CHAPTER 8 COMMENTS AND RESPONSES TO COMMENTS ON THE DEA/EIR FROM INDIVIDUALS

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Identical letters to the following letter below were submitted by the individuals listed in the table following the letter

"Mousa Abbasi"
<mousa_abbasi@yahoo.com
>
07/05/2006 02:42 PM

To "Caldecott_Public_Comments@dot.ca.gov"
<Caldecott_Public_Comments@dot.ca.gov>
cc
bcc
Subject Attention: Sheryl Dorado, Associate Environmental Planner

July 5, 2006
Senior Environmental Planner Gregory McConnell
Mail Station 8B, P.O. Box 23660
Caltrans District 4, Environmental Analysis
Oakland, CA 94623-0660

Dear Gregory McConnell,

Dear Mr. McConnell:

Traffic congestion is the leading concern of Bay Area residents, and the Bay Area's economic health and quality-of-life demand serious improvement to the regional transportation system. Adding a fourth bore at the Caldecott Tunnel is one of the most important projects, and I urge Caltrans to certify the project environmental document (EA/EIR) and construct the project as quickly as possible.

Rising employment and evolving commute patterns have created severe daily congestion in the off-peak direction. Addition of a fourth bore for the Caldecott Tunnel is the only effective way to provide balanced capacity in both direction, eliminating counter-commute congestion, dangerous merging, and idling emissions. The Caldecott 4th Bore is an important project that will improve regional mobility, employment access, and economic vitality. Residents and employers in Alameda and Contra Costa counties have shown strong support for the project, voting in overwhelming numbers to fund the project through two county sales tax measures and the Regional Measure 2 toll program.

The Draft EA/EIR is full and fair and includes a complete and comprehensive analysis of the project and its potential impacts to the surrounding community. Where impacts were found, the environmental document identifies appropriate and adequate mitigations. With all necessary analysis complete and traffic congestion continuing to worsen, Caltrans should approve the environmental report and quickly construct the project and any necessary mitigations.

Sincerely,

Mousa Abbasi
100 B Street, Ste 330
Santa Rosa, CA 95401-6376

Thank you for your comments.

All of the following individuals listed in alphabetical order submitted identical letters.

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Adams, Apex	staff@newhomesdirectory.com	7/7/2006
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Abbott, Alfreda H.

Alfreda H. Abbott
8047 Shay
Oakland, California 94605-4220

July 12, 2006

Caltrans District 4 Director
BIJAN SARTIPI,
111 Grand Ave
Department of Transportation
Oakland, California 94612-3723

Re: EIR, Caldecott

I would like to add my protest to the additional Caldecott bore. No amount of mitigation will reward the surrounding neighborhoods for the disruptions in their lives. Gravel dump trucks and other heavy equipment running back and forth, generating horrendous noise, dust, and other inconveniences, along with health problems; it will be a four year nightmare.

Before Cal Trans starts another project, they should fix the existing freeways in Oakland. During the rebuilding of the Cypress Freeway, a CalTrans administrator shared with me that Oakland had paid a "high price" for the many freeways that disrupted and divided neighborhoods, creating pollution and health issues, and decreasing property values.

I would bet that Oakland has more major freeways — I-80, I-580, I-980, CSR-24, CSR-13 — than any other city for its size. Our freeways need landscaping, and repairing. The MacArthur freeway once was given awards for the beauty of its landscaping. Now most of it is in disgraceful condition. It divided the whole city---those who live below and those who live above the MacArthur Freeway. Beautiful landscaping was supposed to be a gift to the neighborhoods it disrupted and to the whole city. The Mac Arthur Freeway should have been built below ground level (i.e. Santa Barbara) or preferably, not at all.

I hope these comments will be taken seriously. We deserve better. We have paid our dues to the transportation system.

Sincerely,

Alfreda H. Abbott

Alfreda H. Abbott
Formerly Chief Staff Person
State Senator Nicholas C. Petris

cc's interested parties

Please see the essay on "Construction Impacts" in Chapter 1.

Acker, Christine (6/24/06)

christine acker
<christineacker@calmail.berkeley.edu>
06/24/2006 10:02 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject 4th Bore Caldecott Tunnel

I have recently become aware of the proposed construction of the fourth bore in the Caldecott Tunnel. I am dismayed at the prospect of what this entails--at very least a five-year-plus project: 24-hours-a-day blasting; trucks backing up and rumbling through my neighborhood, dust and filth in the air; incredible noise pollution; and health problems. There are six schools in my neighborhood (I live right by Chabot Elementary)--Chabot Elementary--Rock La Fleche--College Prep--Bentley School--Kaiser Elementary--and Claremont Middle School, which may be seriously impacted by this construction. 1

The 4th bore will will actually only benefit ***reverse*** commuters because there are already two bores going in the peak commute direction (westbound in the morning, eastbound in the evening). The evening backup heading toward the tunnel will not be alleviated, and may actually get worse if the tunnel creates more traffic demand, because no new capacity is being added in that direction. In the worst case scenario they may build a 3-lane bore westbound, which will create an unbalanced effect, with more morning traffic backed up in our backyard as traffic will no longer be slowed on the Eastern side, but at the maze. 2

It also appears that CalTrans has done a very superficial environmental impact report, and has not addressed many of the concerns of the citizenry. CalTrans has, in short, acted in bad faith. 3

Finally, it seems to me that in an age of increasing gas prices and gas shortages, and warnings about air pollution and global warming, it is incredibly stupid and shortsighted to increase car traffic. We should concentrate instead on beefing up public transportation and the existing BART system. This is a disaster of a project in the making. 4

Christine Acker
6721 Manor Crest
Oakland, CA 94618

1-The Caldecott Improvement Project does propose an approximate 5-year construction period. It is anticipated that blasting will only be required in limited areas along the tunnel. The construction specifications will include limits on the peak vibrations associated with blasting and these limits will be established to prevent damage to any residential structure. Blasting will not be permitted during nighttime hours.

Please see the essay on “Construction Impacts” in Chapter 1.

2- The two-lane alternative, Alternative 2N, has been selected as the Preferred Alternative. Please see the essay on “Preferred Alternative” in Chapter 1.

Please also see response #8 in the essay on “Traffic Operations” in Chapter 1.

3-Caltrans conducted various technical studies to examine potential environmental impacts that may be caused by the proposed Caldecott Improvement Project. The findings of these reports are summarized in the environmental report for the project. Any impacts that the project may have will be mitigated as feasible.

The FHWA and the Department believe that the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR) and the Final Environmental Assessment/Environmental Impact Report (FEA/EIR) provide an adequate analysis of both potential impacts and potential mitigation measures as discussed in Chapter 2, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures and fully meets state and federal requirements.

Caltrans values include integrity, partnership, customer focus, communication, empowerment, commitment, teamwork, innovation, and stewardship. While the Department may not execute all of its functions perfectly, it does not act in bad faith.

4-Please see the essay on “Transit” in Chapter 1.

Acker, Christine (7/21/06)

christine acker
<christineacker @calmail.berkeley.edu>
07/21/2006 08:09 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Fourth Bore

Today, July 21, was the sixth and last "spare the air" day. Yesterday, the Caldecott Tunnel was closed in morning commute time because of a tar spill. Yet your agency is about to embark on a giant new boondoggle project to expand freeway capacity for people commuting to Contra Costa County. Gas prices are rising--air quality is worsening--why do we not emphasize beefing up the BART system and other methods of mass transportation rather than increasing motor vehicle traffic?

When the construction starts, the project will entail ***at least*** five (5) years of round-the-clock construction, consisting of blasting with dynamite, and 150,000 dump truck trips through surrounding neighborhoods to get rid of all the tunnel dirt! There will be an enormous impact on the quality of life for local Oakland residents--from the dirt in the air, the unrelenting noise, and the potential medical respiratory problems. There are six schools close to the construction--Chabot Elementary--Rock La Fleche--College Prep--Bentley School--Kaiser Elementary--and Claremont Middle School. How will students be affected by this unrelenting noise? For home owners in the area, there will undoubtedly be an impact on house prices. How dreadful to live in the condominium complex adjacent to the tunnel. 1 2

As you are aware, the 4th bore will not help the commute in both directions--it will actually only benefit reverse commuters because there are already two bores going in the peak commute direction (westbound in the morning, eastbound in the evening). The evening backup heading toward the tunnel will not be alleviated, and may actually get worse if the tunnel creates more traffic demand, because no new capacity is being added in that direction. In the worst case scenario, a 3-lane bore westbound, which will create an unbalanced effect, with more morning traffic backed up in our backyard as traffic will no longer be slowed on the Eastern side, but at the maze.

CalTrans has delivered a completely inadequate environmental impact report that borders on negligence in its use of bad data and inconsistent findings. There is a superficial analysis at best of the issues that most impact Rockridge: noise, impact on schools and parks, and bicycle and pedestrian safety. Contra Costa County will receive the vast majority of the benefits of this project. The Berkeley and Oakland neighborhoods on the Western edge of the tunnel will bear the brunt of the construction, and downstream noise and traffic once the 4th bore opens. 3

If this project is to go forward, however, there must be serious mitigation of the proposed construction methods. **All but the very last part of the construction must take place on the east side of the tunnel, where there are no houses or people to be impacted, and where there is plenty of space for dirt to be deposited.** 4

You at CalTrans have a moral obligation to consider the environment and quality of life. Try and alleviate problems and not compound them.

Christine Acker
6721 Manor Crest
Oakland, CA 94618

1-Please see the essay on "Transit" in Chapter 1.

2- With the implementation of the noise measures listed in the essay on "Construction Impacts" in Chapter 1, construction noise is expected to be no louder than the existing typical ambient noise levels at receptors near the east and west construction staging areas.

We realize that there will be construction impacts, mitigation, minimization, and avoidance measures will be enacted to keep construction impacts to a minimum. Real estate values are determined by many factors including transportation facilities. The difference in future traffic with and without the project is slight. The

slight increase in traffic brought about by the project should have little, if any, effect on real estate values except that by reducing congestion properties in the project area may be seen as more desirable.

3- The FHWA and the Department believe that the DEA/EIR and the FEA/EIR provide an adequate analysis of both potential impacts and potential mitigation measures as discussed in Chapter 2, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures and fully meets state and federal requirements. The FEA/EIR will not be withdrawn. Please see the essay on "The Environmental Process; Environmental Impact Statement/Environmental Impact Report ((EIS/EIR) versus and Environmental Assessment/Environmental Impact Report (EA/EIR); and Criteria for Significance" in Chapter 1.

4- Please see the essay on "Constructing The Tunnel from the East Side Only" in Chapter 1.

Amosslee, Lee

Lee Amosslee
<lee@shopinberkeley.com>
07/07/2006 07:36 PM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Bikes and peds in fourth bore

Greetings,

I am writing to add my voice to the call for pedestrian/bicycle/wheelchair access in the Caldecott Tunnel Fourth Bore project.

I commute from Berkeley to Concord, usually on BART. Occasionally I ride my bike. The bike route over the hill makes the ride about an hour longer. I am "lucky" to be commuting in the "reverse commute" direction, so I can take my bike on BART. But most folks commute in the other direction, and thus are forced to either extend their commute by an hour or abandon their bikes entirely.

