

Appendix I Comments and Responses

The following is a list of all agencies and persons who submitted written comments on the Initial Study / Proposed Mitigated Negative Declaration / Environmental Assessment during the public review period of December 23, 2009 to January 26, 2010. The written comments and responses to the comments are included herein and organized as follows:

1. Scott Morgan, Acting Director
California State Clearinghouse
1400 10th Street
Sacramento, CA 95812-3044
January 26, 2010

2. Tom Price, Project Manager
California Dept. of Toxic Substances Control
700 Heinz Avenue
Berkeley, CA 94710-2721
January 13, 2010

3. Brendan Thompson, Environmental Specialist
California Regional Water Quality Control Board
1515 Clay Street, Suite 1400
Oakland, CA 94612
January 25, 2010

4. Matthew Naclerio, Public Works Director
City of Alameda Public Works Dept.
950 West Mall Square, Rm 10
Alameda, CA 94501-7575
January 25, 2010

5. David Lee
DCL Customhouse Brokers
916 23rd Avenue
Oakland, CA 94606
January 25, 2010

6. Robert Atkinson
SyWest Development
150 Pelican Way
San Rafael, CA, 94901
January 25, 2010

7. Brett Walinski, VP & Principal Associate
Hexagon Transportation Consultants, Inc.
5976 West Las Positas Blvd, Suite 120
Pleasanton, CA, 94588
January 18, 2010

8. Jeffery M. Eandi, PE VP
Eandi Metal Works, Inc.
976 Twenty-Third Avenue
Oakland, CA 94606
January 22, 2010

9. Robert Raburn, Executive Director
East Bay Bicycle Coalition
3301 East 12th Street, Suite 143
Oakland, CA 94604
January 25, 2010

10. Nancy Skowbo, Deputy General Manager, Service Dept.
AC Transit
1600 Franklin Street
Oakland, CA 94612
January 25, 2010

11. Andy Chan
East Bay Auto Center
810 23rd Avenue
Oakland, CA 94606
January 25, 2010

12. Bieu Tran
East Bay Auto Center
810 23rd Avenue
Oakland, CA 94606
January 25, 2010

13. Rick Le
East Bay Auto Center
810 23rd Avenue
Oakland, CA 94606
January 25, 2010

14. Maria Martinez
World Cup Coffee
1212 Fruitvale Avenue
Oakland, CA 94601
January 7, 2010

15. Megan Webb
Oakland Animal Services
1101 29th Avenue Oakland, CA 94601
Oakland, CA 94601
Public Meeting – January 21, 2010

16. Pia Jara, Principal
824 29th Avenue
Oakland, CA
Public Meeting – January 21, 2010

17. Michael Stewart
3035 Chapman Street #6
Oakland, CA 94601
Public Meeting – January 21, 2010

18. Duncan Essex
26010 Blanding Avenue #236
Alameda, CA 94501
Public Meeting – January 21, 2010

19. John Seidel
817 Lisbon
Public Meeting – January 21, 2010

20. Francisco Santos
1072 Santa Ines Court
Oakland, CA 94601
Public Meeting – January 21, 2010

21. Krystyna Kozakiewicz
3116 Chapman Street
Oakland, CA 94601
Public Meeting – January 21, 2010

22. Lisa Locke
2888 Ford Street
Oakland, CA 94601
Public Meeting – January 21, 2010

Comment 1

Scott Morgan, Acting Director
California State Clearinghouse
January 26, 2010



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

January 26, 2010

Ed Pang
California Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0060

Subject: Interstate 880 Operational and Safety Improvements at 29th Avenue and 23rd Avenue Crossing.
SCH#: 2009122063

Dear Ed Pang:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 25, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Comment 1

Scott Morgan, Acting Director
 California State Clearinghouse
 January 26, 2010
 Page 2

**Document Details Report
 State Clearinghouse Data Base**

SCH# 2009122063
Project Title Interstate 880 Operational and Safety Improvements at 29th Avenue and 23rd Avenue Crossing.
Lead Agency Caltrans #4

Type MND Mitigated Negative Declaration

Description The City of Oakland, The City of Alameda, and the Alameda County Congestion Management Agency (ACCMA) in cooperation with the California Department of Transportation (Department) propose to replace the 29th Avenue and the two 23rd Avenue overcrossings, and construct improvements to the northbound I-880/29th Avenue interchanges. These improvements would increase the flow of vehicles, reduce the rate of congestion-related accidents and improve the mobility/safety through the I-880 corridor. The Proposed project is situated within the County of Alameda. Specifically the Proposed Project is located within the City of Oakland and the City of Alameda.

Lead Agency Contact

Name Ed Pang
Agency California Department of Transportation, District 4
Phone (510) 286-5609 **Fax**
email
Address P.O. Box 23660
City Oakland **State** CA **Zip** 94623-0060

Project Location

County Alameda
City Oakland
Region
Lat / Long 37° 56" N / 122° 23' 17" W
Cross Streets 29th and 23rd Avenues
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-880
Airports
Railways
Waterways
Schools Lazear Elementary
Land Use City of Oakland General Plan Strategic Transportation Improvement Plan.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Geologic/Seismic; Cumulative Effects; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Growth Inducing

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 3; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 12/23/2009 **Start of Review** 12/24/2009 **End of Review** 01/25/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

Response 1

Scott Morgan, Acting Director
California State Clearinghouse
January 26, 2010

1. Comment noted.

Comment 2

Tom Price, Project Manager
California Dept. of Toxic Substances Control
January 13, 2010



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
700 Heinz Avenue
Berkeley, California 94710-2721

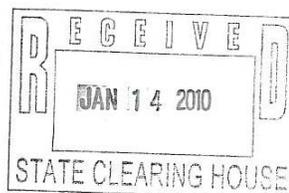


Arnold Schwarzenegger
Governor

January 13, 2010

Mr. Ed Pang, Senior Environmental Planner
Caltrans Office of Environmental Analysis
P.O. Box 23660
Oakland, California 94623

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Dear Mr. Pang:

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) and Environmental Assessment (EA) for the Interstate 880 Operational and Safety Improvements at 29th Avenue and 23rd Avenue Crossings (Project) SCH# 2009122063. The Project involves replacements of overcrossings, and construction improvements to the northbound interchanges. The project is located in Oakland.

As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project under the California Environmental Quality Act (CEQA) adequately addresses activities pertaining to releases of hazardous substances.

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According to the MND/EA, on page 195, in section 2.3.3.2, the Affected Environment section, the first paragraph discusses that checklist(s) for Initial Site Assessments (ISA) were conducted on November 20, 2006 in concert with database reviews for all parcels and adjoining parcels for the Project. While the ISA checklist may be useful for identifying concerns related to hazardous substances, it is unclear to what extent the ISA checklist was utilized to address concerns related to hazardous substances for the Project. Since the MND/EA document is intended to meet the requirements for a comprehensive environmental assessment for the Project, detailed findings should be presented.

On page 195, in section 2.3.3.3 the Environmental Consequences section, paragraph 2 discusses that nine properties were identified that have a potential for encountering substances of environmental concern due to grading or construction activities. At the

Comment 2

Tom Price, Project Manager
California Dept. of Toxic Substances Control
January 13, 2010
Page 2

Ed Pang
January 14, 2010
Page 2

- 2 top of page 198 it discusses that five of the nine sites are leaking underground storage tanks (USTs) and the other four include Kilpatrick's/Earthgrains Bakery, Former Del Monte Plant, Hans and Gunter Roofing Company, and Lucasey Manufacturing Corporation however only general information was provided. The concerns should be clarified.
- 3 On pages 195-199, in section 2.3.3.3, numerous environmental concerns are discussed based on the findings of the ISA and governmental records database searches. Although the visual reconnaissance conducted as part of the ISA and database searches can identify current or documented environmental conditions, those activities are not adequate to fully address concerns related to hazardous substances.
- 4 Section 2.3.3.3 should refer to figures that show the locations of Recognized Environmental Conditions (RECs) associated with the Project.
- 5 On pages 199-200, section 2.3.3.4 Avoidance, Minimization, and/or Mitigation Measures the Measures HAZ-1 through HAZ-5 do not adequately address all issues related to hazardous substances for the Project that were identified in the ISA and database surveys.
- 6 Overall section 2.3.3 Hazardous Waste/Materials on pages 194-2000 is confusing because it is too general, lacks references to figures, and supporting documentation was not included.
- 7 Appendix A, the CEQA checklist section for Hazards and Hazardous Materials, on pages A-6 to A-7 shows that all categories have a "Less than significant impact" or "No impact". Pages A16 to A-17 discuss how the categories of "No impact" do not apply to this Project. However the checklist items considered to have ~~as~~ "Less than significant impact" are not discussed. The RECs identified in section 2.3.3.3 should be discussed in this section.
- 8 Appendix F, the Environmental Commitment Record, including pages 6-7 which includes descriptions of commitments related to Hazards Waste/Materials has numerous typographical errors.
- 9 DTSC strongly recommends that for all properties involved with this project, an investigation into current and historical usages be conducted to determine whether hazardous substances may have been released where grading is proposed. Where concerns are identified, sampling should be conducted to determine whether there is an issue that will need to be addressed in the CEQA compliance document. If hazardous substances are expected to be encountered, they will need to be addressed as part of this project. For example, if hazardous substances are expected to be encountered, the CEQA compliance document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any

Comment 2

Tom Price, Project Manager
California Dept. of Toxic Substances Control
January 13, 2010
Page 3

Ed Pang
January 14, 2010
Page 3

- 9 applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of public upset should there be an accident at the Site.

If you have any questions or would like to schedule a meeting, please contact me at (510) 540-3811. Thank you in advance for your cooperation in this matter.

Sincerely,



Tom Price – Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

Alyssa De La Cruz
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Response 2

Tom Price, Project Manager
California Dept. of Toxic Substances Control
January 13, 2010

1. Section 2.3.3.2, Affected Environment, provides an analysis of potential impacts with regard to hazards and hazardous materials. The EA has been prepared consistent with CEQA and NEPA requirements. The EA discusses the environmental concerns identified in the Initial Site Assessment (ISA) and provides adequate avoidance and minimization measures to reduce potential project effects. Potential impacts would be temporary and would occur during the construction phase. The ISA Checklist was used to help identify hazardous materials within the site boundaries. Areas of hazardous material use and storage were discussed in a more comprehensive manner in the report text and tables, including detailed hazardous materials documentation in Table 3 of the ISA.
2. The ISA provides specific details on the environmental concerns identified. Project construction is not anticipated to result in significant impacts with regard to these sites. Additional details on each of the sites are provided within the ISA.
3. The ISA was conducted in accordance with the California Department of Transportation Project Development Procedures Manual, Appendix DD, Preparation Guidelines for ISA Checklist for Hazardous Waste (Department, 1999), and current American Society for Testing and Materials (ASTM) standards, as appropriate. In addition to the environmental database review conducted on November 20, 2006, a subsequent database search was completed on July 31, 2009. The purpose of the second database review was to update the ISA checklist and to identify any new property listings and new databases. Discussion of environmental concerns within the EA is considered to be adequate, and avoidance and minimization measures are provided to reduce potential project effects.
4. Comment noted. Figure 2 of the ISA identifies the location of all properties of potential concern. The ISA is available under separate cover from the EA.
5. Comment noted. Section 2.3.3, Hazardous Waste/Materials, has been prepared consistent with NEPA and CEQA requirements and adequately evaluates project impacts. Appropriate avoidance and/or minimization measures are proposed to reduce or eliminate any adverse project effects.
6. Comment noted. Section 2.3.3, Hazardous Waste/Materials, has been prepared consistent with NEPA and CEQA requirements, and adequately evaluates project impacts and provides appropriate minimization measures to reduce such effects. Figure 2 and Table 3 of the ISA identify all properties of potential concern. The ISA is available under separate cover from the ISA.
7. Comment noted. Consistent with the format in Appendix A, only items identified as “No Impact” are discussed. A discussion of specific RECs would not be appropriate within Section A.3.6.

