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July 10, 2006

Mr. Gregory McConnell
Senior Environmental Planner
California Department of Transportation, District 4
Environmental Analysis, Mail Station 8B
P.O. Box 23660
Oakland, CA 94623

Dear Mr. Mc Connell:

I am writing on behalf of the Contra Costa Council to express our continued support for the Caldecott Tunnel 4th Bore Project and to acknowledge the excellent work done by the Department staff in the development of the Draft EA/EIR.

The Contra Costa Council is a broad-based public policy advocacy organization with a long-term commitment to transportation and other infrastructure issues. Made up of a broad cross-section of employers, the Council works to preserve the economic vitality and quality of life in Contra Costa County and the East Bay.

The Contra Costa Council has a long history of support for this project. As a driving force behind the 1988 Measure C half-cent sales tax and its 2004 reauthorization, Measure J, we have helped generate local funding to help move this project forward. We worked to ensure the inclusion of $50 million in the Regional Measure 2 program. The timely completion of this project is critical to meeting the project cost estimates. Delay for further review will increase the cost of this project and delay other projects and programs which compete for the same funds.

We would like to congratulate the Department on the outsanding work done by your planning staff in the development of the Draft EA/EIR. The outreach conducted with the surrounding communities and other stakeholders has helped produce a document that is balanced and provides a comprehensive analysis of the project and its accompanying impacts. While no project is without impacts, the Draft EA/EIR provides appropriate mitigations to address the potential impacts on the surrounding communities.

The Caldecott Tunnel 4th Bore has garnered broad-based support on both sides of the tunnel and in the press. Voters have shown their support at the polls with the passage of Measure J and Regional Measure 2. These provide significant funding that will help make this project a reality.

Mobility of people and commerce is a pressing issue for our region. The Caldecott Tunnel is a consistent choke point in our regional transportation system that must be addressed as

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quickly as possible.

The Caldecott Tunnel 4th Bore project provides critical improvements that will dramatically improve the flow of people, goods and services throughout the region. We are all aware that Bay Area commutes have become bi-directional. This project seeks to address this phenomenon as well as provide vital safety enhancements that will both save lives and expedite mobility through decreased traffic incidents.

We commend the work being done collaboratively by CalTrans, the Contra Costa Transportation Authority (CCTA) and the Alameda County CMA to complete this project. The outreach conducted during the environmental process was helpful and also highlighted the level of support for this project. We urge you to move forward with the adoption of the Draft EA/EIR so that design and construction can begin as soon as possible.

Sincerely,

Ethan Veneklasen
Executive Vice President

Thank you for your comments.

Cycle America/National Bicycle Greenway

"Cycle America/Nat Bicycle Greenway (NBG)" <NBG@BikeRoute.com>

07/11/2006 12:04 AM

To Caldecott_Public_Comments@dot.ca.gov, nbg-riders@lists.nationalbicyclegreenway.com

cc RBishop747@aol.com, Oakland Alt Modes Kathryn Hughes <khughes@oaklandnet.com>, Oakland Bike Coordinator <JStanley@oaklandnet.com>, jmeggs@bclu.org, Larry Koleuzon <cyclesofchange@yahoo.com>, Jackie Stiasny <Stiasny@pbworld.com>, Al Joseph <prez@oaklandyellowjackets.org>, Gus Yates <gusyates@earthlink.net>, Al Forkosh <Advocacy@Grizz.org>, bfbc@lmi.net, Berkeley Bike coordinator Heath Maddox <hmaddox@ci.berkeley.ca.us>, David Ceaser <david@carfreecity.us>, Berkeley Councilperson Kriss Worthigton <worthington@ci.berkeley.ca.us>, w/Mike Cobb <shanerh@mac.com>, Peter Rich <velsport@lmi.net>

bcc

Subject Bike Access to Caldecott Tunnel Crucial

I am the executive director of the National Bicycle Greenway and our organization is collecting national support for a coast to coast bikeway from Boston to San Francisco. Toward that end our 5th Annual National Mayors' Ride will find riders entering Berkeley and the rest of the the Bay Area from Napa here at the end of the month via the Carquinez Bridge bike path. We would love to make Contra Costa County part of our program and our national route, but bicycle travel to and from the East Bay is fraught with danger and uncertainty.

21srt Century engineering logic knows we can no longer build our way out of congestion. Countless new freeways that have become rush hour parking lots are testimony to this all over the country and the state.

You can move away from the old tired paradigm of placing the manufactured needs of cars first and addressing the genuine needs of bicyclists and would be bicyclists everywhere in your region. You also have a chance to build quality of life into the transportation choices Bay Areans make.

Please make any new construction you do in the Caldecott Tunnel right of way bike accessible!! 1

Thanks!!

btw: If the friends on the cc have not written to you yet, it is because many of them are unaware that the deadline for public comment is July 12. Or that this email address existed.....

--

54% of New York City households do not own cars

Martin Krieg "Awake Again" Author
http://www.BikeRoute.com/MKRIEG.HTML

1- Please see Options J and K in the essay on "Bicycle and Pedestrian Access/ Improvements" in Chapter 1.

East Bay Bicycle Coalition

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July 28, 2006

Gregory C. McConnell, Senior Environmental Planner
Attention: Sheryl Dorado Associate Environmental Planner
Dept. of Transportation, District 4
Environmental Analysis Mail Station 8B
P.O. Box 23660 Oakland, CA 94623-0660

RE: Caldecott Improvement Project: Draft Environmental Assessment / Environmental Impact Report (EA 294900)

Dear Mr. McConnell:

Since 1972 the East Bay Bicycle Coalition (EBBC) has represented the interests of bicyclists throughout Alameda and Contra Costa Counties. Our members, both East and West of the Caldecott Tunnels, represent both recreational bicyclists and clubs, as well as utility transportation bicyclists who commute or otherwise bicycle for everyday travel needs, either by conscientious choice or due to economic limits that preclude automobile or transit use. Together, this broad coalition of bicycling interests has given tremendous importance to this project since the Caldecott Tunnel Corridor Study Discussion Paper of Dec. 1998 was provided by the MTC. Our initial review comments of that Discussion Paper, published in our Sept. 1999 newsletter (See: Appendix, Item #1) unfortunately remain unacknowledged in the current Caldecott Improvement Project: Draft Environmental Assessment / Environmental Impact Report (hereafter referred to as DEIR).

Overall, the DEIR is woefully inadequate, flawed and fails to meet California Environmental Quality Act (CEQA) policies to provide a comprehensive review of the overall and cumulative impacts that the proposed project would entail, nor does it consider a variety of options. Furthermore, the DEIR has failed to mitigate the wide array of adverse effects. In short, this is the absolute worst DEIR we have ever reviewed. We strongly urge that the DEIR be withdrawn. A subsequent environmental analysis of traffic needs to be conducted that considers project alternatives that include ways to relieve congestion by enhancing transit and encourage regional patterns of travel by bicyclists through the provision of Safe Routes to Transit. The existing study does not address minority or low-income community transportation needs, nor mitigate the project impacts on these groups. Exclusion of low-income bicyclists, pedestrians and the disabled from the Caldecott corridor is not an acceptable strategy for enhanced mobility.

The EBBC membership sees the Caldecott Improvement Project as an opportunity to address a major barrier to bicycle transportation in the East Bay. Any improvements to the Caldecott Tunnel complex need to include bicycle access. Adopted federal, state and local transportation policies promote the inclusion of bicycle access in all transportation projects. These policies include the US Department of Transportation's *Accommodating Bicycle and Pedestrian Travel:* 1

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A Recommended Approach A US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure; and the California Department of Transportation's *Deputy Directive Number: DD-64* that calls for full consideration of the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in "all programming, planning, maintenance, construction, operations and project development activities and products." Most recently, the Bay Area Metropolitan Transportation Commission (MTC) adopted a similar policy titled *Routine Accommodation* (MTC Resolution No. 3765).

The Caldecott Improvement Project conflicts with the above adopted policies. As proposed in the DEIR it fails to elaborate on the transit policies, discussed below under "Bicycle Access Conditions," and openly examine the bicycle access plans in the project area that CEQA requires to be publicly addressed.

The adverse impacts of increased traffic on alternative transportation have historically resulted in greatly diminished non-motorized access and safety. When the Third Bore was added in the 1960s and widening of the tunnel approach demolished the Landsdale Bridge, a convenient crossing that once linked Lake Temescal Regional Park with neighborhoods on the north of SR 24 was severed. The current project proposal does not seek to correct this serious prior error. Instead, the current project's increased traffic, pollution, and noise will result in significant impacts for non-motorized travel and contribute to reduced livability in communities along the project corridor in Alameda County while only promoting a single mode of travel—the automobile. The DEIR's omissions and failure to acknowledge existing programs supporting alternative transportation will have significant impact on the future ability of the region to offer bicycle access and safety as promoted in adopted Countywide and Regional Bicycle Plans.