Now is the time to add these lanes. There will never be a political opportunity in the future to add this bike lane. Once the tunnel is built without the bike lane, it would be financially impractical to go back in and add a lane. But adding it now, while I'm sure would increase the cost, is financially possible. 1

Governor Schwarzenegger calls for Hydrogen fueling stations for possible future fuel cell cars, a technology that is still in development. Bikes are here now, and more people will use them to commute if a bike lane is added to the tunnel. Global warming, skyrocketing gas prices, and limited gas supplies all point us in the direction of alternative transportation. Let's build the tunnel to accommodate existing alternative transportation.

Thank you for considering my suggestion.

--

Lee Amosslee
PO Box 11731
Berkeley, CA 94712

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

Anacker, Andres and Susan

susan.maccharles@novartis.com
07/23/2006 06:23 PM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Caldecott comments

The constructionof an additional bore for the Caldecott Tunnel is

overdue by at least ten years!

The thousands of motorists who reside in CC County and drive on

Highway 24 are acutely aware of this bottleneck the present Caldecott

Tunnel signifies, both as a major impediment to travel, as well as a safety

risk!

It is difficult to understand why this improvement has been delayed for so long,

while the much longer B.A.R.T. tunnel was completed relatively quickly. The

Caldecott bore should be constructed as quickly as possible.

Andres Anacker, MD
Susan Anacker

Thank you for your comments.

Andersen, Erik

anderhus@pacbell.net ()
06/21/2006 08:54 PM

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

Below is the result of your feedback form. It was submitted by
(anderhus@pacbell.net) on Wednesday, June 21, 2006 at 20:54:28

Firstname: Erik

Lastname: Andersen

Phone: 925-254-8444

Address: 15 Southwood Court

City: Orinda

State: CA

Zip: 94563

Comments: The Caldecott EIR (posted online in June 2006) does not consider noise impacts to Orinda residents. 1

Business located at the Orinda Crossroads and residents living near Highway 24 currently experience ambient sound levels above acceptable levels. Please have one of your sound engineers take measurements at one of the tables outside the Starbuck's next to the landmark Orinda Theater.

Residents living on the north and south sides of Highway 24 hear constant road noise. You are invited to my home to take measurements as well.

The EIR does not consider the noise impact due to higher traffic counts on Highway 24. No mention is made in the EIR for noise abatement measures, including changes to road surfacing, sound walls, berms, vegetation, or any other option in the Orinda area.

Businesses and residents already contend with perpetual and unhealthy noise from Highway 24, and it will only get worse with the new Caldecott bore.

I ask the California Department of Transportation, the CCTA, the City of Orinda, and other involved agencies to take action to mitigate noise in the City of Orinda.

Sincerely,

Erik Andersen
15 Southwood Court
Orinda, CA 94563

1- Noise abatements are considered only at locations where noise impacts are identified within the project study area boundaries. Caltrans has no program to provide noise abatements for areas currently subject to freeway traffic noise, or where there is no new freeway or reconstruction of an existing freeway.

Anderson, Gary

gma88@comcast.net ()
07/19/2006 10:09 AM

To: brigetta_smith@dot.ca.gov, sheryl_dorado@dot.ca.gov
cc:
Subject: Caldecott Comments

Below is the result of your feedback form. It was submitted by (gma88@comcast.net) on Wednesday, July 19, 2006 at 10:09:12

Firstname: Gary

Lastname: Anderson

Address: 88 el gavilan

City: orinda

State: ca

Zip: 94563

Comments: As a 10 year resident of Orinda, I am glad to see this project move forward. I believe that a 4th bore will be beneficial to both Contra Costa and Alameda county residents. Improving travel times will provide incentive to residents and commercial interests to do business on both sides of the tunnel. The current delays are a considerable factor in preventing people from transacting business and travelling for entertainment/dining experiences.

Thank you for your comments.

Arnold, Barbara

Barbara Arnold
<arnold@ferae-naturae.com>
07/12/2006 02:40 PM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Caldecott 4th Bore Should Not Proceed

To the Department of Transportation:

Attn: Gregory C. Mrshall, Sr. Environmental Planner
Sheryl Dorado, Assoc. Environmental Planner

I am writing to you in opposition to the proposed fourth bore of the Caldecott Tunnel. The proposed project, if carried out, is of dubious worth and unnecessary environmental impact. The project will benefit reverse commuters and daytime shoppers going to and from Walnut Creek and vicinity. A fourth bore therefore promotes sprawl and increased fuel consumption. Our public resources are better spent in making improvements to BART and other public transportation systems and in fostering the economics of local communities so as the lessen the need for long distance commuting by car. In the very least, I hope that your environmental impact assessments take into account the long-term impact on air quality, the decentralization of communities, and consumer costs in terms of fuel and time. I firmly believe that, when the ripple effect generated by a fourth bore are taken into account, the environmental impact of the proposed project will so outweigh the benefits, that the proposal of a fourth bore will be abandoned so that public resources may be spent on more worthwhile projects 1

Sincerely,
Barbara Arnold
6732 Manor Crest
Oakland, CA 94618

1- Please see the essay on “Transit” in Chapter 1 and the responses to the San Francisco Department of Health letter regarding growth inducement.

Baker, Martha

"Martha Baker"
<hgaberk@pacbell.net>
07/21/2006 01:06 PM

To <caldecott_public_comments@dot.ca.gov>
cc <gordon.wozniak@sbcglobal.net>, <bjdoane@aol.com>
bcc
Subject Comment, Caldecott Tunner EA/EIR

Having reviewed the 33-page summary, I see no mention of the following issues, nor proposed strategies to mitigate these problems:

1. Increased traffic loads on local streets, which are already heavily congested. If it is easier for residents of Contra Costa County to drive to Berkeley and Oakland, it is logical that there will be more cars on local corridors. This includes, but is not limited to, Tunnel Road, Ashby, Claremont, Telegraph, College Avenue, Piedmont/Derby/Belrose, and Alcatraz. How will you compensate residents for this impact? 1
2. More cars = more problems with parking. That will be bad for business and for local residents.
3. Noise and dirt during construction will make it extremely difficult, if not impossible, to sell condos and homes that are within earshot of the 24x7 project. Will CalTrans compensate homeowners for this obvious financial damage? 2

Very truly yours,
Martha Baker
115 Hillcrest Road
Berkeley, CA 94705

1- Please see responses #2 in the essay on "Traffic Operations" in Chapter 1.

2- We realize that there will be construction impacts. Mitigation, minimization, and avoidance measures will be enacted to keep construction impacts to a minimum. Real estate values are determined by many factors including transportation facilities. The difference in future traffic with and without the project is slight. The slight increase in traffic brought about by the project should have little, if any, effect on real estate values except that by reducing congestion properties in the project area may be seen as more desirable.

With the implementation of the measures listed in the essay on "Construction Impacts" in Chapter 1, construction noise is expected to be no louder than the existing typical ambient noise levels at receptors near the east and west construction staging areas.

During construction, noise related complaints should be directed to the project's Resident Engineer. The Resident Engineer will then determine if the any additional noise abatements are necessary.

Barker, Mike

"Mike Barker"
<mgbarker54@comcast.net>
06/10/2006 09:17 AM

To <caldecott_public_comments@dot.ca.gov>
cc
bcc
Subject Yes on 4th bore of Caldecot Tunnel

How stupid are we as a society that we continually cater to people with no common sense. If you buy or rent a home near a tunnel, it's going to get noisier. If you buy or rent a house near an airport, it's going to get noisier.

I live near the Concord Naval Weapons station. When I bought my house 7 years ago, I didn't anticipate that it would be built out. Still, I'm not trying to fight progress. It's inevitable.

Count me as one of thousands who are in favor of the 4th bore of the tunnel.

Thank you for your comments.

Barnett, Peter D.

Peter D. Barnett
4659 San Sebastian Avenue
Oakland CA 94602

510-482-3060
pbarnett@fsalab.com

July 12, 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 Tunnel 4th bore

I am writing to express my opposition to a fourth bore for Highway 24 in the Caldecott Tunnel area.

As a daily commuter along Highway 80 between Richmond and Oakland I can attest to the fact that increased highway capacity has no effect on traffic. When I began that commute in 1988, traffic in the West bound direction in the afternoon commute hours was infrequently backed up to University Avenue. Now, nearly 20 years later, and with millions of dollars spent on widening Highway 80 between the Carquinez Bridge and the Bay Bridge Maze, traffic is routinely backed up to Central Avenue during the afternoon commute hours.

It should be obvious that traffic congestion will not be relieved until there is increased capacity on the Bay Bridge, and no lane changes required for commuters along popular commute routes. The connection between the Caldecott Tunnel and the Bay Bridge suffers from both of these problems, and increased capacity through the tunnels will only exacerbate them.

For these reasons, not to mention the adverse effects on pollution, local traffic density at either end of the tunnel, noise, fuel consumption, construction inconvenience, etc., I believe the 4th bore is an idea that should be rejected.

As a frequent commuter by bicycle and public transportation, I feel that the money spent on a 4th bore could be better spent on making public transportation more convenient: Increased secure parking for bicycles at the Oakland BART stations and the Contra Costa BART stations would encourage bicyclists to ride to the nearest BART station for their commute. Increased local bus service would accomplish the same goals. More importantly, increased support for business development in the area east of the hills would make many trips through the tunnel unnecessary. 1

It is apparent that commuters will put up with a certain amount of inconvenience in their daily commute routine. Increasing road capacity, even if it is effective in the very short term, will simply permit more development to occur without increasing the commuting inconvenience. This benefits only developers who can charge prices for the property based on the convenience of the commute. The unwary purchaser does not realize that this period of relatively convenient commuting will be short-lived as traffic rapidly builds to previous levels due to the increased development. There is simply nothing to be gained from the project.

Yours truly,

Peter D. Barnett

1- Please see the essays on “Scope of the Project” and “Transit” in Chapter 1.

Bartlett, Paul A.

"Paul A. Bartlett"
<paul_bartlett@berkeley.edu
>

07/10/2006 09:33 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject bike lane in new Caldecott tunnel

Dear Caltrans,

One of the State's highest priorities should be to promote alternative modes of transportation and more convenient pathways for non-vehicular traffic. I strongly urge you to incorporate a pedestrian and bicycle path in the additional tube that is being contemplated for the Caldecott Tunnel. 1

I live near the western entrance to the tunnel and strongly support creating the additional tube, but in this day and age it makes no sense pursue such a project without providing for a pedestrian and bike path. There are many trips to Orinda and Walnut Creek that I take now in my car - instead of my bicycle - simply because the leg up and over the hill is so round-about and so arduous.

California and the Bay Area in particular has a well-deserved reputation for supporting sensible approaches to the environment and pollution reduction. We should aspire to a similar reputation in planning for transportation options in the future.

Sincerely,

Paul Bartlett
--
Paul A. Bartlett
Professor of Chemistry, Emeritus 510-642-1259
Department of Chemistry, MC-1460 FAX: 642-1454
University of California
www.cchem.berkeley.edu/~pabgrp
Berkeley, CA 94720

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

Basham, Linda

lkapbash@comcast.net
07/11/2006 01:39 PM

To caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Stop plans for additional Caldecott Bores

I am a Rockridge homeowner who is very concerned about the proposed plan to drill an additional bore in the Caldecott tunnel. I believe that the proposed 5 years of continuous construction will provide very little benefit to commuters while having a dramatic effect on the lives & health of Rockridge residents. A thorough Environmental Impact Report does not appear to have been done & the consequences of the drilling activities have not been explored or openly debated. I request that the project be stopped altogether. At a minimum, a comprehensive study should be done in order to fully understand how neighboring communities will be impacted. 1

Linda Basham
468 Hudson Street Oakland 94618

1- Technical studies have been completed that incorporate project study limits. The findings of these studies were summarized in the environmental report. All impacts related to the construction of the proposed project were included and mitigation/minimization of these impacts are also addressed in the report.