8. Comment noted. Typographical errors contained within Appendix F with regard to Hazardous Waste/Materials have been corrected, as appropriate.
9. As stated above, the ISA was conducted in accordance with the California Department of Transportation Project Development Procedures Manual, Appendix DD, Preparation Guidelines for Initial Site Assessment Checklist for Hazardous Waste (Department, 1999), and current ASTM standards. A subsequent database search was completed on July 31, 2009 to identify any new property listings and new databases. In addition, as recommended in the ISA, the EA includes Minimization Measure HAZ-1 which requires that, prior to construction, aerially deposited lead (ADL) surveys and testing be conducted in areas where exposed soils have been identified so that any special handling, treatment, or disposal provisions associated with ADL may be included in construction documents (if any ADL is present), thereby ensuring compliance with any applicable special handling, treatment, and/or disposal requirements for ADL material.

Comment 3

Brendan Thompson, Environmental Specialist
California Regional Water Quality Control Board
January 25, 2010



Linda S. Adams
Secretary for
Environmental Protection

California Regional Water Quality Control Board

San Francisco Bay Region

1515 Clay Street, Suite 1400, Oakland, California 94612
(510) 622-2300 • Fax (510) 622-2460
<http://www.waterboards.ca.gov/sanfranciscobay>



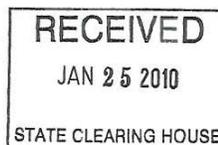
Arnold Schwarzenegger
Governor

January 25, 2010
CIWQS Place No.: 748750

Sent via electronic mail: No hard copy to follow

California Department of Transportation
Attn: Ed Pang
Ed_Pang@dot.ca.gov
P.O. Box 23660
Oakland, CA. 94623-0660

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SUBJECT: Initial Study with Proposed Mitigated Negative Declaration for the I-880 Operational and Safety Improvements at the 29th and 23rd Avenue Overcrossings (SCH No. 2009122063)

Department EA No.: 04-0A7100

Dear Mr. Pang:

Thank you for giving San Francisco Bay Regional Water Quality Control Board (Water Board) staff the opportunity to review the *Initial Study with Mitigated Negative Declaration* (Study) for the I-880 Operational and Safety Improvements at 29th and 23rd Avenue Overcrossings Project (Project). The Project proposed by the California Department of Transportation (Department) involves replacing the 29th Avenue and two 23rd Avenue overcrossings, as well as various improvements at the I-880/29th Avenue and the northbound I-880/23rd Avenue interchanges in the City of Oakland, Alameda County.

The following comments are to advise the Department of our concerns so they may be incorporated into the planning and design process at an early date.

Post-Construction Stormwater Runoff Impacts

Project implementation will result in a net increase of impervious area totaling approximately 1.5 acres.

1

Stormwater runoff from impervious areas may contain hydrocarbons, metals, volatile organic compounds, trash, and sediment at levels that may significantly impact State waters if left untreated. We will require the Department provide treatment of stormwater runoff from the Project's impervious areas. Specifically, if the Project's cumulative area of new and

California Environmental Protection Agency

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Comment 3

Brendan Thompson, Environmental Specialist
California Regional Water Quality Control Board
January 25, 2010
Page 2

Mr. Ed Pang
SCH No. 2009122063

- 2 -

Initial Study: I-880/29th & 23rd Avenues Safety Improvements
CIWQS Place No.: 748750

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reconstructed impervious surfaces exceed one acre, the Department may be required to treat stormwater runoff from a portion of impervious surface equivalent to the area of all new and redeveloped impervious surfaces. Should it prove infeasible to treat runoff within the Project limits, the Department shall identify alternate treatment in the same watershed(s) that will provide a water quality benefit equivalent to the foregone treatment.

If you have any questions, comments, or concerns, please contact me at (510) 622-2506, or via e-mail to BThompson@waterboards.ca.gov.

Sincerely,



Brendan Thompson
Environmental Specialist

cc (via e-mail): State Clearinghouse
Mr. Hardeep Takhar, Caltrans
Mr. Cyrus Vafai, Caltrans
Mr. Dale Bowyer, SF Bay Regional Water Quality Control Board

California Environmental Protection Agency

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Response 3

Brendan Thompson, Environmental Specialist
California Regional Water Quality Control Board
January 25, 2010

1. The Storm Water Data Report prepared for the subject project identified the existing and proposed conditions, as well as the proposed methods of treating storm water runoff. Storm water runoff within the project limits will be treated within the project limits.

Comments 4

Matthew Naclerio, Public Works Director
City of Alameda Public Works Dept.
January 25, 2010



City of Alameda • California

January 25, 2010

Mr. Ed Pang
Senior Environmental Planner
Caltrans Office of Environmental Analysis
P.O. Box 23660
Oakland, CA 94623

Re: Initial Study/Environmental Document for the I-880 Operational and Safety Improvements at 23rd Avenue and 29th Avenue Overcrossings

Dear Mr. Pang:

Thank you for providing the City of Alameda the opportunity to review and comment on the Initial Study/Environmental Document (IS/EA) for the I-880 Operational and Safety Improvements at 23rd and 29th Avenue overcrossings. The City of Alameda is in support of the overall goals of the project. The City of Alameda and the Alameda County Congestion Management Agency (ACCMA) have been working in cooperation to address its concerns regarding potentially significant traffic impacts that have not been mitigated in accordance with the City's General Plan. While the City is hopeful that these issues can be resolved, the following comments are provided to document the concerns associated with the subject draft document.

- Park Street at Clement Avenue Intersection
 - The proposed mitigation on page 128 provides for restriping the northbound approach to provide a right-turn lane for northbound Clement Avenue. As proposed, this mitigation is not consistent with the City of Alameda's General Plan, which prohibits the establishment of an exclusive right-turn lane. The City and ACCMA staffs are currently reviewing alternatives that are consistent with the City of Alameda's General Plan, including the provision of a left-turn lane for eastbound Park Street.
 - Both Park Street and Clement Avenue are designated truck routes; the proposed mitigation measure will adversely impact existing and future truck circulation and require trucks to cross over into opposing traffic that will be queued for extended lengths. The City and ACCMA staffs are currently reviewing alternatives that will accommodate existing and future truck turning movements.

Public Works Department
950 West Mall Square, Room 110
Alameda, California 94501-7575
510.749.5840 • Fax 510.749.5867 • TDD 510.522.7538

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Comments 4

Matthew Naclerio, Public Works Director
 City of Alameda Public Works Dept.
 January 25, 2010
 Page 2

Mr. Ed. Pang
 Initial Study/Environmental Document I880/23rd/29th

January 25, 2010
 Page 2 of 3

- 3

 - Per the Table 2.2-11: Intersection Queuing – Build Conditions – Weekday AM Peak Hour, the northbound approach shows a queuing length of 225 feet. The proposed mitigation to remove one parking space will not provide sufficient storage length for the needed right-turn lane. The City recommends a minimum of 120-foot storage with an appropriate taper length. As stated previously, the City and ACCMA staffs are currently reviewing alternatives.
- Park Street Signal Coordination
 - The City of Alameda within the last year retimed all the traffic signals along the Park Street Business Corridor, from Blanding Avenue to Encinal Avenue to improve traffic flow and reduce emissions from idling vehicles. The proposed 65-second optimal cycle length recommended for the study intersections would require modification to the existing signal coordination along Park Street. The proposed optimal cycle length should be reviewed and modified, as required, to ensure that signal coordination along the Park Street corridor will continue to provide improved traffic flow and reduced emissions from idling vehicles. The City and ACCMA staffs are currently reviewing this issue.
- 4

 - Additional Comments
 - Page 124 states that travel time after implementation of the project would increase by 1.98 minutes and 1.9 minutes during AM and PM peak hour, respectively. While no specific mitigation is proposed, TRA-1 and TRA-6 state that further improvements could be included in the project to improve circulation and reduce delay. The City of Alameda is supportive of pursuing these operational improvements and requests that the IS/EA provide a timeline and procedure to implement a future enhanced transit corridor from Alameda through Oakland to I-880. An investment in a transit corridor would go far to further the City's goal of reducing greenhouse emissions.
 - Pages 62 and 82 state that MOE were extracted from the CORSIM model for vehicle drawbridge queuing, including vehicle on-ramp queuing and vehicle travel time, and presented in the Network Queuing section. Staff could not locate this information. Please confirm that the drawbridge queuing for the Park Street bridge operations, with 10-15 minutes of closure just near the peak period for both AM and PM Peak period, is included in the traffic analysis and that the LOS calculations account for the bridge queuing. Please note that per the United States Coast Guard's Drawbridge Operation Regulations, the Park Street Bridge is restricted to mariner traffic from 7:30 AM to 8:30 AM and 3:45 PM to 5:45 PM.
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Comments 4

Matthew Naclerio, Public Works Director
City of Alameda Public Works Dept.
January 25, 2010
Page 3

Mr. Ed. Pang
Initial Study/Environmental Document I880/23rd/29th

January 25, 2010
Page 3 of 3

- Noise Abatement

- At a recent presentation by ACCMA staff to the Alameda City Council, a Councilmember raised the concern of the potential increase in noise levels to Alameda residents and businesses as a result of the construction of the soundwall. The concern focused on noise “bouncing” off the soundwall and reflecting back to Alameda residents and businesses. ACCMA staff provided City staff with a copy of the Noise Abatement Decision Report, dated May 2009. Staff notes that page 9 of the report states that “[t]raffic related noise along the west side of I-880 is not expected to change as a result of the project,” but it is unclear whether traffic related noise includes the reflecting noise off the proposed soundwall. Please explain if this concern was analyzed and if an increase in noise levels to Alameda residents and businesses will occur with the proposed overcrossings and new soundwall construction.

7

Once again, thank you for the opportunity to provide comments to the draft environmental document. Please contact Mr. Obaid Khan, Supervising Civil Engineer or Mr. Virendra Patel, Transportation Engineer, at 749-5840, should you have questions or to discuss the comments provided in this letter.

