

Vandeman, Mike



mjvande@pacbell.net To: brigetta_smith@dot.ca.gov, sheryl_dorado@dot.ca.gov
() cc:
07/18/2006 08:36 AM Subject: Caldecott Comments

Below is the result of your feedback form. It was submitted by
(mjvande@pacbell.net) on Tuesday, July 18, 2006 at 08:36:54

Firstname: Mike
Lastname: Vandeman
Phone: 925-866-2325
Address: 2600 Camino Ramon # 2E950I
City: San Ramon
State: CA
Zip: 94583-5000

Comments: Since we are running out of oil, we shouldn't waste any more money supporting the internal combustion engine and expanding the road system. All transportation dollars should go toward walking, (road) bicycling, and public transit.

1

1-Thank you for your comments.

Wade, Terrill



"Terrill Wade"
<trlwade@sonic.net>
07/29/2006 02:09 PM
To <Caldecott_Public_Comments@dot.ca.gov>
cc
bcc
Subject Fourth Bore on Caldecott

I am very much in favor of a fourth bore for the tunnel. The morning backup on Hwy 13 is terrible, and there are many now who have to do a reverse commute. Remember that people do not just travel from A to B or B to A, and therefore can be forced to take public transport. Many of us live here in Oakland but must travel to many places in Co.Co. County as part of their jobs. A fourth bore is long overdue!

Terrill Wade
6170 Buena Vista Avenue
Oakland, CA 94618
trlwade@sonic.net

Thank you for your comments.

Wagar, Inga



Inga Wagar
<ingaw@sbcglobal.net>
07/10/2006 12:36 PM

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

To Whom It May Concern:

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 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. 1

Caltrans has delivered a completely inadequate environmental impact report that borders on negligence in its use of bad data and inconsistent findings. 2

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

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. 4

I am strongly opposed to this project.

Inga Wagar
Rockridge Resident

1-Alternative 2N has been selected as the Preferred Alternative. Please see the essay on "Preferred Alternative" in Chapter 1.

2- 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. 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.

3- Please see response #2 in the essay on "Traffic Operations" and the essay on "Construction Impacts" in Chapter 1.

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

Wahlberg, Chris



cw@chriswahlberg.com
07/10/2006 06:50 PM

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

Caldecott_Public_Comments@dot.ca.gov

RE: Caldecott Tunnel

Dear Caltrans,

I am joining my neighbors here in Rockridge to oppose the construction of a 4th bore to the Caldecott Tunnel. In studying your proposal for construction there are several things that make absolutely no sense:

1. The taxpayers of Alameda Co., who do not reap the real benefits of the 4th bore, are stuck with the most disruption during the construction process. Why can't the bulk of the construction be staged on the east side of the tunnel where the disruption would be less significant? **(If you check your maps you'll see that no one lives on the other side of the tunnel!)** 1
2. Once again, I see that you have made no allowance for bike and pedestrian lanes. This would be an opportunity to connect the entire bay area. 2
3. But the most important issue is that with gas supplies dwindling and global pollution on the rise, it would make more sense to use the funding to promote additional public transportation. For once, why don't you look into the future and do what's best for all of us? **Just because you can add the fourth bore doesn't mean you should!** 3

I oppose all aspects of the 4th bore and will contact my representatives and urge them to to the same.

Chris Wahlberg
6062 Ocean View Dr.
Oakland, CA 94618

- 1- Please see the essay on "Constructing The Tunnel from the East Side Only" in Chapter 1.
- 2- Please see the essay on "Bicycle and Pedestrian Access/ Improvements" in Chapter 1.
- 3- Please see the essays on "Transit" and "Scope of the Project" in Chapter 1.



Ralph Walker
<rwalker@ponderosahomes.com>

07/05/2006 05:56 PM

Walker, Ralph

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

Dear Mr. McConnell

It is my understanding that the NIMBY's are trying to use the EIR process to indefinitely hold the Four Bore of the Caldecott Tunnel in limbo forever. Please keep the process moving forward. Its a matter of safety for us people who use this corridor to commute daily.