The FHWA and the Department believe that the DEA/EIR and the FEA/EIR provide an adequate analysis of both potential impacts and potential mitigation measures as discussed in Chapter 2, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures and fully meets state and federal requirements. The FEA/EIR will not be withdrawn. Please see the essay on "The Environmental Process; Environmental Impact Statement/Environmental Impact Report ((EIS/EIR) versus and Environmental Assessment/Environmental Impact Report (EA/EIR); and Criteria for Significance" in Chapter 1.

Basham, Stephen

sbasham@comcast.net
07/11/2006 12:51 PM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Stop Plans for Additional Caldecott Bores

I am a Rockridge home-owner writing with deep concern about the proposed plan to drill an additional bore in the Caldecott tunnel. I believe that the proposed 5 years of continuous construction will provide very little benefit to commuters while having a dramatic effect on the lives and health of all Rockridge residents. It is my impression that a thorough Environmental Impact Report has not been prepared, and that the consequences of the proposed drilling activities have neither been thoroughly explored or openly debated. I am requesting that the project be terminated completely, or at a minimum, a comprehensive study be undertaken to fully understand how this will affect the neighboring communities in terms of environmental impact and noise pollution. 1

Sincerely,
Stephen Basham

468 Hudson Street
Oakland, CA 94618
510-985-8389
sbasham@comcast.net

1- Technical studies have been completed that incorporate project study limits. The findings of these studies were summarized in the environmental report. All impacts related to the construction of the proposed project were included and mitigation/minimization of these impacts are also addressed in the report.

The FHWA and the Department believe that the DEA/EIR and the FEA/EIR provide an adequate analysis of both potential impacts and potential mitigation measures as discussed in Chapter 2, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures and fully meets state and federal requirements. The FEA/EIR will not be withdrawn. Please see the essay on "The Environmental Process; Environmental Impact Statement/Environmental Impact Report ((EIS/EIR) versus and Environmental Assessment/Environmental Impact Report (EA/EIR); and Criteria for Significance" in Chapter 1.

Bendana, Yuri

Yuri Titov "Bendaña"
<ybendana@yahoo.com>
07/20/2006 11:31 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject bike route in caldecott tunnel

To Whom It May Concern,

I am writing to support the construction of a bike route in the Caldecott Tunnel. This bike route would allow commuters to easily go from the Contra Costa valley to Oakland and then on to the Bay Bridge via the planned bike route. 1

Sincerely,

Yuri Bendana

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

1-Please see Option J in the essay on “Bicycle and Pedestrian Access/Improvements” in Chapter 1.

Identical letters to the following letter below were submitted by the individuals listed in the table following the letter.

Shari Berger-Kulanu
<shari@greenmba.com>
07/09/2006 12:44 PM
Please respond to
shari@greenmba.com

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Caldecott Tunnel

Dear Caltrans,

A regional matter is upon us in transportation. The Caldecott Tunnel is being forced forward with insufficient concern for other forms of transportation except motor vehicles.

The concerns range from motor vehicle air, noise, and light pollution and increased congestion to invasive plant species, and decreased safety for those that walk or bike within 1 mile of on and off ramps. Traffic from on and off ramps interferes with children and their mothers walking and biking to school.

I would like to urge everyone to assist in ensuring that mitigations are properly negotiated when they bore a new hole in the 24 Hill. There is already a history of slicing, dicing and chopping up our cities to provide for automotive dominance. We need to ensure ped/bike transportation and the safety of everyone on the ground. 1

Seniors, children and disabled are the most impacted on our local city streets. There is little attempt to improve pedestrian or bicycle options in our transportation planning. There are many half completed bike lanes and paths that remain a vision years after they start. A bicycle travel route is safe when an 8 year old can go it alone without fear.

A pedestrian/bicycle path is under construction on the new east side of the Bay Bridge and engineering has been done for the western span. The cry is loud for the Alameda Tube and other bridges including the San Rafael Bridge to improve bicycle travel. There is a new pedestrian/bicycle bridge across I-80 in Berkeley and the Zampa Bridge in Vallejo. A big vision could see a spine from S.F. along 24 to the Iron Horse Trail and connecting the Bay Trail and future Delta Trail.

CalTrans intends to build a 2 or 3 lane tube, with shoulders, for cars through the Caldecott Hill. They say there is no need to allow for bicycles and pedestrians to use the shortcut. The distance by car is 0.6 miles and by bicycle or walking it is 7.5 miles up a 608-foot climb, on winding, narrow roads.

An acoustically separated, properly ventilated and properly lighted pedestrian/bicycle tunnel should be included in the project along with improved connections from Rockridge BART to Orinda BART. This would help to regionalize pedestrian and bicycle traffic by connecting Contra Costa County and Alameda County. If this tunnel is bored through the hill, it must contain pedestrian/bicycle elements and it will be used. 2

Please join me and get a better project that serves more people and provides for transportation options. If they are going to spend Public Money they need to provide for all the public, not just cars.

Sincerely,
Shari Berger,
Oakland Resident

Shari Berger-Kulanu
MBA, Sustainable Business
(510) 772 -8102

1- Please see the essay on “Bicycle And Pedestrian Access/Improvements” in Chapter 1.

2- Please see Option J in the essay on “Bicycle And Pedestrian Access/Improvements” in Chapter 1.

All of the following individuals listed in alphabetical order submitted identical letters.

Name	Email Address	Date Submitted
Berger-Kulanu, Shari	shari@greenmba.com	7/9/2006
Brown, Jeffrey J.	Jeffrey.Brown@perkinswill.com	7/10/2006
Colber, Valerie	vcolber3@earthlink.net	7/9/2006
Dessert, D. Mark	markd@powderhaus.com	7/10/2006
Fourt, William L.	William.L.Fourt.04@Alum.Dartmouth.org	7/10/2006
Grandy, Daniel L.	dlg@anshen.com	7/11/2006
Hester, Karen	Karen@hesternet.net	7/8/2006
Kaefer, Philip	Philip.Kaefer@som.com	7/10/2006
Kamooneh, Kasra	kkamooneh@yahoo.com	7/8/2006
Kovel, Kathy	kekbabylu@yahoo.com	7/10/2006
Ly, Mattison K.	Mly@lmsarch.com	7/10/2006
Malayan, Mimi	mimimalayan@yahoo.com	7/10/2006
Martin, Karen	kgmartin@hotmail.com	7/9/2006
McCandless, Scott	mcscotfree@hotmail.com	7/10/2006
Norwood, Zack	cooperativeroots@yahoo.com	7/10/2006
Ramaker, Amy	aramaker@sbcglobal.net	7/9/2006
Redding, Tiffany	pootie@sbcglobal.net	7/9/2006
Reid, David	dreid@usgs.gov	7/9/2006
Schmutzler, Josef	joeschmutzler@yahoo.com	7/10/2006
Sheahan, Patrick	pksarchitect@earthlink.net	7/9/2006
Soares, Christen F.	cf.soares@gmail.com	7/10/2006
Sung, Alice	gjas@msn.com	7/10/2006
Vann, James E.	JamesEVann@aol.com	7/10/2006
White, Ned	ned@mccoppin.com; ned.white@gmail.com	7/9/2006
Wootan, Sue	suewootan@sbcglobal.net	7/9/2006

Berlin, Hernan and Arnoldine

"Herman and Arnoldine Berlin" <haberlin@mymailstation.com>
06/24/2006 01:50 PM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Please,revise plans: they are inadequate

Those plans will destroy the environment in the Rockridge-Claremont Area! you will encourage more cars,pollution,bicycle accidents as well as pedestrians's accidents and hurt the numerous schools in the area.
Doctor and Mrs Berlin.

Thank you for your comments.

Bernardi, Laurie (6/7/06)

bernardl@strsoh.org ()
06/07/2006 12:16 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 (bernardl@strsoh.org) on Wednesday, June 7, 2006 at 12:16:34

Firstname: Laurie

Lastname: Bernardi

Phone: 510-665-1666

Address: 280 Caldecott Lane #310

City: Oakland

State: Ca

Zip: 94618

Comments: On Page 94 of the EIR, Viewpoint 6, you refer to Park View Condominiums. This is not correct. It is Parkwood Condominiums with 433 units. Not apartments either as mentioned previously. 1

1-The change was made in the FEA/EIR.

Bernardi, Laurie (6/06/06)

bernardl@strsoh.org ()
06/06/2006 02:58 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
(bernardl@strsoh.org) on Tuesday, June 6, 2006 at 14:58:00

Firstname: Laurie

Lastname: Bernardi

Business: STRS Ohio

Phone: 415-352-3280

Address: 280 Caldecott Lane #310

City: Oakland

State: CA

Zip: 94618

Comments: On page 161 of your noise chart, you do not include the Parkwoods Condominium building 180 Caldecott Lane. This building will be highly impacted from noise, dust, night-lights, trucks, construction staging. 180 Caldecott Lane has 44 units and is the closest to the Caldecott Tunnel where you plan to remove the mature trees. This building will be impacted more or equally to building 320 Caldecott Lane with 87 units. We also have a community swimming pool and do not want the dust from the construction filtering into our pool and filter systems. You must be more clear on how you will manage the dust. We do not want the contractors parking on Caldecott Lane if you are going to be working at night. We have very little parking and Athan Magganas three buildings and renters below us on Caldecott Lane have taken up most of the parking and he has more buildings to develop. 1 2

1- It should be noted that the table referred to by the commenter was used to determine operational noise impacts of the freeway, not of the construction. Replace the entire response with: The State's approach to operational noise abatement is to determine the receptor that would be most likely to exceed the noise abatement criteria or reach a predicted noise level determined to be significant. The rationale is that once we have determined the existence or non-existence of traffic noise impacts at these critical receptors in a given area it becomes unnecessary to analyze all the other receptors, which are physically less exposed to the freeway, and thus will have lower predicted noise levels. #320 Parkwoods has a greater exposure to the freeway than #180 Parkwoods. Our mid-day noise readings at #180 Parkwoods were substantially lower than those at #320 Parkwoods. Since traffic noise impacts have been determined at #320 Parkwoods, we do not have to analyze the noise at #180 Parkwoods as we know those predicted noise levels will be lower. It is not necessary to show traffic noise impacts at #180 Parkwoods because traffic noise impacts have already been determined to exist in the area and the next step is to analyze appropriate abatement.

In regards to the analysis of appropriate abatement, the State determines critical receptors in any given area to represent those areas. Again, as in the determination of traffic noise impact, the State does not analyze every single receptor and federal guidance does not require that every single receptor be analyzed. The fact that #180 Parkwoods was not included in the analysis does not mean that abatement is not being considered for that building, just that under the federal guidelines, if noise abatement has been shown to qualify for #320 Parkwoods, it becomes unnecessary to further analyze other residences that are more shielded from freeway noise. Please also see the essay on "Methodologies Used for the Impact Assessments/Local Ordinances" in Chapter 1.