Sincerely,



Matthew T. Naclerio
Public Works Director

MTN:gc

cc: Interim City Manager
ACCMA – Frank Furger
ACCMA – Matt Todd

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Response 4

Matthew Naclerio, Public Works Director
City of Alameda Public Works Dept.
January 25, 2010

1. Since the proposed mitigation identified on page 128 of the IS / EA (re-striping the northbound Clement Avenue approach to Park Street) has been determined to be inconsistent with the City of Alameda General Plan, which prohibits the establishment of exclusive right turn lanes, the proposed re-striping of northbound Clement Avenue at the Park Street intersection is no longer considered. The mitigation for the proposed project now is to re-stripe Park Street between Eagle Avenue and Clement Avenue to establish a left turn pocket on eastbound Park Street to northbound Clement Avenue.
2. Since the proposed mitigation identified on page 128 of the IS / EA (re-striping the northbound Clement Avenue approach to Park Street) has been determined to be inconsistent with the City of Alameda General Plan, which prohibits the establishment of exclusive right turn lanes, the proposed restriping of northbound Clement Avenue at the Park Street intersection is no longer being considered. The mitigation for the proposed project now is to re-stripe Park Street between Eagle Avenue and Clement Avenue to establish a left turn pocket on eastbound Park Street to northbound Clement Avenue.

The proposed mitigation measure has been developed as follows:

The striping along Park Street between Eagle Avenue and Clement Avenue will be reconfigured and will consist of removing all of the existing striping between Eagle Avenue and Clement Avenue and new striping will be provided for a left turn pocket on eastbound Park Street to northbound Clement Avenue. This left turn pocket will be approximately 100 feet long and in addition will include a 60-foot bay taper. All existing on-street parking spaces will remain along Park Street. The proposed striping between Eagle Avenue and Clement Avenue will match the existing striping along the Park Street corridor. In addition, the existing signal at the Park Street / Clement Avenue intersection will be modified and the new eastbound to northbound left turn movement will be controlled by a protected left turn movement (left turn arrow) as well as allow a permissive left turn movement (solid green which allows a left turn after yielding to westbound through vehicles).

3. The recommended left turn pocket length of approximately 100 feet along Park Street will eliminate the need for a right turn pocket along Clement Avenue. Therefore, developing a longer turn pocket along Clement Avenue is no longer needed.
4. The Design Team is now aware the timing of the signals along the Park Street Business Corridor have recently been changed. The proposed cycle length of 65 seconds is close to the old cycle length previously provided. The new cycle length along this corridor will be used as the “baseline” and the Design Team will work with the City of Alameda Staff to modify the cycle length to improve the forecasted signal coordination along the Park Street / 23rd Avenue corridor.

5. The analysis and discussion noted on page 124 of the IS / EA states that the travel time between Alameda and the northbound I-880 on ramp at 23rd Avenue is expected to increase by 1.98 minutes during the weekday AM peak hour of the Build Condition (2035). This increase in travel time would be the result of queuing at the northbound I-880 on ramp at 23rd Avenue. Another factor contributing to increases in travel time between Alameda and the I-880 on ramp is the new signalization at the intersection of 29th Avenue and Ford Street.

The forecasted queue increases and delays are also associated with the planned redevelopment in the vicinity of the proposed project. The traffic analysis supporting the IS / EA used 2035 traffic volumes and these forecasts included significant volume increases specifically due to redevelopment. Furthermore, the subject project traffic analysis did not incorporate any mitigation associated with proposed redevelopment projects.

The City of Alameda's support for a timeline and procedure to implement a future enhanced transit corridor from Alameda to I-880 is acknowledged. The following represents the recommended procedures to transform this corridor into a transit priority corridor.

As discussed with the City on January 19, 2010, the proposed project will install signal equipment and/or software at four intersections between the Park Street Bridge and the I-880 on ramp. This will provide properly equipped transit vehicles the ability to receive green time prioritization. This is one step towards the goal of establishing this as a transit corridor. Future transit-oriented improvements along this corridor may include:

ACCMA facilitating meetings between the City of Alameda, the City of Oakland and AC Transit to create a Memorandum of Understanding (MOU) with the ultimate goal of collectively establishing future transit-oriented improvements along the Park Street / 23rd Avenue corridor. These future improvements will be prioritized based on alternatives, cost estimates, nexus identification, identification of potential funding sources, and agency responsibilities.

It is anticipated that future redevelopment in the project area may trigger the need for traffic mitigation, some of which may be from the prioritized list of improvements needed to create the Park Street / 23rd Avenue transit corridor.

The City of Alameda has recommended the following improvements:

- Transit Queue Jump lanes during peak periods should be considered by limiting parking from Buena Vista to the Bridge, where appropriate. These lanes could become exclusive transit lanes. The parking limitations will coincide with the peak direction of travel.
- Full traffic signal detection at three locations (Buena Vista Avenue, Clement Avenue, and Blanding Ave.) using most up-to-date technology.

- Signal and cabinet modifications to accommodate transit queue jumps.
 - Appropriate signage and striping changes to implement the peak period queue jumper/exclusive transit lanes.
 - Provide upgraded signals (Buena Vista Ave., Clement Avenue, and Blanding Avenue) to allow transit buses to have signal priority. Such upgrades may include new signal equipment and installing new equipment on transit vehicles.
 - Transit improvements along 23rd and 29th Avenues in Oakland to improve transit access to the freeway.
 - Southbound I - 880 freeway improvements, including improved access to Fruitvale Avenue, at the Fruitvale Avenue off-ramp as a priority project.
6. The Park Street Bridge queuing analysis was not included in the IS/EA; however, a detailed assessment of the bridge operations was conducted and the results are presented in the I-880 Improvements at the 23rd Avenue and 29th Avenue Interchanges Traffic Data Collection Report (December 22, 2008) Addendum #1 – Park Street Bridge Operations Summary, submitted on May 26, 2009. An analysis of the bridge operations with respect to traffic under Existing Conditions is included in the I-880 Improvements at the 23rd Avenue and 29th Avenue Interchanges Model Calibration and Existing Conditions Report, submitted on May 26, 2009. An analysis of the bridge operations with respect to traffic conditions in the Design Year is included in the I-880 Improvements at the 23rd Avenue and 29th Avenue Interchanges Design Year Alternatives Analysis Report, submitted on July 13, 2009.
- The above noted reports were provided to the City of Alameda and the analysis was performed in a manner consistent with the monthly coordination meetings, which included City of Oakland and City of Alameda staff. The drawbridge queuing associated with the Park Street Bridge operations has been confirmed. The traffic analysis and LOS calculations are consistent with the agency coordination meetings and the information provided by the United States Coast Guard.
7. The Noise Abatement Decision Report approved October 2009 also includes a technical discussion of the traffic related noise that is reflected off of the proposed soundwall. See Section 9.2 – Reflected Noise on page 62 of the report. The discussion concludes that the contribution of reflective sound would be minimal and should not cause a perceptible increase for receivers west of the freeway.

Comment 5

David Lee
DCL Customhouse Brokers
January 25, 2010

Ed Pang/D04/Caltrans /CAGov To Maureen A Murphy/D04/Caltrans/CAGov 01/25/2010 02:54 cc
PM Subject

----- Forwarded by Ed Pang/D04/Caltrans/CAGov on 01/25/2010 02:53 PM ----- dcl brokers To
ed_pang@dot.ca.gov 01/25/2010 02:44 cc PM

Subject 23rd & 29Th Ave Overcrossing project

1

Dear Mr. Ed Pang, Regarding the meeting at the Lazear Elementary School on Jan 21, 2010. We are opposed in part or in whole of the 23rd Ave. and 29th Ave. overcrossings project. The elimination of the 23rd Ave exit will drastically limit the needed traffic exposure for our business. Furthermore, I would suggest a group meeting with other local business owners inclusive of, Supreme Interiors, Inc. 2800 East 8Th Street, DCL Customhouse Brokers 916 23rd Ave., Bay Auto Center, 810 23rd Ave., Endi Metal Works, 976 23rd Ave and Dreisbach 2530 East 11Th Street and other business coming on board shortly. The last meeting was the first meeting I have attended regarding the overcrossing project, I hope we will hear from you shortly.

David Lee
DCL CUSTOMHOUSE BROKERS
916 23rd Ave, Oakland, CA 94606
Tel - 510-533-0127 Fax - 510-533-0140 Email - dcl_chb@yahoo.com

Response 5

David Lee
DCL Customhouse Brokers
January 25, 2010

1. Since 1999, Jingtowntown community members have actively worked with both the City of Oakland and CALTRANS to address public concerns regarding existing conditions around the Jingtowntown neighborhood. Specifically, there has been a desire for improvements to address noise, safety and traffic circulation. The IS/EA includes these issues as well as an assessment of economic effects. Opportunities for community involvement, including workshops, a newsletter, and briefing meetings have been provided throughout preliminary development for the project.

The northbound off ramp at 23rd Avenue is proposed to be reconstructed and not eliminated. The new location for the reconstructed off ramp will allow vehicles to exit northbound I-880 and access 23rd Avenue. In addition, the reconstructed off ramp will comply with current design standards and eliminate the current off ramp vehicle conflicts with pedestrians, on-street parking, driveways, and local intersections.

Vehicles will be able to exit northbound 23rd Avenue and access Jingtowntown via East 11th Street. The northbound off ramp at 23rd Avenue will be temporarily closed to reconstruct the off ramp. The duration of this temporary closure is unknown at this time; however, it is anticipated that the closure of the off ramp will be a few months.

Comment 6

Robert Atkinson
SyWest Development
January 25, 2010



SENT VIA EMAIL AND USPS

January 25, 2010

Attn: Ed Pang
Caltrans Office of Environmental Analysis
P.O. Box 23660
Oakland, CA 94623

Re: I-880 Operational and Safety Improvements at 23rd and 28th Avenue Overcrossings

Dear Mr. Pang,

Attached is a letter from our traffic engineering consultant, Hexagon Associates, dated January 18, 2010, which includes their comments to the proposed project. Pursuant to our discussions with Caltrans, AACMD and RBF on February 20th and 21st, we are very concerned with the lack of eastbound access on 9th Street. As we have indicated, we are interested in having our consulting team, AMS and Hexagon, work direct with your team to identify the required design solutions and have them included in the final environmental documents that are approved by Caltrans.

1

For your benefit, we've enclosed a "Build Alternate - SyWest Option" that preserves the existing east-bound 9th Street access. We believe that the preservation of two-way traffic on 9th Street is critical to the proper and safe circulation of local vehicle traffic and will benefit the local residents, the local business community, Lazear School and the customers, tenants and employees of our shopping center. In addition, we are interested in exploring the addition of the potential northbound turn pocket on 29th Avenue (we own the frontage areas that would be required to accommodate our various requests).

We look forward to working with Caltrans in the near future to implement the proposed improvements.

Respectfully,

A handwritten signature in black ink, appearing to read "Robert Atkinson", is written over a horizontal line.

Robert Atkinson

150 Pelican Way, San Rafael, CA 94901

Comment 6

Robert Atkinson
SyWest Development
January 25, 2010
Page 2



Response 6

Robert Atkinson
SyWest Development
January 25, 2010

1. ACCMA and the City of Oakland will coordinate with Mr. Atkinson to discuss their concerns and resolve the issues.

Comments 7

Brett Walinski, VP & Principal Associate
Hexagon Transportation Consultants, Inc.
January 18, 2010



HEXAGON TRANSPORTATION CONSULTANTS, INC.

