5783
Resident, Business, Organization, etc.:
Comments: See attached letter

Please submit comments by Tuesday, December 23, 2008

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We, as residents of Stansbury Ct., are directly affected by any decisions made regarding the Highway 32 expansion project.

The December 10, 2008 meeting left me very discouraged and frankly discriminated against. The new drawings that we viewed showed from Forest Ave and Hwy 32 beyond the signal no sound wall. You removed that from the previous drawings. How can that be justified?

When the economy improves and new developments appear by Bruce Road and Yosemite., common sense dictates that sound walls will be required, so you build a wall to Forest Ave and ones will be built beyond and WE, RESIDENTS BETWEEN FOREST AVE. AND EL MONTE, ARE LEFT OUT. Something is definitely wrong with that happening. There are safety and noise issues to deal with just like everyone else in the area. How can the few extra feet make that much difference in cost that you can turn you back on the residents in a neighborhood, when you are spending millions. The city wastes more money on unnecessary and unneeded projects than the extra cost to put sound wall back in the plan. They deserve the wall as much as the others. At El Monte and Hwy.32, Music Express is, not only a residence but also a Music School and a Bed and Breakfast.. The noise couldn't possibly be good for business.

I am hoping that you will reconsider the plan and extend the wall past Forest Ave. Another important issue that needs addressing is the safety of the school children in the area. There needs to be signs at Forest Ave. and El Monte warning drivers that a school is near and children are crossing. It is a very dangerous area.

Joan Maxwell
21 Stansbury Ct.
Chico CA 95928
343-5783



INFORMATIONAL WORKSHOP STATE ROUTE 32 WIDENING PROJECT -- SR99 to Yosemite Drive

Wednesday, December 10, 2008

5:30 p.m. map display review; 6:00 p.m. presentation

Drop in anytime between 5:30 p.m. and 7:30 p.m. to view exhibits and ask questions
City of Chico Council Chambers Building, Conference Room #1
421 Main Street, Chico

What is the Project?

The City of Chico and, the California Department of Transportation (Caltrans) are in the process of developing a Environmental Impact Report (EIR) for the proposed State Route 32 Widening Project. The proposed project would widen and improve approximately 2.6 miles of State Route 32 between State Route 99 and Yosemite Drive. The purpose of the proposed project is to provide additional capacity needed as a result of approved and planned development adjacent to the State Route 32 corridor. The Draft EIR is scheduled to be released for public comment in early 2009, and an information workshop is being held to update adjacent property owners on the progress of the project.

What Has Been Done so far?

Beginning in the Spring of 2006, a series of meetings with the public and focused outreach groups were held to gather input on the proposed improvements. Using information gathered from these meetings, environmental technical studies were completed and an Initial Study was circulated for public review. During this review, a significant number of comments were received regarding the potential for soundwalls on the north side of SR32 from SR99 east to El Monte Avenue and on the south side of SR32 near Forest Avenue. A number of comments were received in support of the proposed soundwalls. In general, these comments came from residents of the neighborhoods adjacent to SR32. A significant number of comments were also received in opposition to the construction of the soundwalls. Those in opposition cited the impacts to the existing vegetation along the corridor (there are a number of existing trees on both the north and south sides of SR32), and the visual and aesthetic impacts of the proposed soundwalls. As a result of these comments, the City has decided to move forward with the EIR, which will allow the opportunity for additional public input. Ultimately, the City Council will review and approve the mitigation measures within the EIR defining the ultimate project design.

What is the Workshop Objective?

The meeting's objective is to review updates to the project technical studies and modified soundwall designs with property owners directly adjacent to the State Right of Way and who could potentially be affected by the soundwall decision. Residents in the project area are strongly encouraged to attend to provide their input on the project design. Comments relating to environmental issues will be summarized and included in the Draft EIR. An additional public workshop is planned for early 2009 to include all project stakeholders in one meeting to address this information and any other stakeholder concerns.

Further Information

For further information about the project or for individuals that cannot attend this meeting, comments may be submitted by letter or email. Written comments should be sent to:

Bob Greenlaw, Senior Civil Engineer, bgreenla@ci.chico.ca.us or 530-879-6900
City of Chico Capital Project Services Department
P.O. Box 3420 Chico, CA, 95927

Please provide comments no later than 5:00 p.m. on Wednesday, December 21, 2008.

Special Accommodations

For individuals with sensory disabilities, we can provide services such as note-takers, reading or writing assistance, or meeting materials in large print or computer disk. To obtain such services or copies in one of these alternative formats, please contact Bob Greenlaw at the above address 48 hours prior to the meeting.

Handwritten note:
I am interested in the project. Please call me at 343-5783.

TRANSPORTATION

Caltrans > District 9 > FAQs

Noise & Vibration Specialists FAQs

Why does Caltrans perform noise and vibration studies?

Highway noise analysis and abatement/mitigation requirements stem from the following state and federal environmental statutes:

California Environmental Quality Act (CEQA)

National Environmental Policy Act (NEPA)

Title 23 United States Code of Federal Regulations, Part 772 "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772)

Section 216 et seq. of the California Streets and Highways Code

How are noise levels measured?

Noise specialists measure levels by decibels or dBA — a unit of relative loudness. This unit of relative loudness closely approximates the human ear's response to sound. On this scale, normal breathing registers about 10 dBA, a clothes dryer at 10 feet registers about 50 dBA, and a pickup truck going 50 miles per hour and 50 feet away registers about 70 dBA. Adding 10 decibels doubles the apparent noise level.

When are soundwalls warranted?

Soundwalls are necessary in locations adjacent to the highway where peak-hour noise levels are greater than 65 decibels. A soundwall will be proposed if it can reduce measured noise levels along the highway by 5 decibels.

To be effective, how high do soundwalls have to be?

Heights of walls are based upon their ability to lower the level of traffic noise. If a soundwall height is reduced to a point where it no longer achieves this measured noise reduction, it will no longer qualify for federal funding (and it will not be built). An effective soundwall normally blocks the line of sight from a 6-foot-tall receptor to the 11.5-foot truck exhaust stacks on the highway.

What if I don't want a soundwall built?

A soundwall will not be built if more than 50% of the first-row property owners (adjacent to the project area) do not want it.

Do soundwalls block dust, dirt, and soot (particulate matter) produced by freeway traffic?

Barriers provide some limited protection from highway particulate matter as evidenced by concentrations often found at the base of the highway side of a soundwall. Soundwalls likely have minimal effect in stopping airborne soot and other aerosol particulate matter and vehicular emissions.

Can asphalt absorb sound?

Yes, rubberized asphalt has been reported to reduce noise levels by up to 3 decibels. However, rubberized asphalt requires special conditions to cure properly and can be placed only in select areas.

Will Caltrans provide double-paned windows and insulation for my residence?

Caltrans normally provides insulation for non-profit public institutions (schools, hospitals, etc.). Soundwalls and berms are the normal form of noise protection offered by Caltrans to residences. If, after the project is completed, noise levels are 75 decibels or greater, or the project causes an increase of 30 decibels or more, Caltrans will consider noise insulation of private property.

For more information, see <http://www.dot.ca.gov/hq/ovv/noise/index.htm>

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<http://www.dot.ca.gov/dist6/faq/noise.htm>

12/14/2008



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DEC 15 2008

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Comment Card

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to: Bob G.

Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Linda L. Zorn
Mailing Address: 5 Stansbury Court
Phone Number: 530-343-2504
Resident, Business, Organization, etc.:
Comments: See attached

Bob
Let's discuss
BRIEFLY IN
APPROPRIATE
RESPONSE
THL

Please submit comments by Tuesday, December 23, 2008

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Comment Card

Linda L. Zorn
5 Stansbury Court

I was disappointed to learn that there had been a meeting on December 10, 2008 regarding the Hwy 32 widening project. I did not receive a notice of this meeting. I was under the impression that the city is required to inform those that are impacted by the project of all public meetings.

At previous meetings, those of us living in the Stansbury Court neighborhood were led to believe that there would be some type of sound wall installed adjacent to our neighborhood as part of the Hwy 32 widening. Apparently the current plan is for the sound wall only from Fir to Forest, omitting the portion from Forest to El Monte.

I would like to request a neighborhood meeting with a city representative to provide the rationale for the sound wall as currently planned.

Our neighborhood has never opposed this project. We understand the need for it and have simply requested that the city work with us to mitigate the impacts the expansion will have on our homes and neighborhood in general.

At the first meeting we requested two things:

- 1) Sound wall from Fir to El Monte
- 2) Right turn lane from Forest onto Hwy 32W

At that time the consultant hired by the city to conduct the sound studies was quite rude to those of us living in the area. He indicated that a wood fence provided the same level of sound protection as other materials. He would not directly answer our questions as to the methodology of the sound study he had conducted. City of Chico representatives understood our concerns and indicated they would look into the sound wall. At subsequent meetings we were led to believe that the city had done so and would add a sound wall to the Forest to El Monte section.

We are concerned about the impacts of the Hwy 32 widening on the sound levels in the Stansbury Court area and other streets that are so close to Hwy 32. Our neighborhood would like to request a meeting with appropriate City of Chico personnel to learn the justification for the placement of the sound walls in the Hwy 32 widening project.



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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Marty Fayels
Mailing Address: 19 Stansbury Ct Chico CA 95928
Phone Number: 530 894-8343
Resident, Business, Organization, etc.: Resident
Comments: _____

Please submit comments by Tuesday, December 23, 2008

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BOSD / CPSD

Dear Bob,

I would like to thank you for the information you have provided us during the meeting held at the City of Chico earlier this month.

I am writing to you to express my concerns about the way this project has been carried out. I do understand that the City of Chico is going through a difficult financial time, but I also believe that the city has the duty and obligation to protect its residents as well as their investment.

When this project came about, my next door neighbor who lived in a custom built home on Stansbury Court moved to Durham and put their house on the market at \$525,000.00 for a quick sale. This was at the peak of the housing Market. Under normal circumstances, the house would have sold in matter of days. The problem was that once the realtor disclosed the fact that the highway will be expanded and that the City may or may not put a sound wall, potential buyers immediately walked away since they could not imagine investing in a house with a wooden fence behind a two lane highway without a firm commitment that a sound wall will be built. Finally over a year later, the house sold for over \$100,000.00 less than the asking price.

The issue is not just about investment, it is also about comfort that people should be entitled to in their homes. As it is now, the noise level far exceeds what it was even 6 months ago and it takes away that comfort people are entitled to in their own home.

I live in one of the two stories home on Stansbury Court and we hardly open the windows. Not just because of the dust the traffic brings, but also because of the noise. We purchased our home about 10 years ago and on a nice summer evening, we used to open the windows to get some nice fresh air and enjoy it while we slept. In the past couple of year, we can no longer do that. The noise from the highway has made it impossible for us to sleep soundly.

My wife has been asking me to move, but like everyone else with kid in a private college and another on the way in 6 months, I can not afford it. So, we made a compromise and I built her a water pond to sort of neutralize the highway noise so she can sit down and have a cup of tea without being overwhelmed by the highway noise. We can not run that 24/7.

I also would like to question the noise study that has been done over Two (2) years ago. I work at Chico State and commute at least once a day to and from work. No one can argue that the traffic on highway 32 has more than doubled since the study has been done. As a matter of fact, the route that used to take me no more than 10 minutes, now takes 20 minutes and I started looking for alternate routes.

If the study to be effective, it should reflect the current situation and not the past that no longer exist.

As I mention at the meeting, we hear noise from everywhere such as the race track and the 7-11 gas station and we are not in need of more. For months, I could not explain the source of that ear piercing and extremely annoying noise. Finally, I decided to walk around the neighborhood and investigate it. It was the noise generated by the vacuum cleaner at the gas station. Has the City checked that?

Having the sound wall stop east of Forest Ave does not make sense. Some of the houses to the east of Forest Ave are even closer to highway 32 than those of the left. The right thing is to have it on both sides.

My offer is still on the table to welcome you for an overnight stay in my house to collect noise data for yourself. Please consider the comfort of those of us love the City of Chico for its care about its citizens. I am confident that you will listen to the voices of the people and do the right thing which is extending the wall to both sides of highway 32.

Sincerely,

Moaty Fayek
19 Stansbury Court
530 894 8343

City of Chico
Engineering Department
Re: State Route 32 Widening Meeting, Dec. 10, 2008

To Whom it May Concern:

What follows are my observations and concerns about the State Route 32 widening project between State Route 99 and Yosemite Drive.

1) The first item to be addressed is the information sheet that was mailed to my wife and I prior to the meeting of the 10th of December. I will discuss that handout sheet item by item.

a) Project Description: Widening SR 32 from SR 99 to Yosemite Drive

I am concerned about that portion of SR32 that lies between Forest Ave and Yosemite Drive.

b) I am combining item #2 (what has been done), and item #3 (the workshop objective) As far as the objective of the workshop goes, I feel that the objective was to inform the residents along the corridor of SR 32 between Forest Ave and Yosemite Drive didn't deserve a sound wall and therefore, were not going to be provided with one. (This, even though a sound wall was designated in the first set of meetings. In fact I still have drawings of them...proposed). Now, however we don't seem to be valuable enough to be protected from sound, somewhat emissions, and some wild car or truck coming through my back fence and killing someone in my backyard, due to the City of Chico's lack of concern for its citizenry....except for maybe wasting money on some art project or narrowing the downtown streets so that people have to back into parking places and possibly cause accidents while doing so....not to mention suppliers having a very hard time making deliveries to merchants, as other drivers try to creep by them...hopefully. All this is money very well spent, yet the money it would take to install prefabricated sound walls along this corridor would, no doubt, be less.