BICYCLE ACCESS CONDITIONS

Because the DEIR did not address bicycle access, and whereas the bicycle access conditions have bearing on the discussion of the proposed project's purpose and need, a short description of bicycle access conditions are provided in the following paragraphs:

The Caldecott Tunnels provide the straightest and easiest access between central Contra Costa and Alameda Counties. The tunnel complex consists of 3 bores of traffic lanes each. Two were completed in the late 1930's and are 3610' long. A 3rd bore, 3,771 feet long, was added to the north of the other tunnels in 1964. It included two westbound lanes and the ingenious pop-up bollards that have allowed the efficient use of the complex by changing lane directions in the center tunnel based on demand. Approaching the tunnels from the east is a 4 lane freeway, and a 5-lane freeway approaches from the west. Usually, traffic in the commute direction uses two tunnels for a total of 4 lanes, while reverse commute traffic is allocated two lanes through the tunnels.

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To avoid using the tunnels, bicyclists must climb an extra 500 feet, partly on grades of over 10% and add several miles of out-of-direction travel to any trip through the hills. To avoid the 10% grade, any detour adds even more mileage and still includes substantial distances with grades greater than those on the tunnel approaches. Until 1965, SR 24 was an ordinary state highway, and bicyclists were able to use the tunnels to travel between Alameda and Contra Costa Counties. When the highway was converted to a freeway, with the addition of the third bore, bicyclists were banned from using the tunnels. If that conversion had occurred today, Caltrans would have been mandated to provide equivalent access for bicyclists.

The exclusionary effect of the previous tunnel expansion project on bicycle access, together with the lack of consideration for bicycle access in the current project, constitutes a significant "cumulatively considerable" impact under CEQA's Mandatory Findings of Significance. 2

The regionwide Bike-on-BART program has been in place since 1974 offering popular indirect bicycle access between either side of the Caldecott Tunnel complex. The so-called BART-Black-out prohibits bicyclists from using BART to bypass the hill during commute hours in the peak direction, and BART prohibits several types of useful bikes through its size restrictions. Again, the DEIR does not consider the long-established Bike-on-BART program, nor does it mention that the lengthy alternative direct bicycle trips most often follow the Skyline Regional Bikeway--the Bay Area's initial regional bike route established by BART, the City of Oakland and the East Bay Regional Park District. The Skyline Regional Bikeway was designed to link the Rockridge BART Station with Skyline Blvd via Chabot and Tunnel Roads. This established regional bikeway intersects the project zone at multiple points and deserves considerable focus from the DEIR. Traffic conflicts with bicyclists currently exist and will only be more problematic with the increase in traffic that an additional Tunnel Bore will shift to the local routes in Alameda County.

On the Contra Costa County side, Caltrans makes an extraordinary allowance for bicycle access on the SR 24 freeway shoulder between Fish Ranch Road and Orinda. Again, the DEIR fails to acknowledge this important regional feature. Not only must this access for bicyclists be preserved, but the DEIR must consider ways to provide for improved access and safety in this corridor.

Because the DEIR does not acknowledge the existence of regionally significant bikeways, and bicycle-on-transit travel policies, it offers no stated mitigation measures for the cumulative increase in traffic that would in fact diminish the access and safety of alternative transportation.

Bicycle access on the shoulder of SR 24 between Fish Ranch Road and Orinda is not considered and its loss would represent a significant impact on bicycle access. 3

Bicycle access and safety improvements on the existing Skyline regional bikeway need to be fully considered as either a component of any Caldecott Improvement Project, or secondarily, as a mitigation for the traffic impacts of the project on bicycles.

3

TO PROMOTE BICYCLING AS AN EVERYDAY MEANS OF TRANSPORTATION AND RECREATION

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Overall, the proposed project will have a significant traffic impact on these existing bikeways and add to the hazard of bicycle travel on both the designated routes that directly intersect with the project, as well as nearby bikeways. We respectfully ask that the above issues be addressed in the Transportation/Traffic analysis of a reissued DEIR. 4

EXCLUSION OF BICYCLISTS' NEEDS

The DEIR discussion of the proposed project's "Purpose and Need" dismisses the Bikeway Tunnel Alternative (p. x). This is a far too narrow approach to a well-documented need for bicycle access. A number of direct access options were not examined and discussed in the DEIR. Furthermore—rather than moving from a discussion of direct bicycle access, to an assessment of the plethora of indirect bicycle-transit needs that meet the "delay reduction" and "improved mobility" purposes (pp. vi, 5), or need to "relieve congestion during off-peak periods" (pp. vii, 6)—the DEIR subsequently drops substantive discussion of ANY bicycle access.

Not only are low-cost direct bicycle access options feasible—yet unexamined by the DEIR—but indirect bicycle access (i.e., bike-to-transit) in the Caldecott corridor presently removes many of daily trips from the Caldecott Tunnel approaches and has the capacity to remove thousands more. These existing and potential bicycle-transit trips are definitely within the "congestion reduction" purpose and need for the project.

The DEIR is deficient for not noting that during the westbound morning commute "bottleneck" at the Caldecott Tunnel approach near Fish Ranch Road, discussed under the "Need for Proposed Project," (p. 6), westbound weekday bicycle restrictions at the Orinda BART Station extend from 6:39am to 8:39am. Recurrent delays for motorists never approach the 2-hour delay experienced by bicyclists! In contrast, thousands of indirect bicycle trips are absolutely precluded in the peak direction.

The "Need for Proposed Project" section continues with another entire paragraph describing the "eastbound evening commute"…"bottleneck…near the west-end portal of the tunnel" (p. 7). We again note that if this peak-travel information is relevant to the project need, the DEIR should include that the eastbound weekday bicycle restrictions at the Rockridge BART Station extend from 4:41pm to 7:01pm—over 2-hours!

The abovementioned BART blackouts for bicyclists represents a significant and unaddressed conflict between the proposed project and the need to support an adopted program to provide alternative transportation as required by CEQA Transportation/Traffic criteria, subsection (g). If the project is to exclude consideration of full uninterrupted provision of the BART-Bike program originally adopted in 1974, then the finding of "no impact" must be replaced with a potentially significant impact finding. As well, the blackouts for bicycle travel on BART represent a significant "cumulatively considerable" impact under CEQA's Mandatory Findings of Significance.

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Indirect access for bicyclists that does not involve BART was also not adequately addressed in the DEIR. One example of transit and bicycle service that should receive consideration is bicycle-on-board bus travel. Currently during the BART restriction periods or overnight closure of the BART system, the options for bicyclists to traverse the corridor greatly diminish. Recent inauguration of AC Transit's "All-Nighter" bus service on line #820 linking BART Stations between Oakland and Concond offers hourly service between roughly 1am and 4am. This valuable, yet infrequent, service carries bicycles on outside racks, plus bicycles may be allowed inside. Otherwise, bicyclists must either abandon their bicycle and risk theft or vandalism by parking at a transit stop or ride over the hill during service blackouts.

We request full consideration of indirect access between Alameda and Contra Costa Counties. At the very least a mitigation measure should offer 24-hour transit service that carries bicycles. This service would need guaranteed sustainable funding that would not allow it to be discontinued as is the risk with shuttles or buses.

BART stations on either side of the hills need to provide secure bike parking as either a component of any Caldecott Improvement Project, or secondarily, as a mitigation for the traffic impacts of the project on bicyclists.

Safe Routes to Transit projects to improve access to transit on either side of the hills for bicyclists, pedestrians and the disabled need to be included as either components of any Caldecott Improvement Project, or secondarily, as a mitigation for the traffic impacts of the project on bicyclists. 5

Earlier comments from the EBBC, dated Jan. 30, 2003, make it clear the current DEIR statement regarding "lack of community support" (p. x) for a separate bikeway tunnel is inaccurate (See Appendix, Item #2). In preliminary scoping studies, Caltrans, along with the CCTA, CMA and MTC, failed to examine the most feasible direct-access options for bicyclists in their Route 24/Caldecott Tunnel Corridor Study (Jan. 5, 2001). At the subsequent Public Scoping Sessions in Orinda and Oakland in Dec. 2002, numerous individuals noted that the simplistic assessments of widening the tunnel bore to accommodate bicyclists were absurd when more cost-effective ways of providing direct access had been widely discussed among the bicycling community and shared with the MTC Project Manager, Doug Kimsey. The attached EBBC letter makes this inadequacy clear, along with calls for augmented indirect access (i.e., SR2T bicycle-transit). 5.1