January 18, 2010

Mr. Robert Atkinson
SyWest Development
150 Pelican Way
San Rafael, CA 94901

Re: *Review of I-880 Operational and Safety Improvements at 29th Avenue and 23rd Avenue Overcrossings IS/EA - DRAFT*

Dear Mr. Atkinson:

Per our most recent conversation, Hexagon has reviewed the I-880 Operational and Safety Improvements at 29th Avenue and 23rd Avenue Overcrossings Initial Study. At your request, our review was conducted to determine the potential traffic impacts with regard to SyWest's "Fruitvale Shopping Center" property. Our findings are summarized below:

1. The proposed project would re-route southbound I-880 offramp traffic destined for East 9th Street to a new intersection at an overcrossing on 29th Avenue. As a result, vehicles that previously could access the Fruitvale shopping center from the freeway via East 9th Street would be re-routed to 29th Avenue, and then to the shopping center entrance on the northwest corner of the site (the rear entrance). This would noticeably increase the travel time for some patrons destined to the site and would add vehicle trips to this entry.
2. The proposed project would convert East 9th Street to one-way north of the existing Fruitvale shopping center driveway and southbound traffic from 9th Street would be eliminated. You have stated that maintaining visibility and convenient site access to the shopping center for both the I-880 pass-by traffic and the local residential customer base are critical to helping ensure the continued success of the shopping center retailers. According to the existing traffic counts provided in the initial study, the proposed project would remove 318 southbound PM peak hour trips from East 9th Street. Assuming a standard conversion ratio of peak hour trips to daily trips, this would equate to approximately 3,180 fewer daily trips in front of the Fruitvale shopping center. Provided these customers were not discouraged by the reduced site access, these trips would then be redirected to the 29th Avenue entry at 11th Street.
3. The proposed project would convert East 9th Street to one-way north of the existing Fruitvale shopping center driveway. As a result, residents on Portwood Avenue, Libson Avenue, and the surrounding neighborhood would lose a southbound connection between their neighborhood and Fruitvale Avenue. There are currently 61 AM peak hour and 38 PM peak hour trips that use this connection. The alternate routes to Fruitvale Avenue are very circuitous. As a result, many of these vehicles may attempt to access Fruitvale Avenue from 29th Avenue by cutting through the Fruitvale Shopping Center property via the northwest shopping center entrance, which is private property.

5976 West Las Positas Boulevard, Suite 120 • Pleasanton, California 94588
phone 925.225.1439 • fax 925.225.0688 • www.hextrans.com

Comments 7

Brett Walinski, VP & Principal Associate
Hexagon Transportation Consultants, Inc.
January 18, 2010
Page 2

Mr. Robert Atkinson
Page 2 of 2
January 18, 2010

4. Under build year 2035 conditions, the intersection of East 9th Street/Fruitvale Avenue is projected to operate at LOS F. In addition, there is a rail line along Fruitvale Avenue immediately adjacent to this intersection. Fruitvale Avenue/East 9th Street is one of three gateways to the Fruitvale shopping center and given the poor future LOS at this location, it is preferable from the Fruitvale Shopping center perspective that the other existing access points to the shopping center are preserved.
 5. The Fruitvale shopping center's entrance at 29th Avenue and 11th Street, which is an existing signalized intersection, was not studied as part of the initial study. This entrance would experience an increased traffic volume as a result of the re-routing of the I-880 offramp traffic at 29th Avenue and the local neighborhood access circulation changes. In order to determine the negative impact on this entrance and the possible mitigation measures required, the vehicle delay and vehicle queuing for this entrance and intersection should both be included in the required studies.
 6. The proposed project would replace the existing stop sign with a traffic signal at the intersection of East 10th Street and 29th Avenue. The Fruitvale shopping center's entrance on 29th Avenue, which is an existing signalized intersection, is approximately 240 feet away from the new proposed traffic signal (measured from the limit lines of the intersection). It is standard traffic engineering practice to locate traffic signals 500 feet apart due to potential queuing and progression problems between closely spaced intersections. In addition, there is an existing at-grade rail crossing less than 200 feet north of the signalized Fruitvale shopping center entrance on 29th Avenue. Vehicle queues from this rail crossing have the potential to block the 29th Avenue/Fruitvale entrance. The effects of closely spaced intersections and proximity to the at-grade rail line were not addressed in the initial study and should be evaluated using traffic simulation software.
7. In order to help mitigate the concerns identified in this letter, we have a couple suggestions. First, the existing southbound traffic movements from 29th Avenue onto eastbound 9th Street should be maintained as part of the proposed design work by Caltrans and ACCMA. Based on our discussions with your office, you are willing to consider adjustments to the right of way lines along your 9th Street property frontage in coordination with minor changes to the adjacent ramp design. Second, we recommend that consideration be given to adding a northbound right turn pocket on 29th Avenue between 10th and 11th Streets. This would allow vehicles destined for the Fruitvale Shopping Center that may become trapped in queues to have better access to the site. It would also provide additional queuing capacity between the two closely spaced intersections.

Please feel free to contact me should you have any questions.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.



Brett Walinski, P.E.
Vice President and Principal Associate

Response 7

Brett Walinski, VP & Principal Associate
Hexagon Transportation Consultants, Inc.
January 18, 2010

1. With the implementation of the proposed project, vehicles destined for the Fruitvale Station Shopping Center from northbound I-880 would be required to utilize the 29th Avenue access point at East 11th Street, rather than the East 9th Street access points. This will increase the travel distance required for Fruitvale Station Shopping Center patrons to access their destinations within the shopping center and will also increase the vehicle trips at the 29th Avenue / East 11th Street intersection. The existing northbound off ramp at 29th Avenue does not currently have the capacity to accommodate the existing and the forecasted traffic volumes. These forecasted traffic volumes on the existing ramp will noticeably increase travel times for patrons destined for the Fruitvale Station Shopping Center. Therefore, with or without the proposed project, the travel times for some of the vehicles destined for the shopping center will increase.

Vehicles that exit the freeway at the existing northbound I-880 off ramp at 29th Avenue and turn right are typically destined for the following locations:

- Fruitvale Station Shopping Center – via East 9th Street;
- Oakland Estuary neighborhood – via Del Monte Way;
- Oakland Fruitvale neighborhood – via Fruitvale Avenue;
- Fruitvale BART Station – via Fruitvale Avenue; and,
- Alameda – via the Fruitvale Bridge.

The Design Team evaluated data collected as well as previous analysis within the vicinity of the shopping center and concluded that approximately 30 vehicles would be redirected from the East 9th Street shopping center access during the weekday AM peak hours, and 90 vehicles during the PM peak hour. These redirected vehicles may increase delay at the 29th Avenue / East 11th Street intersection, but this would not likely result in a significant reduction in level of service.

2. See response to Comment #1 above.
3. Currently many in the Jingletown neighborhood use the existing southbound East 9th Street as a connection to Fruitvale Avenue and it is likely that many of the noted 61 AM and 38 PM vehicle trips use this as access to the Fruitvale Station Shopping Center. With the proposed one-way condition on East 9th Street, vehicles will exit the Jingletown neighborhood via East 10th Street and access the Fruitvale Station Shopping Center at the 29th Avenue / East 11th Street entrance.

Vehicles destined for Fruitvale Avenue (not headed to the shopping center) from the Jingtowntown neighborhood are anticipated to will likely use 29th Avenue to East 12th Street. Access through the Fruitvale Station Shopping Center parking area is not likely to save time or be more convenient, unless these vehicle trips have an intended stop at the Fruitvale Station Shopping Center enroute to Fruitvale Avenue. It is possible that a small number of vehicles may find alternate routes more attractive depending on their specific destination and/or their willingness to use East 12th Avenue, which requires two rail line crossings.

4. The proposed project will not eliminate any of the existing access points to the Fruitvale Station Shopping Center; thus the existing access points to the shopping center will be preserved.

The Fruitvale Avenue / East 9th Street intersection is projected to operate poorly in the Design Year (2035) Conditions, however this forecast is projected under the No Build and Build conditions.

5. The 29th Avenue / East 11th Street intersection has been evaluated in previous traffic analyses under the Design Year (2035) Conditions. In the previous studies associated with the proposed project, this intersection was projected to operate no worse than Level of Service B with queues that did not exceed the segment storage lengths. Based on these previous analyses, the Project Team and the City of Oakland determined that the 29th Avenue / East 11th Street intersection did not require further study.

6. Given the relatively close spacing of the three (3) signalized intersections on 29th Avenue (at the Northbound I-880 off ramp at 29th Avenue, East 10th Street, and East 11th Street), the traffic signals will need to be coordinated. The intersections would perform optimally on a 70 second cycle length during the weekday peak hours in the Design Year (2035) Conditions. This would minimize queuing and ensure efficient traffic flow on 29th Avenue.

Similar to the rail line in the Park Street Triangle, the rail line crossing 29th Avenue between East 11th Street and East 12th Street is typically inactive during the peak hours. Based on this information, the effect of the rail line operations on the proposed project is not anticipated to be an issue and was not specifically addressed in the IS/EA.

7. See response to comment below for additional discussion related to the preservation of the southbound movement.

8. The addition of a right turn pocket on eastbound 29th Avenue has been evaluated. The forecasted operations of this intersection do not warrant the addition of a right turn pocket as mitigation for unsubstantiated “vehicles trapping in queues” for the proposed project improvements. However, after discussions with the City of Oakland Staff, there may be a need to evaluate the widening of 29th Avenue in this area to accommodate the addition of future bike lanes. Therefore, the addition of a right turn pocket at this location may be considered as a future separate project by the City of Oakland.

Comment 8

Jeffery M. Eandi, PE VP
Eandi Metal Works, Inc.
Oakland, CA 94606
January 22, 2010

PHONE: 510/532-8311
FAX: 510/532-0475

Eandi Metal Works, Inc.
A CORPORATION

976 TWENTY-THIRD AVENUE
SINCE 1928



DAKLAND, CALIFORNIA 94606
STATE CONTR. LIC. #182105

Mr. Ed Pang, SREP
Caltrans OEA
P.O. Box 23660
Oakland, CA 94623

1/22/2010

Mr. Pang;

Thank you for your time at the Meeting of 1/21/10 Re. the I880 23rd /29th Ave project. I represent my family business, Eandi Metal Works, located at 976 23rd Ave. We are in our third generation and have been in this location since 1930. We are squarely in the work zone for this project and we have the following concerns:

The 3 year construction schedule is of primary concern. To have the streets directly in front of our facility torn up and disrupted for that long will adversely impact our business. It will impact our ability to access our own facility as well as our customers.

- ① I understand that the preliminary design is for the new bridges to be concrete. I call your attention to the Caltrans Accelerated Bridge Construction Program that has shown significant time savings by using Steel Plate Girder Design which also minimizes traffic disruption. By being faster it should also be cheaper. Also steel bridges are much easier and faster to repair when damaged (see MacArthur Maze flyover repair). Regardless of how high you build them, some yahoo will find a way to hit and damage them.

- ② As I explained at the meeting, the Plan shows a median that runs past our main front yard roll-up door. We regularly service our facility with truck deliveries and dispatch through this door. If the median was held back and finished with striping it would lessen that impact. We have 2 other roll-up doors on 23rd Ave that will be impacted by the single lane configuration but we don't use them as regularly. Regardless, this single lane configuration will be very inconvenient.