But that wouldn't be worth it to the city of Chico, would it? After all, all it would do is maybe save someone's hearing, breathing, or life. But to me, that doesn't seem like a very good investment for the engineering department to present to the city council does it? After all, they are just people, which doesn't count for much.

As for the people who objected the sound walls because of protecting the greenery? They would rather see someone dead on the other side of the greenery, just to protect the greenery. The biggest fallacy about this is they don't live behind that greenery, and therefore, have nothing to say about it. It is none of their business, since it isn't their butts that won't be saved by constructing this badly needed (and required by Caltrans to construct a sound wall when sounds of 65db and above are present), if some vehicle runs into that wall!

Food for thought.

In my opinion not having a sound wall is not an option. Especially since most of the new roadway will have to be built closer to Stansbury Ct. properties since there is not the room to do so on the 7/11 side of the hiway.

All right you engineers, take heed to this and get your act together! I thought as well as being educated in design and construction, you were also supposed to be educated in safety?

So go tell the city to protect its citizens.

Thanks for reading this
Dick Maxwell
21 Stansbury Ct
Chico CA 95928
530-343-3783

Cc: file for
City of Chico



INFORMATIONAL WORKSHOP

STATE ROUTE 32 WIDENING PROJECT -- SR99 to Yosemite Drive

Wednesday, December 10, 2008
 5:30 p.m. map display review; 6:00 p.m. presentation
 Drop in anytime between 5:30 p.m. and 7:30 p.m. to view exhibits and ask questions
 City of Chico Council Chambers Building, Conference Room #1
 421 Main Street, Chico

1 What is the Project?

The City of Chico and, the California Department of Transportation (Caltrans) are in the process of developing a Environmental Impact Report (EIR) for the proposed State Route 32 Widening Project. The proposed project would widen and improve approximately 2.6 miles of State Route 32 between State Route 99 and Yosemite Drive. The purpose of the proposed project is to provide additional capacity needed as a result of approved and planned development adjacent to the State Route 32 corridor. The Draft EIR is scheduled to be released for public comment in early 2009, and an information workshop is being held to update adjacent property owners on the progress of the project.

2 What Has Been Done so far?

Beginning in the Spring of 2006, a series of meetings with the public and focused outreach groups were held to gather input on the proposed improvements. Using information gathered from these meetings, environmental technical studies were completed and an Initial Study was circulated for public review. During this review, a significant number of comments were received regarding the potential for soundwalls on the north side of SR32 from SR99 east to El Monte Avenue and on the south side of SR32 near Forest Avenue. A number of comments were received in support of the proposed soundwalls. In general, these comments came from residents of the neighborhoods adjacent to SR32. A significant number of comments were also received in opposition to the construction of the soundwalls. Those in opposition cited the impacts to the existing vegetation along the corridor (there are a number of existing trees on both the north and south sides of SR32), and the visual and aesthetic impacts of the proposed soundwalls. As a result of these comments, the City has decided to move forward with the EIR, which will allow the opportunity for additional public input. Ultimately, the City Council will review and approve the mitigation measures within the EIR defining the ultimate project design.

3 What is the Workshop Objective?

The meeting's objective is to review updates to the project technical studies and modified soundwall designs with property owners directly adjacent to the State Right of Way and who could potentially be affected by the soundwall decision. Residents in the project area are strongly encouraged to attend to provide their input on the project design. Comments relating to environmental issues will be summarized and included in the Draft EIR. An additional public workshop is planned for early 2009 to include all project stakeholders in one meeting to address this information and any other stakeholder concerns.

Comments from El Monte Ave

Further Information

For further information about the project or for individuals that cannot attend this meeting, comments may be submitted by letter or email. Written comments should be sent to:

Bob Greenlaw, Senior Civil Engineer, bgreenla@ci.chico.ca.us or 530-879-6900
 City of Chico Capital Project Services Department
 P.O. Box 3420 Chico, CA, 95927

Please provide comments no later than 5:00 p.m. on Wednesday, December 21, 2008.

Special Accommodations

For individuals with sensory disabilities, we can provide services such as note-takers, reading or writing assistance, or meeting materials in large print or computer disk. To obtain such services or copies in one of these alternative formats, please contact Bob Greenlaw at the above address 48 hours prior to the meeting.

TRANSPORTATION

Caltrans > Home > FAQs

Noise & Vibration Specialists FAQs

Why does Caltrans perform noise and vibration studies?

Highway noise analysis and abatement/mitigation requirements stem from the following state and federal environmental statutes:

- California Environmental Quality Act (CEQA)
- National Environmental Policy Act (NEPA)
- Title 23 United States Code of Federal Regulations, Part 772 "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772)
- Section 216 et seq. of the California Streets and Highways Code

How are noise levels measured?

Noise specialists measure levels by decibels or dBA — a unit of relative loudness. This unit of relative loudness closely approximates the human ear's response to sound. On this scale, normal breathing registers about 10 dBA, a clothes dryer at 10 feet registers about 50 dBA, and a pickup truck going 50 miles per hour and 50 feet away registers about 70 dBA. Adding 10 decibels doubles the apparent noise level.

When are soundwalls warranted?

Soundwalls are necessary in locations adjacent to the highway where post-hour noise levels are greater than 65 decibels. A soundwall will be proposed if it can reduce measured noise levels along the highway by 5 decibels.

To be effective, how high do soundwalls have to be?

Heights of walls are based upon their ability to lower the level of traffic noise. If a soundwall height is reduced to a point where it no longer achieves this measured noise reduction, it will no longer qualify for federal funding (and it will not be built). An effective soundwall normally blocks the line of sight from a 5-foot-tall receptor to the 11.5-foot truck exhaust stacks on the roadway.

What if I don't want a soundwall built?

A soundwall will not be built if more than 50% of the first-row property owners (adjacent to the project area) do not want it.

Do soundwalls block dust, dirt, and soot (particulate matter) produced by freeway traffic?

Barriers provide some limited protection from highway particulate matter as evidenced by concentrations often found at the base of the highway side of a soundwall. Soundwalls likely have minimal effect in stopping airborne soot and other aerosol particulate matter and vehicular emissions.

Can asphalt absorb sound?

Yes, rubberized asphalt has been reported to reduce noise levels by up to 3 decibels. However, rubberized asphalt requires special conditions to cure properly and can be placed only in select areas.

Will Caltrans provide double-paned windows and insulation for my residence?

Caltrans normally provides insulation for non-profit public institutions (schools, hospitals, etc.). Soundwalls and berms are the normal form of noise protection offered by Caltrans to residences. If, after the project is completed, noise levels are 75 decibels or greater, or the project causes an increase of 30 decibels or more, Caltrans will consider noise insulation of private property.

For more information, see <http://www.dot.ca.gov/faq/ctw/noise/index.htm>

State of California | Photo: Photo
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<http://www.dot.ca.gov/dist6/faq/noise.htm>

12/14/2008

Dec 19, 2008

Bob Greenlaw, City of Chico and Caltrans
In reference to State Route 32 widening
project - SR99 to Yosemite Drive

Property Of Concern

1145, 1147 and 1149 El Monte Av. - North side
of Hwy 32 between Dead Horse Slough
and El Monte Av.

We are not as fortunate as those west
of Forest Av with vegetation. We feel
a sound wall is a necessity.

We are not against widening Hwy 32
but anything you can do to cut back on
VEHICLE NOISE and FUMES would
be appreciated

Elton Cobeen

ELTON & IRENE COBEEN
OWNERS - 1145 & 1149 ELMONTE AV
345-8376

GLENN & BARBARA WOOD
OWNERS - 1147 ELMONTE AV
895-1037

TERI HOOVER
TENANT - 1149 ELMONTE AV
342-1929

ELTON COBEEN
1145 ELMONTE
CHICO, CA 95928

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Comment Card

(Please note that this document will be part of the public record.)

Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Denielle DiPietro Hawkins

Mailing Address: 18 Stansbury Ct, Chico 95928

Phone Number: (530) 845-3432

Resident, Business, Organization, etc.: Resident

Comments: I am a current resident on Stansbury Court whose backyard backs up to highway 32. I am writing to voice my deep concerns about the recent decision to not build a sound wall along the stretch of road from El Monte to Forest Ave. It makes no sense that the current plan includes a sound wall from Forest to Fir, mostly because the houses on Stansbury Court are even closer to the highway than any of those houses on the stretch from Forest to Fir. The well-being and safety of our street and its residents (who will have the most negative impact from the highway expansion) is being totally disregarded. If the issue with building the wall is money, the new solution involving the pre-caste material, which costs considerably less than concrete.

Please submit comments by Tuesday, December 23, 2008

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seems to be the solution. But, if that was the main issue, why is the sound wall proposed from Forest to Fir, which is about three times the distance from El Monte to Forest. Why do the plans still leave out our sound wall? If the issue is that the noise study findings did not show a high enough level of noise in our area, why is the wall going up in the neighborhood that is even further back from the road? Caltrans says that, "Soundwalls are necessary in locations adjacent to the highway where peak-hour noise levels are greater than 65 decibels". They also state that, "A pickup truck going 50 miles per hour and 50 feet away registers about 70 dBA." I would say that those of us whose backyards are adjacent to 32 are already experiencing daily noise levels of at least 70 decibels. An expansion of the highway is obviously going to create even more noise. In a Caltrans report from 2005, they stated that highway 32 experiences about 10,750 vehicles per day at our juncture, many of which are big noisy trucks carrying heavy cargo. Again, the road expansion will only add to the traffic and the noise.

On the City of Chico's website, there are meeting notes documented from environmental groups for January 23, 2008. When stating their priorities for Chico in the next 20 years, within the top 3 responses were, "Protection and enhancement of the Urban Forest and development of an Urban Forest Element in the General Plan." And next, "Registration, preservation, and education regarding 'significant trees'." Two years ago, when my husband and I were in the process of purchasing our current house on Stansbury Court, I contacted Bob Greenlaw

to discuss the sound wall. I asked him if he could give me a definitive answer as to whether one would be built, because I believed it was necessary. I remember him speaking about the importance of some of the old trees which line the highway right outside of our backyards. So, if the major issue about the sound wall is indeed the preservation of certain trees, I would certainly hope that the people - the families - being affected by the highway expansion would take precedence over the trees. I know that the City of Chico continually strives to put safety first for its citizens, and not building a sound wall for the residents of Stansbury Court would create a major safety concern. I have two kids, ages 3 and 5, and not only do they spend a lot of time playing in the backyard, they also play in the Dead Horse Sough. It's ~~not~~ further enough away from the road ^{for} now, but as the highway expands, it will encroach even more into our living space and play area. I don't think that we or any of the residents of Stansbury Court who live near Highway 32 should have to worry on a daily basis about whether a car will come crashing through our backyard fences.

All of the residents along Highway 32 need a sound wall for our safety and well-being.

GROUP CHARACTERISTS

This group consisted of representatives of local environmental groups. They expressed concerns about maintaining and expanding the urban forest, preservation of Bidwell Park and existing Open Space as defined by the Greenline and Goldline. In addition, the group was in agreement that the City should explore and implement Sustainable development practices.

WHAT ARE YOUR PRIORITIES FOR CHICO IN THE NEXT 20 YEARS?

The group expressed a desire for the City to make a solid commitment to the preservation and enhancement of existing natural resources including:

- Preservation of Bidwell Park
- Protection and enhancement of the Urban Forest and development of an Urban Forest Element in the General Plan
- Registration, preservation and education regarding "significant" trees
- Enhanced alternative transportation favoring bike and pedestrian corridors
- Creating neighborhood centers where people can walk to shopping and schools
- Continue theme of a compact urban form
- Preserve all Open Space
- Creating neighborhood parks to take the pressure off of Bidwell Park
- Create connectivity between neighborhoods – no cul-de-sacs
- Need to move away from the compartmentalization of land uses. We aren't being sustainable. Need to have high speed rail to other Cities. Improve all of our transportation. Traffic calming is not up date.
- Need to revitalize Downtown and have a vision for the future
- Need architectural review improvements
- There needs to be a focus on sustainability, but also an understanding of what that means. The group suggested that it is the simultaneous focus on the environment, the economy, and society.
- Air quality standards and how they effect the formulation of General Plans and the processing of development projects needs to be factored into the planning process.
- Protection of streams, creeks and waterways.
- Protection of the City's Oak Woodlands for viewshed and habitat purposes.
- Need zoning that doesn't allow ranchettes and focuses density in the City.
- City needs to require the mitigation of all impacts.
- Do not allow development adjacent to the Park.

TRANSPORTATION

Caltrans > District 9 > FAQs

Noise & Vibration Specialists FAQs

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To be effective, how high do soundwalls have to be?

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What if I don't want a soundwall built?

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For more information, see <http://www.dot.ca.gov/hq/env/noise/index.htm>

Questions of Law & Policy Panel
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Comment Card

(Please note that this document will be part of the public record.)

Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project, State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Judith Rafferty
Mailing Address: 3 Stansbury Ct.
Phone Number: 530-899-8502

Resident, Business, Organization, etc.: Calif State University, Chico

Comments: I am very worried that the city of Chico will not consider building a "sound wall" or a road fence to protect residents from the horrific noise and possible accidents. It seems unconscionable for the city of Chico to begin a major enlargement of Highway 32, which will increase the noise level and potential hazard of more vehicles, without protection to property owners on Stansbury Court.

Kevin O. Scum

Judith Rafferty

Please submit comments by Tuesday, December 23, 2008

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project, State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Eylene Morgan
Mailing Address: 7 Merle Ct.
Phone Number: (530) 345-9993

Resident, Business, Organization, etc.:

Comments: I am writing to object to a wood fence sound barrier. A fence along the road could result in an accident if a car would go through a road fence, complain to concrete. You are children playing in these back yards. Any barrier should extend past Forest to at least Head House slough. Please consider the height of the fence to 10-12 ft above the road bed and we would like as much trees/plants, etc left. In the median, please keep trees small.