Provision of bicycle access in the same tunnel with traffic noise and pollution is not what the bicycling community asked for. We always promote comfort from such bothersome detractions that would deter bicycle travel on the public right-of-way. The costly alternatives presented in the scoping proposals cast aspersion bicyclists needs and resulted in the unfair dismissal of any additional assessment of bicycle access. The EBBC is not a promoting a cost-is-no-object ideal. Yet, if "community support" is to be factor in building the project, we first ask to review whatever votes the DEIR preparers used in making such a statement; second, we suggest that the

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voters in Alameda and Contra Costa Counties be allowed to consider the overall project; and third, if such a costly overall project is deemed necessary, the provision of non-motorized access must be included as a matter of fairness for environmental justice and social equity principles. 6

Potentially feasible direct access options for non-motorized travel need to be examined in the DEIR. Access in the 15-1/2 foot wide fresh air duct above the third bore was not considered in the DEIR. Some published background information on this option suggests the ventilation needs are at best infrequent and make this an inviting low-cost option to study. "Since the new tunnel [Third Bore completed in 1964] is used only for downhill traffic, ventilation requirements are practically nill," according to Caltrans' *The Caldecott Tunnel Sixtieth Year Anniversary 1937-1997* document provided to visitors who tour the facility. The present DEIR discussion of the proposed fourth bore appears to support this intriguing assessment by noting that "because of the tunnel profile, there would be significant natural ventilation during normal traffic conditions, and mechanical ventilation will not be required" (p. xii). 7

Another overlooked potential direct access option is the emergency walkway proposed to be built as part of the project. We note the following statement: "Emergency walkways are planned to be built between a new fourth bore and the existing third bore (p. xx). 7.1

Beside low cost, another reason to examine bicycle access through either the Fresh Air Duct or the Emergency Walkways is that these options offer full separation from the traffic and noise that the earlier *Route 24/Caldecott Tunnel Corridor Study* (2001) failed to propose in its cursory examination of building bikeways adjacent to the travel lanes of the proposed Fourth Bore. 8

In summary, with full examination of all of the direct- and indirect-access options for bicyclists, the project would result in Potentially Significant Impacts, rather than "no impact," as reported in the CEQA assessment in Appendix A (p. A-12) for Section XV. Transportation/Traffic, subsection (g). Other significant impacts result as a consequence of the proposed project's failure to address adopted policies for non-motorized travel, project conflicts with adopted plans for bicycle access, and the fact that DEIR does not consider programs that transit agencies offer to encourage linking bicycles and transit to enhance the overall mobility in the corridor. 8.1

TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

Members of the EBBC have participated with the Alameda County Congestion Management Agency (ACCMA) in "developing a feasibility study to address various ways to improve bicycle and pedestrian access in the vicinity of the Caldecott Tunnel" (p. xx). While we are appreciative of this effort, we note that access and safety issues for non-motorized travel exist on both sides of the Caldecott Tunnel. Why is the Contra Costa County side excluded from examination? 9
Furthermore, why are the measures being studied by the ACCMA not discussed in a substantive manner in the DEIR? 10

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Current traffic conditions make it unsafe for bicyclists to follow the Skyline Regional Bikeway or to approach the Skyline Regional Bikeway from Berkeley on Tunnel Road. The increased traffic induced by the Fourth Bore will significantly diminish the access and safety for bicyclists and pedestrians on this route and popular nearby approaches. The following bicycle/pedestrian improvements need to be included as components of the overall Caldecott Improvement Project, or as mitigations for the project as proposed: 10.1

A. The existing Kay overcrossing represents an inconvenient route for bicyclists or pedestrians. In comparison with the Landvale overcrossing that was removed as part of the earlier Third Bore construction and widening of the SR 24 tunnel approach in Alameda County, the Kay overcrossing entails 1-1/2 miles of out-of-direction travel and a climb to approximately 690-feet above sea level. The elevation near the remaining Landvale bridge abutment immediately northeast of Lake Temescal is about 450-feet. Replacement of the Landvale overcrossing is needed to connect Lake Temescal with the Oakland and Berkeley neighborhoods north of SR 24. This freeway crossing is called for in the *Alameda Countywide Bicycle Masterplan* (2001). 11

By perpetuating the physical division of an established Oakland/Berkeley community along the hills separated by SR 24, the project poses a significant impact on Land Use and Planning. We contest the finding of "no impact" for this CEQA category. Failure to replace the Landvale overcrossing as part of the Caldecott Improvement Project further represents a significant impact that is "cumulatively considerable" and needs to be addressed under CEQA's "mandatory findings of significance."

Again, the obstacle represented by SR 24 to non-motorized access was mentioned in writing in the Jan. 30, 2003 letter to Cristina Ferraz (Appendix, Item #2), and was inspected on October 8, 2003 and noted in a follow-up e-mail to Cristina Ferraz (See: Appendix, Item #3) that describes the remaining Landvale overcrossing abutment.

B. The existing Kay overcrossing approach from Broadway does not allow bicyclists to safely turn left over the freeway in front of uncontrolled traffic to the eastbound SR 24 onramp. Increased traffic at this intersection represents a significant traffic impact on non-motorized travel. This barrier requires traffic controls to permit bicycle and pedestrian crossings. 12

C. Keith Avenue intersection with Broadway is an approach to Lake Temescal and the Sports Field used by bicyclists who live in upper Rockridge and near Broadway. For this sizable neighborhood, it is not convenient to backtrack down the hill to the beginning of the Skyline Regional Bikeway starting at Rockridge BART. Delineation of a through bike lane is needed to reduce conflict with vehicles exiting SR 24. 13

D. Upper Broadway from Keith Avenue needs bicycle lanes and sidewalks to connect schools and recreational facilities. 14

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E. Many signs for the Skyline Regional Bikeway are missing and need replacement at Rockridge BART, along Class III route on College, at Chabot, at Golden Gate underpass, on Broadway to provide direction to/from Tunnel Road, and on Tunnel Road to/from Skyline Boulevard. At a minimum, we recommend G-93 plates with directional arrows and liberal use of destination plates that include mileages to popular destinations (Rockridge BART, Lake Temescal, Sports Field, Tunnel Road, Skyline Boulevard). 15

F. Bicyclists riding on Tunnel Road from Ashby/Claremont or Roble Rd, to the Skyline Regional Bikeway, must cross SR 13 ramps to turn left onto Caldecott Lane. Traffic controls and traffic calming are needed to safely permit bicycle travel through this intersection. This approach from Berkeley to the Skyline Regional Bikeway should also be signed as recommended above. 16

G. Provide continuous bike lanes on Tunnel Road from the Hiller traffic light to Claremont Avenue in the westbound (climbing) direction and provide either full bike lanes or generous shoulder area in the eastbound direction. 17

H. Continuous pedestrian sidewalks and signalized or grade-separated crossings are needed along Tunnel Road and Caldecott Lane from the Kay overcrossing on one side and the Parkwoods on the other side to existing sidewalks that extend toward Claremont Avenue. Incomplete sidewalks and absence of crosswalks represent hazards to students and faculty at nearby Kaiser and Bentley Schools. 18

I. Fish Ranch Road and Claremont Ave need to provide bicyclists with separation from traffic through either bike lanes, particularly in the climbing direction, or wide curb lanes and generous shoulders. Bikeway signage reduced speed limits on these routes are needed as mitigation to warn motorists seeking to bypass the tunnel to expect to encounter bicyclists. 19

J. Bicycle access between Fish Ranch Road and the Orinda off ramp must be retained or replaced with a dedicated multi-use path that will provide uninterrupted access in perpetuity. 20

MITIGATIONS NEEDED OUTSIDE OF IMMEDIATE PROJECT LOCATION

Bicycle riding along arterials is not too difficult where motorist speeds are not greater than 15 mph above typical bicycle speeds or where adequate room is provided for bicyclists to share the road. However, crossing busy arterials is really challenging for bicyclists and will only become worse as more traffic is encouraged by the project. Significant traffic impacts on bicycle and pedestrian movements are expected over a broad area on either side of the tunnel. We further note that the impacts of traffic from the Caldecott Improvement Project are either not adequately analyzed, are underestimated, or are erroneous (See below under "Inconsistencies…").