- ③ It is not clear to me if any parking will be allowed on 23rd in front of our facility. We have already lost some parking spaces when the signals were installed. We presently have 4 or 5 spaces for employee parking and 2 customer spaces directly in front of our office. The neighborhood parking is very tight. There is a vacant lot directly to the north of our building that currently is used as a doggy toilet. Perhaps it could be used for parking.

- ④ We have issues with the new lane configuration of the two bridges. Considering the bottleneck down by the 7-11, it feels to me that the 3-3 split of lanes will provide less capacity than the current configuration.

Comment 8

Jeffery M. Eandi, PE VP
Eandi Metal Works, Inc.
Oakland, CA 94606
January 22, 2010
Page 2

- 5 Others in the community have expressed the opinion, (and we agree), that the sound wall will enclose the neighborhood and create a cozy space for criminal activity, including drugs and graffiti. One suggestion is for a lighting program to discourage criminal activities. Also the City has a surveillance camera program with a very limited budget. Perhaps some monies could be spent to expand that program in this area.
- 6 In closing I would say that it is ironic that this \$90 Million Project was spawned by the desire for a sound wall for the neighborhood. While I understand the Program source of funds, I feel that the money would be much better spent repaving I 880, one of the worst highways in the country.

Regards,

Jeffrey M. Eandi PE VP
Eandi Metal Works Inc.

Response 8

Jeffery M. Eandi, PE VP
Eandi Metal Works, Inc.
Oakland, CA 94606
January 22, 2010

1. The overall construction schedule is anticipated to be approximately three years; however, the construction immediately in front of 976 23rd Avenue will be a much shorter duration. The 29th Avenue interchange will be reconstructed first, prior to reconstruction of the 23rd Avenue interchange. It is anticipated that the pavement reconstruction immediately in front of 976 23rd Avenue will be a few months.

The current type selection for each bridge involves concrete instead of steel. The Design Team evaluated the use of steel during the preliminary design phase, but determined steel cannot be used at 29th Avenue because of the off ramp structure joining the 29th Avenue overcrossing. Steel cannot be used at 23rd Avenue due to the length of the spans as the overcrossing is at a significant skew to I-880.

2. Delivery vehicles will still have access to the roll-up doors from the adjacent street. Opening up the “median” may not be possible due to safety concerns and elevation differences between the subject property and the reconstructed 23rd Avenue.
3. The proposed project does not include eliminating any on-street parking in front of 976 23rd Avenue. Improvements to the vacant lot north of the 976 23rd Avenue building are not part of this project.
4. Revised configuration - The modified lane configuration is designed to increase roadway capacity for the dominant traffic movements in the vicinity of the proposed project. The revised ramp configuration and geometric modifications will alter traffic circulation and will necessitate the three (3) lane overcrossings. Specifically, the overcrossings were designed for three (3) lanes because:
 - Two (2) eastbound lanes will be provided on the 23rd Avenue Overcrossing to accommodate the vehicles from Alameda that are destined for the Northbound I-880 on ramp at 23rd Avenue. These two (2) eastbound lanes are projected to accommodate approximately 1,900 vph during the weekday AM peak hour in the Design Year (2035) Conditions.
 - Two (2) westbound lanes will be provided on the 29th Avenue Overcrossing to accommodate the vehicles from the Northbound I-880 off ramp at 29th Avenue that are destined for Alameda. These two (2) westbound lanes are projected to accommodate approximately 1,200 vph during the weekday PM peak hour in the Design Year (2035) Conditions.

The capacity of the overcrossings will be supplemented by further improvements which include:

- Signalization of the 29th Avenue / Ford Street intersection;
- Signalization of the 29th Avenue / East 10th Street intersection;
- Construction and signalization of the Northbound I-880 off ramp at 29th Avenue;
- Lane additions in the Park Street Triangle;
- Turn pocket additions; and,
- Enhanced signal coordination and optimization.

Additionally, the proposed project will reduce congestion and delay and improve safety on the I-880 freeway.

5. The Design Team will assess providing additional lighting in the vicinity of the new soundwall. Such lighting may be incorporated into the project improvements or constructed after the proposed project as part of a separate City of Oakland project. Surveillance camera installation, maintenance and monitoring would be a responsibility of the City of Oakland and not part of the proposed project.
6. The proposed project will improve the operations and safety of the existing transportation system. The soundwall is an improvement requested by the community and determined as warranted by the noise assessment study.

Comment 9

Robert Raburn, Executive Director
East Bay Bicycle Coalition
January 25, 2010



EAST BAY BICYCLE COALITION

POST OFFICE BOX 1736 OAKLAND, CALIFORNIA 94604
FRUITVALE VILLAGE, 3301 EAST 12th ST, SUITE 143
www.ebbc.org (510) 533-RIDE

January 25, 2010

CALTRANS, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner
PO box 23660
Oakland, CA 94623
BY EMAIL: ed_pang@dot.ca.gov

**Re: I-880 Operational & Safety Improvements at 29th/23rd Avenue
Overcrossings**

Dear Mr. Pang:

① On behalf of the East Bay Bicycle Coalition we appreciate the opportunities we have been given to review the proposed project and submit comments. Most recently we attended the Public Information Meeting on January 21, 2010. Earlier, we attended a presentation by the CMA on September 17, 2009 to the Oakland Bicycle Pedestrian Advisory Committee (BPAC). Since 2007, EBBC has lobbied the State to fund the I-880 29th/23rd Ave Overcrossings project (EBBC letter on TCIF to CTC, 11/26/07). Our objectives have been to improve the access and safety for non-motorized travel over I-880 on both the 29th and 23rd Ave overcrossings. Neither of the existing overcrossings offers safe access for bicyclists, despite the proximity of the Bay Trail near the 29th and 23rd Park Street Triangle.

We stress that both the 23rd and 29th Ave overcrossings include bike lanes. The *Oakland Bicycle Master Plan* proposes a bikeway on 23rd Ave and recent improvements that follow the adopted *Bay Trail* plan in the 29th and 23rd Park Street Triangle. We were excited to see the proposed bicycle access in the preliminary plans shown at the Oakland BPAC and shared with the public at the Jan. 21 meeting. These facilities further the bikeway networks proposed in the Oakland and Bay Trail plans, as well as meet California's adopted *Complete Streets Policy* (CALTRANS DD-64 revised).

② One area of particular concern for bicyclists in the project area is the potential closure of a critical connecting path under 29th Ave that links E7th St from the Embarcadero to Fruitvale BART. The *Oakland Bicycle Master Plan* includes E7th St as a completed bikeway. As well, Oakland's E 7th St bikeway serves Alameda residents who use the Miller Sweeney Bridge to travel on Fruitvale Ave and continue to downtown Oakland on Embarcadero, a regionally designated bikeway.

③ There are neither convenient nor safe options for parallel bikeway detours to E7th Street. Because of the importance of this bikeway and lack of potential options, we strongly urge that the construction project not disrupt safe bicycle travel on the pathway connector. Our earlier correspondence to the CMA (11/11/09) proposed that a corrugated metal culvert serve to temporarily protect bicyclists traveling on the path connector.

TO PROMOTE BICYCLING AS AN EVERYDAY MEANS OF TRANSPORTATION AND RECREATION

Comment 9

Robert Raburn, Executive Director
East Bay Bicycle Coalition
January 25, 2010
Page 2



EAST BAY BICYCLE COALITION

POST OFFICE BOX 1736 OAKLAND, CALIFORNIA 94604
FRUITVALE VILLAGE, 3301 EAST 12th ST, SUITE 143
www.ebbc.org (510) 533-RIDE

Again, we appreciate the opportunity to review and comment on the planned project. To date, we have heard responsive comments from all parties involved. Together, we can continue this trend to insure that projects receive careful review and meet community needs.

Sincerely,

A handwritten signature in black ink that reads "Robert Raburn". The signature is fluid and cursive, with the first name being more prominent.

Robert Raburn
Executive Director

TO PROMOTE BICYCLING AS AN EVERYDAY MEANS OF TRANSPORTATION AND RECREATION

Response 9

Robert Raburn, Executive Director
East Bay Bicycle Coalition
January 25, 2010

1. The 23rd Avenue Overcrossing will be consolidated to form a single structure with three (3) vehicle travel lanes. The eastbound direction of travel will include a six (6) foot wide sidewalk and a five (5) foot wide bicycle lane. The westbound direction of travel will include a five (5) foot wide bicycle lane.

The 29th Avenue Overcrossing will have three (3) vehicle travel lanes. The eastbound direction of travel will include a five (5) foot wide bicycle lane. The westbound direction of travel will include an eight (8) foot wide sidewalk and a five (5) foot wide bicycle lane.

2. The Design Team understands the importance of maintaining this East 7th Street access point. This access point (or one in close proximity) will be available for bicyclists and pedestrians to cross under the new 29th Avenue overcrossing. As discussed with EBBC, the City of Oakland staff has recommended that the as-constructed final condition will be of similar character as the existing East 7th Street crossing. Specifically, the final as-constructed crossing will not be via a corrugated metal pipe.
3. During reconstruction of the 29th Avenue overcrossing, there will be periods when the East 7th Street access under 29th Avenue will be closed to pedestrians and bicyclists (for safety reasons during demolition of the existing overcrossing). The Design Team will, however, require the contractor to provide an East 7th Street pedestrian and bicycle crossing while the new overcrossing is being constructed. This access may use a corrugated metal pipe or some type of constructed “tunnel” to protect bicyclists and pedestrians during construction of the new overcrossing.

Comment 10

Nancy Skowbo, Deputy General Manager, Service Dept.
AC Transit
January 25, 2010



1600 Franklin Street, Oakland, CA 94612 - Ph. 510/891-4716 - Fax. 510/891-7157

Nancy Skowbo
Deputy General Manager - Service Development

January 25, 2010

Mr. Ed Pang
Senior Environmental Planner
Caltrans Office of Environmental Analysis
District 4
P.O. Box 23660
Oakland, Ca. 94623

Re: Initial Study/Negative Declaration/Environmental Assessment for Interstate 880
Operational and Safety Improvements at 29th Avenue and 23rd Avenue Overcrossings

Dear Mr. Pang:

1 Thank you for the opportunity to comment on the Initial Study/Negative Declaration/
Environmental Assessment for Interstate 880 Operational and Safety Improvements at
29th Avenue and 23rd Avenue Overcrossings. Unfortunately, AC Transit had
considerable difficulty obtaining detailed engineering-level drawings for this project,
which has limited our ability to make comprehensive comments in a timely manner.
The District may wish to comment further on this project at a future date once staff has
received and analyzed complete information.

Project Description: The project is being undertaken by the Alameda County
Congestion Management Agency (ACCMA), in conjunction with Caltrans. The
Environmental Assessment (EA) describes the ACCMA as a responsible agency and
Caltrans as the lead agency for environmental review. The project would make
operational and safety improvements on the I-880/29th Avenue interchange, the I-
880/23rd Avenue interchange, and on northbound Interstate 880 in this area. The
project would require the construction of new overcrossings, new ramps, and new traffic
signals.