Please submit comments by Tuesday, December 23, 2008

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CITY OF CHICO
BOSD / CPSD

Capital Project Services
Attn: Bob Greenlaw
411 Main Street
95927



Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): JOSEPH SCHNEIDER

Mailing Address: 20 STANSEBURY CT

Phone Number: 530-680-3758

Resident, Business, Organization, etc.: RESIDENT

Comments: AS THE CITY HAS DETERMINED A SOUNDWALL IS REQUIRED EXTENDING ON THE NORTH-SIDE OF HIGHWAY 32 FROM 8TH STREET TO FOREST AVE, THE CITY SHOULD BE PROVIDING A SOUNDWALL FOR THE RESIDENT WHO LIVE BETWEEN FOREST AVE AND EL MONTE. TO NOT PROVIDE THIS SOUND MITIGATION IS NOT ACCEPTABLE GIVEN AVERAGE NOISE LEVELS ARE JUST AS HIGH ON THIS SECTION OF HIGHWAY 32.

Please submit comments by Tuesday, December 23, 2008

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): ROBERT DI PIETRO

Mailing Address: 1482 HILLTOP LANE PARADISE 95644

Phone Number: 872-7353

Resident, Business, Organization, etc.: _____

Comments: I HAVE BEEN ADVISED THAT HIGHWAY 32 WILL BE WIDENED TO FOUR LANES FROM EL MONTE AVE THROUGH FOREST AVE. MY DAUGHTER, HER HUSBAND AND THEIR TWO SMALL CHILDREN LIVE ON STANSEBURY CT. WEEKLY, MY WIFE AND I VISIT OUR DAUGHTER AND HER FAMILY AND THE TRAFFIC NOISE CONTINUALLY FORCES US INSIDE. ADDITIONAL TRAFFIC WOULD NOT ONLY INCREASE THE UNCOMFORTABLE NOISE LEVEL BUT WOULD ALSO CAUSE ADDITIONAL TRAFFIC SAFETY CONCERNS. I URGE YOUR APPROVAL OF THE STATE MANDATED SOUND/SAFETY WALL THAT SHOULD BE CONSTRUCTED AT THE TIME OF THE WIDENING OF THE HIGHWAY. Sincerely, Bob Di Pietro, Laura Di Pietro

Please submit comments by Tuesday, December 23, 2008

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Lisa Rappaport
Mailing Address: 4 Jay Lane
Phone Number: 345-9326
Resident, Business, Organization, etc.: Chico Resident

Comments: We are friends of the Hawkins family and visit their home on Stansbury Court frequently. Playing outside in the backyard is difficult at times because the sound of traffic interferes with conversation. The one plus about their backyard is the Dead Horse Slough which the children enjoy playing in very much. Widening Hwy 32 will put into this play space, making outside play even more difficult. Erecting a sound wall is an imperative need both for the safety of children's play as well as a comfortable and adequate living situation for noise pollution.

Please submit comments by Tuesday, December 23, 2008

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Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Jim Bailey
Mailing Address: 1160 Hooker Oak Ave Chico
Phone Number: 899-7356
Resident, Business, Organization, etc.: Resident

Comments: I am writing to express my interest in the city following through on putting up a sound wall on State route 32. Our close friends live on Stansbury Court and I go to their home with my children multiple times per week. Our kids play together in their yard which backs up to Hwy 32. Our children and others on the court play in Dead Horse Slough the creek bed between the houses and the highway. If the road is closer to the creek, I will be worried about our children playing. If an accident were to →

Please submit comments by Tuesday, December 23, 2008

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Danielle DiPietro Hawkins
Mailing Address: 18 Stansbury Ct. Chico
Phone Number: 995-3432
Resident, Business, Organization, etc.: Resident

Comments: As a follow-up to the letter I have already written, I would like to mention that the highway which is adjacent to our backyard is 4-6 feet higher than the fence we currently have standing. A wooden fence constructed on the properties of the residents living along the highway is an insufficient noise and safety barrier. The only way that we would be aptly shielded from the constant noise and safety issues due to closer traffic, would be through a concrete sound wall along the highway. I urge your consideration and approval in constructing a sound wall in the stretch of road from El Monte to Forest Ave. Thank you.

Please submit comments by Tuesday, December 23, 2008

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Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Katie Bennett
Mailing Address: 12716 Calla Lane Chico, CA 95926
Phone Number: (530) 343-2817
Resident, Business, Organization, etc.: city resident

Comments: As a friend of the Hawkins family and frequent visitor to their home at 18 Stansbury Court, I wish to comment on the noise level at their home due to vehicular traffic on Highway 32. Currently, whenever my family visits, the noise from the highway is noticeably loud and distracting, especially when we are outside in the backyard. I cannot imagine how unbearable and offensive the noise will be once the highway is widened to four lanes and no sound wall is constructed. Not only will it be difficult to enjoy being outside at their home anymore, but I feel it will be irresponsible of me to have my two young children, ages 14 months and 3 years, play in their backyard as it will be uncomfortably close to the visible highway. Also, my children often play in Dead Horse Slough. Please submit comments by Tuesday, December 23, 2008

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with the Hawkins children which I'm afraid, will no longer be possible once the highway is widened and traffic is completely visible from the slough.



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DEC 23 2008

CITY OF CHICO
BDSO / CPSD

Comment Card

(Please note that this document will be part of the public record.)

Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): TIM CARTER
Mailing Address: 12 STANSBURY CT, CHICO CA 95928
Phone Number: 530-809-0303

Resident, Business, Organization, etc.: RESIDENT

Comments: STANSBURY CT. RESIDENTS ARE BEING DISCRIMINATED AGAINST AS WE ARE THE ONLY RESIDENTS THAT HAVE NO PLANNED SOUND WALL. THE CITY SEEMS TO BE USING THE SOUND STUDY AS THE BASIS FOR THEIR DEFENSE; HOWEVER, THIS STUDY MUST BE FLAWED AS COMMON SENSE AND LOGIC DICTATES THAT SINCE OUR PROPERTIES ARE EVEN CLOSER TO HWY 32 THAN THE PROPERTIES FROM FIR TO FOREST WE MUST BE EVEN MORE IMPACTED. WE ALSO ARE IMPACTED MORE BECAUSE OF THE TRAFFIC LIGHT AT FOREST.

Please submit comments by Tuesday, December 23, 2008

Submit below

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The city should also be concerned about the aesthetics since the wall from Fir to Forest will be pleasing, and then there will be a hedge of 6' x 6' of redwood fencing continuing to El Monte. The present concrete material seems to be a good alternative.

Dec 15 08 05:11p Wendy Stout

494-8306

p.1

st-# Fax Note 787: Date: 12-15-08
City of Chico: Robert + Darinda Stout
City of Chico Project Site / Bob Stout
Phone: 895-1337
Fax: 894-2306



Comment Card

(Please note that this document will be part of the public record.)

Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Robert + Darinda Stout
Mailing Address: 22 Stansbury Ct. Chico CA 95928
Phone Number: 295-1337

Resident, Business, Organization, etc.: Resident

The sound study conducted by the City of Chico was so ridiculously flawed. We conducted our own sound study, using proper equipment, for a week not (the less than one day method used by the City) and the decibels far exceeded the City and State minimum standards.

Beginning around 4:00 am EVERY morning we hear the Jake Brakes screeching from the Semi Trucks going by. We have had to telephone the police department for the noise pollution created by the 7-11 personnel using their leaf blowers and power washers at all hours. Emergency sirens are a constant day and night and normal road noise including young drivers beeping the base on their car stereos.

We know for a fact that the City of Chico requires a cement sound wall to be constructed around utilities facilities and these facilities have nowhere near the noise decibels that the current traffic on Highway 32 has.

We have a Valley Oak Tree that is well over 100 years old and we want to know who is going to take responsibility for damage to the tree and root system when you build the road over, around and through it. Is the City of Chico going to accept full responsibility to remove our dead tree after you kill it?

If we are forced to build our own sound wall to protect our hearing and health from the additional fumes created by more traffic, then can we assume as a good faith effort on the part of the City that all fees that would normally be charged for such a project will be waived?

Please submit comments by Tuesday, December 23, 2008

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DEC 22 2008
CITY OF CHICO
BOSD / CPSD

Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print) Amy Schneider
Mailing Address: 20 Stansbury Court, Chico, CA 95928
Phone Number: 895-8246
Resident, Business, Organization, etc.: resident

Comments: Following the third public information meeting on 12/10/08, I have some serious concerns about Hwy 32 widening and the subject of a sound wall. 1) It is absolutely unfair that the properties along 32 from Fir to Forest will be getting a sound wall, yet the properties from Forest to El Monte won't. Our properties on Stansbury Court are already adjacent to 32, then those properties from Fir to Forest? Plus, the houses on Stansbury have higher property values than the houses from Fir to Forest. Therefore, how can the City justify their getting a sound wall and not us?? 2) We already have a very high level of noise from 32 with only two lanes. Once it is expanded and the lanes are even closer to our backyards, the noise will be even greater, indeed, intolerable. Specifically, the big rigs that
Please submit comments by Tuesday, December 23, 2008

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DEC 22 2008
CITY OF CHICO
BOSD / CPSD

Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Paula Kanner
Mailing Address: 15 Stansbury Ct
Phone Number: 345-6846
Resident, Business, Organization, etc.: _____

Comments: The logic of not having a sound wall between Forest & El Monte is flawed. Activity on 32 at the Forest/32 intersection requires attention. We pay considerable taxes which should ensure maintaining the quality of our neighborhood. This is a highly visible area so from the road view a wall consistent with Forest to Fir should be built. A precast concrete material would be appropriate. Growth is inevitable but it should not be at the expense of neighborhoods that have supported this community.
Please submit comments by Tuesday, December 23, 2008

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RECEIVED

DEC 22 2008

CITY OF CHICO
BOSD / CPSD

Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Stephen Hackney
Mailing Address: 3 Merle Court, Chico, CA 95928
Phone Number: (530) 348-5528
Resident, Business, Organization, etc.: Resident

Comments: Regarding the city's Hwy 32 Expansion Project between
Fir St. and Bruce Rd. and after the following comments:
1- Expanding Hwy 32 to four lanes is not going to solve current
and future vehicle traffic impacts
2- This project - between Fir & Bruce - is going to encourage
additional traffic volumes which will exacerbate current and
future impacts, higher speeds, higher volume of traffic, exponentially
higher noise and air quality impacts to residents
3- Proposed Solution: The city being granted a plan for funding a
new "Parkway" to accommodate the 60,000 plus new vehicle
traffic from Mountain Park & Lake Valley and other future projects.

Please submit comments by Tuesday, December 23, 2008

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Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Stephen Hackney
Mailing Address: 3 Merle Court, Chico, CA 95928
Phone Number: (530) 348-5528
Resident, Business, Organization, etc.: Resident

Comments: Regarding the city's Hwy 32 Expansion Project
between Fir St. and Bruce Rd.:
• The two-lane configuration currently in existence
provides for an existing "traffic-calmed" device by
naturally reduced traffic to travel at a reduced speed of
under 30 mph. Hwy 32 opens up to four lanes near Fir St.
I would request the City NOT expand Hwy 32 to four lanes
in this section, thereby taking advantage of safety and
health benefits from reducing the speed & volume of vehicle traffic
to a more calmer and manageable flow.

Please submit comments by Tuesday, December 23, 2008

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Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Stephen Hackney
Mailing Address: 3 Merle Court, Chico, CA 95928
Phone Number: (530) 342-5528
Resident, Business, Organization, etc.: Resident

Comments: The city's Expansion Project of Hwy 32 between Fir St and Bruce Road, especially between Fir St. and Forest Ave, should include a Soundwall, with landscaping for the following reasons:
• Significant NOISE impacts that can only be mitigated with a soundwall
- expansion of Hwy 32 to four lanes will bring the vehicle traffic closer
- the existing road bed is 3 to 5 feet higher than residential lots
• residents are presently impacted by noise, both ambient and intermittent, from truck tire friction, engines, jakes, braking, 'boom-booms', emergency vehicle sirens, occasional accidents, brakes, horn-blowing, P.A. system from commercial businesses Hwy 32, vacuum noise from 7-11 store.

Please submit comments by Tuesday, December 23, 2008

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Bob Greenhall



Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Phil King
Mailing Address: 4 Merle Ct
Phone Number: 345-0357
Resident, Business, Organization, etc.: _____

Comments: THE MEETING ON DEC 10 WAS MUCH BETTER THAN THE PREVIOUS MEETING CONDUCTED BY THE CONSULTANT WHO REALLY DIDN'T KNOW WHAT WAS GOING ON.
THIS MEETING WAS ORGANIZED & ANSWERED CONCISELY
- A SOUNDWALL IS NECESSARY - MANDATORY. EVEN TO COVER STANBURY.
- THE HEIGHT IS IMPORTANT BECAUSE OF THE ELEVATION OF THE ROADWAY. ALSO BECAUSE ROAD WILL BE CLOSER TO HOMES.
- NOISE ^{LEVEL} WILL BE INCREASED BECAUSE OF MORE TRAFFIC: TRUCKS, SIRENS FROM EMERGENCY VEHICLES STOP/GO/IDLING. SPEED LIMITS

Please submit comments by Tuesday, December 23, 2008.
THE "SPEAK" PROBLEM IS SOLVED BY CHP + CITY PATROL PRESENCE
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SOME OF US DON'T UNDERSTAND "MEDIAN" DISCUSSION
* SINCE VEGETATION & TREES ARE PLANNED TO BE REMOVED, WHY NOT BUILD THE "SOUNDWALL" FIRST - BEFORE REAL WORK ON ROAD WIDENING CAUSES MORE NOISE, DIRT & SMOG.