A. Currently, in order to cross Alcatraz Avenue at Colby while following a signed bikeway in Oakland, the bicyclist must "jog" along busy Alcatraz Avenue without benefit of signalized

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traffic controls. Our members report great difficulty in finding a good place to cross Alcatraz Avenue. Any traffic increases from the project on Alcatraz will result in significant impacts that hamper safe bicycle and pedestrian crossings. Signals are needed to mitigate this hazard at the Alcatraz/Colby (Class III Bike Route) and Alcatraz/California (Class II Bike Lane) intersections. 21

B. Ashby Avenue presents similar difficulties for bicycle and pedestrian crossings as Alcatraz that will worsen to represent significant impacts with the projected traffic increases. As mitigations, we recommend installing a traffic signal at the intersection of Ashby and Hillegass (Class III Bike Boulevard) and analyze ways to limit cut-through vehicular traffic. Other needed Ashby Avenue projects include: traffic control at intersection with California (Class II Bike Lane); traffic contral at Ninth St. (Class III Bike Boulevard); and convenient bike/ped access thru the Ashby/I-80 interchange. 22

C. Claremont Avenue presents similar difficulties for bicycle and pedestrian crossings as Alcatraz that will worsen to represent significant impacts with the projected traffic increases. At the Claremont intersection with Forest and Colby, the signal phase is too short for slower bicyclists to cross. As mitigations for the projected traffic increases, we recommend that a thorough study of traffic calming measures be conducted and funding set aside to implement resulting bicycle and pedestrian crossing improvements. 23

D. Bicycle and pedestrian access and safety across SR 24 ramps at Camino Pablo in Orinda is significantly impacted by existing traffic and will further degrade with increased vehicle trips. In addition, the project will impact alternative modes of traveling to Orinda BART. Mitigations to accommodate non-motorized travel to BART and conduct non-motorists across SR 24 are needed. 24

NOISE

The project would result in significant noise exposure impacts that were not addressed in the DEIR. The project will permanently increase ambient noise levels for passengers waiting on BART platforms located in freeway medians on either side of the tunnel (MacArthur, Rockridge, Orinda, and Lafayette). Existing traffic noise levels on these platforms preclude normal conversation, telephone conversation, and contribute to anxiety. We also note the danger that emergency station information broadcasts on the loudspeakers cannot be understood in this environment. 25

By diminishing the comfortable use of BART, many potential transit passengers will elect to drive and thus contribute to the congestion the project seeks to relieve. As such, the noise impact would also potentially result in a significant impact on the use of the region's considerable investment in the BART transit system. This impact further represents a significant "cumulatively considerable" impact due to its incremental and unmitigated nature at multiple BART stations.

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INCONSISTENCIES IN THE DEIR ANALYSIS

The DEIR would have you believe that the addition of a Fourth Bore would result in smooth-flowing 50-65mph traffic on SR 24 would be at all times (even peak hours). Meanwhile, the DEIR predicts large delays on nearby routes that are roughly parallel to SR 24. For example, on Ashby Avenue a 6-minute delay to travel through the intersection with Claremont is estimated. Because SR 24 mostly parallels Ashby Ave (SR 13), these two predictions are contradictory. After all, why sit through a 6-minute delay at just one intersection, when you could drive all the way to Martin Luther King Jr. Way in half the time on SR 24 if we are to believe the estimates? 26

Note also that "Table 2.1.5-19 Year 2032 Alternative 2N Intersection LOS" says the Claremont/SR 24 onramp has LOS of "A". However, a few pages earlier, "Table 2.1.5-9 Alternative 2N Westbound p.m. Peak Period (2032)" says the exact opposite—giving the Claremont/SR 24 onramp an LOS ranging from C-F. 27

The above fundamental analytical flaws call into question the DEIR's other assessments that are based on traffic and congestion. For example, Air Quality impacts are closely tied to traffic and congestion projections. We therefore question the DEIR findings that the project would result in no impacts or less than significant impacts on the CEQA air pollution criteria. Overall, the geographic shift of congestion from a sparsely populated part of Contra Costa County to a densely populated part of Alameda County represents a significant impact on Air Quality that would result in substantial pollution concentrations. 28

OTHER SIGNIFICANT IMPACTS NOT ADDRESSED IN THE DEIR

The Caldecott Improvement Project will have potentially significant cumulatively considerable impacts in the following areas:

A. By making driving relatively more convenient than travel by BART in the reverse peak direction, we can expect a drop in BART ridership in the reverse peak direction as transit riders are diverting to the highway. More East Bay city residents could be expected to drive to suburban jobs. BART currently has tremendous excess capacity in the reverse peak direction that can fulfill this travel need well into the future. Reduced BART ridership represents lost fare-box revenues for the transit agency and lost opportunities for increasing the transit mode share in the Caldecott Corridor. This conflict with the existing BART transit program represents a significant impact to alternative transportation under the CEQA Transportation/Traffic, subsection (g). 29

B. The Caldecott Fourth Bore nexus to congestion on Bay Bridge was legally established with the passage of Regional Measure 2 to help fund the project. Ironically, the project will increase congestion on the Bay Bridge, perhaps leading to a proposal to restripe one of the new bridge

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"shoulders" as an additional travel lane. This probable future impact will further result in adverse impacts by adding to pollution upwind of sizable East Bay populations. 30

C. The project is in conflict with the MTC's policy to promote transit-oriented development. The traffic analysis shows that the project will result in increased traffic--not transit. Therefore, the project will promote auto-oriented land-use developments. Under the CEQA Land Use and Planning criteria, we contest that the finding of "no impact" for "b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project." 31

We appreciate your consideration of our comments and look forward to a fair and responsive planning process.

Sincerely,

Robert Raburn
Executive Director
(510) 530-3444

enclosures: Appendix w/three items

TO PROMOTE BICYCLING AS AN EVERYDAY MEANS OF TRANSPORTATION AND RECREATION

Appendix, Item #1

Comments on the Caldecott Tunnel Corridor Study

The Discussion Paper dated December 1998 for the Caldecott Tunnel Corridor Study is available from the Doug Kimsey (510-464-7794) at the MTC. The following issues were not adequately addressed and need to be included in the study for it to be complete.

1) Alternative tunnel designs to permit bike and pedestrian access. The discussion paper focuses on bike lanes in conjunction with a possible fourth bore as the only `tunnel-oriented' bicycle access method. I would like that another variant also be considered - to design the tunnel so that that a separate `bicycle-pedestrian' level is created. While the design of the current bores do not permit sharing of the `attic' space with ventilation and other equipment, it might be possible for a new tunnel to be built in such a way that this is possible. This is the approach used in the award-winning (ASCE) Mt Baker Ridge tunnel that was constructed in the late 1980s in Seattle, Washington at the western end of Interstate 90.

2) Bicycle access in the peak direction via transit. Currently, during its hours of operation, BART provides adequate service for most bicyclists except for those who wish to travel westbound in the morning peak and eastbound in the afternoon peak. This poses a hardship on those who wish to travel from homes in Contra Costa to job or school locations in Oakland and Berkeley that are not imposed on other users of the corridor. Methods of alleviating this problem should be investigated. Some possibilities including, for example, shuttles (via BART or road) or secure bicycle storage at both ends should be examined.

3) Non-vehicular access in the absence of BART. BART does not operate 24 hours a day. Furthermore, it starts up rather late on Sunday mornings, not being fully operational until close to 9am. Furthermore, BART is subject to mechanical and personnel problems that have the potential for shutting it down for substantial periods of time. There needs to be plans in place for meeting the needs of non-motor vehicle drivers through the tunnel corridor for the times when BART is non-operational.

-Alan Forkosh

Published in *rideOn* (Sept. 1999) – newsletter of the East Bay Bicycle Coalition
http://www.ebbc.org/newsletter/september99.html

1/30/2003 1:37 PM FROM: Fax EBBC TO: 286-5559 PAGE: 001 OF 002 Appendix, Item #2 p.1 of 2

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COPY

January 30, 2003

Christina Ferraz
Project Manager
Department of Transportation, District 4
PO Box 23660
Oakland, CA 94623-0660
By fax: 286-3890

RE: Caldecott Scoping

Dear Ms Ferraz:

Members of the East Bay Bicycle Coalition have had a keen interest in the Caldecott Corridor for a number of years. In 1999 we promoted tours of the "fresh air duct" above the 3rd Bore and kept the discussion of access alive in our newsletter, at our General Membership meetings, and at our quarterly meetings with Caltrans. Many of our members attended the Public Scoping Sessions and have shared their comments with us. As well, on October 22, 2002 I personally met with the previous project manager and contracted consultants to share our views on the project.

DIRECT ACCESS

Bicyclists were disappointed that the options for direct access included in the *Final Staff Report: Route 24/Caldecott Tunnel Corridor Study* (January 2001) failed to address our real needs or requests. Options such as the existing 15-1/2' Fresh Air Duct above the 3rd bore were not evaluated. Nor were proposals to provide access in a separated facility considered. For the study to be complete, additional options for a separate non-motorized bore and an enclosed path adjacent to the proposed new travel lanes needs to be considered. Option for a 4th Bore that include a bike path adjacent to the travel lanes would appeal to hikers and also provide a refuge for motorists if the barrier were extended to the ceiling.

The easiest solution for direct bicycle access would offer two-way shoulder access in the proposed Fourth Bore and maintain the existing Orinda to Caldecott Tunnel access along SR24. This, of course, precludes foot access.

Reaching the tunnel by non-motorized means from either side of the hills was also not addressed in the *Final Staff Report: Route 24/Caldecott Tunnel Corridor Study*. The unstable geology between Orinda and the tunnel requires careful study to design and build a multiuse path that would serve users throughout the 21st century and beyond.