In regards to dust, the BAAQMD requires feasible control measures that will abate particulates. These measures will be included in the project to the extent possible.

2- Please see the essay on "Construction Impacts" in Chapter 1.

Bird56@aol.com

bird56@aol.com
07/09/2006 12:36 PM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject

Congratulations. It is about time that another bore is made.

Bicyles can ride up and over if they care to; its fior the excercise isn't it. Gasoline taxes pay fior cars not bikes!

Check out AOL.com today. Breaking news, video search, pictures, email and IM. All on demand. Always Free.

Thank you for your comments.

Birkholz, Peter

Peter Birkholz
<peter@tomeliotfisch.com>
07/10/2006 01:24 PM

To "'Caldecott_Public_Comments@dot.ca.gov'"
<Caldecott_Public_Comments@dot.ca.gov>
cc
bcc
Subject 4th bore for caldecot tunnel add bike lanes

I am an Oakland resident that believes that adding a bike component to the proposed 4th bore for the caldecott tunnel should be added to the scope of the work. 1
Regards,
Peter Birkholz
2325 valley street Oakland, CA 94612

T O M E L I O T F I S C H

201 Post Street 7th floor San Francisco, CA 94108
tel 415.391.7918
fax 415.391.7309

www.tomeliotfisch.com

1-See Option J in the essay on “Bicycle and Pedestrian Access/Improvements” in Chapter 1.

Bishop, Ron

RON BISHOP - ARCHITECT - AIA
409 45th Street - Oakland - CA - 94609 - (510) 652-4667 E-Mail: rbishop747@aol.com

July 31, 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
(510) 286-6216

Re: Comments, Draft Environmental Impact Report, Caldecott Improvement Project on State Route 24

Dear Mr. McConnell:

I am writing to provide comments to the Draft Environmental Assessment/ Environmental Impact Report. I am an architect, a member of the MTC Pedestrian Safety Committee, participate on the State Bicycle/ Pedestrian Safety Committee, and am a member of the Caldecott Corridor 4th Bore Coalition. After reviewing the Draft Environmental Assessment/ Environmental Impact report prepared for the Caldecott Improvement Project on State Route 24 in Alameda and Contra Costa Counties, I have a number of concerns.

CalTrans must consider all the issues as they attempt to increase the number and speed of the motorists that will inundate our communities by using the Caldecott Tunnel. Many issues concern the entire corridor that CalTrans attempts to discount and dismiss. Caltrans is responsible for the lack of safety for pedestrians/ bicycles caused by the impacts made on our neighborhoods by their projects.

The planned Detention Basin displayed on your drawings is well outside the synthetic, sanitary boundary limits the CalTrans 4th Bore Project attempts to establish at the tunnel openings and adds more weight to extending those synthetic boundaries. 1

The most serious concern is the omission of pedestrian/ bicycle issues in the Draft EIR. That is not in keeping with the CalTrans Deputy Directive #64. All Major Projects must consider pedestrian and bicycle travel. 2

The Caldecott Tunnel is being forced forward with insufficient concern for any form of transportation except motor vehicles. Concerns range from increased motor vehicle congestion, and decreased safety for those that walk or bike within 1/2 mile of on/ off ramps, to air pollution, light pollution, noise pollution, erosion, soil stability and invasive plant species.

Seniors, children, and the disabled are the most impacted on our local city streets. Traffic at on/ off ramps endangers children and their mothers walking and biking to school or recreation facilities. There is little attempt to improve pedestrian or bicycle options in transportation planning. There are many half completed bike lanes and paths that remain a vision years after they start. "A bicycle travel route is safe when an 8 year old can go it alone without fear." Enrique Pendulosa, former Mayor, Bogotá, Columbia.

For many years our cities have been sliced, diced and chopped into little pieces to provide for automotive dominance. In Alameda County pedestrians have difficulty crossing from south to north because of Highway

24. Bridges were removed and all proposals to reconnect neighborhoods have been rebuffed. We need to ensure safe pedestrian/bicycle transportation and the safety of everyone on the ground.

The areas in the vicinity of the many on /off ramps that dot Highway 24 are very dangerous for everyone, but particularly the public not in motor vehicles. There is little or no pedestrian traffic near on/off ramps because of the danger and inhospitable environment. CalTrans continues to refuse considering any mitigation and that must change on this and all future projects.

All on/off ramps for the entire length of the corridor will now incur more motor vehicle traffic. At on ramp locations motorists commonly speed in preparation to enter the Highway. On the exit ramps motorists are still driving freeway speeds. There is little or no attempt to provide a transition speed zone and that needs to be included. Every street along the Highway 24 corridor within a minimum distance of 1/2 mile, of Highway on/ off ramps must be re-evaluated for pedestrian/ bicycle safety. Steps must be taken to provide transition zones, mitigate traffic speeds, and modify motorist behavior to improve safety for all. 3

The lack of speed transition zones at on/off ramps limits pedestrian/bicycle travel and creates less than safe conditions. Many parents and children are effectively barred from Frog Park because of the unsafe street conditions along Claremont Street at the on/ off ramps. Parents cannot allow their children to walk or bike to Chabot Elementary School because of the conditions at Broadway and Patton and along Miles Street. Telegraph at Highway 24 is all but a dead zone for pedestrian bicycle travel. Martin Luther King Junior Way is a typical freeway viaduct that all but bars non-motorist travel despite being surrounded by senior housing and a senior center. Highway 13, Tunnel Road, and Ashby Avenue are examples of roadways that belong to Caltrans, are not a good commute for pedestrians, and are marginal for bicycles. All these examples and several more not listed are indicative of the less than human transportation planning that has invaded our landscape and inhibited travel for many.

A grand vision could see a spine from S.F. along 24 to the Iron Horse Trail and connect the Bay Trail and future Delta Trail. The vision requires including a first class pedestrian/ bicycle element in the proposed Caldecott Tunnel and safe connectors to Orinda BART, Rockridge BART and Berkeley. This connection will regionalize pedestrian/bicycle transportation and promote non-pollution producing travel by connecting Contra Costa County and Alameda County. 4

A pedestrian/bicycle path is under construction on the new east side of the Bay Bridge, and engineering has been done for the western span of the bridge. The cry is loud from Alameda to improve pedestrian/bicycle travel. Other bridges including the San Rafael and San Mateo Bridges lack in travel options. The new pedestrian / bicycle bridge across I-80 in Berkeley and the Zampa Bridge in Vallejo are examples of better planning to accommodate non-motorized travel and are being used.

CalTrans intends to build a 2 or 3 lane tunnel, with shoulders, for cars through the Caldecott Hill. They say that despite Caltrans Deputy Directive DD #64 there is no need to allow for bicycles and pedestrians to use the shortcut. The distance between the portals by car is 0.6 miles and by bicycle or walking on the current route is 7.5 miles up a 608-foot climb, on hilly, winding, narrow roads.

Caltrans has not made an adequate effort to determine how many bicycle riders presently use the Highway 24 corridor for commuting or recreation. Caltrans has not made any efforts to determine how a new tunnel with pedestrian/ bicycle access would increase that mode shift for commuting or recreational opportunities. In light of Caltrans statement that the new bore will not increase traffic it would seem to be a good idea to include pedestrian/ bicycle travel to increase the use of the transportation corridor. 5

2

An acoustically separated, properly ventilated, properly lighted pedestrian/ bicycle tunnel should be included in the project along with first class connections from Rockridge BART to Orinda BART. If this tunnel is bored through the hill, it must contain pedestrian/bicycle elements, which would cost less than digging another separate tunnel or resurrecting the Old Tunnel. A well-designed tunnel with connecting paths to nearby cities will be used for commuting and recreation. 6

There is no attempt to address the issue of the impact on Fish Ranch Road during construction and the severing of the only bicycle connection available in the Project Report. This project will increase the bicycle route by 3 to 5 miles over the already exorbitant 7.5 miles that a cyclist must ride to cross the hill while motorists drive through the tunnel free. MUTCD 2003 CA 6D.101 States: Bikes travel shall be considered. Bikes shall be allowed to ride on the road through work zones. MUTCD 2003: Traffic impact during construction is important and should be discussed. Bike facilities cannot be removed. 7

Another issue is the loss of a north-south pedestrian/ bicycle connection from Temescal to Highway 13 on the north side of Highway 24 caused by the demolition of the Landvale Bridge. A new pedestrian/ bicycle connection is required and needs to be corrected during this construction project. The practice of limiting or eliminating options for pedestrian / bicycle travel needs to be rectified now. The tie to reconnect the North-South and East-West connections at the important 24/13 intersection is not an also, but a requirement. 8

There is construction noise and traffic to numb our minds and bodies that will not be contained within Caltrans Draft EIR boundaries. There will be further decreased safety of the school children that use the area. Their play, exercise and transportation is discounted and dismissed by your agency. This is a shameful practice. 9

Global warming is real. Caltrans should provide leadership to help curtail the major contributors of green house gases, but instead intends to bar any alternative. 10

I would like to see this project take on an entirely new tenor and embrace pedestrian/ bicycle travel as a viable option along the entire corridor on both sides of the tunnel.

Overall I found the Draft Environmental Assessment/Environmental Impact Report draws inappropriate conclusions regarding the environmental impacts of the construction of the 4th Bore. The Report ignores many serious environmental consequences and impacts of the 4th Bore's construction on residents, pedestrians and bicyclist on both sides of State Route 24 west of the Caldecott Tunnel. I found in my review that the Report for the 4th Bore construction fails to provide an accurate environmental assessment and conclusions relative to the impacts of the construction of the 4th Bore. The impacts will be most serious for local residents, school children, pedestrians, bicyclist, and physically challenged citizens. Issues of human powered travel, trees, biological resources, wildlife habitat, noise, traffic congestion and air pollution in the vicinity of Highway 24 are not adequately addressed in the document. Alameda County will bear the brunt of the impact, but it will also impact Contra Costa County in many ways that will seriously degrade quality of life in our communities on both sides of the freeway and the tunnel.

For example, I and other members of the Caldecott Tunnel 4th Bore Coalition found this Draft Environmental Assessment/Environmental Impact Report for the Caldecott Improvement Project fails to meet even the most minimal NEPA and CEQA requirements for disclosure, analysis, and mitigation. It is deficient in failing to:

- respond to and address detailed comments submitted during the scoping period 11
- accurately describe the project's purpose and need 12
- fully describe the project for the purposes of environmental impact assessment 13
- provide an adequate environmental baseline for comparison with project impacts 14

3

- define an adequate area for the mitigations and impacts 15
- analyze an adequate range of alternatives 16
- use appropriate criteria of significance protective of the environment; for example, the noise criteria of significance of 12 dBA leq is more than twice the increase considered significant in City of Oakland or City of Berkeley CEQA documents. It represents a two hundred fifty percent (250%) increase in noise over background conditions, even with the freeway in full operation 17
- adequately analyze project impacts; this was evident in areas such as noise, where it failed to do noise studies and to properly evaluate the project impacts on residences (Hiller Highlands homes and planned residences on the south side of Highway 24) 18
- correctly report the number of trees and species of trees that will be impacted by the project, and to accurately report in the Appendix A that the project will conflict with local policies or ordinances protecting biological resources, such as a tree preservation ordinance 19
- adequately address with clearly specified and funded mitigation the long-term impacts of the clear cutting of trees and shrubs, based on the years for the small 5-gallon trees proposed as replacements to mature trees and to replace the wildlife habitat value of the present trees and shrubs 20
- correctly report the findings of the Metropolitan Transportation Commission's "Caldecott Tunnel Corridor Study", which were cited in this report as a basis for rejecting the "Mass Transit" alternative; 21
- adequately address mitigation measures needed to prevent the introduction of noxious weeds into wild land areas and replanted areas as part of the project 22
- adequately analyze or comment on the impact on and to accommodate non-motorized travel through the Tunnel area or over the new and existing freeway lanes and the proposed sound walls 23
- promote safety of pedestrians and bicycles along the corridor, particularly in the vicinity of on and off ramps 24
- identify adequate, enforceable mitigation measures that can be monitored; 25
- fully consider cumulative projects and their impacts 26
- follow CalTrans Deputy Directive #64 to include pedestrian/bicycle need in all new major construction projects 27

My specific comments on selected topics are presented below.