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DEC 18 2008

CITY OF CHICO
BOSD / CPSP

Comment Card

(Please note that this document will be part of the public record.)

Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Galen & Patricia Thompson
Mailing Address: 1869 Madoc Drive, Chico 95928
Phone Number: (530) 899-8651
Resident, Business, Organization, etc.: Resident

Comments: We would like to see a pre-cast
soundwall that is nice looking and tall
(at least 10-12 feet tall) We feel that
the pre-cast wall is the best option since it
will minimize the impact on vegetation and
looks nicer than a concrete block wall. We
understand these are Caltrans issues but we
would like to see the following: Sound reducing asphalt,
lower speed limit and signs asking trucks not to
use their air brakes and signs informing people
that there is a school nearby and to watch out for
kids. Thank you.
Please submit comments by Tuesday, December 23, 2008

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DEC 16 2008

CITY OF CHICO
BOSD / CPSP

Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Neda Maxine Zwanski
Mailing Address: 1978 Madoc Drive
Phone Number: 342-1953
Resident, Business, Organization, etc.: RESIDENT

Comments: Sound wall
10' to 12' PRECAST CONCRETE PANELS (ABOVE ROAD
OR 10' TO 12' CONCRETE BLOCK-SOUND WALLS TO BE
OR CALTRANS RIGHT OF WAY. ADD PLANT AFTER
WALLS ARE PLACED. SHOULD EXTEND TO BRIDGE.

Neda Maxine Zwanski
12/15/08

Please submit comments by Tuesday, December 23, 2008

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Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Loei Miller Michael Kenney
Mailing Address: 23 Stansbury Ct Chico
Phone Number: 530 342-4665
Resident, Business, Organization, etc.: _____

Comments: We have been informed the current
plan map shows a sound wall from Fir to
Forest and no wall from Forest to El Monte.
We are proposing the precast material
called Fencestone continue to El Monte.
The sound increases for Stansbury Ct due
to the Forest / Hwy 32 stop signal.
Aesthetically the continuous stop from
Fir to El Monte would make sense
and assure Stansbury residents are not
forgotten - Our properties are very close to Hwy 32.

Please submit comments by Tuesday, December 23, 2008

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Thank you for your consideration
Loei Miller
Michael Kenney



Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Agatha Jones
Mailing Address: 24 Stansbury Ct
Phone Number: 342-4666
Resident, Business, Organization, etc.: _____

Comments: We definitely need a sound wall at
Stansbury to Forest some residents
would want and not others. If you want the
sound study and defense, you need to look
at the planned location. We are close to the
Hwy 32 than Forest to Fir. We are also
impacted by the traffic light at Forest.
Aesthetically it would be more pleasing
to have the sound wall there. The
length of the expansion the pre-cast
concrete material is a nice alternative.

Please submit comments by Tuesday, December 23, 2008

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Agatha Jones



Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project, State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): Sam Corraldo
Mailing Address: 13 Stanbury Ct Chico, CA 95928
Phone Number: 893-5785
Resident, Business, Organization, etc.: Resident

Comments: Please re-consider putting up a sound wall section
at Forest Ave north of last El Monte. Our home is much
closer to Hwy 32 than those homes from Fir to Forest Ave
already put up with noise and signs from Hwy 32 everyday
and the current expansion plan would add greatly to the
noise in our neighborhood!
A wall would look nice too and help prevent our property
values from decreasing further with the additional noise
from the Hwy expansion.

Please submit comments by Tuesday, December 23, 2008

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project, State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print): ZACKARY SHEM HAWKINS
Mailing Address: 18 STANBURY CT CHICO CA 95928
Phone Number: 530.895.3452
Resident, Business, Organization, etc.: RESIDENT

Comments: I STRONGLY BELIEVE A SOUND WALL SHOULD BE MANDATED
FOR HIGHWAY 32 BETWEEN EL MONTE AND FOREST AVE. HWY 32 IS BEING
WIDENED TO ACCOMMODATE AN EXPECTED INCREASE IN TRAFFIC AS DEVELOPMENT
EAST OF FOREST AVE INCREASES. THE INCREASE IN TRAFFIC WILL BRING AN
INCREASE IN NOISE AND THE POTENTIAL FOR HIGH SPEED TRAFFIC ACCIDENTS IN THE
4 YARDS
2 CURB HOUSES
AS THE SHOULDERS OF HWY 32 ARE DECREASED. IT IS URGENT THE
SOUND WALL BE IMPLEMENTED TO MITIGATE THE POTENTIAL FOR THESE NEGATIVE
IMPACTS AND TO ENSURE THE SAFETY OF THE RESIDENTS AFFECTED
BY WIDENING OF HWY 32.

Please submit comments by Tuesday, December 23, 2008

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Comment Card

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Date: December 10, 2008
Location: City of Chico, Council Chambers Building, Conference Room 1
Project: State Route 32 Widening Project, State Route 99 to Yosemite Drive
Meeting: Public Information Workshop

Name (Please Print) ROB + LEILI BURTON
Mailing Address: 17 STANSBURY CT CHICO, CA 95928
Phone Number: (530) 345-7659

Resident, Business, Organization, etc.: RESIDENT

Comments: I am perplexed as to why a "sound wall" has not been authorized between Forest and El Monte (as a continuation of the proposed Fir-Forest wall).

Logic would seem to indicate the need for such a wall: (a) the homes on Forest/Stansbury are as close (if not closer) to 32 as those on Forest/Medoc (b) the traffic light at Forest + 32 inevitably results in a substantial increase in noise due to greater acceleration/deceleration.

I am joined by many fellow residents who share this confusion. Your due attention is greatly appreciated.

Please submit comments by Tuesday, December 23, 2008

R.B.

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**Comments from February 27, 2007
Public Workshop**



Comment Card

(Please note that this document will be part of the public record.)

Date: February 27, 2007
Location: City of Chico Council Chambers Building, Conference Rm #1
421 Main Street, Chico, CA
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): Mary Warson
Mailing Address: 1959 Modoc Drive
Phone Number: 891-0628
Resident, Business, Organization, etc.: Resident

Comments: Need sound wall and reduce speeds on 32. Have lived in home since 1979 - the noise level has steadily increased - speed on road has also increased. - Concern of bringing lanes closer to home with no sound wall barrier. The shrubs and bushes were planted by the state when I am guessing 10-15 years. - Can be replanted and will grow again.

If no sound wall barrier what is being done for safety of homes backing on 32 - especially with removal of trees
Please submit comments by Wednesday, March 14, 2007
- Enforce the speed -

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Comment Card

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Date: February 27, 2007
Location: City of Chico Council Chambers Building, Conference Rm #1
421 Main Street, Chico, CA
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): Katie Zukoski
Mailing Address: 1884 Humboldt Rd Chico 95928
Phone Number: 343-5165
Resident, Business, Organization, etc.: Resident (also Humboldt address 2910 20th St)

Comments: I ride my bike into town frequently - it would be good if there were a bike lane re-turning from the Park to Fir (I know traffic will only be going the other direction) otherwise I wouldn't be able to come back as easily.

Is there any way to reduce speed in the Elmont -> Fir intersection some could have trees/landscaped median put in?

I have small children I would like to be able to access the Park safely. Please, Please, Please - any way to make that intersection friendly/safe for cyclists & pedestrians - if children!

Please submit comments by Wednesday, March 14, 2007

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Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): David Hill

Mailing Address: 870 El Monte Ln

Phone Number: 891-5574

Resident, Business, Organization, etc.: _____

Comments: Please try to slow down
the traffic speed on the highway.
(The cars would not be able
to get to the neighborhood
what speed they can travel,
how about a compromise?)

Please submit comments by Wednesday, March 14, 2007

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Comment Card

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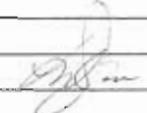
Date: February 27, 2007
Location: City of Chico Council Chambers Building, Conference Rm #1
421 Main Street, Chico, CA
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): LARRY JONES

Mailing Address: 24 STANBURY CT 95728

Phone Number: 514-7300

Resident, Business, Organization, etc.: Resident

Comments: I support a sound wall and two lanes
from Forket Ave ~~to~~ East Thank you
for LISTENING TO THE public re: regarding
the sound wall etc.


Please submit comments by Wednesday, March 14, 2007

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Location: City of Chico Council Chambers Building, Conference Rm #1
421 Main Street, Chico, CA
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): Arianna Jones

Mailing Address: 24 Stansbury Ct

Phone Number: 530-894-4666

Resident, Business, Organization, etc.: _____

Comments: I am pleased you heard us from
the first meeting and approved a sound
wall. I can definitely state that the
Stansbury subdivision wants the
wall from Forest Ave EAST.
The subdivision is negatively impacted

Arianna Jones

Please submit comments by Wednesday, March 14, 2007

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Location: City of Chico Council Chambers Building, Conference Rm #1
421 Main Street, Chico, CA
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): Ed McLaughlin / Chico Velo

Mailing Address: PO Box 2785 Chico CA 95927

Phone Number: 530 343 8356

Resident, Business, Organization, etc.: See above

Comments: Unacceptable routing for SB
bicycles at 28th St / SR ³² / Fir St.
Not in compliance with Caltrans
Highway Design Manual Sect 100.
Provide for bike access SB on west side
of Fir St.

Please submit comments by Wednesday, March 14, 2007

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421 Main Street, Chico, CA
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): Phyllis Lindley
Mailing Address: 2713 Sierra Sunrise #434, Chico 95928
Phone Number: 899-1514
Resident, Business, Organization, etc.: Resident

Comments: Regarding Fir St. being N-bound what
will be the access to the lot parking lot for
cars that are coming W-bound on Hwy 32?

Please submit comments by Wednesday, March 14, 2007

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Comment Card

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MAR 07 2007

CITY OF CHICO
BDS/D / CPSD

Date: February 27, 2007
Location: City of Chico Council Chambers Building, Conference Rm #1
421 Main Street, Chico, CA
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): Shirley Hunn
Mailing Address: 2713 Sierra Sunrise #434 Chico 95928
Phone Number: 342-8540
Resident, Business, Organization, etc.: Resident

Comments: I understand your problem about Fir St
being so close to the signal at the freeway that you cannot
put some control there. I believe more than 60 people (as
go South on Fir because many park there during
the day. You will be making us go thru 3 signals,
+ under the freeway twice, in order to go East on 32!
That seems more far out than the present situation.
leave as is. You can change to one-way later
if absolutely necessary.
Shirley Hunn

Please submit comments by Wednesday, March 14, 2007

Completing and signing this document is voluntary. This information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.



Comment Card

(Please note that this document will be part of the public record.)

RECEIVED

MAR 07 2007

Date: February 27, 2007
Location: City of Chico Council Chambers Building, Conference Rm #1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): Richard Maxwell
Mailing Address: 21 Stansbury Ct.
Phone Number: 343-5783
Resident, Business, Organization, etc.: Resident

Comments: I feel and foremost I was very satisfied with the presentation I was content with just about all of the subject matter covered. I don't have a concern about the sound wall issues: 1) Sound 2) vehicle emissions 3) water run off 4) Safety. Safety was not covered, nor was run off for water. The sound wall would, in my opinion, notify all our concerns - I would not like to have a wrecked car in my back yard, nor a flood with the trees having to be removed. I believe that sound walls should be mandatory, not just proposed under the improvements being considered, sound walls are not even mentioned - scared me -

Please submit comments by Wednesday, March 14, 2007

Completing and signing this document is voluntary. This information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Rich Maxwell
Thanks for a great presentation



Comment Card

(Please note that this document will be part of the public record.)

RECEIVED

MAR 08 2007

Date: February 27, 2007
Location: City of Chico Council Chambers Building, Conference Rm #1
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): JOAN MAXWELL
Mailing Address: 21 STANSBURY CT. CHICO, CA 95928
Phone Number: 343-5783
Resident, Business, Organization, etc.: RESIDENT - OUR RESIDENCE FENCE WILL BE NEXT TO THE SOUND WALL

Comments: I was quite pleased with the presentation on sound walls. The drawings made it very clear as to what is going to happen. I have a couple of concerns. The word "Proposed sound wall" it should be a divider!! Not to add to noise for it SAFETY that wasn't mentioned, when the road is widened, our homes will be much closer to the road. Without a wall - if there is an accident, a car could end up in our backyard at the speed cars will be traveling. I have no problem with the height of wall - though cars grow to hide it. It should have a cap that extends over the width at the top. The intersection of State Hwy 32. Stop is a serious problem now and will be worse, when road completed. I hope RTD the issues will be addressed - will again SAFETY and making traffic sensible. Please submit comments by Wednesday, March 14, 2007

Completing and signing this document is voluntary. This information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.



Comment Card

RECEIVED

(Please note that this document will be part of the public record.)

MAR 14 2007

CITY OF CHICO
BDS / CPSD

Date: February 27, 2007
Location: City of Chico Council Chambers Building, Conference Rm #1
421 Main Street, Chico, CA
Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
Meeting: Public Information Workshop #2

Name (Please Print): Beverly Langston

Mailing Address: Po Box 4492 Chico CA 95927

Phone Number: 894-2150

Resident, Business, Organization, etc.: Resident

Comments: To the sound wall I am in favor of the sound wall #1
area being ~~constructed~~ constructed. I will let residents in the other
areas address the sound walls for their areas. I would also
like to address bicycle traffic. That ~~area~~ intersections be
properly equipped for bicycle traffic so the traffic signals
change allowing the rider to cross without having to get off their bike and
use the pedestrian signal button. Please address southbound bicycle
traffic on Fir street.