On the Oakland side, access to the tunnel that would meet ADA requirements has also not been addressed. We further note that existing traffic patterns, such as at the SR24 overcrossing from Caldecott Lane to the SR24 eastbound onramp near the Sports Field, certainly warrant traffic controls to allow bicyclists or motorists to travel between Oakland and Berkeley. A traffic analysis and warrant study should fully assess the impact that the existing levels of traffic have on this area before proposing automobile capacity increases.

TO PROMOTE BICYCLING AS AN EVERYDAY MEANS OF TRANSPORTATION AND RECREATION

1/30/2003 1:37 PM FROM: Fax EBBC TO: 286-5559 PAGE: 002 OF 002

Appendix, Item #2
p. 2 of 2

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INDIRECT ACCESS

Rather than build a new bore, the EBBC favors improving the existing Route 24 corridor to handle more transit passengers, provide new transit services, and make it easier for pedestrians and bicyclists to access these transit services. We seek to get the most out of the existing underutilized transit and Route 24 capacity before building costly new projects.

SAFE ROUTES TO TRANSIT - The easiest, most cost-effective way to bolster the capacity of the Route 24 corridor is to boost the number of transit passengers without building costly automobile parking structures at existing BART stations. Pedestrians and bicyclists presently find a bewildering array of barrier to simple travel around most of the stations. A Safe Routes to Transit program would focus on 1) improving the access along existing public ROWs and the safety of pedestrians and bicyclists in the vicinity of existing stations on either side of Caldecott Tunnel; 2) provide secure bicycle parking at all stations; and 3) identify absolute barriers to non-motorized travel and program funds to build structures that overcome these barriers.

24-HOUR TRANSIT – The Caldecott Corridor requires 24-hour transit service that is convenient and frequent. If BART is unable to offer this service, express buses should be employed. ~~Express bus service should use~~ Citizens on either side of the Caldecott Tunnel need assurances that such services would not be in jeopardy of budget cuts.

DESIGN TO OVERCOME BARRIERS – The *Final Staff Report: Route 24/Caldecott Tunnel Corridor Study* also does not address the significant barrier to non-motorized travel between Oakland and Berkeley that SR24 poses. Aside from severing the Hiller Highlands and Caldecott neighborhoods from the Temescal neighborhood, the inadequate access adds to the congestion in the area. Funds for the Caldecott Corridor scoping and draft EIS/EIR should be used to create comprehensive plans that can resolve such barriers to travel.

The *Alameda Countywide Bicycle Master Plan* (2001) includes a bridge connection as an extension of the Temescal Pathway next to SR13 that is not mentioned in the existing study. Such a structure would address the needs of the neighborhoods on either side of SR24 and connect the North Phoenix Neighborhoods and Berkeley residents to Lake Temescal, a regional recreational destination. Such a structure would also enable the neighborhoods to utilize an express bus service.

Overall, we seek to build better communities with greater numbers of mobility options than are presented in the current automobile-dominant studies. The numbers of pedestrians, bicyclists and transit users can be significantly increased in the SR24 corridor. Please feel free to contact us if we can elaborate on any of the above points.

Sincerely,

Robert Raburn

Robert Raburn, Executive Director
tel: (510) 530-3444

TO PROMOTE BICYCLING AS AN EVERYDAY MEANS OF TRANSPORTATION AND RECREATION

Appendix, Item #3

Caldecott Field Visit Followup.txt

From: Robert Raburn [robertraburn@csi.com]
Sent: Wednesday, October 08, 2003 5:05 PM
To: Christina Ferraz (cristina_ferraz@dot.ca.gov); 'mmullen@dot.ca.gov'
Cc: Janyoung2@aol.com; Howard Matis (matis@comcast.net);
eastman70sh@earthlink.net; octipig@yahoo.com; Ron Bishop (Ron Bishop);
Dave Campbell; Kathryn Hughes (Kathryn Hughes)
Subject: Caldecott Field Visit Followup

Dear Christina and Murry:
I regret that you did not have sufficient time to visit the Temescal Path side of SR24 during today's meeting. The Temescal Lake touchdown for the Bike/Ped Bridge is extremely clear. Following our meeting I photographed the area east of the Temescal Multi-use path, where the former Broadway on-ramp to SR13 sits above a curb wall. At the end of that wall, is the elevated stub pointing over SR24 toward the north. This stub is already paved and only a short existing connection to the Temescal multiuse path would need paving to complete the Temescal access to this superlative bridge take-off point!

I am certain that Caltrans has plans depicting this stub that appears to have been built to accommodate such a crossing. To find it, look for the curb wall above the unmarked (still!) path that leads to Broadway Terrace and Montclair. The stub and closed ramp are below the electrical substation.

Regarding the quick dismissal given to the direct access proposal in the fresh-air duct of the 3rd bore, I urge that you first provide thorough documentation on the fan use. Meteorological records show a natural pressure gradient and anecdotal accounts from employees and visitors show little evidence that the fans get sufficient use to hinder the 15.5-foot wide duct from providing low-level access through the Berkeley hills.

Utilizing a superfluous Air Duct certainly makes more economic sense than the 4th bore with bike lanes or construction of a new 3200' Bike Tunnel, as discussed in the Route 24/Caldecott Tunnel Corridor Study (p.59). It would also be much cheaper and more convenient for travel than rehabilitating the Kennedy "high-level" Tunnel.

-Robert Raburn, Executive Director
****
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PO Box 1736 msg:(510)433-RIDE
Oakland, CA 94604 tel:(510)530-3444
****
"To promote bicycling as an everyday means
of transportation and recreation"

Page 1

1- Please see the essays on “Bicycle and Pedestrian Access/Improvements” and “Cumulative Impacts/Enhancements” in Chapter 1.

2- Please see the essays on “The Environmental Process; Environmental Impact Statement/Environmental Impact Report (EIS/EIR) Versus An Environmental Assessment/Environmental Impact Report (EA/EIR); And Criteria For Significance” and “Cumulative Impacts/Enhancements” in Chapter 1.

3- Bicycle access on the shoulder of State Route 24 between Fish Ranch Road and Orinda will not change as a result of the project.

4- Please see the essay on “Bicycle and Pedestrian Access/Improvements” and response #2 in the essay on “Traffic Operations” in Chapter 1.

5- ACCMA's Conceptual Feasibility Study (Option F) concluded that provisions for an ADA-compliant walkway and bike path from Chabot Road to the intersection would cost in the range of $4-$5 million. The steep grades in this area, combined with an 150 ft elevation differential, renders this option undesirable. This option was dropped from further study. Please see Option F in the essay on "Bicycle and Pedestrian Access/ Improvements" and the essay on "Scope of the Project" in Chapter 1.

5.1- Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.

6- Please see the essays on "Alternatives Considered in the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR) and "Regional Measure 2 And Contra Costa Measure J" in Chapter 1.

7- There are a number of safety and security issues related to using the air duct for bicyclists and pedestrian access through the tunnel. The ventilation systems produce up to 100 mph winds when in use, and there is the risk of asphyxiation during fires. Securing the systems against vandalism would also be problematic.

7.1- The walkways that are proposed between the third and fourth bores are passages to be used to evacuate the fourth bore in the event of an emergency. Bike access on the emergency walkway going through the fourth bore will not be allowed because of safety reasons.

8- Please see answer 7 and 7.1 above.

8.1- Two adopted plans, CCTA and ACCMA, were reviewed. The proposed Caldecott project is in conformance with both plans. The recently published Draft Final 2006 Alameda Countywide Bicycle Plan shows a Financially Constrained Network that is equivalent to the Committed and Tier 1 Investment Program in the Countywide Plan. It also has the Vision Network showing all desired countywide bicycle projects. Please see the essays on "Bicycle and Pedestrian Access/Improvements" and "Scope of the Project" in Chapter 1.

9- The bicycle/pedestrian feasibility study ACCMA developed will be extended to include the Contra Costa County side of the hill.

10- Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1. As noted on page 61 in the DEA/EIR, "Although bikeway improvements are not part of the proposed Caldecott Improvement Project, the Alameda County Congestion Management Agency has developed a feasibility study to address various ways to improve bicycle and pedestrian circulation in the vicinity of the Caldecott Tunnel.

10.1- Please see Options J and K in the essay on "Bicycle and Pedestrian Access/ Improvements" in Chapter 1. Traffic forecasts project a VMT increase on local streets of less than 0.4%. Please see response #2 in the essay on "Traffic Operations" in Chapter 1.