Pedestrian/Bicycle Access:

- improve access for bikes and pedestrians along the entire corridor along Highway 24 on both sides connecting Rockridge BART and Berkeley, to Orinda BART, through the Caldecott Tunnel 28
- include a north south crossing for pedestrian/ bicycle access from Lake Temescal to a landing point near Hiller Highlands replacing the demolished Landvale Bridge connection 29
- premium pedestrian and bicycle routes including bike lanes and sidewalks shall be included to mitigate the degradation of the existing infrastructure. These shall connect from Rockridge BART all the way to the tunnel 30
- the tunnel itself shall include a First Class pedestrian and bicycle multi-use path, physically and acoustically separated, properly ventilated, properly lighted, safe and secure, open 24 hours a day 31
- the east side of the Caldecott tunnel from the eastern portal to Orinda shall include a pedestrian and bicycle path past the Shakespeare Theatre to the center of Orinda and connect to Orinda BART and St. Stevens Trail 32
- the existing bicycle path from Oakland, along Tunnel Road to Skyline, and over to Orinda shall be upgraded to provide safe access for bicycle and pedestrian travel to the top of the hill while discouraging increased motorist traffic 33

4

- the many local street connections to and from highway 24, shall be studied and mitigations taken to improve the pedestrian access and enhance bicycle travel for a distance of 1/2 mile minimum in all directions from all such connections. Caltrans shall take steps to design all freeway connections to include an engineered transition zone from freeway speeds to city street speeds 34
- improve bicycle and pedestrian travel and safety in the vicinity of all schools along the highway 24 corridor 35
- Highway 13 from the northern connection to Highway 24 shall be engineered to provide bicycle and pedestrian access on both sides of Highway 13 to I-880 to further improve the safety of the motoring and non-motoring citizens CalTrans is sworn to serve 36
- Broadway shall be studied and enhanced to provide for increased pedestrian and bicycle safety and decreased motorists speed 37
- street corridors for calming in Alameda County include, but are not limited to: Telegraph, Tunnel, College, Broadway, Claremont, 51st, Patton, Miles, Keith, Martin Luther King Jr. Way, and MacArthur 38
- work with Contra Costa County to improve the safety of pedestrians and bicycles in the vicinity of the many freeway on/off ramps along highway 24 39
- address the long term effects of air pollution and the effects on the populations that inhabit the vicinity of the major transportation corridors 40
- address light pollution (see Dark Sky) derived from the present sign illumination methods employed by CalTrans and to consider the use of new Light Emitting Diodes (LED) methods of signage which would also be a cost savings for operation 41
- design more appropriate, less harsh, safe lighting for the interior of the Caldecott Tunnels 42
- MacArthur, Rockridge and Orinda BART stations, to improve the transit rider environment, shall have improved acoustic treatments implemented 43
- noise measures should consist of speed controls, clear sound barrier materials and road surface treatments such as asphaltic rubber, open graded asphalt and acoustic treatment at the openings to all the tunnels to decrease the trumpet effect of the tunnels and sound 44

The Caltrans Draft EIR document fails to serve CEQA's and NEPA's purposes of full public disclosure and reducing potential impacts of the project. The document should be substantially revised and recirculated for public review as an EIS/EIR. Other members of the Caldecott Tunnel 4th Bore Coalition in their verbal and written comments have submitted detailed comments on many of the deficiencies. I will not repeat all of these comments, but I endorse their verbal and written comments,

Comments listed above in this document are issues that have been inadequately addressed. Caltrans should step back and prepare an EIS/EIR. The people of California deserve a multi-modal, better project, for public money. 45

Sincerely,

Ron Bishop

Ron Bishop AIA

5

1- The proposed detention basin is no longer being considered. Please see the essay on "Project Study Area Boundaries" in Chapter 1.

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

3- Caltrans' Highway Design Manual is developed to provide standards and guidelines addressing various issues related to vehicular operations and to maintain consistencies in state facilities. During the design process, we will follow guidelines established in the Highway Design Manual.

4- Please see the essays on "Bicycle and Pedestrian Access/Improvements" and "Scope of the Project" in Chapter 1.

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

6- Please see the essays on "Bicycle and Pedestrian Access/Improvements" and "Scope of the Project" in Chapter 1.

7- The vehicular impact to Fish Ranch Road during construction will be minimal, limited to only a few weekend closures.

8- Please see the essay on "Cumulative Impacts/Enhancements" in Chapter 1.

9- Please see the essays on "Construction Impacts" and "Project Study Area Boundaries" in Chapter 1.

10- While climate change has been a concern since at least 1988 as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to "greenhouse gas"[1] (GHG) emissions reduction and climate change research and policy has increased dramatically in recent years. In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations will apply to automobiles and light trucks beginning with the 2009 model year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's greenhouse gas (GHG) emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) by the year 2050 to reduce GHG emissions to 80% below the 1990 levels. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that ARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-17-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team. Caltrans strives to be a good steward of the environment and as a member of the executive branch of the state government, shares your and our governor's concerns regarding greenhouse gasses and global warming. This is reflected in our Director's Policy DP-23 which states, "(Caltrans) Coordinates with external agencies on cross-agency policy framework and provides support for clean transportation and (the) State's effort on climate change and global warming." The Department and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from

[1] Greenhouse gases related to human activity include: Carbon dioxide, Methane, Nitrous oxide, Tetrafluoromethane, Hexafluoroethane, Sulfur hexafluoride, HFC-23, HFC-134a*, and HFC-152a*.

transportation, the Department has created and is implementing the *Climate Action Program at Caltrans* (December 2006).

One of the main strategies to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph. Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in GHG emissions. A transit alternative was analyzed for this project and found not to meet the purpose and need of the project (see the essay on "Transit" in Chapter 1). In addition, by helping improve the state highway system infrastructure the project will increase efficiencies for future motor vehicles which we assume will be fueled by less polluting petroleum based fuels and/or based on other less polluting technologies.

The Caldecott Improvement Project will add a minimal amount of new impermeable surface area to an already urbanized area, which could theoretically add to global warming by increasing the heat island effect. However, trees reduce the heat island effect through the natural cooling process of shading and reducing evapotranspiration. Native trees removed by the project will be replaced at a 3:1 to 5:1 ratio, providing shade. Given the small amount of impermeable surface area to be added in an already urbanized setting, and the replacement of native trees and shrubs, the Caldecott Improvement Project is not expected to add to any existing heat island.

The No-Project Bay Area wide projected weekday VMT is 80,410,808 vehicle miles traveled. The two-lane bore projected VMT is 80,251,260 vehicle miles traveled. The small decrease in VMT in Alternative 2N, the Preferred Alternative, is likely due to travelers taking advantage of the decreased congestion in the Caldecott Tunnel to take more direct routes to their destination.

The amount of carbon dioxide produced by a given gasoline or diesel fueled motor vehicle is directly proportional to the amount of fuel that it burns. Motor vehicles get considerably better mileage and burn less fuel per mile traveled when they can travel at a uniform speed rather than in the kind of stop and go conditions caused by traffic congestion. Therefore, the reduction in congestion accomplished by this project should result in a reduction in the amount of carbon dioxide produced by motor vehicles.

As noted above, the project will result in a slight decrease in Bay Area wide projected weekday VMT. This coupled with the fact that vehicle emissions will decrease as a result of congestion relief, i.e. there will be more free flowing traffic and fewer engines idling while queuing up outside the tunnel portals thus producing fewer "greenhouse gasses", indicates that the project will have a beneficial effect by reducing "greenhouse" gasses and any resultant climate changes.

11 to 14- Comments 11 to 14 are identical to comments 1 to 4 in the letter from Mayer Luce Development. Please see Mayer Luce Development responses 1 to 4.

15- Please see the essay on "Project Study Area Boundaries" in Chapter 1.

16 to 22- - Comments 16 to 22 are identical to comments 5 to 11 in the letter from Mayer Luce Development. Please see Mayer Luce Development responses 5 to 11.

23- The Caldecott Improvement Project will have no significant impacts on existing pedestrian or bicycle facilities within the project area. Please see response #2 in the essay on "Traffic Operations" in Chapter 1.

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

25 – Comments 25 is identical to comment 13 in the letter from Mayer Luce Development. Please see Mayer Luce Development response 13.

26- Comment 26 is identical to comment 14 in the letter from Mayer Luce Development. Please see Mayer Luce Development response 14.

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

28-Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1. Also ACCMA's 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 the "Scope of the Project" in Chapter 1.

29-This option was investigated by the ACCMA-led 13/24 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 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. Please see the essay on Bicycle and Pedestrian Access/ Improvements in Chapter 1.

30-Please see the essays on "Bicycle and Pedestrian Access/Improvements" and "Scope of the Project" in Chapter 1.

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

32-Existing bicycle access on the shoulders of State Route 24 between the tunnel and Orinda will remain. Steep, rocky terrain on both sides of State Route 24 make a Class I Bikeway very expensive due to the need for high retaining walls and gentle grades for ADA compliance. A study conducted in 2001 to widen the eastbound Orinda off-ramp included a Class I Bikeway on the south side of State Route 24, but there was not sufficient local support to continue the project. In addition, CCTA's Countywide Bikeway Network does not include this improvement. Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.

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

34- Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1. Caltrans design criteria, standards, policies, and procedures have been applied to all affected freeway connections.

35- Bentley School is located on Hiller Drive west of the Tunnel Road/Hiller intersection. 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. Other schools along the corridor are not impacted by the project and those improvements should be coordinated with the appropriate agency having jurisdiction. See Options A1 and A2 in the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.

36- State Route 13 to Interstate-880 is not impacted by the Caldecott Improvement Project.

37- Feasibility studies performed by the ACCMA, in conjunction with various local user groups, have shown that upgrading the existing Kay Overcrossing bicycle route to link Lake Temescal with Tunnel Road is a viable option (Option E). Improvements for this existing route along Broadway and Caldecott Lane would cost in the range of $2.0 - $2.5 Million. Upgrading the same route for pedestrians would double the cost due to ADA compliance issues, specifically steep existing grades on both Broadway and Caldecott Lane. 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. See Options E in the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.

38- See the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1. The appropriate agency having jurisdiction should be contacted for street calming on roadways within their purvue.

Please also see the essay on "Scope of the Project" in Chapter 1.

39- Comment noted.