2 **AC Transit Service in the Area:** Under AC Transit's Revised Service Adjustment Plan
(RevSAP), buses will be operating service along 29th Avenue, 23rd Avenue, and
Interstate 880. Of the three corridors, 29th Avenue will be the most important; lines 20
and 21 will each operate every 30 minutes in each direction along the corridor, for a
cumulative frequency of one bus every 15 minutes in each direction. Line 20/21 will be
the more important crosstown bus corridor in East Oakland. Additionally, 23rd Avenue
in this area will continue to be used by line OX, a peak hour express bus which gets on
the freeway at the 23rd Avenue interchange. In addition to line OX, lines S and SB use
I-880 from the Newark area north through this area to San Francisco.

Comment 10

Nancy Skowbo, Deputy General Manager, Service Dept.
 AC Transit
 January 25, 2010
 Page 2

Mr. Ed Pang – Caltrans
 January 25, 2010
 Page 2 of 3

② **AC Transit Concerns:** AC Transit recognizes the need for improvements in this area, given substandard roadway conditions. However, staff is concerned about potential delays to traffic along Park Street in Alameda and 29th Avenue in Oakland. According to the Environmental Analysis (pp. 121-123), the project would result in traffic queues exceeding the intersection capacity at five intersections along the 20/21 route: Park & Clement; Park & Blanding; 29th & Ford and 29th & East 12th Street, and Fruitvale & International. In addition, queues are projected to lengthen at two locations on the new route of line 51, the busiest route in the AC Transit System. These intersections are Fruitvale & East 9th Street and Fruitvale and East 12th Street. Each of these queues has the potential to delay bus operations and cause buses to operate behind schedule.

The longest queues are expected to occur west of Ford St. along 29th Avenue, the Park Street Bridge, and Park Street. The EA projects that this queue will be 825 feet in the afternoon peak, although the District is concerned that the queue will actually be even longer. This queue could have a major impact on new routes 20 and 21.

Mitigations for Queues: The EA proposes to mitigate these impacts primarily through changes to signal cycle length and phasing. It proposes that the four signalized intersections on Park Street between Lincoln Avenue and Blanding operate on a common cycle. AC Transit supports signal optimization; however, given the limited time staff has had to analyze complete plans, the District remains uncertain whether these signal changes will be adequate to mitigate the impacts of adding three new signalized crossings on 29th Street at Ford, at the I-880 northbound off ramp and at East 10th Street.

③ Given the importance of the corridor, however, AC Transit also believes that the transit priority improvements suggested by the City of Alameda should be implemented as mitigations to this project. These include parking limitations and the creation of bus queue jump lanes along Park Street from the Park Street Bridge to Buena Vista Avenue, providing full traffic signal detection at intersections in that segment, modifying signals and cabinets to accommodate transit queue jumps, and providing Opticom at these signals. Similar improvements should also be added along 29th Avenue, 23rd Avenue, and at the northbound I-880 on ramps. AC Transit wants to assure that segments of our routes in this area continue to operate well. To facilitate this, maximum green time should be provided in the east-west direction, and further green time for right turns so that queues can clear.

④ A signal interconnect corridor project including both Oakland and Alameda signals should be analyzed to assess whether it could reduce queues. In addition, striping on 29th Avenue west of Ford Street should be reviewed to see if a second eastbound through lane from the Park Street Bridge to the 29th Avenue overcrossing could be added.

⑤ District staff would be pleased to work with Caltrans, the ACCMA, the City of Oakland, and the City of Alameda on these improvements. Incorporating such features would

Comment 10

Nancy Skowbo, Deputy General Manager, Service Dept.
AC Transit
January 25, 2010
Page 3

Mr. Ed Pang – Caltrans
January 25, 2010
Page 3 of 3

reflect the policies supporting multi-modal improvements adopted by both Caltrans and the ACCMA.

If you have questions, please contact Nathan Landau at 510-891-4792, e-mail: nlandau@actransit.org. Thank you again for the opportunity to comment on this project.

Yours Truly,



Nancy Skowbo
Deputy General Manager
Service Development

Cc: Wahid Amiri
Wil Buller
Sean DiestLorgion
Nathan Landau
Cory LaVigne
Tina Spencer
Jon Twichell

Response 10

Nancy Skowbo, Deputy General Manager, Service Dept.
AC Transit
January 25, 2010
AC Transit

1. The comments and notes provided by AC Transit are appreciated. AC Transit's desire for additional comments during the design phase are welcome. Detailed engineering-level drawings will be prepared after completion of the environmental process. The Design Team will coordinate with AC Transit during the design phase and provide additional information.
2. Queues and delays on Park Street, 23rd Avenue, 29th Avenue, and Fruitvale Avenue are projected to increase at the following intersections with the implementation of the proposed project: Park Street / Clement Avenue; Park Street / Blanding Avenue; 29th Avenue / Ford Street; 29th Avenue / East 12th Street; and Fruitvale Avenue / International Boulevard. However, the proposed improvements identified in Section 2.2.4.4 (pp. 131-135) of the IS/EA would mitigate the queuing impacts at all of the intersections mentioned above, including intersection capacity improvements (e.g., lane additions) and signal timing modifications (e.g., cycle length optimization).

Vehicle queue lengths are projected to increase at the following intersections with the implementation of the proposed project: Fruitvale Avenue / East 9th Street; and Fruitvale Avenue / East 12th Street; however, the proposed improvements in Section 2.2.4.4 (pp. 131-135) of the IS/EA would mitigate the queuing impacts at all of the mentioned intersections and include signal timing modifications (e.g., cycle length optimization).

3. The Park Street/23rd Avenue Corridor is an important transportation corridor in the vicinity of the proposed improvements. As noted above, the proposed project and associated mitigation along Park Street between Eagle Avenue and Clement Avenue will improve the LOS at the Park Street / Clement Avenue intersection. In addition, the proposed project will maintain or improve the LOS at each intersection along this corridor.

The proposed project will install new or modified signals between the Park Street Bridge and I-880. These signal improvements will be able to be easily modified in the future to communicate with transit vehicles, at such time transit vehicles are equipped with the appropriate signal actuation devices.

The proposed project does not eliminate parking along the Park Street / 23rd Avenue corridor for queue-jump lanes and will not reconstruct signals along Park Street between Buena Vista Avenue and Blanding Avenue. These suggested mitigations may improve the corridor operations; however, these improvements are not required as part of this project.

The improvements proposed in the IS/EA will adequately mitigate the impacts caused by the proposed project. The City of Alameda, the City of Oakland, and AC Transit can cooperatively monitor the operations of the intersections and

roadways within these corridors once the proposed project is complete, and these suggested improvements can then be constructed when deemed necessary as an independent separate project.

4. The queues anticipated along this corridor are due to several factors:
 - Northbound I-880 mainline is at capacity in the AM Peak Period.
 - The Northbound 23rd Avenue on ramp will be metered during the AM Peak Period. The metering will result in a queue.
 - Redevelopment is planned in the area and will cause additional queues in the corridor; however, the traffic analysis for the project did not incorporate any mitigation measures which should be part of future redevelopment projects.

Interconnecting the signals between Clement Avenue and the northbound 23rd Avenue I-880 on ramp will be evaluated, and determined if this will reduce the forecasted queues.

Re-striping on 29th Avenue, west of Ford Street, would not be sufficient to provide a second eastbound through lane without the elimination of existing on-street parking. The proposed project does not include eliminating any parking along 29th Avenue.

A supplemental transit corridor analysis could be pursued to determine further improvements to enhance transit operations on Park Street, 23rd Avenue, 29th Avenue, and the northbound I-880 on ramp at 23rd Avenue. Improved traffic signal detection equipment, modified signals and cabinets, and the addition of Opticom would likely improve transit operations in the transit corridor, and such improvements may be warranted commensurate with the implementation of the proposed redevelopment in the area.

5. The Design Team will coordinate with AC Transit during the design phase to identify project enhancements that may improve operations of transit vehicles. In addition, there may be future improvements within this corridor that are warranted as mitigation associated with future redevelopment in the area.

Comment 11

Andy Chan
East Bay Auto Center
January 25, 2010



**I-880 Operational and Safety Improvements at 29th Avenue
and 23rd Avenue Overcrossings Project Comment Card**
Provide your comments in the space below. Please print clearly.

See Attachment later

To be placed on the project mailing list please provide a residential
and/or business mailing address below:

Name ANDY CHAN
Address 810 23rd AVE
City OAKLAND, CA Zip 94606
Email Andy.HChan@yahoo.com

Return comments to:
Caltrans, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner
P.O. Box 23660
Oakland, CA 94623
or email: ed_pang@dot.ca.gov

Comment 11

Andy Chan
East Bay Auto Center
January 25, 2010
Page 2

810 23rd Avenue
Oakland, CA 94606

January 25th, 2010

Caltrans, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner.
P.O. Box 23660
Oakland, CA 94623

Re: I-880 Operational and Safety Improvements at 29th Avenue and 23rd Avenue
Overcrossings Project Comment Card.

Dear Mr. Pang,

I am the property and business owner of Bay Auto Center, 810 23rd Avenue which is an auto body repair shop and located in Jingle Town. Our business is relying on road traffic to get to our shop for service. I understand that your department is considering improving 29th Avenue and 23rd Avenue Overcrossing Project. I am strongly disagree on this project because our business locate in the Jingle Town, which is already hard to navigate our customer to our shop from current local road way, only one easy way access to our business is to tell our customer get off North bound I-880 at 23rd Avenue and immediately right on 23rd Avenue off ramp. This solved our problem of navigating our customer to our shop. But with the new Proposed Project will shut off currently 23rd Avenue off ramp and the new construction does not intended to lead or have any good road way or easy way to get to my business or get into Jingle Town at large. And I also found that the Sound Wall of this project will isolated Jingle Town into one hidden and darkness area. I believe this change will stop bringing traffic to Jingle Town business, and I believe this will impact my business will cause financial hard ship to me, my family, my business and my twenty plus employees. This will cause job lost at my business and many, many more jobs currently working at Jingle Town businesses.

I understand that one of the benefit for this project is to bring more traffic to Alameda business but please consider the business in this little poor area called Jingle Town.

Thank you for your consideration of my beliefs and concerns. I am looking forward on your response.

Sincerely,



Andy Chan

Response 11

Andy Chan
East Bay Auto Center
January 25, 2010

1. The existing conditions at the 23rd Avenue northbound off ramp do not meet current design standards for a freeway off ramp and does not provide proper sight distance at the exit point or along the ramp. Under existing conditions, the off ramp vehicles experience nonstandard conditions regarding pedestrians, on-street parking, local intersections and driveways and must, therefore, be corrected.

The proposed improvements provide a new off ramp alignment that does meet current design standards. Access into and out of the Jingtowntown neighborhood will be via 23rd Avenue and East 11th Street, or 29th Avenue / East 10th Street.

The proposed project will alter the current access to Bay Auto Center. Rather than accessing Bay Auto Center directly from 23rd Avenue, vehicles will be required to turn right from 23rd Avenue to East 11th Street and then turn right from East 11th Street to 26th Avenue to access the reconstructed 23rd Avenue frontage road.