11-This option was investigated by the ACCMA, led the State Route 13/State Route 24 Bicycle/Pedestrian Feasibility Study. That study concluded that the potential environmental impacts, combined with a cost of $6-7.2 million, significantly reduces its viability as a regional bikeway improvement. It is identified as a future project on the Vision Network in ACCMA's Final 2006 Countywide Bicycle Plan. The Vision Network is equivalent to a Tier 3, unfunded project and is not on ACCMA's Financially Constrained (Tier 2) or High Priority Networks. Also please see the essays on "Bicycle and Pedestrian Access/Improvements" and "Cumulative Impacts" in Chapter 1.

12- Pedestrian or bicycle accidents are not significant at the Kay overcrossing intersections. Our records indicate that there have been no pedestrian or bicycle-related accidents at these intersections during the last three years. In addition, Caltrans is conducting traffic studies at the Kay overcrossing intersections to examine the possibility of signalizing these intersections. If signal warrants are satisfied, installation of traffic signals will be included in this project. Please see Option E in the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.

13- The Keith Ave. intersection with Broadway is outside the limits of this project. Please see the essays on "Scope of the Project" and "Project Study Area Boundaries" in Chapter 1.

14- Bicycle Lanes and sidewalks on Broadway west of Lake Temescal should be upgraded by the City of Oakland through other funding sources. The Caldecott Improvement Project does not affect traffic in this area,

therefore, no mitigations are required. Please see Option E in the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.g

15- Please see Option K in the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.

16- ACCMA's Feasibility Study (Option A1) concluded that provisions for an at-grade bicycle/pedestrian crossing at this location could be a viable option. The cost would be $400,000-$500,000. Traffic signal studies are required to determine operation adequacy if implemented. A bike/ped overcrossing was also investigated for this location (Option A2), estimated to cost between $3.2-$3.8 million, and recommended for follow-up with the City of Oakland to pursue additional studies and funding. Please see Options A1 and A2 in the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.

17- The proposed project is investigating improvements to the existing bike and pedestrian facility westbound between the school and the existing sidewalk. Please see Option H in the essay on "Bicycle and Pedestrian Access/Improvements in" Chapter 1.

18- The proposed project is investigating signalization of both intersections on either end of the overcrossing. In addition, the ACCMA Feasibility Study (Option E) identified this as an option to carry forward in that study. Please see Option E in the essay on "Bicycle and Pedestrian Access/ Improvements" in Chapter 1.

19- The proposed project has no significant impacts on these roadways, therefore no improvements are warranted.

20- Please see response #3 above.

21- Comment noted. Alcatraz Avenue will not be significantly impacted by this project. Please also response #2 in the essay on "Traffic Operations" in Chapter 1.

22- Comment noted. These areas will not be significantly impacted by this project. Please also response #2 in the essay on "Traffic Operations" in Chapter 1.

23- Comment noted. None of these areas will be significantly impacted by this project. Agencies having jurisdiction in this area would be the appropriate parties to conduct studies and set aside funding.

24- Comment noted. The *Final Operations Analysis Report* (Caltrans, March 2006) shows no significant difference in future Level of Service (LOS) or delay at these locations if the preferred alternative is implemented. Agencies having jurisdiction in this area would be the appropriate parties to conduct studies and set aside funding.

25- The BART station is outside the project study area boundaries. See response #18 to the City of Orinda for reasons why there would not be a noticeable noise increase.

26- The comment erroneously cited State Route 24 as smooth flowing at all times. It is important to remember that State Route 24 would be freely flowing through the Caldecott Tunnel only in the off-peak direction under the build condition. This project would not relieve peak direction congestion. Also, as was stated in the environmental document, the intersection forecasts and operational analysis were meant only to provide planning-level comparison between the build versus no-build options. Moreover, conditions between freeway segment and intersection cannot be directly compared because these are different facilities by nature and require separate forecasting and analysis efforts.

27- The conditions between freeway and intersection cannot be directly compared because these are different facilities by nature and required separate forecasting and analysis efforts. Table 2.1.5-9 described the freeway segment conditions and Table 2.1.5-19 described the intersection conditions. It is possible that a freeway segment is operating at a worse condition than the intersection leading to the freeway on-ramp as the two are separate facilities.

28- The Preferred Alternative (Alternative 2N) of this project is included in the 2007 Transportation Improvement Program (TIP) (which conforms to the State Implementation Plan (SIP)) and the 2005 Regional Transportation Plan (RTP), and thus is in conformance with all related federal air quality requirements. Since

air pollution is a regional issue it can only be addressed through a statewide process (the State Implementation Plan). The plan was designed to address the issues that the commenter has stated. The microscale pollutant of concern is carbon monoxide (CO) and Caltrans has determined, through the "Transportation Project-Level Carbon Monoxide Protocol", that there will be no exceedences of state or federal CO standards. The protocol was approved by MTC in Resolution No. 3075 on June 24,1998 and its use was recommended by the Bay Area Interagency Conformity Task Force, which is the interagency consultation group established pursuant to EPA's conformity regulation and the Bay Area's conformity SIP.

29- Please see response #3 in the essay on "Traffic Modeling/Forecasting" in Chapter 1.

30- The construction of the Caldecott Improvement Project is not expected to lead to restriping one of the new bridge shoulders as an additional travel lane.

31- MTC has many policies, promotion of transit-oriented development being only one. This project adheres to many other policies. This project does not preclude Transit-Oriented Development (TOD) at either the Orinda or Rockridge BART stations. Also please see the response #20 to San Francisco Department of Public Health, which notes that the improved accessibility that would result from the project would likewise enhance the attractiveness of infill housing in Oakland and Berkeley, including TOD and mixed use development. Thus the proposed project would support mixed use development and TOD on the west end of the tunnel and could potentially support it on the east end via facilitating express bus or bus rapid transit (BART) in the State Route 24 corridor.

Emeryville Chamber of Commerce (6/01/06)

bob@emeryvillechamber.com ()
06/01/2006 04:33 PM

To brigetta_smith@dot.ca.gov, Caldecott_Public_Comments@dot.ca.gov, carl_weingarten@dot.ca.gov
cc
bcc
Subject Caldecott Comments

Below is the result of your feedback form. It was submitted by (bob@emeryvillechamber.com) on Thursday, June 1, 2006 at 16:33:37

Firstname: Bob

Lastname: Canter

Business: Emeryville Chamber of Commerce

Phone: 510-652-5223

Fax: 510-652-4223

Address: 3980 Harlan Street

City: Emeryville

State: CA

Zip: 94608

Comments: Our Government Affairs Committee will examine this issue at our meeting of Friday, June 2nd. If the Committee approves our Board of Directors will take a position at our Board meeting on Tuesday, June 6th. We anticipate that the Emeryville Chamber of Commerce will lend its full support to the Fourth Bore project.

Bob Canter, President & CEO

Thank you for your comments.

Emeryville Chamber of Commerce (6/12/06)

bob@emeryvillechamber.com ()

06/12/2006 10:40 AM

To brigetta_smith@dot.ca.gov, Caldecott_Public_Comments@dot.ca.gov, carl_weingarten@dot.ca.gov
cc
bcc
Subject Caldecott Comments

Below is the result of your feedback form. It was submitted by (bob@emeryvillechamber.com) on Monday, June 12, 2006 at 10:40:25

Firstname: Bob

Lastname: Canter

Business: Emeryville Chamber of Commerce

Phone: 510-652-5223

Fax: 510-652-4223

Address: P.O. Box 8466

City: Emeryville

State: CA

Zip: 94662-0466

Comments: On June 6, 2006, the Emeryville Chamber of Commerce Board of Directors unanimously endorsed the EIR for the Caldecott Improvement Project. The Chamber supports the EIR for this project, which has been studied repeatedly over the past decades.
The need for a new bore is clear. Traffic and population have increased dramatically since the Caldecott Tunnels were open, and the infrastructure needs to keep pace.
The Caldecott Improvement Project is a win-win situation for all parties in the region. Employers in both Counties will benefit by quicker commute times for their employees, resulting in fewer delays and increased productivity. The CIP will improve the flow of commerce, resulting in reduced fuel consumption and better on-time delveries -- critical as the Port of Oakland and Oakland Airport continue to expand the volume of freight shipments through their facilities. Shoppers, travelers, and students will also benefit.

For all of these reasons, the Emeryville Chamber of Commerce heartily endorses the Caldecott Improvement Project and urges approval of the EIR. You have our full permission to use our name as a supporter of the CIP.
Bob Canter
President & CEO
Emeryville Chamber of Commerce

Thank you for your comments.