My personal story is that I barely escaped personal injury when a large truck that I was following up the incline into the tunnel in very slow stop and go traffic burnt out its clutch and abruptly rolled backwards into my automobile. I managed to pull far enough out of the lane so that rear end of the truck crashed through the rear driver side of door. Does the EIR address the issue of saving lives by completing the forth bore. Mine would have probably not put in jeopardy.

As a long time Oakland Resident I have used Caldecott to get to work in the reverse commute direction going both ways for over thirty years. Now is the time to move forward with the construction of the Fourth Bore. I have more than 3000 hours of my life sitting in traffic trying to get through the Caldecott. I been inconvenienced enough. To heck with those people who planted a few trees ten years ago.

Ralph Walker
5199 Parkridge Drive
Oakland, CA 94619

Thank you for your comments.



cpajoanw@sbcglobal.net ()

07/12/2006 04:58 PM

Warner, Joan

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

Below is the result of your feedback form. It was submitted by (cpajoanw@sbcglobal.net) on Wednesday, July 12, 2006 at 16:58:28

Firstname: Joan

Lastname: Warner

City: Oakland

State: CA

Zip: 94618

Comments: Please build the 4th bore of the Caldecott tunnel. It is long overdue and much needed. Not building it will not make population increases disappear.

Thank you for your comments.

Webb, Pam (7/27/06)

Gregory C. McConnell, Sr. Environmental Planner.
Attn: Sheryl Dorado, Associate Environmental Planner

Dear Mr. McConnell and Ms. Dorado,

I have lived and worked in Oakland for 40 years and I own property in Oakland. I am very opposed to the Caldecott Improvement Project.

This project will be severely disruptive to people and animals living in the area, mostly on the Oakland side to benefit mostly people on the Contra Costa side. Even the benefit is highly questionable if traffic continues to increase, the extra lane will not eliminate backup during commute hours and is it needed during other hours.

Also with gas prices going up there is a chance that car usage may decrease and other forms of transportation should be encouraged. The money to be spent on this project could go a long way to help transition to other forms of transportation, but the present plan does not even include an area for bikes and pedestrians.

This appears to be a project that has been approved, money allotted and is ready to go despite the fact that it now seems ill advised and does not what this area needs to improve commuter transportation. Use the money to improve public transportation... such as shuttles going to BART centers - get people out of cars. Our focus must change. Thank you, Pam Webb 7-27-06

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

Webb, Pam (7/31/06)



Pam Webb
<webbveg@yahoo.com>
07/31/2006 06:24 PM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject oppose Caldecott Improvement Plan

I feel that this is a very short sighted plan that lacks imagination in a time when less dependence on the car should be encouraged. Also as a property owner in the area I am very concerned about the years of noise and disruption for a project that may either be obsolete when finished due to increased population, or if gas prices keep rising fewer people may be driving and extra bore not needed. Please reconsider this project. The money can be better used.
Thank you, Pam Webb

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

Thank you for your comments.

Weil, John and Jane



john weil
<jjweil@pacbell.net>
07/20/2006 10:42 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Caldecott Improvement Project

To whom it may concern,
As residents of Hillcrest Road we are concerned about the effects of the new bore for the Caldecott Tunnel. Noise and auto exhaust are very worrisome but at the top of our list we would have to put our worry about increased traffic on already over-burdened Tunnel Road. We strongly recommend you implement the long-time recommendations of our neighborhood association, CENA, to create signs that direct drivers going from Highway 24 to Berkeley to take the Telegraph Avenue, not the Tunnel Road, exit.
Regards,
John and Jane Weil
177 Hillcrest Road
Berkeley, CA 94705

1

1- State Route 13 North terminates in Berkeley and is the shortest route to reach Berkeley from State Route 24. We must include a destination on the overhead signs for State Route 13 North and "Berkeley" is the appropriate message. Omitting the "Berkeley" message from the signs for State Route 13 North would cause motorist confusion, especially for those who planned their trip by consulting a map.