Thank you for these considerations.
Beverly Langston 3-12-07

Please submit comments by Wednesday, March 14, 2007

Completing and signing this document is voluntary. This information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

February 7, 2007 Notice of Preparation and Comments

MTCO



NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT CHICO PLANNING SERVICES DEPARTMENT

Based upon the analysis and findings contained within the attached Initial Study, a focused Environmental Impact Report is proposed by the City of Chico Planning Services Department for the following project:

PROJECT NAME AND NUMBER: State Route 32 Widening Project (City of Chico Capital Project Number 15010; ER 4-03).

APPLICANT'S NAME: City of Chico, P.O. Box 3420, Chico, CA. 95927

PROJECT LOCATION: Approximately 2 miles east of downtown Chico along State Route 32 from State Route 99 east to just past Yosemite Drive.

PROJECT DESCRIPTION: The City is proposing to widen and improve approximately 2.6 miles of State Route 32 between State Route 99 and Yosemite Drive to accommodate increased traffic volumes that are predicted to occur with or without the project.

State Route 32 is a Caltrans owned and maintained facility. The City intends to widen and improve State Route 32 using only local funds; no state or federal funds are anticipated. At the completion of the project, Caltrans would continue to own and maintain the facility.

Intersection improvements are proposed at the on- and off-ramps at State Route 99, Fir Street, Forest Avenue, El Monte Avenue, Bruce Road and Yosemite Drive. The project includes the design and possible construction of the south leg of Yosemite Drive. The project also includes modifying Fir Street between 8th and 9th to a one-way, northbound movement only.

The project would result in three lanes in both directions from State Route 99 through Fir Street and two lanes in both directions from Fir Street to Yosemite Drive. The project would require construction of a new bridge over Dead Horse Slough and extension or replacement of the existing South Fork Dead Horse Slough culvert just east of the Bruce Road intersection.

Preliminary design indicates the possible need for future crossings of State Route 32 in the project area to accommodate various utilities such as water, wastewater, drainage, electrical, communications, telephone, gas, etc. Therefore, the project includes the construction of utility crossings at the intersections along State Route 32 on an 'as-needed' basis as determined in coordination with the various service providers. In addition, a second sewer crossing will be

constructed adjacent to the existing sewer line east of El Monte Avenue. These utility crossings would 'stub out' within the project limits on the north and south sides of State Route 32 to allow future connection, if deemed necessary by the City or County, to various services. The project does not include the installation of any utilities outside the State Route 32 right-of-way project limits; future projects would require separate environmental review.

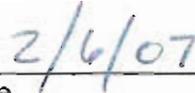
The attached Initial Study indicates that, in light of the whole record before the agency, the project has the potential to have a significant effect on the environment in the areas of aesthetics and noise; therefore, a focused EIR will be prepared on these issues. Based on the information presented in the attached Initial Study, no analysis of other issue areas is proposed unless public and agency review identifies the need for more analysis.

PROJECT APPLICANT'S INCORPORATION OF MITIGATION INTO THE PROPOSED PROJECT:

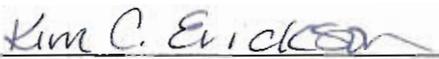
I have reviewed the Initial Study for the State Route 32 Widening Project and any mitigation measures identified herein. I hereby agree to modify the project to include and incorporate all mitigation set forth in this document.



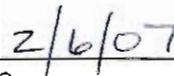
Project Applicant
Bob Greenlaw
Capital Project Services Department



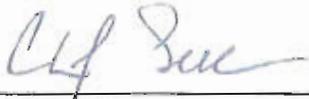
Date



Prepared by:



Date



Reviewed by:
Planning Services Department



Date



Adopted by:
Stephen Peterson, Planning Services Director



Date

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942340001
(916) 453-5791



DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95961-0911
PHONE (530) 741-4025
FAX (530) 741-5346
TTY (530) 741-4509



Plus your power!
Be energy efficient!

March 2, 2007

Steve Peterson or Holly Keeler
City of Chico
411 Main Street
Chico, California 95928

State Route 32 Widening Project, City of Chico, Butte County, CA
State Clearinghouse (SCH) Number: 2007022045

The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests your project may be an encroachment on the State Adopted Plan of Flood Control. You may refer to the California Code of Regulations, Title 23 and Designated Floodway maps at <http://recbd.ca.gov/>. Please be advised that your county office also has copies of the Board's designated floodways for your review. If indeed your project encroaches on an adopted flood control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly.

If after careful evaluation, it is your assessment that your project is not within the authority of the Reclamation Board, you may disregard this notice. For further information, please contact me at (916) 574-1249.

Sincerely,

Christopher Huitt
Staff Environmental Scientist
Floodway Protection Section

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

→ Attach Fact sheet
is not attached

March 6, 2007

07BUT0012
03BUT32, PM10.14-12.65
State Route (SR) 32 Widening Project
Notice of Preparation (NOP)

Mr. Steve Peterson
Ms. Holly Keeler
City of Chico
411 Main Street
Chico, CA 95928

Dear Mr. Peterson and Ms. Keeler,

Thank you for the opportunity to review and provide comments on the Notice of Preparation (NOP) for the State Route (SR) 32 widening project. This project will widen approximately 2.6 miles of SR 32 from SR 99 to Yosemite Drive. The project will make improvements to several intersections, construct sound walls, construct a new bridge and other enhancements. Caltrans staff has been working closely with the Chico team and looks forward to continuing the collaborative process. We have no other specific comments at this time.

Please forward the Draft Environmental Impact Report to us when it becomes available. If you have any questions regarding these comments, please contact Matt Friedman, Local Development/Inter-Governmental Review Coordinator, at (530) 741-4004.

Sincerely,

SUKHVINDER (SUE) TAKHAR, CHIEF
Office of Transportation Planning-North
Bc:

Mike de Wall, Hydraulics
Damion Farley, Rural Highway Operations
Bruce Capaul, Permits
Susan Zanchi, Transportation Planning-North
State Clearing House
File copies (2)
ST/MF/mf

March 14, 2006

RECEIVED

MAR 14 2007

CITY OF CHICO
BOSD / CPSD

Bob Greenlaw
City of Chico
P.O. Box 3420
Chico, CA 95927

Re: Notice of Preparation and Initial Study for the *State Route 32 Widening Project: State Route 99 to Yosemite Drive*

Dear Mr. Greenlaw:

Butte Environmental Council, representing over 800 members, is submitting the following comments and questions regarding the Notice of Preparation and Initial Study (NOP/IS) for the *State Route 32 Widening Project: State Route 99 to Yosemite Drive* (proposed project).

The proposed focused EIR is only analyzing aesthetics and noise. The rest of the impacts are receiving cursory review in a mitigated negative declaration, camouflaging the true impacts of the proposed project. The City of Chico must analyze the significant environmental impacts of the SR 32 widening project with a robust, comprehensive environmental impact report. For example:

- Air quality impacts must be thoroughly analyzed. Since the adoption of the Chico General Plan in 1994, 8 hour ozone and particulate matter 2.5 standards have been adopted that were not considered in the General Plan update.
- Noise impacts must be analyzed at various traffic speeds to provide a more thorough review of possible mitigation measures and alternatives. Contrary to what was promulgated by the City's consultants at the February 27, 2007 public meeting, lowering speed limits is quite possible in the urban area since CalTrans has a policy to adapt speeds, roadway aesthetics, traffic calming measures, and non-motorized forms of travel to local wishes and needs (<http://www.dot.ca.gov/hq/opnd/context-solution.pdf>). Lower speed limits would not only benefit the noise problem created with the proposed project, but would decrease the number and severity of accidents, something that is not considered in the CEQA process.
- Noise impacts must be analyzed with the use of different pavement materials.
- It is not acceptable to cause any direct or indirect impacts to Butte County meadowfoam when so many project alternatives are available to the City. Complete avoidance, with 250 foot buffers would be necessary for the project to proceed. This project has the potential to affect Vernal Pool Critical Habitat for BCM and this was not mentioned in the NOP/IS. The document also fails to acknowledge the *Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* and the acreage that is necessary for the recovery of 33 flora and fauna species. Neither the Vernal Pool Critical Habitat for vernal pool species or the *Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* were analyzed with this proposed project since they were created subsequent to the current Chico General Plan.
- The giant garter snake, a federal and state threatened species, inhabits Chico. It was previously believed that the species was not found north of Gridley. Given the recent

documentation of the species range, further study of the project area is needed in order to examine the effects of the proposed project to determine the impacts from the proposed project.

- The proposed project will significantly increase the number of residential and commercial units currently allowed under the existing Chico General Plan. This is yet another reason to conduct more robust environmental review in an EIR. Section 21100(b)(5) of CEQA requires that an EIR discuss the growth-inducing impacts of a proposed project. CEQA Section 15126(g) requires that an EIR consider the potential for a project to create growth-inducing impacts. A project could have a growth inducing impact if it:
 - Fosters economic or population growth, or construction of additional housing;
 - Removes obstacles to population growth, for example, developing service areas in previously unserved areas, extending transportation routes into previously undeveloped areas, and establishing major new employment opportunities;
 - Encourages and facilitate other activities that could significantly affect the environment, either individually or cumulatively.
- A cumulative impact analysis is necessary for the proposed project. The applicant must provide the cumulative impacts as required. *Cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.* (40 CFR § 1508.7)
- A comprehensive and innovative list of project alternatives must be provided for public review, therefore, an exhaustive Environmental Impact Report is necessary for this project. While the NOP/IS states that, "The project is needed because growth in the area will increase congestion due to inadequate capacity on State Rout 32 and because of existing operational and safety concerns in the State Route 99/State Route 32 interchange," the document fails to note that many alternatives have not been presented that would ameliorate increased population growth in the area.

Please place BEC on the mailing list for all future meetings and documents in regards to this proposed project.

Regards,

Barbara Vlamis, Executive Director
Butte Environmental Council

Subject: State Route 32 Widening Project

>>> "Tom DiGiovanni" <tom@newurbanbuilders.com> 3/14/2007 4:56 PM >>>
Holly:

This email is in response to the Initial Study prepared for the State Route 32 Widening Project:

Important Gateway Deserving of Special Consideration. This corridor is an important gateway to the city; this is noted in the Chico General Plan. In addition, Caltrans has a policy of "Context Sensitive Solutions" which seeks to balance the interests of transportation safety and performance goals with community aesthetic and environmental goals. This project presents a major opportunity for Chico to express its values along a segment of State Highway. The care with which this project is planned and designed will have long-term effects on the image of Chico, for its citizens and for others.

Target Design Speed is the Deciding Factor. The target speed for this segment is the most fundamental decision which will affect noise and aesthetics. Higher speeds mean more noise which means more sound walls and fewer trees, which get still higher speeds over time—a well-known cycle which degrades the urban environment. We strongly urge a speed of 30 to 35 mph for this corridor (target speed as 85th percentile speed), which would maximize intersection capacity while minimizing the amount of tree removal and sound wall construction. Reduced speeds would also enable narrower lane widths while still maintaining capacity. Reducing speed will reduce noise impacts, since tire noise exceeds engine noise when speed goes above 30mph. Lastly, we assume that the city would be specifying the new quieter paving mix, with the shredded recycled tires, which further reduces noise impacts.

The Initial Study sets up the conventional sound walls "mitigation" against a design option with fewer trees cut. The trade off shouldn't be between a Caltrans standard section and a slightly modified one. The city of Chico should look aggressively at reducing the speed over the entire segment. This may seem initially difficult, but has lasting and long-term benefits for the life of the City.

Thank you for your consideration.

Tom DiGiovanni, President
New Urban Builders, Inc.
360 E. 8th Street, Chico CA 95928
ph 530-893-8400 | fx 530-893-8985

www.NewUrbanBuilders.com <<http://www.newurbanbuilders.com/>>

2125 Domestic Drive, Suite J
Chico, CA 95928
(530) 891-2882
(530) 891-2878 Fax



W. James Wagstaff
Air Pollution Control Officer
Robbie McLaughlin
Air Pollution Control Officer

February 26, 2007

FEB 26 2007

Bob Greenlaw, Planning Director
City of Chico Planning Services Department
P.O. Box 3420
Chico, CA 95927

Re: Initial Study for State Highway 32 Widening Project

Dear Mr. Greenlaw:

The District has reviewed the Initial Study for the proposed project noted above. Based on the information presented the District has no further comments. The District will be pleased to review and comment on the Environmental Impact Report when available.

Thank you for the opportunity to comment on the proposed project. If you have any questions or comments, please do not hesitate to contact the District.

Sincerely,

Gail Williams
Air Quality Planner
File No. 3455

From: Marvin Gold <mgold@csuchico.edu>
To: <bgreenla@ci.chico.ca.us>
Date: 3/12/2007 8:12:42 PM
Subject: Proposed widening of Rt. 32

RE proposed widening of Rt. 32:

If ever there was a time to give **SERIOUS** consideration to **TRAFFIC CIRCLES**, the time is now.

Three robust roundabouts at the intersections of rt. 32 and Forest, El Monte, and Bruce could very possibly be a long term solution to the traffic problems at those intersections. *

I used to live in California Park and have driven that route many times. Every time there was a huge backup at one of those intersections, I would immediately think of the use of roundabouts I have experienced in France and England. **THEY WORK!** Please don't brush them off!