Evans/McDonough Company Incorporated

EVANS/McDONOUGH
Company Incorporated
Opinion Research & Strategic Services

Alex Evans
Evans/McDonough Company
436 14th Street, Suite 820
Oakland, CA 94612

June 29, 2006

Attention: Sheryl Dorado, Associate Environmental Planner
Department of Transportation, District 4, Environmental Analysis
Mail Station 8B, P.O. Box 23660, Oakland, CA 94623-0660

Dear Ms. Dorado,

Enclosed please find a memorandum submitted as a comment on the Draft EA/EIR. This memorandum is based on a telephone survey of five hundred and thirty-two (532) likely voters in the cities of Oakland and Berkeley, California. A survey of this size has a margin of error of plus or minus four point three (4.3) percentage points at the 95% confidence interval. Three hundred and three (303) interviews were conducted in Oakland (margin of error: $\pm$ 5.7%), with an oversample in City Council District One, and two hundred and twenty-nine (229) interviews were conducted in Berkeley (margin of error: $\pm$ 6.5%). The survey was conducted May 4 through 8, 2006 by trained, professional interviewers. The overall results were weighted to represent the actual distribution of voters in the cities of Oakland and Berkeley.

Thank you.

Sincerely,

Alex P. Evans

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MEMORANDUM

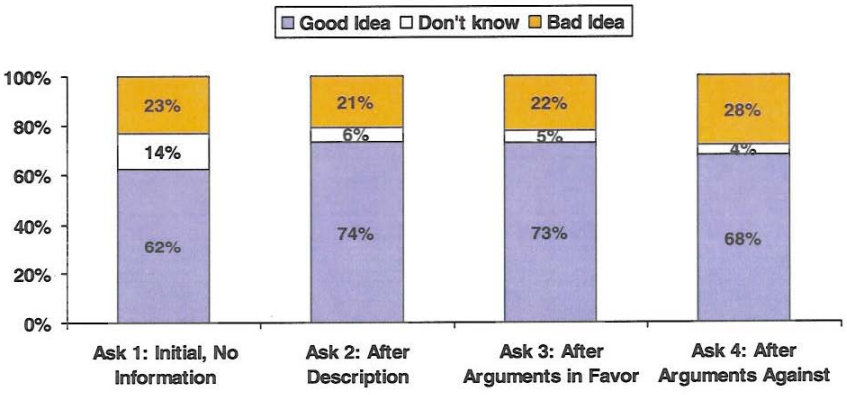
TO: Contra Costa Council
FROM: Alex Evans
DATE: May 16, 2006
RE: Recent Public Opinion Research Results

Conclusions

A recently completed telephone survey of likely Berkeley and Oakland voters found the vast majority of Berkeley and Oakland voters are supportive of a fourth bore addition to the Caldecott Tunnel.

During the survey, voters were asked their opinion on adding a fourth bore to the Caldecott Tunnel on State Route 24 at four separate instances. First, before any information had been given; second, following a brief, neutral description of the fourth bore proposal; third, after arguments in favor of the proposal, and fourth, after arguments against the proposal.

At every ask, a solid majority of likely voters in both cities support the addition of a fourth bore to the Caldecott Tunnel.



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Adding a Fourth Bore to the Caldecott Tunnel

Before hearing any information on the subject, respondents were asked whether they thought "adding a fourth bore to the Caldecott tunnel on State Route 24 is a good idea or a bad idea." Overall, 62% of Berkeley and Oakland voters respond that adding a fourth bore is a "good idea", while only 23% feel that it is a "bad idea", and 14% remain undecided. Of the 62% who favor the proposal, 31% say it is a "very good idea" while 31% say it is "just a good idea". Conversely, only 8% feel that a fourth bore is a "very bad idea" and 15% feel that it is "just a bad idea" in this initial ask.

Respondents were then read a brief description of the proposal for the fourth bore:

> *As you may know, the Caldecott Tunnel connects Contra Costa and Alameda counties, but it is a notorious bottleneck. The Caldecott currently consists of three (3) bores, or tunnels, and the flow of traffic in the middle bore is reversed daily to accommodate the peak commute direction. Through Contra Costa Measure J and other sources, funding has been secured for building a fourth bore in order to provide full capacity for both directions of commute, reduce congestion and delays, and improve safety by reducing accidents related to the daily tunnel reversal.*

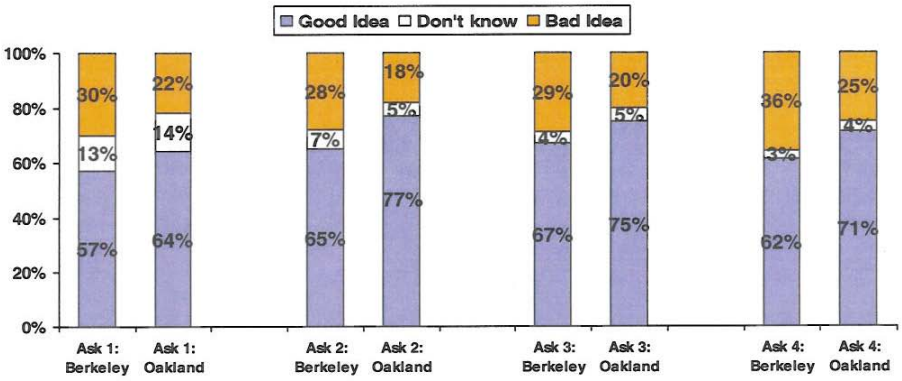
After this description, the percentage of voters who said "Don't know" shrank from 14% overall to 6% overall. Overall support for the proposal rose by twelve percentage points, with 74% of voters stating that the addition of a fourth bore was a good idea, and a slightly lower percentage than before (21%) calling it a bad idea.

Respondents were also read arguments in favor of and against the fourth bore. While there is a consistent fifth of the electorate opposed to the addition of a fourth bore, the intensity of this position remains low; the percentage who say the proposal is a "very bad idea" hovers around 8%, save for after the negative arguments when it climbs to 14%. Nonetheless, support for the fourth bore remains high after both positive and negative statements. The final "vote" was at 68%, still several points higher than the initial response, even after arguments against the proposal.

Regional Support - Berkeley and Oakland

The majority of voters in both Berkeley and Oakland support the addition of a fourth bore, with this support particularly strong in Oakland. When initially asked whether adding a fourth bore to the Caldecott tunnel is a good idea or a bad idea, before any information was given, 57% of Berkeley voters responded that a fourth bore is a good idea, and 64% of Oakland voters responded that this is a good idea.

Support increases substantially in both Berkeley and Oakland after a brief description of the proposal, to 65% and 77% respectively. Even after a full battery of arguments in favor and against the proposal, support in both cities remains higher at the end of the questioning than it was initially – 62% of Berkeley voters and 71% of Oakland voters respond that adding a fourth bore is a good idea.



Methodology

This memorandum is based on a telephone survey of five hundred and thirty-two (532) likely voters in the cities of Oakland and Berkeley, California. A survey of this size has a margin of error of plus or minus four point three (4.3) percentage points at the 95% confidence interval. Three hundred and three (303) interviews were conducted in Oakland (margin of error: ± 5.7%), with an oversample in City Council District One, and two hundred and twenty-nine (229) interviews were conducted in Berkeley (margin of error: ± 6.5%). The survey was conducted May 4 through 8, 2006 by trained, professional interviewers. The overall results were weighted to represent the actual distribution of voters in the cities of Oakland and Berkeley.

Caldecott Tunnel Research Summary, Page 3 of 3

Thank you for your comments.

Engineering & Utility Contractors Association

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CONTRACTORS ASSOCIATION

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June 7, 2006

Gregory McConnell
Senior Environmental Planner
Dept. of Transportation, District 4
Environmental Analysis, Mail Station 8B
PO Box 23660
Oakland, CA 94623-0660

Dear Mr. McConnell,

The Engineering & Utility Contractors Association (EUCA) represents over 450 union contractor companies and construction service provider affiliates within the state of California. It is on behalf of these members that I write to express our support for the expansion of the 4th Bore of the Caldecott tunnel.

Voters in both Alameda and Contra Costa counties passed local county sales tax measures in an effort find a solution to the traffic problem at the Caldecott tunnel. The obvious solution to the problem is to go forward and build the 4th Bore. The 4th Bore will reduce traffic congestion and facilitate the flow of people and commerce through this congested area, thereby improving the lives for Bay Area residents.

Caltrans has developed an excellent and comprehensive Draft Environmental Assessment/Impact Report (Draft EA/EIR) that identifies the impacts of the project and includes a list of mitigations that will alleviate the effect of the project on the community.

We ask that you approve the Draft EA/EIR, finish the design of the 4th Bore, and begin construction on the project as quickly as possible.

Sincerely,

Dawn Smith
Legislative Affairs Representative
Engineering & Utility Contractors Association

17 Crow Canyon Court, Suite 100 • San Ramon, CA 94583 • 925/855-7900 • FAX 925/855-7909
www.euca.com • e-mail address: eucaxinfo@euca.com

Thank you for your comments.