40- 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. The SIP is designed to be protective of human health.

41- The illuminated signs that you are referring to are overhead signs with green opaque background and white letters. These signs generally provide information regarding movements permitted and directional guidance.

These signs must be clearly visible and legible to motorists traveling at high rates of speed so that they have adequate time for decision-making and proper response. Visual consistency and sign recognition is extremely important. Sign appearance, i.e. size, background color, font style and size is strictly controlled by State and Federal regulations for uniformity throughout the United States. Current lighting systems are designed to provide effective nighttime legibility and uniform illumination of the sign face/message. It would compromise motorist's safety if there were a reduction in sign illumination below current levels. LED's are currently being used for traffic signal applications, but at the present stage of development they are not considered feasible for this type of sign application.

42- The lighting for the fourth bore is being designed in accordance with the latest standards for tunnel lighting that take into account both the volume and traffic speed, and external luminance. The design of the lighting system includes a number of provisions aimed at improving the quality of lighting in the fourth bore, including:

- Reflective panels will be mounted on the walls of the tunnel ;
- The position of lighting elements have been selected to optimize lighting relative to motorists;
- The light fixtures are more concentrated at the portal areas as compared to lighting towards the center of the tunnel to allow the eyes of motorists to gradually go from daylight at the portal to lower light levels inside the tunnel; and
- The light fixtures close to the portals are automatically adjusted through the lighting controller to match the outside day light intensity.

43- Please see the essay on "Scope of the Project" in Chapter 1.

44- The existing pavement within the project study area boundaries is Portland cement concrete. Concrete is a durable material for highway pavements. This existing pavement has recently been rehabilitated and is in good condition. Its expected remaining life is estimated to be 20 to 40 years. Placing open graded asphalt concrete (OGAC), or rubberized asphalt concrete (RAC), as a noise mitigation measure would involve the following: The existing concrete pavement would have to be cracked and seated during night-time lane closures, and an appropriate thickness of overlay placed on top. The resulting pavement would have a total expected life of 20 years before needing major rehabilitation, and has estimate additional cost of $5M to the Caldecott project. Caltrans position is to keep the existing concrete pavement since it requires less maintenance and is in good serviceable condition. A berm/sound wall noise barrier solution has been chosen for the Caltrans right-of-way adjacent to Caldecott Lane.

45- The FHWA and the Department believe that the DEA/EIR and the FEA/EIR provide an adequate analysis of both potential impacts and potential mitigation measures as discussed in Chapter 2, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures and fully meets state and federal requirements. The FEA/EIR will not be withdrawn. Please see the essay on "The Environmental Process; Environmental Impact Statement/Environmental Impact Report ((EIS/EIR) versus and Environmental Assessment/Environmental Impact Report (EA/EIR); and Criteria for Significance" in Chapter 1.

Blackwell, Mary Ann

"Mary Ann Blackwell"
<stressaway@msn.com>
07/12/2006 07:33 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Bicycle/pedestrian path in Caldicott Tunnel

To Whom It May Concern:

I support the bicycle pedestrian route through Caldecott Tunnel. It would be a grievous shame to not have this available for non-motorists. I would personally bicycle through the Caldecott Tunnel if it were available.

Please make a bicycle/pedestrian route through the Caldecott Tunnel.

Sincerely,

Mary Ann Blackwell, R.N.

Thank you for your comments.

Blus, Gina

"Gina Blus"
<gina.blus@gmail.com>
07/10/2006 08:01 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject please add bike access

Dear Caltrans:

please continue the positive trend of including bicycle-safe travel for the Bay Area. With the advent of peak oil and the drastic need to curb green house gases, we need to do all we can to encourage people to travel by non-motorized means. 1

Thank you.

Sincerely,
Gina Blus
Oakland CA

1- Thank you for your comment.

Bona, Phil

"Phil Bona"
<PBona@wlc-architects.com>

07/31/2006 12:32 PM

To <Caldecott_Public_Comments@dot.ca.gov>
cc
bcc
Subject FW: 4th Bore of Caldecott Tunnel Must have a Pedestrian / Bicycle Lane

Dear Caltrans,

The San Francisco Bay Area is being faced with a significant Transportation Equity issue. As you know, the Caldecott Tunnel is being pushed forward to only facilitate passage of motor vehicles. This is a civil rights issue because thousands of daily commuters who would travel through the Caldecott corridor to access their homes and jobs are prevented access due to existing geographic constraints because of the Grizzly Peak Mountain area and the fact that they don't have a car, or often easy and affordable access to public transportation. 1

Further there are environmental concerns that range from motor vehicle air, noise, and light pollution and increased congestion to invasive plant species, and decreased safety for those that walk or bike within 1 mile of on and off ramps. Growth patterns in the greater Bay Area are continuing sprawl development that is based on the automobile as the sole source of transit. The people of the San Francisco Bay Area deserve better than that. We need to ensure that pedestrian and bicycle bike transportation and the safety for all citizens are an available option and resource.

The current plan is to build a fourth 2 or 3 lane bore with shoulders, for cars only through the Caldecott Hill. The distance by car is 0.6 miles but for the pedestrian or bicyclist it is 7.5 miles up a 608-foot climb, on dangerous winding, narrow roads to traverse that commute area. There is a need to allow for bicycles and pedestrians to use the shortcut so the Bay Area can better respond to its current transportation inequities.

An acoustically separated, properly ventilated and properly lighted pedestrian/bicycle tunnel is a viable option and can be further improved with connections from Rockridge BART to Orinda BART. This would go a long way to regionalize pedestrian and bicycle traffic by connecting Contra Costa County and Alameda County. 2

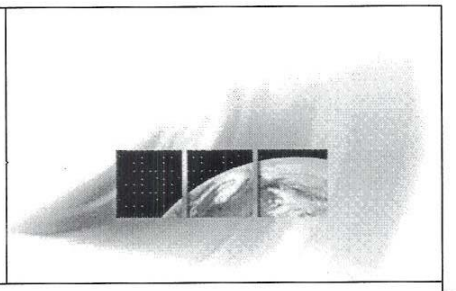
A pedestrian/bicycle path is under construction on the new east side of the Bay Bridge and engineering has been done for the western span. The public has been outspoken about improving bicycle travel through the Alameda Tube and on other bridges including the San Rafael Bridge. There is a new pedestrian/bicycle bridge across I-80 in Berkeley and the Zampa Bridge in Vallejo. The bigger vision can see a spine from S.F. along 24 to the Iron Horse Trail and connecting the Bay Trail and future Delta Trail.

If this tunnel is bored through the hill, it must contain pedestrian/bicycle elements and it will be used. If Public Money is to be spent, our civil rights require that provisions for pedestrian, bicycles, buses and automobiles be provided for.

Thank you,

Philip Bona

Philip J. Bona, AIA
WLC Architects, Inc.
1250 45th Street, Suite 150
Emeryville, CA 94608
W. 510-450-1999
C. 510-815-2832
F. 510-450-2525
pbona@wlc-architects.com



The only way to predict the future is to have the power to shape the future.

1-Please see the essay on "Bicycle and Pedestrian Access/ Improvements" in the Chapter 1. Caltrans and Federal Highway Administration (FHWA) consider bicycle and pedestrian issues on all of their projects, however creating a bicycle and pedestrian lane in the new tunnel would be too costly and neither safe nor healthful. FHWA and Caltrans followed the policies and directives that require consideration of local, state, and federal bicycle and pedestrian policies. We do not consider the construction of the Caldecott Improvement a "civil rights issue". The Caldecott Improvement Project is part of the Metropolitan Transportation Commission's multimodal Regional Transportation Plan for the region, which includes all modes of transportation. Please also see the essays on "Transit" and "Regional Measure 2 and Contra Cost Costa Measure J" in Chapter 1.

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

Bret, Charles

CABret@aol.com
07/23/2006 12:31 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Draft EIR/EA

Well, this is symptomatic of the whole "improvement" project, more accurately "expansion". Apart from the fact that this whole thing is sitting right on top of the Hayward Fault, you are moving chairs on the deck of the Titanic, pushing the traffic jams down the hill into the already hopelessly overloaded cypress tangle of freeways. I guess for us hill dwellers the upside is that the exhaust fumes from idling traffic will move down to the flatlands, maybe. I take little pleasure in this. The recent crossover from 880 to 80 is already jammed. More holes in the hills will be jammed from day one, too, for sure. So all of this is really for naught. Your problem is that development proceeds apace further and further out to the East, now also behind the crumbling levies along the Sacramento River delta. We have no regional plan for anything (ABAG, a joke), though we do have BART (a better solution). You guys are showing 1950's thinking at 2050 prices. I don't buy your EIR, costing, or anything else other than that is going to be a pain for the neighborhood and a waste of money with the Big One flattening the lot.

Charles Bret
1021 Aquarius Way, Oakland.....
"There is no cure for birth and death save to enjoy the interval." George Santayana

Thank you for your comments.

Brown, Linda

"Linda Brown"
<BC3Connections@aol.com
>
07/06/2006 10:32 AM

To "Caldecott_Public_Comments@dot.ca.gov"
<Caldecott_Public_Comments@dot.ca.gov>
cc
bcc
Subject Attention: Sheryl Dorado, Associate Environmental Planner

July 5, 2006
Senior Environmental Planner Gregory McConnell
Mail Station 8B, P.O. Box 23660
Caltrans District 4, Environmental Analysis
Oakland, CA 94623-0660

Dear Gregory McConnell,

Dear Mr. McConnell:

Please move the EA/EIR for the fourth bord of the
Caldecott Tunnel project forward and respectfully decline calls to reject the
EA/EIR. C

Calls to reject the EA/EIR are simple delaying tacts that many people suppporting
population birth control and/or no more popuatlion growth in the Bay Area have
used for years--at least since 1997, the time I've been working on this issue.

Traffic congestion is one of the leading concern of Bay Area residents, and
the Bay Area's economic health and quality-of-life demand serious improvement
to the regional transportation system.

It is time to stop holding projects that benefit so many people hostage.

Adding a fourth bore at the Caldecott Tunnel is one of the most important projects,
and I urge Caltrans to certify the project environmental document (EA/EIR) and
construct the project as quickly as possible.

Sincerely,

Linda Brown
2609 Chelsea Drive
Oakland, CA 94611-2421

Thank you for your comments.

Buchanan, Ed

Ed Buchanan
<ebuchanan@jarvisarchitects.com>
07/10/2006 09:26 AM

To <Caldecott_Public_Comments@dot.ca.gov>
cc
bcc
Subject Bike lanes for Caldecott Tunnel

To whom it may concern:

When considering the issues for the new Caldecott Tunnel bore, please make sure to INCLUDE Bicyclists and Pedestrians. Do not spend my tax dollars on an automobile only solution, especially as gas prices increase, pollution increases and we waste and ruin the finite natural resources and beauty that make this such a desirable place to live. 1

CalTrans intends to build a 2 or 3 lane tube, with shoulders, for cars through the Caldecott Hill. They say there is no need to allow for bicycles and pedestrians to use the shortcut. The distance by car is 0.6 miles and by bicycle or walking it is 7.5 miles up a 608-foot climb, on winding, narrow roads. This makes no sense to me.

Please include as a PRIORITY, safe ways and means for pedestrians and bicyclists to travel in the shortest distance possible, frequented routes in this area, as if they were the primary means of travel. Please look at the big picture when undergoing a significant project such as this.