Weinreb, Ilene



Ilene Weinreb
<iweinreb@comcast.net>
06/16/2006 08:51 AM

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

Caldecott_Public_Comments@dot.ca.gov

I am Ilene Weinreb and I live very close to the tunnel at 65 Hiller Drive, Oakland.

I believe that a 4th bore is needed both to relieve the pollution in the neighborhood and the congestion on our local arterials. The 4th bore is also a regional asset to our Bay Area transportation system.

Two lanes as we have at present are grossly inadequate to handle traffic even in the lesser commute direction. I also believe that we should get the maximum utility from the 4th bore. It should therefore have 3 lanes so it can handle the rush hour commute better.

1

It would be best if the 3 lane bore could change direction as it now does so it could handle the heavy commute direction. I can see one way for this to happen. The 4th bore could go either under or over the current bores.

2

I would also like to comment on the mitigation measures proposed. As many people pointed out last night at the Public Hearing, they are grossly inadequate. Many good recommendations were made and should be followed up on.

3

This morning's Tribune stated that no one at the meeting was in favor of the 4th bore. I know that some of the people last night who were very critical of the analysis of the environmental impact and the mitigation measures; are in favor of the 4th bore if handled in an appropriate environmental way.

Cal Trans needs to institute appropriate mitigation measure both while construction is going on to protect those nearby and permanently so that our beautiful hill environment is not destroyed.

Ilene Weinreb

Ilene

1-Alternative 2N has been selected as the Preferred Alternative. Please see the essay on "Preferred Alternative" in Chapter 1.

2- After the fourth bore is open there will be no reversible traffic since there will be four free flowing lanes in both the EB and WB direction.

3-Appropriate mitigation measures will be implemented. Please see the essay on "Construction Impacts" in Chapter 1. Specific avoidance, minimization and/or mitigation measures have been refined in the FEA/EIR and are discussed in Vol. I, Chapter 2, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures.



"Whitehurst, John"
 <John_Whitehurst@bmwl.net>
 07/11/2006 03:57 PM

Whitehurst, John

To <caldecott_public_comments@dot.ca.gov>
 cc
 bcc
 Subject 4th bore comments

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.

Dear Mr. McConnell:

My name is John Whitehurst and I am a Montclair resident in the hills of Oakland. As a concerned citizen and frequent commuter through the Caldecott Tunnel, I would like to offer my support for the Caldecott Tunnel Improvement Project and the excellent Draft EA/EIR prepared by Caltrans.

More often than I care to recount, I find myself in front of the Caldecott Tunnel, stuck in traffic, car idling as I wait to pass through the tunnel in the reverse-commute direction. There is one solution to this recurrent congestion – the 4th Bore.

The Caldecott Tunnel is an important conduit for the movement of both people and commerce traveling locally and regionally. In its current configuration, traffic backs up in the reverse-commute direction served by only one tunnel. This congestion spills over into the local neighborhood, pollutes the air and frustrates commuters. I am sick of tired of spending time in traffic in front of that tunnel. The 4th Bore will solve these problems.

While I urge Caltrans to build the 4th Bore as soon as possible, Caltrans should take appropriate care to mitigate the impact on local residents like myself. The Draft EA/EIR offers a complete and comprehensive analysis of the project and its potential impacts on the surrounding community. Furthermore, Caltrans has identified an appropriate list of project mitigations that I believe are very adequate to alleviate (mitigate) the impacts of the project on community.

Voters in the Bay Area, including Alameda County, passed Regional Measure 2 in 2004, which dedicated funds to build the 4th Bore. Voters in Contra Costa passed Measure J in 2004, which also dedicated funds to build the 4th Bore. It's time to build the 4th Bore and get our traffic moving again. I am urging Caltrans to expedite the Draft EA/EIR process so that design and construction of the 4th Bore can finally begin.

Sincerely,

John Whitehurst
 Montclair Resident
 6000 LaSalle Street
 Oakland, CA 94611

John Whitehurst
John_Whitehurst@bmwl.net
www.bmwlandpartners.com

Thank you for your comments.