Marvin Gold
Professor Emeritus
234 W. 4th Avenue
Chico, CA 95926
Tel: (530) 893-0706 (Home)
e-mail: mgold@csuchico.edu

* See **ROUNDBABOUTS: A POSITIVE STEP IN THE RIGHT DIRECTION FOR INTERSECTIONS**. Submitted to: Quixote Corporation, 2006 Phillip E. Rollhaus, Jr. Roadway Safety Essay Contest

By Shahana Thomas, student (now a graduate student at UC Davis), Department of Civil Engineering, CSU Chico
Sponsoring Professor: Dr. Thomas Ferrara

P.S. This essay was an award winner.

CC: Barbara Vlamis <barbarav@bocnet.org>

From: andykeller99@gmail.com
To: <bgreenla@ci.chico.ca.us>
Date: 3/12/2007 7:33:46 PM
Subject: Route 32 Widening Project

Hello,

I support the project including a park-like easement for equestrian bike and walking paths. **Trees are critical to the appeal of our city.** Like the entrance to your house, the entrance to our city should reflect our identity as Tree City USA, Top Biking City. If we homogenize the entrance to our city with walls, we will loose a part of what makes Chico a great place to live. This is one of the entrances to our city! Thousands of people drive through Chico - and make an opinion of our town as they drive through. It is good for our long-term social well-being (including business) to continue to make space for trails, and paths for non-vehicular modes of transportation.

Sincerely,

Andy Keller

46 Losee Way
Chico, CA 95926
530-313-5252

From: julia murphy <d4ndell0n@yahoo.com>
 To: <bgreenia@ci.chico.ca.us>
 Date: 3/13/2007 7:46:06 PM
 Subject: Proposed Highway 32 Widening

To Whom It May Concern:

I am writing to express my disapproval for the proposed widening of Highway 32. This project will be insufficiently analyzed in its proposed EIR. For the cost of the project I believe there are many less drastic alternatives available than the highway-widening and its significant negative effects.

It is clear that the housing growth Chico has experienced in that area (the Yosemite Drive neighborhood) has led to problems for residents there. Instead of catering to the needs of those residents in a fashion that creates the appearance of preferential treatment for them by allocating redevelopment funding for a project that benefits primarily those residents, there should be more project alternatives proposed that do not have regressive features such as significant tree removal and subsequent construction of sound barriers.

Thank you for your time,
 -J. Murphy

The fish are biting.
 Get more visitors on your site using Yahoo! Search Marketing.
http://searchmarketing.yahoo.com/arp/sponsoredsearch_v2.php

From: <The3Gairs@aol.com>
 To: <bgreenia@ci.chico.ca.us>
 Date: 3/12/2007 5:05:38 PM
 Subject: Highway widening 32 and 99 - Comments

Dear Mr. Green

We are being increasingly dominated by the demands of car/truck/heavy transport. What right do they have to dominate our city? Giving priority to these high speed roads will eventually destroy us, yet we often do not make the simplest basic improvements to improve traffic flow. Why do you not follow all the modern research from societies more advanced in traffic management than we are?

The following are my comments which I would like recorded and taken into consideration:

1. There is too much emphasis on the accommodation of traffic at any price.
2. The traffic engineers seem only to think in terms of wider and wider roads. I believe that properly engineered narrow roads with traffic flow solved by well designed merging lanes, roundabouts and traffic calming measures rather than just stopping traffic every few yards with expensive stop lights and stop signs can achieve the same through put with less damage to everything else. The Autobahns in Germany and the Motorways in Britain are frequently not as wide as the roads you are designing yet are the country's major highways, carrying five times as much traffic as these roads will ever carry even at peak load.
3. All the traffic modeling I have seen since I came here has been pathetic. Just moving the bottle necks around to the next stop sign or signal, it seems to be only directed at proving the need for what engineers want to do in the first place.
4. These roads will make it easier to access and build higher up the hillsides and Tuscan formations with all the environmental damage that will follow.
5. We see development like this prejudicing and eroding our water catchment areas and ignoring 20ft. falls in our water table just as we seem to be about to agree to join those who want to sell our water to the south.
6. You should be professional enough to examine in a more robust way the environmental impacts of your proposal-not just aesthetics and noise!
7. Where are the project alternatives for us to see? Let us see them, unless you have not bothered to examine any alternatives other than those that involve throwing large sums of our money at the problem.
8. The cumulative effects of your actions will increase air pollution in our city and county. Which is proving to be damaging to everyone's health. Agricultural sprays, fertilizers, tree removal and now more and wider roads to bring more pollution and housing development to the hills and areas around us. Ozone and particulate matter levels must be studied and the results included in your planning and EIR's.
9. If this work, as we expect, increases the built out density of housing for citizens then they will be exposed to more noise than they will be making themselves to their detriment and ours. Modern research on road surfaces, of which you are well aware, can reduce noise from traffic braking and accelerating and we look forward to your decibel studies at varying speed levels before you subject those living nearby to intolerable conditions.

Caltran has the policies, we have the need, and you have the ability to

adapt these road developments to our local needs; and as I see it, you should be responsible for informing them of our requirements. This is 2007 and we need well thought out new creative solutions, not just the old, basic, regurgitated engineering knee jerk solutions to these problems..

Kind regards:

Alan G. Gair MBA; MBIM; FIWM; MIM.

 AOL now offers free email to everyone. Find out more about what's free from AOL at <http://www.aol.com>.

CC: <barbarav@becnet.org>

From: betsy kruger <betsybikes@sbcglobal.net>
To: <bgreenla@ci.chico.ca.us>
Date: 3/14/2007 5:21:09 PM
Subject: Rt 32 Widening Project Comments

I request the City of Chico comprehensively analyze and address the Environmental Impacts of the Proposed Highway 32 Widening Project

A full Environmental Impact Study/Report is in order, including noise and air quality impacts

The Environmental Impact Study must also reflect the additional Impacts being determined in discussions to also widen Highway 99 at the junction of Highway 32/99. The Study should specifically address potential cumulative adverse effects on residents adjacent to both proposals. Not only are there residential areas less than one fourth/one half miles bordering both sides of the proposed Highway 32 Widening Project, Bidwell Park and protected wetlands are equally in close proximity, for which air quality, especially is a serious impact on habitat.

Finally, a brief question/comment regarding intent of this project: as the use of Redevelopment Funds is, in part, dictated by evident blight in the area to be redeveloped, what is the concrete determination of blight for this section of Highway 32 as it is currently? My definition of blight—a significant assault on quality living space—would be to replace mature trees with concrete road and walls.

Betsy Kruger-Clark

From: Donna Cook <dmac1010@sboglobal.net>
To: <bgreenia@cl.chico.ca.us>
Date: 3/14/2007 1:42:50 PM
Subject: Comment on State Route 32 Widening Project Initial Study

Dear Mr. Greenlaw:

I am including my comments both in the body of this email and as an attachment in case one or the other is more convenient for your purposes.

NOISE CONCERNS:

The traffic volume and speed in this area will be increased not just by the proposed housing developments in this area but also by the widening of these roads and adding of lanes. The proposed designs are ones which have historically produced faster speeds by cars, by wider lanes, straight roads, and removal of trees. The US Department of Transportation HS 809 Final Report of October 1999 summarizes findings that speed control efforts have only limited success when "the roadways on which the limits are desired are . . . engineered to support higher speeds. Engineering approaches can produce roadways that 'naturally' support the desired lower speeds." The inclusion of raised medians would only happen with a posted speed of 45 mph or less and

could include plantings which also tend to be "traffic calming;" if these changes were done at the time of other roadway changes they could be perceived as part of a package for a new way of driving in this area. The National Center for Statistics & Analysis reported on traffic fatalities for California in 2002. At 55 mph on non-interstate roads, there were 389 deaths while at 45 mph there were 123—only one-third of the fatalities. Faster speeds also result in less friendly roads for non-drivers which ought to be a significant consideration for a highway passing through residential areas and needing to be crossed in order for neighbors to reach shopping areas and Bidwell Park.

The 85th percentile guideline has been modified by California Assembly Bill AB2767, which permits bicyclist and pedestrian safety and residential density to be considered as factors when speed limits are established. Caltrans has been responsive to citizen demands for lower speed limits in other portions of Highway 32 as it passes through the city, and have lowered speed limits in many other communities in California in the past, such as in Coronado and Escondido.

The currently proposed plan would mean increased traffic and increased speeds and resultant increased noise levels throughout this corridor that passes through an almost entirely residential area and including two very nearby schools, one elementary and one junior high school. The projected development in this area is also primarily residential. Exposure to chronic noise slows down the rate at which children learn to read and disrupts sleep.

The area of Highway 32 from Forest Avenue to Yosemite is becoming more of a community area and less an outlying area that might be appropriate for a "freeway" style of roadway passing through it. Building more lanes will produce what the Federal Highway Administration recently described as "induced traffic." This research points to a phenomenon that suggests new and wider highways actually create additional traffic, above and beyond what can be attributed to rapid population increases and economic growth. Drivers will often abandon carpools and public transit when additional roadway space is made available, increasing number of trips and amount of traffic. "In the longer term, the promise of more convenient transportation access allows commuters to live further from work, increasing development pressures and thus fueling even more traffic demand. Another detailed study also concluded that traffic . . . would actually decrease if no new highway expansion took place."

According to a study by U. C. Berkeley Institute for Transportation Studies (authors: Mark Hansen and Yuanlin Huang), in small but nonetheless rapidly growing areas an additional highway lane-mile constructed translates into an additional 3,000-6,000 VMT (vehicle miles traveled). They conclude that "induced traffic impact of such magnitude must be considered when assessing road capacity enhancements, whether in a broad policy context or on a project specific basis" (emphasis mine). (From Surface Transportation Policy Project, www.org/ca/congestion2.htm)

ECONOMIC IMPACTS:

It is common knowledge in Chico that there are insufficient high-paying jobs for the current population. Adding housing projects with high-priced units means inviting outside people into the community who will, for the most part, be unable to find the types of jobs with sufficient pay to afford the homes that are being

sold. The only reasonable conclusion is that the targeted population (20-30 year-olds) for these developments will need to commute to Sacramento or other more urban areas with higher paying jobs. This will also introduce more competition in a lean job market within Chico proper.

Commuters to outlying cities should be encouraged to use public transit but are likely to be using their cars which will mean an increase in the air pollution, not just in Chico, but throughout the north valley.

AIR QUALITY:

These proposed projects will obviously result in increased auto traffic as designed and therefore increased air pollution. A recently released 13-year study by USC researchers of more than 3,600 children in California found that children living near busy highways have significant impairments in development of their lungs that can lead to respiratory problems for the rest of their lives. If the children live in a high-pollution area and near a busy road, there is a doubling of the damage. The lead author, James Gauderman, an epidemiologist at the Keck School of Medicine of USC, concluded that when local governments are planning new schools and new housing developments, "this should be taken into account."

Heavy traffic and poor air quality also limit children's mobility. Parents and children will tend to limit outdoor activities or increase the use of cars to get children to events—a consideration to be taken into account when it is estimated that 20% of rush hour traffic consists of "escort trips."

Global warming is real and needs to start being considered in planning developments, including roadway expansion. Contributing at least 25% to global warming, fossil-fuel-burning transportation needs to be curtailed as much as is reasonable, as fast as is possible. Using public transportation to limit single-car occupancy needs promotion—something that has decreased, rather than increased in Butte County in recent years. If roadways are going to be widened, widen them by adding Class I bicycle lanes or a combination of bicycle and pedestrian lanes so that people who get out of their cars are rewarded by having the same arterial access that is now only offered to drivers. If an additional lane is added for traffic, how about it being only for the use of buses so that bus travel is expedited and people are penalized by having a slower drive if their driving is going to be acknowledged as the nuisance to general health and well-being of the planet that it is.

Because of the already existing air pollution in Butte County, new projects that increase air pollution can endanger the receipt of federal funds, which are the primary source of road funds for Butte County.

Local time and money was spent to develop an attractive and user-friendly plan for modifying Nord Avenue (which of course is also part of Highway 32). Why is this new plan one for developing a roadway which would become an ugly, 1950-style, raceway, rather than something that would look like the proposed Nord plan which would invite people out of their homes and cars and into their community?

Donna Cook
 100 Sterling Oaks Dr., Apt. 160
 Chico, CA 95928
 (530) 343-6602

Copy PLACED
W-8232 widening
E 8th St

RECEIVED

FEB 20 2007

2/15/07

To whom it may concern,

CITY OF CHICO
BOSD / CPSD

I am writing in regard to the widening project of State Route 32. I'm a life long Chico resident of 45 years. I grew up living along 2nd St and attended Parkview Elementary School. I am currently still living on E 8th St. I'm a Grandmother. I live by SR 32 at a dead end where the Highway is blocked off from the streets by a high fence & brush. From my understanding, this fence & brush is going to be removed exposing our homes & are small blocked off street. This is why I am living here. As is now, this is a very nice area and safe area for my grandchildren to play & ride their bikes with out the threat of traffic. Why in the world would you want to destroy a part of Chico's history? This is a part of Chico that hasn't been touched since I have been born. In fact my parents lived in my very home almost 50 years ago. If this wall/fence is torn down, all who live here will be exposed to the traffic flow & are live will no longer be the private lives next to the park we were ~~the~~ seeking when we moved into are homes. I have lived in my home

for 13 years. I will be forced to move if this happens. What I don't understand is, why is tax dollars being used to do something like this that isn't needed as urgently as fixing the whole holes in the roads along E 8th St & on Forest Ave. ~~these~~ these holes are tearing up peoples cars. We are forced to drive on the wrong side of the road to avoid all this mess. The roads in Chico are a the worst roads in Butte County. East Ave Road is in need of repairs & has been for years. What gives?? W 2nd & W 1st Ave's are a mess. Should I go on? Why isn't something being done about are roads?? Why are all these Road abouts being put in in areas that are hardly used? That cost millions of dollars but are highly used roads are being ignored?! This is a joke. What is happening to Chico. Anne Bidwell ~~the~~ wanted things left as is and only maintained around the park. So please honor her wishes and leave E 8th St area alone. Just maintain are roads. We have done fine with out allowing for more traffic flow.