I would like to urge everyone to assist in ensuring that mitigations are properly negotiated when they bore a new hole in the 24 Hill. There is already a history of slicing, dicing and chopping up our cities to provide for automotive dominance. We need to ensure ped/bike transportation and the safety of everyone on the ground.

An acoustically separated, properly ventilated and properly lighted pedestrian/bicycle tunnel should be included in the project along with improved connections from Rockridge BART to Orinda BART. This would help to regionalize pedestrian and bicycle traffic by connecting Contra Costa County and Alameda County. If this tunnel is bored through the hill, it must contain pedestrian/bicycle elements and it will be used. 2

Sincerely,

Ed
--

Edward W. Buchanan, Architect

Jarvis Architects
5278 College Avenue
Oakland, CA 94618

(510) 654-6755 ext-22
(510) 654-3424 fax

www.jarvisarchitects.com

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

2- See Option J in the essay on “Bicycle and Pedestrian Access/Improvements” in Chapter 1.

Burdeyney, Delia

delia burdeyney
<deliaburd@yahoo.com>
06/28/2006 05:39 PM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject NOT SO FAST

I urge you to act responsibly and look alternatives to
adding another bore to the Caldicott tunnel. We have
hit and passed peak oil production. Gasoline will be
scarce and we should address that with public 1
transportation. Environmentally we are getting this
rammed down our throats. I bet you didn't even know
the strip of land the tunnels are under is the ONLY
wildlife corridor for animals endangered or otherwise
to move north across 10 lanes of freeway.Foxes, 2
coyotes,reptiles and I have even seen a mountain
lion.Where can they go the next eight years you plan 3
on blasting and carving out the rock? What about the
impact of the dust and noise on all of us in Alameda 4
county, when it won't even benefit us!The existing
bores and freeway devastated this neighborhood when
they were built and turned it into a retail wasteland.
Now just as it is finally recovering you are planning
to do worse.How much more burden is a neighborhood
supposed to take? Even now I have to keep windows
closed, and hose the rubber dust off my house every
two weeks. Please reign in Caltrans! Someone has to!
Incidentally, when I go east I take BART-it is a
snap-why not invest the money on convincing lardbutts 5
sitting in their cars to do the same?
Delia Burdeyney
5680 Oakgrove Ave, 94618
ONE BLOCK AWAY!

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

1- Please see the essay on "Alternatives Considered in the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR)" in Chapter 1.

2- Caltrans is aware that the Caldecott Wildlife Corridor exists on the land over the tunnels. Section 2.3.6, Resource Management Plan for the Caldecott Wildlife Corridor, of the environmental document discusses the project's consistency with the plan. To minimize impacts to wildlife in the wildlife corridor, each of the protective measures set forth in the Resource Management Plan will be implemented during construction and operation of the Project.

3-Construction of the fourth bore will be completed in approximately 5 years. Regarding blasting, please see the essay on "Construction Impacts" in Chapter 1. Blasting will be limited and infrequent and should not affect sensitive wildlife populations.

4- In regards to construction noise impact, hourly (Leq(h)), as well as maximum (Lmax), noise level descriptors were used to analyze impact. Measurements of existing ambient noise levels have been made at several locations adjacent to the Caldecott Tunnel. The locations were chosen based on their exposure to the construction noise. These measurements included both daytime and nighttime noise. Ambient noise levels vary throughout the day. Peak noise levels were recorded from single events (as measured by the descriptor Lmax) such as vehicular back firing (e.g., trucks, motorcycles). The ambient noise levels were then compared to expected noise levels from construction activities.

For the construction staging area the west portal, the analysis indicates that if noise from construction activities (including single events) does not exceed 86 dBA at a distance of 15.2 meters (50 feet) and a temporary noise barrier is constructed, construction noise at the measurement locations is expected to be no louder than existing ambient noise. Put another way, no single construction noise event will create noise higher than the single noise events that are occurring now, hence there will be no significant impact due to construction noise. For this project the contract will require that noise from equipment be kept under the noise level of 86 dBA at 15.2 meters (50 feet). This is a standard currently being used on other state projects and has been shown to be consistently attainable.

For the analysis of construction noise at the east portal, ambient noise readings were taken on Grizzly Terrace Drive, the neighborhood with the most exposure to the construction noise. The construction noise limit of 86 dBA at 50 feet will also apply to this staging area. The analysis indicates that with normal dissipation in noise over distance (with no temporary soundwall), construction noise, whether continuous or single event, will not reach levels higher than those that are now occurring.

In regards to dust, the BAAQMD requires feasible control measures that will abate particulates. These measures will be included in the project to the extent possible. The project will benefit the residents on both the east and west side of the tunnel, by eliminating the daily reversals of the bores, and adding additional lanes congestion will be relieved especially in the reverse commute direction.

Please also see the essay on "Construction Impacts" in Chapter 1.

5-Please see the essays on "Transit" and "Scope of the Project" in Chapter 1.

Burmester, Chris

Chris Burmester
<christopher@formulate.com
>
07/10/2006 08:04 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Please Include Bike/Pedestrian Route in new Tunnel

Hi,

please include a bike/pedestrian route/path in the planned new tunnel. 1

Regards,

Chris Burmester
Oakland, CA

1- See Option J in the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.

Burns, Barbara

"Barbara Burns"
<bburns1111@sbcglobal.net
>
06/11/2006 08:04 AM

To <caldecott_public_comments@dot.ca.gov>
cc
bcc
Subject FW: Coments to DEIR for new Caldecott Tunnel

I support this project. The neighbors on the hill built and/or built there after the highway and noise was already there. It's like moving beside an airport, then complaining about the noise. The whole area east of the hill needs this tunnel as well as the economy of the area west of the hill.

Barbara Burns, PO Box 761, Bethel Island

Thank you for your comments.

Butruce, Rick

"Rick Butruce"
<rick_butruce@msn.com>
06/11/2006 01:59 PM

To caldecott_public_comments@dot.ca.gov
cc
bcc
Subject Caldecott Tunnel - 4th bore

I fully support the building of the 4th bore! Let's get it done as soon as possible...

_____
Express yourself instantly with MSN Messenger! Download today - it's FREE!
http://messenger.msn.click-url.com/go/onm00200471ave/direct/01/

Thank you for your comments.

Camp, Jeff

"Jeff Camp"
<jeffrey_camp@hotmail.com
>

07/09/2006 10:12 PM

To "Caldecott_Public_Comments@dot.ca.gov"
<Caldecott_Public_Comments@dot.ca.gov>
cc
bcc
Subject Attention: Sheryl Dorado, Associate Environmental Planner

July 9, 2006
Senior Environmental Planner Gregory McConnell
Mail Station 8B, P.O. Box 23660
Caltrans District 4, Environmental Analysis
Oakland, CA 94623-0660

Dear Gregory McConnell,

Dear Mr. McConnell:

I am writing in support of speedy action on a fourth bore for the Caldecott tunnel. I know that there will be controversy about it, but slowing down the process (and adding more idling cars to the daily backups) isn't a real solution.

May I suggest a way to make this tunnel a win both for traffic and for the environment?
During high traffic hours, utilize the new tunnel capacity as a dedicated HOV/highMPG
lane! 1

I hope this suggestion is useful to the dialog

Sincerely,

Jeff Camp
98 Sea View Ave
Piedmont, CA 94611-3519

1- Please see response #5 in the essay on “Traffic Operations” in Chapter 1.

Campbell, Bruce

Bruce Campbell
<campbell15@llnl.gov>
07/10/2006 08:06 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Bike and pedestrian accommodations mandatory for for new 24th Hill Tunnel

Dear Caltrans:

Please add bike and pedestrian accommodations to the next (24th Hill) Caldecott tunnel. It is an obvious historic growth pattern in this part of the Bay Area (and any growing metro area in the country for that matter) that automotive traffic will grow to meet the capacity of additional car lanes (or a new tunnel) in short order (just like junk fills up new closet space). At very least we need to provide alternatives. A bike path would drastically shorten the trans-hill ride for bicyclists and would make the commute an option for many more who would choose something other than gasoline-powered vehicles weighing at least 20 times their own weight. 1

This next tunnel would most beneficially accommodate buses and 3 to 4 passengers per vehicle car pools only, or allow for the creation of as many mass transit and car pool lanes in the existing tunnels. Taking the same old tired car-centric approach to to address current and future transportation needs meets a popular definition of insanity: "doing the same thing over and over and expecting different results". Works if you're throwing dice but not for thoughtful endeavors. 2

An acoustically separated, properly ventilated and properly lighted pedestrian/bicycle tunnel should be included in the project along with improved connections from Rockridge BART to Orinda BART. This would help to regionalize pedestrian and bicycle traffic by connecting Contra Costa County and Alameda County. If this tunnel is bored through the hill, it must contain pedestrian/bicycle elements and it will be used. 3

We need some thoughtful leadership now to take a regional systems approach and start the transition towards a higher mix of mass transit and lower energy transportation alternatives.

Thank you for the opportunity to comment.

Bruce Campbell
1931 De Vaca Way
Livermore, CA 94550
energia55@flash.net

1- See Option J in the essay on “Bicycle and Pedestrian Access/Improvements” in Chapter 1.

2- Please see response #5 in the essay on “Traffic Operations” in Chapter 1.

3- See Option J in the essay on “Bicycle and Pedestrian Access/Improvements” in Chapter 1.

Carleton, Mary

Mary Carleton
<mcarleton@earthlink.net>
07/10/2006 11:36 PM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Caldecott 4th bore

Hi
I've just heard that a 4th bore is in the planning stages and want to urge that there be a bicycle route included. I live in Berkeley and have a client on the other side of the tunnel but have no way to reach them without driving. I would be very interested in a bicycle option. I am planning to get an electric cycle, as my cycling range is limited because of knee problems. I understand the cycle I am considering is legally a bicycle, in that it is allowed on bicycle routes. Using the cycle will increase my travel range, so our family can drop to one vehicle. As I do not believe an electric cycle qualifies as a bicycle from BART's point of view, I would not be able to get to the other side of the hills if there is not a bicycle route through a tunnel. 1

Thank you for considering this issue.
Mary Carleton
2220 Sacramento St.
Berkeley, CA 94702

1- See Option J in the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.

Carlson, Karen

"Karen Carlson "
<karencarls@sbcglobal.net>
07/26/2006 02:22 PM

To <Caldecott_Public_Comments@dot.ca.gov>
cc
bcc
Subject Caldecott bore...

Regarding the proposed Caldecott bore...

Last week, I and many many other East Bay-ers rode public transit to and from SF. Altruistically Sparing the Air combined with a free trip definitely got us out of our cars and onto BART and ferries for the SF commute. Instead of spending MILLIONS of dollars on a new bore which would encourage more people to drive, why not divert these monies to reducing public transit fares, and improving bus/jitney transportation to BART stations thereby permanently sparing the air and sparing the planet. The only problems with public transportation are that it's both inconvenient and expensive. Surely working to fix those two things is a better long term solution than boring a new bore. 1

Sincerely,
Karen Carlson

1- Please see the essays on "Transit" and "Scope of the Project" in Chapter 1.