Williams, Pete



PETEPATWMS@aol.com
06/11/2006 08:26 AM

To caldecott_public_comments@dot.ca.gov
cc
bcc
Subject Comments on new bore

Build it with 3 lanes. Two lanes will do nothing for the regular commute and then we'll want a 5th bore. Three lanes should cost less than 50% more than two and give 50% more capacity. You'll have people upset the day any 2 lane bore opens. Do it right the first time, 3 lanes.
Pete Williams, 237 Ivy Drive, Orinda, CA 94563 phone 925-376-2715

1

1-Alternative 2N has been selected as the Preferred Alternative. Please see the essay on "Preferred Alternative" in Chapter 1.

Wilson, Miriam (6/23/06)



miriamw@sbcglobal.net ()
06/23/2006 01:45 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
(miriamw@sbcglobal.net) on Friday, June 23, 2006 at 13:45:42

Firstname: Miriam
Lastname: Wilson
Business: 510-339-8900/300
Address: 230 The Uplands
City: Berkeley
State: ca
Zip: 94705

Comments: Ms. Smulka's report must be given consideration. Any project considered by Caltrans which does not improve commute traffic as well as week-end traffic and provide further transportation management is a waste of taxpayers' dollars. Hopefully, relief will also be afforded to Ashby/Tunnel Road, as well as The Uplands, which now has to handle through-traffic, that should be absorbed by the freeway.

1

1- The Caldecott Improvement Project will improve commute and weekend traffic.

Wilson, Miriam (7/21/06)



"Miriam Wilson" <miriamw@sbcglobal.net>
07/21/2006 08:14 PM

To <Caldecott_Public_Comments@dot.ca.gov>
cc
bcc
Subject FW: RE: Caldecott tunnel

See below

From: Miriam Wilson [mailto:miriamw@sbcglobal.net]
Sent: Friday, July 21, 2006 6:56 PM
To: 'comments@dot.ca.gov'
Subject: RE: Caldecott tunnel

To Whom It May Concern:

We live on the upper portion of The Uplands, a long windy street, with very little in the way of traffic calming devices. This street has become the main thoroughfare for cars getting on and off freeways 24/13. Open bed trucks carrying tons of flying debris use this street to make u-turns, town cars zoom through and of course as every other street has gained no-through access, these residents must use The Uplands. The Caldecott project will not only affect us noise wise (having now endured, with some fair mitigation resolution, the EBMUD noise, from their 24/7 retrofit project).

1

The Uplands will bear the brunt of this project. Already cars get off at the Broadway exit, only to re-enter the freeway at Tunnel Rd. The access is via The Uplands.

You must consider lessening our burden: traffic signs reducing the speed limit, NO TRUCKS, and preferably some form of calming device; which is available to EVERY OTHER STREET in Berkeley. It amazes me that open bed trucks caring loads of dirt can whip by daily on their dump routes using residential streets.

2

I am sure that my concerns will fall on deaf ears, as our route is one of the few available; why concern yourself when you have a bigger picture in mind.

In time, something tragic will happen, and then City officials and Caltrans may shed a tear-maybe just once, someone can do the right thing before there's a major outcry.

miriam wilson



winmail.dat

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

2- Caltrans is committed to work with the City of Berkeley to minimize impacts during construction. However the traffic calming devices you mentioned are under the jurisdiction of the City of Berkeley.

Winslow, Lynda



Lynda Winslow
<lyndaw@mediaweavers.co
m>
07/09/2006 01:36 PM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject 4th bore for Caldecott needs a bike lane

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 who walk or bike within 1 mile of on and off ramps. We are encouraging more disaster by increasing the volume. Traffic from on and off ramps interferes with children and their mothers walking and biking to school.

Please insure 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 improved ped/bike transportation and the safety of everyone on the ground.

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. In most of our neighborhoods, the average grownup with fast reflexes, good eyes, and a sense of their own invisibility on foot or on two wheels is not safe. We need to raise the level of consciousness of non-automotive traffic, and to slow down the insanity.