Thank you.

**Comments from March 9, 2006
Public Workshop**



RECEIVED

MAR 16 2006

CITY OF CHICO
ENGINEERING DIVISION

Comment Card

(Please note that this document will be part of the public record.)

Date: Thursday, March 9, 2006
 Time: 5:30 p.m. map display
 6:00 p.m. presentation
 6:30 p.m. questions and answers
 Location: City of Chico Council Chambers Building, Conference Room #1
 421 Main Street, Chico, CA
 Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
 Meeting: Public Information Workshop

Name (Please Print): Linda L. Zorn

Mailing Address: 5 Stansbury Court, Chico 95928

Email Address and/or Phone Number: ZornLi@Butte.edu, 530-343-2504

Resident, Business, Organization, etc.: _____

Comments: See attached comment sheet.

Please submit comments by Friday, March 24, 2006

Completing and signing this document is voluntary. This information may be used for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Comment Card

Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive

Name: Linda L. Zorn

Mailing Address: 5 Stansbury Court, Chico 95928

E-mail address: ZornLi@butte.edu

Phone: 530-343-2504

Comments:

Based on the housing development projects that the City of Chico has approved in the area supported by Hwy 32, I understand the need for the widening of the road. However, the Stansbury Court neighborhood was built in 1990-91, before much of the development that is contributing to the increased volume on Hwy 32. Therefore, I feel that the City of Chico should mitigate the impacts that the additional traffic will have on ours and other long established neighborhoods.

1. A ten-foot sound wall is without question a minimum requirement along the proposed expansion area from Fir to El Monte on the north side.
2. Reduction in the speed limit from Fir to Bruce to 35 mph allowing for the median to be landscaped with trees and other plants. This is also essential for the safety of the students attending Marsh Junior High School. It appears inevitable that Hwy 32 will be widened, please do it in an aesthetically pleasing manner that fits the City of Chico rather than creating another ugly freeway.
3. Create a plan that includes the analysis of alternative roadway designs to move current and future traffic to other streets. Improvements to other major roadways in the area could alleviate some of the congestion on Hwy 32. These other options include completion of El Monte/Notre Dame to 20th Street and Skyway, Bruce to Manzanita and East, etc.
4. It is essential to have a right turn lane from Forest to westbound Hwy 32. Currently the traffic backs up on Forest past Stansbury Court due to the lack of a right turn lane.
5. Improvements to the on-ramp from Hwy 32 to north Hwy 99 must be incorporated into this project. That is a very dangerous on-ramp with accidents occurring there on a regular basis. It makes no sense to expand Hwy 32 and not expand the on-ramp.

Thank you for the opportunity to provide public comment.

3/24/06

RECEIVED

MAR 24 2006

CITY OF CHICO
ENGINEERING DIVISION

City of Chico, Engineering
Attn: Bob Greenlaw
411 Main Street
P.O. Box 3420
Chico, CA 95927

Dear Mr Greenlaw,

I thank you very much for the opportunity to comment on the proposed Highway 32 widening. I am a landowner adjacent to project. I drive this stretch of 32 multiple times a day. Although I am not actively opposing it, I DO NOT WANT the widening project. I do not think it is necessary. Were other routes considered for carrying the traffic? The current traffic delays are reasonable and I have not seen any understandable numbers to suggest how different traffic will be in the future. My current concerns fall into three main areas:

Safety and Speed:

Widening 32 will greatly increase speeds, especially eastbound- the merging clearly and beneficially slows traffic. The increase in speed will impact safety especially at Forest intersection for pedestrians, bikes and cars. The safety impact needs to be mitigated. The area is being developed and more and more people will be using the roads and sidewalks.

The traffic analysis presented at the public meeting downplays this increase in speed. I feel this is grossly in error. Currently the merging of two lanes to one significantly slows cars before they get to the Forest/32 intersection. Widening the road to two lanes will allow cars to continue to accelerate, and they will.

What is the decrease in travel time / increase in speed associated with the proposed widening project? I think that it is important for Chicoans to put traffic delays into perspective- the traffic delays are not significant, and there are costs.

Please consider all traffic calming techniques at your disposal. Specifically, use vegetated medians and raised curbs to decrease highway speed and also improve aesthetics. What is the increase in average travel time / decrease in speed with raised curbs and vegetated medians? Think of the legacy of a tree-lined boulevard. Chicoans are fond of the tree-planting proclivity of John Bidwell for good reason- he left so much for us to enjoy. Are there other traffic calming techniques to control speed and increase safety at intersections?

A study should be performed on the pedestrian / bicyclist use of the Forest/32 intersection. This intersection gets much more foot traffic than El Monte, and is a better place to assess potential impacts of the project. This is in part because of the 7-11 and other businesses on Forest, and the new drug store on the corner will only increase foot traffic. The El Monte neighborhood has fewer Junior High students than the Forest Neighborhood. Children going to school at Marsh Junior High School prefer not only to walk by the 7-11, the bakery, and the pizza place on Forest, but also prefer to walk down Humboldt Road rather than walk down Highway 32 which requires using Forest instead of El Monte.

Consider ways to make the intersections safer for pedestrians and bicyclists. What methods can be used to improve pedestrian safety? I especially notice that east bound traffic turning right from 32 onto Forest, often does not stop or see pedestrians waiting at the corner. I think that this is due in part to people still in driving-fast-mode after coming off of Highway 99 and experiencing high speeds on 32.

The obvious increase in speed may also effect sound generation. Faster acceleration seems to result in a louder engine noise. How does this fit into the noise analysis?

Reduce Noise with Soundwall and all other feasible means:

Build a sound wall on the CALTRANS easement as close to the highway as possible, to both decrease impact on existing vegetation and improve sound attenuation.

Use quieter, noise-dampening, rubberized pavement.

I do not want sound walls placed along the entirety of the project. Sound walls do not seem necessary on much of the south side of the highway, especially in areas of commercial and government use, and in areas with vacant lots (new development should build their own soundwalls). Sound walls on the south side would impact some large mature vegetation (redwoods). I certainly suggest a sound wall on the north side of the road in areas where the road will be adjacent (and in the future, much closer) to existing housing. How much of the project area would be eligible for a sound wall under these criteria? What is the estimated cost per residence for this amount of sound wall? Please vegetate the sound wall and leave as much vegetation as possible between the soundwall and the residences.

Retain Vegetation:

Retain as much vegetation as possible. It is slightly sound dampening and aesthetically important. The vegetation is aesthetically important to people that drive along the road, not just to those of us who live near the highway.

Please retain or plant as much vegetation as possible. Trees and vegetation are an important part of the quality of life in Chico. Please use native plants as much as possible.

Impacts on vegetation presented at the meeting in poster / aerial photo format seems misleading. Relatively few trees were marked for removal. An onsite inspection revealed that the majority of impacted vegetation is less than 6" diameter. Folks may have thought that the cut off for trees marked for removal was 4". The relative small size of the vegetation suggests that on this site plants do not grow very quickly, and will regrow just as slowly. I disagree with residents vocal at the meeting that said that the vegetation grows back quickly. I do care for the vegetation and don't want to see any of it needlessly impacted.

Also, the vegetation is important to urban wildlife. For the giant garter snake, the vegetation may be important by providing habitat for its prey base.

One final concern relates to air quality, not during construction but when the road is in use. How are these air quality impacts mitigated? Please do what needs to be done so that air quality is not impacted.

Thank you, and I hope that you consider my concerns. I also hope that you build a safe and beautiful project for all of Chico to enjoy, for now and for years to come.

Sincerely,

Matt Brown
5 Merle Ct.,
Chico, CA 95928



5 Merle Court
Chico, CA 95928
March 22, 2006

City of Chico, Engineering
Attn: Bob Greenlaw
411 Main Street
P.O. Box 3420
Chico, CA 95927

Dear Mr. Greenlaw,

Thanks for this opportunity to share my opinions about the widening of Highway 32.

I am a landowner adjacent to the project area. I am very concerned about the increased speed AND noise I anticipate will occur when the project is completed. I would like to see both of these issues mitigated (i.e., speed-lowering road design, a sound wall and rubberized asphalt).

Although the engineer at the 3/9/06 meeting said he didn't expect increased speeds, I frankly don't see how this could be true. Currently the only thing that slows eastbound traffic is the decrease from two lanes to one before reaching Forest Avenue. I would rather see the road maintained as it is, but if it is deemed necessary to widen it, I want it done in a way that maximizes public safety, not only drivers' convenience. Therefore, in an effort to decrease speed, **I would like a landscaped raised median, and as much vegetation as possible along the sides of the road,** (preferably native). I see this as a necessary safety mitigation, as traffic at the intersection of Forest and 32 is very often complicated by pedestrians and bicyclists. I am sure many more walking students cross the road at Forest than at El Monte (a larger number of houses funnels through Forest Avenue), there are numerous attractions at the Forest intersection (pizza, fish store, bakery, soon-to-be Long's Drugs), and cycling down Forest is the most direct route between Bidwell Park and the Humboldt Road bike route. **Keeping the speed lowered at this intersection is very, very important.** I have 3 young children, who regularly cross 32 with me, and have lost 2 cats to cars out there. What other traffic calming devices are there that could be incorporated into this project? Signal timing? Increased patrolling? This important aspect of the project needs more attention.



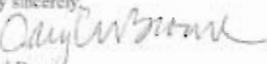


Also from the March 9th meeting, it was clear that people want a sound wall. I understand that this mitigation, made to the correct specs (6' height about road base?), along with rubberized asphalt, will negate any sound impacts and I am all for that. However, to alleviate some of the aesthetic damage caused by the wall, I would like the wall as far away from the residents' property lines as possible. I went out and measured, and at my house there is 17' difference between my property line and the edge of the recovery zone. I would like the sound wall nearer the edge of the recovery zone (which I read also attenuates sound the best), and the vegetation left in place behind it to block the sight of the wall from the residences. A veneer of aesthetically pleasing green on the road side of the wall would also contribute to the traffic calming desired in the above paragraph.

I understand the need for the 20' clear recovery zone, but would appreciate leaving as much of the vegetation as possible, and replacing what needs to come out during construction with native plants. This would continue the use of this space as a green zone, and habitat for urban wildlife, resident birds, and migrating songbirds (as well as Giant Garter Snake prey items). I think the aesthetics of vegetation was sorely underestimated at the public meeting. If the existing vegetation is 28 (?) years old, it will regrow in the same place just as slow! Let's keep Chico as green as possible, and remove as little as possible while replacing as much as possible.

Thank you again for the opportunity to contribute my thoughts about this project. Good luck!

Very sincerely,


Caryl Brown



Bob Greenlaw
City of Chico, Engineering

14 Westminster Ct.,
Chico, CA 95928
March 23, 2006

Dear Mr. Greenlaw,

I moved to Chico last year, and live near the proposed highway 32 widening project. I feel the project will increase speeds in that area, going from one lane each way to two lanes each way. I would like you to do all possible to keep the speeds from getting even faster near the intersection of Forest and 32, and possibly even slow it down. Many people walk across that intersection, including me and my grandkids, and their safety is my highest concern.

I would encourage anything that would lower speeds in that area, including a raised median, vegetated with beautiful trees and low shrubs, and timing the lights to encourage even speeds.

Please make this intersection safer by slowing down traffic on 32.

Also, to minimize the sound of the road, please build a sound wall and use the sound-dampening asphalt.

Sincerely,


Mildred C. Williams

Bob Greenlaw
City of Chico, Engineering

14 Westminster Ct.,
Chico, CA 95928

Dear Mr. Greenlaw,

I live near the proposed highway 32 widening project and am concerned about the project's impact on safety, especially to my grandchildren who live adjacent to it. As someone who regularly walks across the intersection, I can attest to the speed that cars travel there already, and guess that it will only increase when there are four lanes.

Many children cross 32 at the Forest intersection, to visit the bakery or the fish store or get some pizza. Doubling the lanes seems inevitable, but doing it in such a way that slower speeds are encouraged would be very much appreciated. Some ideas I've heard about include a raised median, vegetated with beautiful trees and low shrubs, and timing the lights to encourage even speeds.

Please make this intersection safer by slowing down traffic on 32.

Sincerely,



Ray Williams

From: Roger Cote <streamrc@earthlink.net>
To: Bob Greenlaw <bgreenla@ci.chico.ca.us>
Date: 3/23/08 1:22:39 PM
Subject: Highway 32 widening comments

Helo Bob,
Comments enclosed as attachment and pasted herein.

City of Chico Engineering
Attn, Bob Greenlaw
P.O. Box 3420
Chico Ca 95927

Re: Comments to state route 32 widening project

This project is to be one of the largest most significant road projects to effect east Chico. It will set the tone for decades. Therefore I appreciate your efforts in designing it to accommodate the multiple aspects of good current City planning.

After viewing and discussing the exhibits and design what comes to mind is the stretch of State Highway 99 in Yuba City where it is a series of stop lights every mile or so. That stretch functions as kind of a "drag strip" with people accelerating to 50 mph and then braking to stop for the lights - then accelerating to 50 mph then braking to stop for the light..... This is a huge waste of fuel and causes more air pollution than the resulting average speed warrants.

1) Since Cal-Trans regulations eliminate curbs trees and landscaping for speeds over 45 mph I recommend that speeds be set at 40 mph, lights be synchronized, and that substantial trees and vegetation be provided especially in the segment from Highway 99 to forest. The design should best be as similar to the avenues section of the Esplanade, after all it is a design that is recognized nationally and locally as a supremely functioning road segment. Of course "Foothill Esplanade" is a limited access road segment but other similarities hold.