Although the access route to Bay Auto Center would increase by approximately 0.4 miles, the amount of time required to travel there may decrease. Queuing and delay on the eastbound approach of the 23rd Avenue / East 11th Street intersection is expected to increase significantly by the design year (Year 2035) as the intersection is near capacity under Existing Conditions (Year 2008). Without implementation of the proposed project, queues are projected to spill back past Bay Auto Center and onto the I-880 freeway mainline during the weekday peak hours. With the implementation of the proposed project, the travel time from I-880 to the 23rd Avenue / East 11th Street intersection is expected to decrease.

2. The soundwall is not expected to isolate or reduce access into or out of the Jingtowntown area. Minimization Measures such as ensuring that pedestrian access routes to businesses are maintained during construction, appropriate signage is provided for pedestrian circulation, and the appropriate installation of street lights will be implemented. Because of the importance of the I-880 corridor in support of economic development and providing opportunities to reconnect the City's neighborhoods with the waterfront, improvements in the I-880 corridor from I-980 to 98th Avenue are the City's highest priority for improvements to regional access. The proposed improvements are anticipated to enhance economic growth and viability, not adversely affect the operation of existing, established businesses.

Comment 12

Bieu Tran
East Bay Auto Center
January 25, 2010

To be placed on the project mailing list please provide a residential
and/or business mailing address below:

Name Bieu Tran
Address 3755 - 38th Ave
City Oakland CA Zip 94619
Email bieu@eastbayauto.com



**1-880 Operational and Safety Improvements at 29th Avenue
and 23rd Avenue Overcrossings Project Comment Card**
Provide your comments in the space below. Please print clearly.

See Attached letter on the back

Return comments to:
Caltrans, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner
P.O. Box 23660
Oakland, CA 94623
or email: ed_pang@dot.ca.gov

Comment 12

Bieu Tran
East Bay Auto Center
January 25, 2010
Page 2

January 25, 2010

Dear Mr. Pang.

- ① The new proposed closing of the 23rd Avenue exit from highway 880 will greatly impact my Bay Auto Center 810 23rd Avenue in Oakland, California because my regular business customers driving from the North will not be able to exit at 23rd Avenue as they have done for several years.

- ② This proposal presents a great inconvenience to my auto repair business which I have managed over the past four years. I am strongly against this new project as it will affect my livelihood. Loyal customers will be confused, leading to a great loss in my business. This project not only affects me, but my three other shareholders and their families as well. In these days of ruined economics, I strongly urge you to consider alternatives to this new construction, rather than a project which will alter the lives and economies of myself and my staff.

- ③ Also, I must be appraised of such dramatic alterations. As a business owner, I need to be notified as soon as any changes will be going on which will affect my business. As of today, I did not receive any notice about this project.

I look forward to hearing from you soon.

Bieu Tran
810 23rd Ave
Oakland, California 94606
510.532.3833



Response 12

Bieu Tran
East Bay Auto Center
January 25, 2010

1. The northbound off ramp at 23rd Avenue is proposed to be reconstructed and not permanently closed. Customers destined for East Bay Auto Center will still be able to exit northbound I-880 at 23rd Avenue and access the Jingtowntown area via East 11th Street. The new location of the reconstructed off ramp will allow vehicles to exit northbound I-880 and access 23rd Avenue. In addition, the reconstructed off ramp will comply with current design standards and eliminate the current conflicts with pedestrians, on-street parking, driveways and the local intersections.

Note that the northbound off ramp at 23rd Avenue will be temporarily closed during reconstruction of the new off ramp. The duration of this temporary closure is unknown at this time; however, it is anticipated that the closure of the off ramp will be a few months.

2. Minimization Measures such as ensuring that pedestrian access routes to businesses are maintained during construction, appropriate signage is provided for pedestrian circulation, and the appropriate installation of street lights will be implemented. Because of the importance of the I-880 corridor in support of economic development and providing opportunities to reconnect the City's neighborhoods with the waterfront, improvements in the I-880 corridor from I-980 to 98th Avenue are the City's highest priority for improvements to regional access. The proposed improvements are anticipated to enhance economic growth and viability, not adversely affect the operation of existing, established businesses.

Alternatives to the proposed project were considered during preliminary design; however, it was determined that the proposed project would best achieve the project objectives and would reduce queuing on the affected exit ramps, improve public safety, and remove restrictions to the transportation of goods due to non-standard vertical clearances of the 23rd Avenue and 29th Avenue overcrossings.

The proposed improvements will improve the safety and operations of the I-880 northbound mainline and 23rd Avenue interchange, as well as, maintain access to the Jingtowntown community.

3. The proposed improvements are anticipated to begin construction in the summer of 2012. The neighborhood (including your business) will be notified of the start construction date a few months in advance.

Comment 13

Rick Le
East Bay Auto Center
January 25, 2010

810 23rd Avenue
Oakland, CA 94606

January 25th 2010

Caltrans, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner.
P.O. Box 23660
Oakland, CA 94623

Re: I-880 Operational and Safety Improvements at 29th Avenue and 23rd Avenue Overcrossings
Project Comment Card.

Dear Mr. Pang,

①

I am the property and business owner of Bay Auto Center, an auto and body repair shop, located at 810 23rd Avenue in Jingle town. I recently inquired information of the city's project to improve 23rd Ave and 29th Ave Over crossing Project, I understand the importance of this project that can benefit the traffic that leads to Alameda and Oakland, however I strongly disagree to the Northbound I-880 23rd Ave exit ramp and the proposed Sound Wall.

②

The location of our shop has been a problem already for our customers to navigate to our business, so the 23rd Ave exit has been a huge factor to our business here in Jingle town; it is the only one easy way access that we suggest our customers to take. With the new Proposed Project, it will shut off the current 23rd Ave off ramp, and the new construction of the ramp does not intend to lead or have any good and easy roadway to get to our business and get into Jingle Town at large.

③

I also notice that the Sound Wall of this project will isolate Jingle Town into one hidden and dark area. Jingle Town has become a host to major gang and drug activity, by putting a Sound Wall; it may increase crime activities in Jingle Town. I believe that it will also affect the businesses that are located along the strip of East 8th Street.

④

I believe that this project will impact my business and can cause financial hardship to me, my family, my twenty plus employees, and many more jobs and business currently located here in Jingle Town. I do understand the benefits of this project, but please consider the businesses in this little area that we call Jingle Town.

Thank you for your consideration of my beliefs and concerns. I am looking forward on your response.

Sincerely,


Rick Le

Response 13

Rick Le
East Bay Auto Center
January 25, 2010

1. The northbound off ramp at 23rd Avenue is proposed to be reconstructed and not permanently closed. Customers destined for East Bay Auto Center will still be able to exit northbound I-880 at 23rd Avenue and access the Jingtowntown area via East 11th Street. The new location of the reconstructed off ramp will allow vehicles to exit northbound I-880 and access 23rd Avenue. In addition, the reconstructed off ramp will comply with current design standards and eliminate the current conflicts with pedestrians, on-street parking, driveways and the local intersections.

Note that the northbound off ramp at 23rd Avenue will be temporarily closed during reconstruction of the new off ramp. The duration of this temporary closure is unknown at this time; however, it is anticipated that the closure of the off ramp will be a few months.

2. The proposed improvements will relocate the northbound 23rd Avenue off ramp. This relocation will improve operations and safety. Access to the Jingtowntown community will be maintained via East 11th Street.
3. Construction of the soundwall is not anticipated to increase an environment supportive of criminal activity. The intent of the soundwall is to reduce significant noise effects that will occur without construction of the wall. Many residents in the Jingtowntown neighborhood have advocated for a soundwall since 1999.
4. Because of the importance of the I-880 corridor in support of economic development and providing opportunities to reconnect the City's neighborhoods with the waterfront, improvements in the I-880 corridor from I-980 to 98th Avenue are the City's highest priority for improvement to the regional access. Minimization measures are provided to ensure that pedestrian access routes to businesses are maintained during construction and that appropriate signage is provided to for pedestrian circulation. Because of the importance of the I-880 corridor in support of economic development and providing opportunities to reconnect the City's neighborhoods with the waterfront, improvements in the I-880 corridor from I-980 to 98th Avenue are the City's highest priority for improvement to the regional access. The proposed improvements are anticipated to enhance economic growth and viability, not adversely affect the operation of existing, established businesses.

Comment 14

Maria Martinez
World Cup Coffee
January 7, 2010

ENERO 07, 2010

A QUIEN CORRESPONDA:

① CUALQUIER CAMBIO QUE SEA
EN BENEFICIO PARA LA COMUNIDAD
ESTOY DE ACUERDO.

ATENTAMENTE

MARIA MARTINEZ
Maria Martinez



Response 14

Maria Martinez
World Cup Coffee
January 7, 2010

1. Comment noted. We appreciate your input.

Comment 15

Megan Webb
Oakland Animal Services
Public Meeting – January 21, 2010



**I-880 Operational and Safety Improvements at 29th Avenue
and 23rd Avenue Overcrossings Project Comment Card**

Provide your comments in the space below. Please print clearly.

I am the Director of Oakland Animal Services at 1101 29th Ave, we are part of the Oakland Police Department.

I want to make sure access to our
① building on 29th Ave is ~~not~~ and on Ellth/Lisbon is not impacted. We have citizens visiting the shelter to adopt animals, report animal bites, etc. I have animal control officers that come in + out of the Lisbon entrance all day 7

To be placed on the project mailing list please provide a residential and/or business mailing address below:

Name Megan Webb
Address 1101 29th Ave
City Oakland Zip 94601
Email mwebb@oaklandnet.com

Return comments to: days a week
Caltrans, District 4 with trucks
Office of Environmental Analysis with
Attn: Ed Pang, Sr. Env. Planner injured
P.O. Box 23660 healthy
Oakland, CA 94623 animals.
or email: ed_pang@dot.ca.gov

Response 15

Megan Webb
Oakland Animal Services
Public Meeting – January 21, 2010

1. The proposed project would not limit access to the animal shelter via 23rd Avenue or the Jingtowntown neighborhood. Vehicles would continue to have access to the shelter via the Northbound I-880 Off-Ramp at 23rd Avenue and East 10th Street. The travel time to the animal shelter would be similar, if not reduced, with implementation of the proposed project.

Comment 16

Pia Jara, Principal
Public Meeting – January 21, 2010



I-880 Operational and Safety Improvements at 29th Avenue and 23rd Avenue Overcrossings Project Comment Card

Provide your comments in the space below. Please print clearly.

① I'm glad there are plans for sound walls for noise reduction for the school. However, I'm concerned about replacing the fence we share with the shopping center because that will reduce our staff parking spaces. This is because Jazcar is allowed to use the parking shopping center spaces along that fence through a deal that was made some years ago and we all have key access to the gate. If it becomes a wall →

To be placed on the project mailing list please provide a residential and/or business mailing address below:

Name Pia Jara, Principal
Address 824 29th Ave.
City Oakland Zip 9
Email pia.jara@ousd.k12.ca.us

Return comments to:
Caltrans, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner
P.O. Box 23660
Oakland, CA 94623
or email: ed_pang@dot.ca.gov



I-880 Operational and Safety Improvements at 29th Avenue and 23rd Avenue Overcrossings Project Comment Card

Provide your comments in the space below. Please print clearly.

I would like to have a meeting with you and some of my staff/parents so we can get more information on the 2 proposals: roundabout + T section. I noticed that at this meeting and the last there were almost none of Jazcar families present. ~~There~~ Our school represents about 300 families. Let's set up a meeting soon. Thanks.