A friend of mine was killed on this same route (Ashby Avenue) when a car struck his wheelchair, which could not fit on the sidewalk at that juncture. He was in the right hand lane. His wheelchair was over 3.5 feet tall, and well marked. He flew over 15 feet out of the chair and landed on his head, dying after being in a coma for seven days. The driver said she could not see him and was let off scot-free by the police. It was a 35 mile an hour zone, a state (Caltrans) highway crossing through our city. She did not have the sun in her eyes; we returned to the spot the next day at the same time and checked. She was merely trying to force her way into rush hour traffic and could not register anything smaller than a car on her mental radar. Why are we continuing to engineer this kind of tragic, senseless death in our roadways? We need safety for bicycles, pedestrians, and slow moving vehicles such as this power wheelchair. We do not need more fast moving vehicles entering our city.

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.

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

Sincerely,

Lynda Winslow
Berkeley, CA 94709

1

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



sjbnw <sjbnw@sbcglobal.net>

07/31/2006 04:53 PM

Witt, Barbara

To caldecott_public_comments@dot.ca.gov

cc

bcc

Subject Caldecott Improvement Project

Gentlemen:

As a resident of the Grizzly Peak Blvd area of Oakland and a member of the Grizzly Peak Neighborhood Association, I am writing to express our concern about access to Hwy 24 in both east bound and westbound directions during the long process of implementing the supposed improvements to the Caldecott tunnel. We would like to remind you that Grizzly Peak Blvd and its connection to Fish Ranch Road is an essential evacuation route. These roadways were instrumental in the evacuation of residents during the last fire storm.

We brought this information to the attention of the staff members of your group at the Bentley School public relations event, but never heard back from anyone as to whether any consideration of our safety issues would be attempted. Already we have seen days in which access to Hwy 24 was prohibited because of surveying. This occurred without any forewarning and was extremely disconcerting.

Our neighborhood association would appreciate hearing your plans for dealing with our concerns as soon as possible.

Yours truly,

Ms. Barbara Witt
5950 Grizzly Peak Blvd.
Oakland, CA 94611

1- The local jurisdictions, such as the local fire department, ambulance services and police, are responsible for responding to any emergencies. The State, however, will facilitate “coordinated” emergency responses, by closely working with all local jurisdictions during an event. The State will also make every effort to maintain local access via its facilities. The State has various emergency response plans in place, and periodically performs “emergency response mock drills” with various local entities, such as the Metropolitan Transportation Commission (MTC). As part of the coordinated effort with local jurisdictions, if required, the State will close portions of the tunnel to provide emergency vehicle access only. Based on the above discussion, the State does not prepare and maintain emergency response maps or escape routes for each local jurisdiction, within the local boundaries. However, the State will coordinate and support the local plans and emergency responses by maintaining access via its facilities. Construction will not result in road closures that would block egress from the area around the tunnel construction sites in the event of a fire. Limited road closures will occur during construction but in all cases detours would be available in the event of an emergency.

Wolff, Osa

Osa L. Wolff
5766 Ayala Ave.
Oakland, CA 94609
(510) 484-4672
osa_wolff@yahoo.com

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

Re: Draft Environmental Assessment/Environmental Impact Report for the Proposed
Caldecott 4th Bore Project

Dear Mr. McConnell and Ms. Dorado:

I am writing to provide my comments on the Draft Environmental Assessment/Environmental Impact Report (“Draft EA/EIR”) for the proposed Caldecott Improvement Project (“4th Bore Project”). I reside close to Highway 24 and I am therefore impacted by noise and air pollution produced by vehicles using that highway. Of particular concern to my neighbors and me is truck traffic, which is especially noisy and creates significant air pollution, including diesel particulates. In addition, my neighborhood has long been adversely impacted by the chronically blighted condition of properties owned by Caltrans along Highway 24 (e.g., on-ramps and off-ramps). I am concerned that the Caldecott Improvement Project would exacerbate existing noise, air pollution and other problems in my neighborhood by increasing the capacity of Highway 24 and encouraging/allowing more vehicles (including more diesel trucks) to use that route.