2) Sound absorbing walls should be included as a matter of course. Much of the road noise from vehicles emanates from their tires; absorbing sound walls can help buffer the adjacent properties. Raised berms topped with walls would provide the best solution

3) The road needs to be designed with integrated systems; transportation, landscaping, storm-water runoff, vegetation types etc. Riparian trees where the road crosses riparian areas

A significant impact of the road is that it separates Two large parcels of vernal pools the future DiGiovanni/ Miriam Park vernal pool preserve is separated from the excellent vernal pools between Highway 32 and main stem of Dead Horse slough. Design of the roadside vegetation can be best integrated into the natural landscape such that where vernal pools are adjacent the roadside is managed in similar vegetation type. Thus is the Spring drivers and passengers can look and see an unbroken sweep of vernal pools and grasslands. Alternatively native oaks can be planted along this section of road. They must be provided with appropriate watering systems and soils.

Cerro Gordo County in Iowa has over 950 miles of secondary roads that are managed by the County Conservation Roadside Vegetation Management staff. Since 1988, when Integrated Roadside Vegetation Management, (IRVM), was established in Cerro Gordo County, numerous miles of roadsides around the county have been returned to Iowa's native prairie vegetation. Roadside prairie restoration sites, in Cerro Gordo County, have a wide range of prairie species that periodically bloom all Spring. This section of highway 32 can be treated in the same way.

4) This is also an area of potential road kill. Millions of vertebrates - birds, reptiles, mammals, and amphibians - are killed every year by vehicles traveling on America's roads. For example, roadkill has helped reduce the population of a federally endangered cat - the ocelot - to about 80 animals. Slow-moving animals like turtles and salamanders are at high risk of roadkill, especially when they try to cross a road to reach mating or nesting sites on the other side. This includes the giant garter snake. Wide-ranging large carnivores like coyotes and mountain lions are also vulnerable, simply because they routinely have to cross a lot of roads. Roadkill threatens humans as well as animals. Each year, more than 200 motorists are killed and thousands more are injured in animal-vehicle collisions, according to The Wildlife Society. The insurance industry estimates that the annual cost to society for these fatalities and injuries is \$200 million. Individual motorists usually pay at least \$2,000 in vehicle repair every time they hit a deer.

<http://www.fhwa.dot.gov/environment/wildlifecrossings/index.htm>
In wildlife areas such as the area between Dead horse Slough and the South Branch crossing at Bruce Road. Both over or under passes should be designed to accommodate wildlife needing to access various greenway areas whether legal or de-facto green-ways or preserves. Many species survival depends on being able to move from one patch to another. This highway will "fragment" landscapes, and divide wildlife populations into smaller, more isolated units. Smaller populations are less stable and, over time, face extinction from predators or natural causes. They may also be more susceptible to inbreeding and to genetic defects. Habitat fragmentation threatens all wildlife species that have to cross roads to meet their biological needs. This area is a frequent hunting area Fall, Winter and Spring. I have seen dozens of northern harrier, Red Tail, Red shouldered hawks and Kestrels. Therefore please consider these alternatives:

1) A short stretch of U.S. 441 in central Florida has more documented roadkills than any other road segment in the state. Thousands of animals from more than 80 species are killed every year on the nearly 2-mile (3.2-km) section that crosses Paynes Prairie State Preserve just outside Gainesville. Most are frogs, turtles, and snakes attempting to cross the road to mate and to forage for food.
In 1997 a multi-disciplinary "Paynes Prairie Working Group" representing state transportation and natural resource agencies, environmental groups, and the University of Florida met to brainstorm ways to curb the death toll and help animals resume their natural movement patterns. The group came up with an innovative strategy: a 3 1/2-foot-high (1.1-meter-high) concrete wall that will divert animals to eight highway underpasses.

Amphibians and reptiles that manage to scale the vertical surface of this wall will be stopped by a "lip" at its top.

The wall's distinguishing feature - a 6-inch (15.2-cm) "lip" at the top - is characteristic of walls in zoo serpentariums. Snakes, frogs, alligators, and other animals that manage to scale the smooth vertical surface of the wall will be stopped by the lip. "At that point, the force of gravity will take over," says Jim Weimer, park biologist at the Paynes Prairie State Preserve. "It will force the animals to lean backwards. Their own body weight will then flip them upside down and off the wall."

Southall thinks the new wall will not only benefit Paynes Prairie animals that climb but also those that jump - for example, bobcats. "When bobcats reach the wall, they'll most likely behave as they do when they encounter a similar barrier along the highway," he says. "Instead of trying to jump over the fence, they typically move along it to the culvert opening."

FDOT began construction in December 1999. The wall will extend along 1.8 miles (2.9 km) of highway and connect with four new pipe culverts which will be spaced between four existing culverts.

The project won the prestigious Globe Engineering Award. The wall, now called an ecopassage, was completed in December 2000.

For more information, contact Petie Southall at 386-961-7470 or peter.southall@dot.state.fl.us

2) In September of 2000, the first-ever "land-bridge" in the United States was built in Marion County, Florida. This unique structure, was designed to serve humans during the daytime and animals at night, is located on I-75 where the interstate splits the Marjorie Harris Carr Cross-Florida Greenway. The idea for a "land bridge" originated in the Netherlands where such structures are referred to as "ecoducts". Among its unique features, the Marion County land bridge contains vegetative cover that protects wildlife from traffic noise and vehicle headlight-glare when they cross over the bridge at night. The bridge also includes a built-in irrigation system and a 16-foot-wide trail for bicyclists, pedestrians, and horseback riders. As a result of this bridge, the greenway, which stretches across the state, is once again uninterrupted and deer, foxes, coyotes, possums, and other small- to medium-sized mammals can cross the highway through native vegetation and on the sandy soil they're used to.

3) The Two Dead horse Slough Bridges can also be constructed to allow wildlife passage, especially the culvert @ Bruce road which flooded in 1997 and put 3 Feet of water on the intersection. It's watershed has a time of concentration of about 1- 1.5 hours. This can cause a lot of runoff if a rain cell "parks" over it - not an uncommon occurrence.

5) If Chico is to be walkable and bike-able Community than access must be provide across Highway 32.

6) Runoff should be treated and mitigated otherwise Dead horse slough and thus Little Chico Creek will be polluted. Pavement area will be doubled at least (the bigger the paved area, the more runoff). Use on-site mitigation like swales, recessed tree areas, and other means of containing and biologically treating runoff. BMP's are features are summarized in the Santa Clara program Guidebook,

which is posted on the Bay Area Stormwater Management Agencies Association website at www.basmaa.org/resources/files/SCVURPPP_Site_Design_Examples.pdf Related documents are available at: www.scvurppp.org These include bioswales etc.

runoff should be directed so as to enhance rather than drain vernal pool areas.

Sincerely yours,

-- Roger Cole

From: "Larry Jones" <ljones@c-zone.net>
To: <bgreenia@ci.chico.ca.us>
Date: 3/1/06 8:45:05 AM
Subject: Hwy. 32 expansion

*March 2006
public meeting*

Hello Mr. Greenaw:

My husband and I live on the corner of Forest & Hwy. 32 (24 Stansbury Ct.) and will be adversely affected by the widening of Hwy. 32. We have been working with the Maxwells to help all of us become better informed and active in the public process. I appreciate your openness and availability, and we will certainly be present at the information workshop on Thursday, March 9. We are extremely concerned on how the City plans to ameliorate the raised noise level. We are very impacted as our lot is close to the intersection light which creates additional noise as the car/trucks accelerate/decelerate from the light. All of us are in agreement that there must be a noise suppression fence especially at our end. Are there any such plans?

Also, we are all affected by traffic flow and would like to propose changes to the Forest Avenue intersection flow.

We will be looking forward to meeting you on Thursday.

Cookie and Larry Jones
342-4466

Larry Jones

-
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.375 / Virus Database: 268.1.1/272 - Release Date: 3/1/2006

From: "Glen Grout" <glen@luminos.us>
To: <bgreenia@ci.chico.ca.us>
Date: 3/8/06 1:41:09 PM
Subject: Comments on Hwy 32 widening

Hi Bob,

I would like to make a comment about the Hwy 32 widening project at the Forest Avenue intersection.

We need a right turn lane from south-bound Forest onto West-bound Hwy 32. There are so many people wanting to turn right there, and those going straight block that from happening, and since the light cycle is so long, it is very frustrating! Please add this to the list of improvements!

Thanks,
Glen Groutt
Prudential California Realty
(530) 345-9333

From: <LoriOP1@aol.com>
To: <bgreenia@ci.chico.ca.us>
Date: 3/11/06 3:37:28 PM
Subject: Widening of HWY 32 comments

Mr. Greenlaw, I wanted to pass on an idea I have about HWY 32. Since it is a main artery into Chico, and goes thru almost all of Chico, it would be great to have a HWY 32 bike path. Like the bike path that is on Cohasset going to the Chico airport. Because of the speed on HWY 32 I think it needs to be separate from the street. This would be a great opportunity for Chico to have a bike path that you could get around town on. There are a lot of bike riders in town that I am sure would use this path to go to work or school so it would be justified. There are several schools that would use it not to mention college students that live in apts. off of Forrest and the surrounding area that would use it to get into downtown. Now is the opportunity while the highway is being widened to make it a safe route for bikers and even walkers. Thanks, Lori Grady

From: Judith DeMarois <jdemarois@yahoo.com>
To: <bgreenia@ci.chico.ca.us>
Date: 3/11/06 12:11:46 PM
Subject: 32 widening project

Hi Bob
Sorry I could not attend the Thursday March 9th meeting. However, I would hope that bicycle and pedestrian traffic from the North side of 32 to the South side will be addressed. Hundreds of students from the north side (California Park included) are being driven to school because of the current dangers of crossing Hwy 32.
Would it be possible to have a separated bike lane or an underground passage?
Thanks
Judy DeMarois

Do You Yahoo?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

From: "Larry Jones" <ldjones@c-zone.net>
 To: <bgreenla@ci.chico.ca.us>
 Date: 3/16/06 5:40:13 PM
 Subject: Hwy 32 widening

Hello Bob: After attending the informational workshop on the highway 32 widening, Larry and I would like to request some specific information regarding our lot of 24 Stansbury Ct. (corner of Hwy. 32 and Forest). Matt Brogan indicated that the most our lot would have from the pavement was 10 feet, and that seemed to differ from the 20 ft. clear recovery zone. Could you please send a detailed engineered plat that shows our lot and the exact planned widening so that we can see exactly what the impact to our lot would be. Also, please include the plan that shows what trees will be eliminated. We were not able to speak to the biologist that night. I feel our lot is going to incur the major impact of this project so we are very concerned. Thank you for your time.

Larry and Cookie Jones
 342-44618
 24 Stansbury Ct.
 Chico, Ca 95928

Larry Jones

No virus found in this outgoing message.

Checked by AVG Free Edition.

Version: 7.1.385 / Virus Database: 268.2.4/282 - Release Date: 3/15/2006



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MAR 13 2006

CITY OF CHICO
 ENGINEERING DIVISION



Comment Card

(Please note that this document will be part of the public record.)

Date: Thursday, March 9, 2006
 Time: 5:30 p.m. map display
 6:00 p.m. presentation
 6:30 p.m. questions and answers
 Location: City of Chico Council Chambers Building, Conference Room #1
 421 Main Street, Chico, CA
 Project: State Route 32 Widening Project: State Route 99 to Yosemite Drive
 Meeting: Public Information Workshop

Name (Please Print): Larry & Agatha Jones
 Mailing Address: 24 Stansbury
 Email Address and/or Phone Number: LDJones@c-zone.net 342-44618
 Resident, Business, Organization, etc.: Resident
 Comments: #1 Priority & Need soundwall Northside of Forest to Sauge bridge.
• Use Sound reducing asphalt
• Right turn lanes from both South Forest & North Forest
95 Traffic now backs up
• Use City noise level standards
• For Traffic mitigation use Timed lights & Medians
• Personal concern for 24 Stansbury: minimal 20 ft
Clear recovery zone can not be removed

Please submit comments by Friday, March 24, 2006

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MAR 16 2006
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ENGINEERING DIVISION



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Meeting: Public Information Workshop

Name (Please Print): KATELYDEN
Mailing Address: 376 E. 7th AVE Chico 95926
Email Address and/or Phone Number: KateLyden.2000@AOL.com
Resident, Business, Organization, etc.: Resident
Comments: Looks good - the project is very very
important for Chico.
Please respect neighborhood wishes to a point - but
don't let it hold up the project.
Sounds like the concert sound wall is a must-have
for neighbors. Please be sure the community knows its
the neighbors who are demanding it - don't let the
sound wall be blamed on CT/Chico/BCAG.
GOOD LUCK!

Please submit comments by Friday, March 24, 2006

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Meeting: Public Information Workshop

Name (Please Print): NADA MAXINE IWANSKI
Mailing Address: 1978 Modoc Drive, Chico, CA 95928
Email Address and/or Phone Number: 342-1953
Resident, Business, Organization, etc.: Resident
Comments: Widening Route 32 will be fine, if
you build a concrete block wall to block the
noise and for safety. This must be done!!!

Please submit comments by Friday, March 24, 2006

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Name (Please Print): Rita Roberts Resident

Mailing Address: 1982 Modoc Dr. Chico

Email Address and/or Phone Number: 892-1590

Resident Business, Organization, etc.: Resident

Comments: Improving 32 will be great but we
must have a concrete sound block
wall for safety & noise.

Please submit comments by Friday, March 24, 2006

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