

Faye Thomas

Subject: FW: Chiquita Landfill - evidence for hearing 17-aug—2024

From: Skindrud, Erik J@DOT <Erik.Skindrud@dot.ca.gov>

Sent: Monday, August 19, 2024 7:31 AM

To: Image G [REDACTED]; Clerk of Board <clerkofboard@aqmd.gov>

Subject: [EXTERNAL] RE: Chiquita Landfill - evidence for hearing 17-aug—2024

Thanks for sharing this, Thomas.

Erik Skindrud

Customer Service Liaison

Media Relations and Public Affairs

Caltrans District 7

Cell: (279) 599-0933

Submit a Caltrans Customer Service Request:

<https://csr.dot.ca.gov>



From: Image G <[REDACTED]>

Sent: Saturday, August 17, 2024 2:17 PM

To: clerkofboard@aqmd.gov

Cc: Skindrud, Erik J@DOT <Erik.Skindrud@dot.ca.gov>

Subject: Chiquita Landfill - evidence for hearing 17-aug—2024

EXTERNAL EMAIL. Links/attachments may not be safe.


Clerk of Board
AQMD

I am writing to support the proposal limiting trucks from 7-10 AM for two important reasons:

1. Reduce the air pollution, both from noxious trash emissions and the fine and coarse particulate clouds - especially on Hwy 126.

2. Highway safety for both motor vehicles and bicyclists during rushhour. The landfill entrance is difficult for egressing; fatalities have occurred right there. There are outstanding complaints registered with CalTrans for the landfill's rocks and gravel regularly left on the highway.

Thomas Barron



On Aug 1, 2024, at 9:24 AM, Skindrud, Erik J@DOT <Erik.Skindrud@dot.ca.gov> wrote:

Hi Thomas. I spoke with area superintendent Luis, who knew all about the issue. They regularly sweep but have difficulty maintaining clear conditions because trucks continually pull in and out, with wind pushing material out of their beds. In addition, material accumulates under the guardrails – the crew recently spent hours hand-pushing this tiny berm of rocks away using shovels and brooms. Luis said Caltrans District 7 is working on composing an attorney's letter that will tell the landfill it has responsibility to address the rocks issue on a daily basis. Hopefully this will improve road conditions in the future.

Luis also said he knew about your query and your concerns. We are working on it – and expect to see improved conditions over the coming months.

Thank you for your concern about this issue.

Erik Skindrud
Customer Service Liaison
Media Relations and Public Affairs
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Highway 126, known as “Blood Alley,” has been notorious for traffic fatalities over the decades. Between 1990 and 1994, there were 34 deaths on a six-mile segment of the highway ² ³. More recent data from 2022 recorded 103 accidents with injuries and at least three deaths, while 2021 saw 118 serious accidents resulting in four deaths ¹. Despite improvements such as widening the road, the highway remains dangerous due to factors like