Project Purpose

Caltrans argues that the proposed Project is necessary to alleviate congestion in the reverse-commute direction. In its discussion of alternatives, however, the Draft EA/EIR notes that even under current conditions, it is faster to take Highway 24 through the Caldecott Tunnel in the reverse-commute direction than it is to take BART. This is true even for those commuters whose origins and destinations have fairly direct BART service. (Draft EA/EIR at 14 [“Reverse commute travel times {on public transit} are not competitive with auto travel times. Even those commuters whose origins and destinations have fairly direct BART service take longer with public transit.”]) In other words, the level of congestion faced by reverse commute drivers is actually quite minor, especially when compared with how long the same trip would take on BART. Two conclusions should be drawn from this set of facts.

First, the reverse-commute congestion this Project is designed to address is actually not that severe. It is certainly not severe enough to induce commuters to use BART as commuters in the primary commute direction do. In light of this relatively low traffic severity level, it does not make sense to incur the extreme expense and cause the significant impacts associated with the proposed Project. 1

Second, BART trains in the reverse-commute direction should run more frequently to allow commuters to reach their destinations more quickly. My review of the BART schedule indicates that people commuting from Alameda County (Rockridge) to Contra Costa County (Orinda) between 8 and 9 am have only 4 trains available to them in that hour. By contrast, people commuting from Contra Costa County (Orinda) to Alameda County (Rockridge) between 8 and 9 am have 8 trains available to them. It is therefore not surprising that riders in the reverse commute direction find driving through the tunnel is more convenient than taking BART. As discussed in more detail below, the Draft EA/EIR should include analysis of an alternative that includes increased BART frequency in the reverse-commute direction as well as other public transit improvements to address existing reverse-commute direction congestion. 2

Unreasonably Narrow Impact Zone

In my written scoping comments, I requested that Caltrans evaluate impacts including the following:

- Noise impacts on residents near Highway 24 along its entire length in Oakland 3
- Air quality impacts on residents near Highway 24 along its entire length in Oakland 4

The Draft EA/EIR does not responded to these reasonable requests and Caltrans provides no explanation for its approach. Instead, the Draft EA/EIR stops well short of evaluating impacts on my neighborhood and other areas along Highway 24 that are currently impacted by operation of Highway 24 and that would likely be further impacted by the proposed Project. In short, the Draft EA/EIR's perspective is unduly narrow – focusing its impacts assessments on only the area immediately around the tunnel. This myopic approach is inconsistent with the scoping input you received from me and other members of the public. It is also improper under CEQA and NEPA. 5

The EA/EIR is also internally inconsistent and confusing because it adopts different “study areas” at different points in its analysis without explaining or justifying the reasons for those differences. Likewise, in Chapter 2, Caltrans introduces something called the “Berkeley Study Area” without making clear what, if any, environmental analysis looks at that area. Contrary to its name, the Berkeley Study Area includes significant land area (including my neighborhood) that is actually in Oakland, not Berkeley. 6

Caltrans must either eliminate these inconsistencies or justify/explain them. Either way, the additional information and analysis must be recirculated for further public review.

Highway 24 Traffic

The Draft EA/EIR is seriously flawed because it fails to evaluate how the project will impact the number and type of vehicles using Highway 24. Rather than include the rigorous analysis of this issue required by CEQA and NEPA, the Draft EA/EIR simply assumes that traffic volumes and the mix of vehicles using Highway 24 will remain essentially constant regardless of whether or not the proposed Project is built. The following is a partial list of the forces that will tend to increase traffic on Highway 24 and increase use of Highway 24 by trucks if the Project is constructed:

7

Weekday commuters that currently take BART from Alameda County to Contra Costa County in the morning (and back again in the evening) may well start driving instead, if a 4th Bore is built to reduce reverse commute automobile traffic. This is especially likely if, as proposed, there is no toll charged for using the tunnel. Similarly, people who currently take BART between Alameda and Contra Costa Counties on weekends are likely to start driving instead, if a 4th Bore is built to reduce weekend congestion. These trends would result in additional trips on Highway 24, with associated increases in noise and air pollution. These trends would also harm the BART system by reducing ridership. The Draft EA/EIR should be revised to take these issues into account. Caltrans should begin by conducting a valid survey of BART riders to determine the extent to which reduced congestion at the Caldecott Tunnel would influence their decisions to ride BART rather than drive.