Friends of the Rockridge-Temescal Greenbelt (FROG)

Ronnie Spitzer
<rspitzer@sbcglobal.net>
07/29/2006 08:02 AM
Please respond to
Ronnie Spitzer
<rspitzer@sbcglobal.net>

To Caldecott_Public_Comments@dot.ca.gov
cc Theresa Nelson <nelsontm@pacbell.net>
bcc
Subject Public Comment Letter from FROG

Dear Mr. McConnell:

Attached is a revised public comment letter dated July 29 submitted by Friends of the Rockridge-Temescal Greenbelt (FROG) in regards to the Caldecott Improvement Project, or 4th Bore. The addition of specific mitigations and enhancements in this letter makes it the preferred one to be included by CalTrans for the DEIR public comments, to supersede the July 7 FROG letter, if possible. If that is not possible, both letters should be included in the DEIR public comments section.

If there are any questions, please contact either Theresa Nelson 420-0539 or myself 501-0913.

Regards,

Ronnie Spitzer 4thBoreDEIRLetter29July2006.doc

29 July 2006

Gregory C. McConnell, Senior Environmental Planner
Attention: Sheryl Dorado, Associate Environmental Planner
Dept. of Transportation, District 4, Environmental Analysis
Mail Station 8B
P. O. Box 23660
Oakland, CA 94623-0660

RE: Comments on 4th Bore DEIR

Dear Mr. McConnell:

I am writing on behalf of FROG, the Friends of the Rockridge-Temescal Greenbelt Park in the lower-Rockridge-Temescal area. As the originators and stewards of this park, we are deeply concerned about the CalTrans DEIR/EA and thus are officially opposing the project.

Our opposition is based on two primary factors:

1. The DEIR/EA violates CEQA because it completely excludes Frog Park (the Rockridge-Temescal Greenbelt) from the analysis, and 1
2. There are major long-term impacts from this project on our community park which are very significant and which are not addressed in the DEIR. 2

In 2001, more than 1,300 volunteers spent 10 days building two unique play structures anchoring the ends of the Park, which today enjoy hundreds of daily visitors (see ww.frogpark.org). The project has so far spent about $2.5 million including about 10% from community donations, to complete the Park's renovation and construction. Frog Park has become one of the jewels of North Oakland, and yet it was not even listed as a recreational or community resource in your report sections 2.1.1.3 and 2.1.1.4. Why not? This is a serious error – Cal Trans certainly knows about the existence of the Park from its own records. The northeastern portion of the Park was created by CalTrans 35 years ago when highway 24 was built, and the same area was used by CalTrans 10 years ago as a staging area for heavy equipment for your seismic retrofit. We find it hard to believe that CalTrans was not aware of the Park, yet this treasured community Park was completely excluded from your report. In addition, Highway 24 looms over and in fact covers a large portion of the park. In the earlier scoping meetings we appeared and asked, on the record, why Frog Park was excluded. At the time, we were told it was not on the CalTrans list and "wouldn't be affected," so we objected at that time to its exclusion. The construction of a 4th bore to the tunnel will have significant impacts on the Park, and thus it must be included in the EIR analysis under CEQA. 3

We are deeply concerned about how the 4th bore would negatively affect the Park. Most importantly, the DEIR/EA study area does not extend far enough to properly evaluate the project impacts. Extension to the I-580/Maze interchange is warranted and

1

necessary to assess impacts on local streets and a sensitive receptor such as the Park in this DEIR/EA. . While the DEIR claims that "Alternatives 2N and 3N are very similar (pg. 25), it also goes on to state that Alternative 3N would provide the greatest congestion relief" on pg. 26. That is true-within the scope area-but not farther westward. MTC' s "Route 24/Caldecott Tunnel Corridor Study (2001), prepared in partnership with Caltrans, shows that the a 3-lane 4th bore would move the westbound peak AM freeway backup further westward along 24 toward the Maze. Therefore at the Frog Park location more eastbound Hwy. 24 vehicles will approach the two southernmost bores in the predominant PM commute. As that capacity is unchanged in this project, thousands of cars would be idling directly above Frog Park, with heavier-than-air pollutants and debris falling on young park users. The EIR fails to study this impact. 4

Due to the narrow DEIR/EA study limits, current and induced congestion on local streets is not included. Drivers already shortcut through residential streets to avoid Hwy. 24 congestion, and the "unbalanced" Tunnel would produce more speeding, more accidents and near-misses, in an area heavily used by pedestrians, cyclists, children learning to ride bikes, and people with strollers coming to the Park. Yet the streets nearby are not even listed on your checklist for traffic impacts. The DEIR/EA needs to include a Rockridge street study that addresses traffic calming and pedestrian safety along its extended scope. 5

Induced traffic demand and its effects are likewise inadequately treated in this DEIR/EA. A fuller discussion of this point is contained in the Rossman and Flashman letter. Traffic which "will come if you build it" must lead to increased noise on the freeway with the now freely flowing counter-commute traffic. Furthermore, the project could increase the noisy truck traffic now that trucks can avoid breaking on the long hill, putting further strain on local arterials. The noise at this sensitive receptor is already deafening so that sometimes you literally cannot hear someone talking next to you. FROG Park's swings are right next to both a freeway ramp and Claremont. Again, the EIR did not study this impact. 6

If this project goes through, there must be some serious mitigation for the very significant impact on FROG Park. Sounds walls or other protective devices to reduce noise, pollution and debris, plus measures to protect the public health of our youngest residents is mandatory. A neighborhood traffic calming project including proven speed reduction measures for pedestrian and cyclist safety on streets affected by freeway on-off ramps and cut-through traffic such as speed humps on streets surrounding the Greenbelt Parks, such as Redondo Ave., and Miles Ave. is necessary and not included in the DEIR/EA. An upgraded light at the Claremont/Hudson westbound on-ramp intersection coupled with an improved pedestrian crosswalk is imperative for youthful Park users. 7

Enhancements to the neighborhood such as expansion of open space away from the freeway adjacent to the park such as at Clifton/Telegraph, a new community center 8

2

adjacent to FROG Park, conversion of the DMV to open space and/or playing fields when the DMV closes the Claremont site, reclamation of open space on CalTrans property along Highway 24 extending from Frog Park to BART, with improvements along path, a gateway entrance to FROG Park, a permanent bathroom in the Park, enhancement to the Hardy Dog Park under the freeway and improvements to the Temescal Creek should all be considered.

We believe that the EIR must be withdrawn due to this serious deficiency in its scope, and that CalTrans should commission a full EIS, respond to these comments and our letter, and most of all, extend the study area to include FROG Park as well as surrounding residential streets. 9

Sincerely,

Theresa Nelson, Chair
FROG (Friends of the Rockridge-Temescal Greenbelt)
446 Hudson Street
Oakland, CA 94618
nelsontm@pacbell.net
510-420-0539

3

rockridge · temescal
frog
friends of the greenbelt

7 July 2006

Gregory C. McConnell, Senior Environmental Planner
Attention: Sheryl Dorado, Associate Environmental Planner
Dept. of Transportation, District 4, Environmental Analysis
Mail Station 8B
P. O. Box 23660
Oakland, CA 94623-0660

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FROG c/o RCPC • Rockridge Community Planning Council
5245 College Avenue PMB311 • Oakland, Ca 94618 510 • 510-869-4200 • www.frogpark.org

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1 to 3- Please see the essay on "Project Study Area Boundaries" in Chapter 1 on how the traffic study area was determined and explaining why additional traffic-related studies were not warranted. This park was not deliberately excluded from the community impacts study area. Rather, the analysis described in the discussion in the essay on "Project Study Area Boundaries" in Chapter 1, demonstrated that including another Census tract or block group beyond those encompassing the immediate project vicinity was not warranted based on the potential for traffic impacts of the project.

4-Please note that the two-lane bore alternative has been selected as the Preferred Alternative. The original MTC study in 2001 was intended as a preliminary study of the Caldecott Tunnel fourth bore. Although the

three-lane bore might have the potential to "move the westbound peak a.m. freeway backup further westward along 24", the latest forecast has shown that building a fourth bore will not increase the congestion above the FROG Park area. In the peak directions (westbound a.m. and eastbound p.m.), the congestion level is similar between the No Build and either of the Build alternatives. In the off-peak direction, building a fourth bore will relieve the amount of eastbound a.m. congestion in the area near FROG Park, benefiting the users of the park.

5- Please see response #2 in the essay on “Traffic Operations” and the essay on “Project Study Area Boundaries” in Chapter 1.

6- Please see responses #2 and #4 in the essay on “Traffic Modeling/Forecasting” in Chapter 1. Please also see the essay on “Project Study Area Boundaries” in Chapter 1.

7- Please see the essays on “Scope of the Project” and “Project Study Area Boundaries” in Chapter 1.

8- Please see the essays on “Scope of the Project” and “Project Study Area Boundaries” in Chapter 1.

9- Please see the essay on “The Environmental Process; Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) Versus An Environmental Assessment/Environmental Impact Report (EA/EIR); And Criteria For Significance” in Chapter 1.