To be placed on the project mailing list please provide a residential and/or business mailing address below:

Name Pia Jara, Principal
Address 824 29th Ave
City Oakland Zip 94612
Email pia.jara@ousd.k12.ca.us

Return comments to:
Caltrans, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner
P.O. Box 23660
Oakland, CA 94623
or email: ed_pang@dot.ca.gov

Thanks for the cookies!

Response 16

Pia Jara, Principal
Public Meeting – January 21, 2010

1. Comment noted. We appreciate your input on the proposed project.
2. The agreement between the Lazear Elementary School and the Fruitvale Station Shopping Center that allows parking for school staff is noted. The existing chain link fence (and gate) is anticipated to be removed and then replaced with a masonry soundwall. The new soundwall will include a doorway for access between the school and the shopping center parking lot.
3. The Design Team will set up a meeting with you and others to explain the two proposed intersection configurations.

The proposed project identifies two options to configure the intersection of East 9th Street and 29th Avenue. One option is a roundabout and the other option is a tee intersection. Both options are viable and comparable in terms of potential environmental effect.

The roundabout option provides more local traffic circulation to the local community, provides better pedestrian and bicycle access between the Jingtown neighborhood and Lazear Elementary School as well as a safer school drop-off at the school. Therefore, it has been determined that the Roundabout Alternative meets more of the objectives of the City of Oakland, the local community, and the Lazear Elementary School than the tee intersection and will be included as part of the proposed project.

Comment 17

Michael Stewart
Public Meeting – January 21, 2010



**I-880 Operational and Safety Improvements at 29th Avenue
and 23rd Avenue Overcrossings Project Comment Card**

Provide your comments in the space below. Please print clearly.

- SOUNDWALLS SOUNDWALLS!
- ① WHY IS IT THAT EVERY CITY SOUTH OF HERE TO
SAN JOSE HAS SOUNDWALLS. THE KENNEDY TRACT
NEIGHBORHOOD IS RESIDENTIAL AND HAS BEEN FOR 100 YEARS.
MITIGATE THE IMPACTS OF THE FREEWAY PLEASE!
- ② AS LOOKING AT YOUR STUDY OF NOISE FROM THE
FREEWAY IT SEEMS YOU ARE CONTINUING TO
OVERLOOK THE RESIDENTS IN MY NEIGHBORHOOD

To be placed on the project mailing list please provide a residential
and/or business mailing address below:

Name MICHAEL STEWART
 Address 3037 CHAPMAN ST. #6
 City OAKLAND Zip 94601
 Email MICHAEL@JPS.NET

Return comments to:
 Caltrans, District 4
 Office of Environmental Analysis
 Attn: Ed Pang, Sr. Env. Planner
 P.O. Box 23660
 Oakland, CA 94623
 or email: ed_pang@dot.ca.gov

Response 17

Michael Stewart

Public Meeting – January 21, 2010

1. The freeway is an existing and established transportation facility and so the project improvements to the facility are for purposes of improving circulation and vehicular access as well as public safety. The proposed soundwalls along the northbound I-880 corridor would improve acoustic conditions for noise-sensitive receptors within the affected area. The noise reduction is anticipated to reduce potential noise effects to a level consistent with established Federal and State guidelines.
2. The study area in the noise analysis for the EA was defined as those areas considered to be potentially affected by the project. Future improvements along I-880 could affect other areas of the City and would require consideration of potential environmental effects at that time.

CALTRANS, Alameda County Congestion Management Agency and the City of Oakland have identified the need to further study Operational and Safety improvements along the southbound I-880 corridor. Soundwalls may be warranted along the southbound corridor, and would be studied, designed and constructed commensurate with southbound mainline and ramp improvements. The proposed project does not include improvements to the I-880 southbound mainline or ramps.

Comment 18

Duncan Essex
Public Meeting – January 21, 2010



**I-880 Operational and Safety Improvements at 29th Avenue
and 23rd Avenue Overcrossings Project Comment Card**

Provide your comments in the space below. Please print clearly.

THE ROUNDABOUT BUILD ALTERNATIVE FOR THE
29TH AVE ON-RAMP TO I880 SEEMS BETTER
THAN THE NON-ROUNDABOUT ALTERNATIVE. ① IT
① PROVIDES AN OPPORTUNITY TO AVOID THE ONRAMP
FOR DRIVERS WHO TAKE 29TH AVE WEST BUT
AREN'T TAKING THE ALAMEDA BRIDGE. ② IT
AVOIDS THE AWKWARD MERGE OF E9TH & 29TH
RIGHT BEFORE THE ONRAMP SECTION.

To be placed on the project mailing list please provide a residential
and/or business mailing address below:

Name DUNCAN ESSEX
Address 2601C BLANDING AVE #236
City ALAMEDA Zip 94501
Email MAZTDG@DUNXTER.COM

Return comments to:
Caltrans, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner
P.O. Box 23660
Oakland, CA 94623
or email: ed_pang@dot.ca.gov

Response 18

Duncan Essex

Public Meeting – January 21, 2010

1. The proposed project identifies two options to configure the intersection of East 9th Street and 29th Avenue. One option is a roundabout and the other option is a tee intersection. Both options are viable and comparable in terms of potential environmental effect. The roundabout option provides more local traffic circulation to the local community, provides better pedestrian and bicycle access between the Jingletown neighborhood and Lazear Elementary School as well as a safer school drop-off at the school. Therefore, it has been determined that the Roundabout Alternative meets more of the objectives of the City of Oakland, the local community, and the Lazear Elementary School than the tee intersection and will be included as part of the proposed project.

Comment 19

John Seidel
Public Meeting – January 21, 2010



**I-880 Operational and Safety Improvements at 29th Avenue
and 23rd Avenue Overcrossings Project Comment Card**

Provide your comments in the space below. Please print clearly.

Hello I'm the owner of SAME day signs
 I have question about the financial impact 1
 on Same Day Signs and property value
 817/815 Lisbon Thank you
 John E Seidel

To be placed on the project mailing list please provide a residential and/or business mailing address below:

Name _____
 Address _____
 City _____ Zip _____
 Email _____

Return comments to:
 Caltrans, District 4
 Office of Environmental Analysis
 Attn: Ed Pang, Sr. Env. Planner
 P.O. Box 23660
 Oakland, CA 94623
 or email: ed_pang@dot.ca.gov

Response 19

John Seidel
Public Meeting – January 21, 2010

1. The proposed project is not anticipated to require any right of way from the Same Day Signs parcel. However, construction of the proposed improvements are likely to require temporary private property rights (construction easements) from the Same Day Signs parcel. The discussions and agreements to secure these property rights will occur during the next right of way phase of the project.

Comment 20

Francisco Santos
Public Meeting – January 21, 2010



**I-880 Operational and Safety Improvements at 29th Avenue
and 23rd Avenue Overcrossings Project Comment Card**

Provide your comments in the space below. Please print clearly.

I would like to know if the final option has
been selected. If it has not, I would like to ¹
recommend that you select the roundabout design
as opposed to the "tee" design. I am also suggesting ²
that you improve the lighting in the neighborhood.
Is the lighting part of this project? Please
respond. -

THANKS.

FRANCISCO SANTOS

To be placed on the project mailing list please provide a residential
and/or business mailing address below:

Name FRANCISCO SANTOS
Address 1070 SANTA INES COURT
City OAKLAND Zip 94601
Email FRSANTOS@PARBELL.NET

Return comments to:
Caltrans, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner
P.O. Box 23660
Oakland, CA 94623
or email: ed_pang@dot.ca.gov

Response 20

Francisco Santos

Public Meeting – January 21, 2010

1. The proposed project identifies two options to configure the intersection of East 9th Street and 29th Avenue. One option is a roundabout and the other option is a tee intersection. Both options are viable and comparable in terms of potential environmental effect. The roundabout option provides more local traffic circulation to the local community, provides better pedestrian and bicycle access between the Jingletown neighborhood and Lazear Elementary School as well as a safer school drop-off at the school. Therefore, it has been determined that the Roundabout Alternative meets more of the objectives of the City of Oakland, the local community, and the Lazear Elementary School than the tee intersection and will be included as part of the proposed project.
2. Street lighting would be installed and/or replaced as needed at specified locations as part of the proposed project, consistent with CALTRANS street lighting design standards. These CALTRANS street lighting standards are related to highway operations, but the Design Team will also work with the City of Oakland Staff regarding additional neighborhood lighting along the proposed soundwall in the vicinity of Portwood Avenue and Lisbon Avenue.

Comment 21

Krystyna Kozakiewicz
Public Meeting – January 21, 2010



**I-880 Operational and Safety Improvements at 29th Avenue
and 23rd Avenue Overcrossings Project Comment Card**

Provide your comments in the space below. Please print clearly.

include sound wall on the south bound
side of 880 as a priority
① caltrans statistic show much higher
number of accidents on the south
bound side => protect the residential
territory by installing sound wall
which will decrease sound & noise impact
pollution impact on the neighbourhood

To be placed on the project mailing list please provide a residential
and/or business mailing address below:

Name Krystyna Kozakiewicz
Address 3116 Chapman St
City Oakland Zip 94601
Email Krystyna.Koza@yahoo.com

Return comments to:
Caltrans, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner
P.O. Box 23660
Oakland, CA 94623
or email: ed_pang@dot.ca.gov

Response 21

Krystyna Kozakiewicz
Public Meeting – January 21, 2010

1. The freeway is an existing and established transportation facility and so the project improvements to the facility are for purposes of improving circulation and vehicular access as well as public safety. The proposed soundwalls along the northbound I-880 corridor would improve acoustic conditions for noise-sensitive receptors within the affected area. The noise reduction is anticipated to reduce potential noise effects to a level consistent with established Federal and State guidelines.
2. The study area in the noise analysis for the EA was defined as those areas considered to be potentially affected by the project. Future improvements along I-880 could affect other areas of the City and would require consideration of potential environmental effects at that time.

CALTRANS, Alameda County Congestion Management Agency and the City of Oakland have identified the need to further study Operational and Safety improvements along the southbound I-880 corridor. Soundwalls may be warranted along the southbound corridor, and would be studied, designed and constructed commensurate with southbound mainline and ramp improvements. The project does not include improvements to the I-880 southbound mainline or ramps.

Comment 22

Lisa Locke
Public Meeting – January 21, 2010



**I-880 Operational and Safety Improvements at 29th Avenue
and 23rd Avenue Overcrossings Project Comment Card**

Provide your comments in the space below. Please print clearly.

we would like sound walls along the border of the
① 880 Freeway from 29th St overpass to Fruitvale
on the residential (Jingletown) southside of the south
bound freeway
thank you

To be placed on the project mailing list please provide a residential
and/or business mailing address below:

Name Lisa Locke
Address 2888 Ford St 94601
City _____ Zip _____
Email LKLOCKE@LOCKEANDKEY.COM

Return comments to:
Caltrans, District 4
Office of Environmental Analysis
Attn: Ed Pang, Sr. Env. Planner
P.O. Box 23660
Oakland, CA 94623
or email: ed_pang@dot.ca.gov

Response 22

Lisa Locke

Public Meeting – January 21, 2010

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