Carlson, Marina

Marina Carlson
2100 10th Avenue
Oakland, CA. 94606

August 31, 2006

Mr. Paul Maxwell
Deputy Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA. 94523

SEP - 6 2006

Dear Mr. Maxwell,

Please accept these general comments concerning the expansion of the Caldecott Tunnel referred to as the Forth Bore Project.

The concept of expanding the roadway to accept more automobiles and relieve congestion at the Caldecott Tunnel undoubtedly began long before the present and ongoing oil crisis.

All of the government agencies encouraging automobile use need to reconsider their ultimate goals due to the air quality problems caused by automobile exhaust pollution and the effects on our economy due to the increasing costs of gasoline. These problems will only continue in the future.

I consider this expansion an encouragement of single occupancy automobile use and it is extremely unpatriotic. Public transit is available thru the BART system from Oakland and Berkeley east to the Walnut Creek area. 1

The businesses that the transit agencies are trying to serve with this expansion should be aware of the governments call to conserve energy.

Please consider the NO Project Alternative in the DEIR as superior and more environmentally friendly compared to all other choices that will expand the freeway. 2

If the business community east of the Caldecott Tunnel needs to bring workers from Berkeley and Oakland there are other ways of paying to alleviate the congestion. 3
The first would be to have the businesses relocate to a more convenient location for the workers needing to use the tunnel. The second would be to encourage the use of mass transit. Taxpayers should not have to pay for this expansion. If it is absolutely essential, please consider a toll charge for the use of the tunnel. A one way toll for those commuters driving in a westerly direction would help with the maintenance costs of the tunnels now 4
in use. This toll could also help to subsidize mass transit in order to help make it more

convenient for commuters and would alleviate congestion as well as to help reduce our gasoline use.

The results of making it easier for single occupancy vehicles to reach suburban areas encourages sprawl. It ruins the open space in rural areas and fails to protect California's agricultural industry. It encourages and helps to subsidize developers of the suburban areas. 5

All of the projects using transportation funds should be reevaluated based on their encouragement of long and costly commutes.

The idea of a very small percentage of transportation dollars going to what they now call "smart" projects makes one realize that most of the dollars are presently going to "stupid" projects. The Forth Bore is one of those "stupid" projects. It will encourage more people to drive longer distances to get to their employment. It will encourage more housing developments further from city centers (and ultimately more expansion of freeways). It will encourage more people to drive alone to work each day. It will encourage more businesses to leave central city locations. It will encourage more gasoline use. It will use up and scar our open space areas. It will encourage suburban sprawl when urban limit lines and growth management of outlying areas are what need to be considered.

I realize that these ideas have major implications and go against present trends to escape inner city environments however there is no time like the present to consider The Presidents call to halt America's addiction to oil.

Thank you for considering these comments and here's hoping that all of the transportation agencies can rise to the occasion and change their present policies.

Sincerely,

Marina N. Carlson

Cc: Denis Fay, Alameda County CMA

1 – Please see the essays on "Alternatives Considered in the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR)" and "Transit" in Chapter 1.

2 – Please see the essay on "Preferred Alternative" in Chapter 1.

3 –Please see the essay on "Scope of the Project" in Chapter 1.

4 – Please see the essay on "Transit" and response #5 in the essay on "Traffic Operations" in Chapter 1.

5 – Please see response #2 in the essay on "Traffic Modeling/Forecasting" in Chapter 1.

Casalaina, Vince

ProBerk@aol.com
06/26/2006 03:47 PM

To caldecOtt_public_cOmments@dOt.ca.gOv
cc
bcc
Subject comment on draft EA/EIR for Caldecot Tunnel 4th Bore

My name is Vincent Casalaina and I live in Berkeley. I am a member of the Claremont Elmwood Neighborhood Association and was the liaison between CENA and the Fourth Bore Coalition for the past 6 months so I am fairly familiar with the issues they have been raised and the responses to those issues that have been forthcoming from CalTrans.

Many of us lived in the community when the Grove Shafter Freeway was originally built. The freeway did more than just physically divide our community, our local streets became the primary access ways to the new freeway. We see that CalTrans has an opportunity to reverse some of this damage through direct mitigation of the additional traffic that this new tunnel will add to those same residential streets. That cannot occur if environmental impacts are overlooked.

One of the major errors in the draft EA as written is the omission of the impacts to the local arterial streets that are affected by the construction and by the further increase in traffic that will be revealed when an updated version of the database for traffic estimation is used in a revised EA. I believe the increased traffic will be generated by two primary factors; 1) transportation mode changes and 2) induced travel. 1

Mode changes come about when one form of transportation becomes more attractive than the form that is currently being used. An example of this is the current use of BART in the counter commute direction. Given the back-up that occurs at the tunnel, people currently might choose BART over driving because it will save time or at least it will mean that one needs not sit in their car stuck in the traffic. Once there are two dedicated tunnels in the counter commute direction, the factors that went into making the decision will have significantly changed. I believe that the number of people who would opt out of taking BART in favor of their car should be factored into the EA. In addition, I believe there are other similar mode changes that could well increase the number of cars attempting the counter commute once the 4th Bore is installed. These additional cars must get to the freeway by means of the local arterial streets. 2

In a similar analysis, I believe that there will be a significant increase in the traffic in the counter commute direction as people discern it is possible to reach destinations on the other side of the hills quickly and without backup. I believe it will increase the number of people who will find work, or for that mater, consider work in the counter commute direction from their home. These additional cars must also get to the freeway by means of the local arterial streets. This and other aspects of induced traffic need to be addressed in the revised EA. 3

The traffic model as presented at the public hearing showed virtually no increase in traffic that could be attributed to either mode change or induced travel. A traffic model that shows no significant increase in traffic when the capacity of the freeway is dramatically increased is clearly out of step with observational data from many freeway congestion projects. I believe the traffic model used in the draft EA is deeply flawed and needs to be corrected so that it takes these factors into account. 4

The increase in traffic shown in the corrected model will in fact have impacts on local arterial streets. The impacts on congestion, pedestrian and bicycle safety need to be addressed in the revised EA. Some of the streets that need to be included in the study are Tunnel Rd., Ashby Ave., College Ave., Telegraph Ave., Claremont Ave., and the Derby/Waring/Piedmont corridor. 5

6

The impact of the traffic that will come off 24 onto these streets must also be studied in conjunction with the impact of the University of California 's expansion plans and the proposed implementation of Bus Rapid Transit on Telegraph Ave. These projects will each have an impact on the other and the entire impact of the combined projects needs to be looked at as a whole. 7

The University plans to build in the Southeast corner of the campus an 800-car garage, hold numerous events in their proposed new stadium & sports complex, and add buildings and programs to the Business School and the Law School. It is clear there will be a significant increase in traffic both during the workweek, and for evening and weekend events. The flow of this traffic to and from the new tunnel must be studied and taken into account when mitigations are proposed. 8

In addition, AC Transit is proposing the construction of a Bus Rapid Transit system on Telegraph Ave. This system will take two lanes and make them into Bus only lanes, adding to the congestion that is already present at morning and evening commute times. The traffic that does not go on Telegraph will find alternate routes to 24. This additional flow of traffic must be studied and taken into account when mitigations are proposed. 9

We see the bulk of this transplanted traffic going through our neighborhood. The addition of counter commute traffic will just make the situation that much worse. Many residents are currently unable to exit their driveways during rush hours and emergency vehicles cannot get up and down some streets. Tunnel Road and Ashby Avenue, both part of State Highway 13 and both residential streets, and city streets such as Claremont and College carry the brunt of this traffic. Mitigations must be proposed for the added traffic. 10

As a result of the additional auto traffic, there will be impacts to pedestrian and bicycle safety on those overcrowded streets. Mitigations must be proposed for these affects too. 11

As a concerned citizen, I join my neighbors in requesting that the current draft EA be withdrawn on the grounds that it is insufficient and inadequate, and that in its place Caltrans and the Federal Highway Administration prepare and circulate a full draft EIS/EIR that responds to the comments I have made in this letter. 12

Sincerely,
Vincent Casalaina

1-Please see response #2 in the essay on "Traffic Modeling/Forecasting" and response #2 in the essay on "Traffic Operations" in Chapter 1.

2- Please see responses #2 and #3 in the essay on "Traffic Modeling/Forecasting" in Chapter 1.

3- It is true that the elimination of the off-peak backup will likely increase the number of travelers using the Caldecott Tunnel in that direction. This was taken into account in the travel demand modeling for this project. Please also see response #2 in the essay on "Traffic Modeling/Forecasting" in Chapter 1.

4- It is important to remember that the forecasts are for travel demand. In 2032, a two-lane tunnel will not be able serve the off-peak travel demand. There are already considerable off-peak back-ups at the tunnel. Therefore, there will be a larger difference between Build and No-Build in the number of cars passing through the tunnel between Build and No-Build than the travel demand model would suggest. This is evaluated in the operational analysis.

5- Please see response #2 in the essay on "Traffic Operations" in Chapter 1.

6- A number of intersections along local arterial streets in Berkeley/Oakland area - Ashby Avenue, Broadway, Claremont Avenue, College Avenue, Martin Luther King Jr. Way, Telegraph, Avenue, and Tunnel Road, were included in the intersection study to assess the impact of a fourth bore. Table 2.1.5-17 lists 31 intersections of concern that were identified with the help of the Cities of Oakland, Berkeley, Orinda Lafayette and Walnut Creek.

7- The travel demand model used to forecasts the traffic for this project used Associated Bay Area Governments (ABAG) land use projections for the Bay Area. These projections endeavor to forecast future land uses throughout the San Francisco Bay Area, including within the University of California, Berkeley campus.

The travel demand model includes future transportation improvements included in the financially constrained element of the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan. The portion of the BART project that would close street lanes to non-bus vehicles is only in the vision element of this plan so it is not included in the model. Only including projects in the financially constrained plan in the future year plans in travel demand models is a standard MTC practice to limit inclusion in travel demand models to those projects reasonably likely to be constructed.

Because the University of California, Berkeley campus is more distant from the tunnel than where impacts can reasonably be expected, it should not have a large effect on regional traffic.

8-The travel demand model used to forecast the traffic for this project used Associated Bay Area Governments (ABAG) land use projections for the Bay Area. These projections endeavor to forecast future land uses throughout the San Francisco Bay Area, including within the University of California, Berkeley campus.

9- The travel demand model includes future transportation improvements included in the financially constrained element of the MTC's Regional Transportation Plan. The portion of the Bus Rapid Transit project that would

close street lanes to non-bus vehicles is only in the vision element of this plan so it is not included in the model. Only including projects in the financially constrained plan in the future year plans in travel demand models is a standard MTC practice to limit inclusion in travel demand models to those projects reasonably likely to be constructed.

However, the BART project should not have a significant effect on the Caldecott tunnel traffic. It should not have a large effect on regional traffic and is fairly distant from the tunnel.

10 and 11- Please see response #2 in the essay on “Traffic Operations” in Chapter 1.

12- The FHWA and the Department believe that the DEA/EIR and the FEA/EIR provide an adequate analysis of both potential impacts and potential mitigation measures as discussed in Chapter 2, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures and fully meets state and federal requirements. The FEA/EIR will not be withdrawn. Please see the essay on “The Environmental Process; Environmental Impact Statement/Environmental Impact Report ((EIS/EIR) versus and Environmental Assessment/Environmental Impact Report (EA/EIR); and Criteria for Significance” in Chapter 1.