8

The Draft EA/EIR notes that 2-3% of total traffic volumes on Highway 24 are trucks (Draft EA/EIR at 61) and points out that this is a relatively low percentage.¹ A major reason for the relatively low level of truck traffic now on Highway 24 is undoubtedly the current congestion at the Caldecott Tunnel, which can (as the Draft EA/EIR notes) be unpredictable. Truck drivers traveling to and from the Oakland Port and other Bay Area locations are obviously interested in avoiding unpredictable congestion. To the extent that congestion is reduced and made more predictable by the proposed Project, it is natural to expect that Highway 24 will become a more attractive route for use by trucks. This will, in turn, increase harmful diesel emissions in all of the neighborhoods surrounding Highway 24. This serious impact was ignored in the Draft EA/EIR. Increased truck trips will also dramatically increase noise, including the noise associated with engine ("jake") braking by trucks descending the grade from the Caldecott Tunnel into Oakland. Noise from such braking is already a serious problem and concern for the residents who live along Highway 24. Analysis of this impact is also missing from the Draft EA/EIR.

9

10

Disposal of Spoils

The Draft EA/EIR acknowledges that tunnel boring would proceed on a 24-hour/day, 5-days/week schedule and notes that the 2-lane alternative would produce approximately 227,000 cubic meters of excavated spoil material (Draft EA/EIR at 196-97). The Draft EA/EIR fails,

¹ This 2-3% figure appears to be inconsistent with the .72% figure quoted for HDG Trucks on Draft EA/EIR page 146 and used in the air quality analysis. The Draft EA/EIR should be revised to eliminate or explain this apparent inconsistency.

however, to identify disposal sites for that large quantity of waste material and fails to evaluate the environmental impacts that would be associated with the use of such disposal sites. The Draft EA/EIR improperly attempts to avoid this analysis by claiming that it will be the construction contractor's responsibility to identify one or more disposal site for the waste material. This deferral is improper under CEQA and NEPA. In place of an analysis, the Draft EA/EIR merely provides a list of potential sites, without committing to any of them or evaluating/comparing the environmental impacts that would be associated with each. This lapse is particularly egregious because depending on the choice of disposal site(s) the Project would involve substantial additional impacts to biological resource, water quality, air quality, traffic, visual resources, landfill capacity, geology and/or other resources. Moreover, at least one of the potential sites (EBRPD land) would involve potential impacts to recreational amenities. The Draft EA/EIR must be revised to include a full analysis of spoils disposal and must be recirculated for additional public review and comment once this information is included.

11

Construction Traffic

The Draft EA/EIR provides an entirely inadequate analysis of construction-related traffic impacts. In fact, less than a page is devoted to this important issue (Draft EA/EIR at 203). Perhaps the greatest flaw is the Draft EA/EIR's total failure to evaluate the impacts associated with the haul trucks that will be used to remove the massive quantities of material that would be excavated to create the new tunnel bore. As noted above, the Draft EA/EIR acknowledges that tunnel boring would proceed on a 24-hour/day, 5-days/week schedule and notes that the 2-lane alternative would produce approximately 227,000 cubic meters of excavated spoil material (Draft EA/EIR at 196-97). The Draft EA/EIR fails, however, to explain how many daily and total truck trips will be needed to haul this material away for disposal, and what the impacts of those truck trips would be. The Draft EA/EIR, failure to provide this information is related to its failure to identify a disposal site for the spoil material (discussed above). Just as Caltrans has improperly deferred the identification of a disposal site, it has failed to evaluate the impacts associated with hauling spoils to that site. This failure to evaluate truck trips is particularly egregious in light of the fact (acknowledged in the Draft EA/EIR) that the waste material could apparently be hauled as far as 25 miles away to a landfill (Draft EA/EIR at 197). The air quality, traffic and noise impacts of so many truck trips of such length are locally and regionally significant and cannot be ignored in the EA/EIR.

12

Similarly, the Draft EA/EIR does not include any analysis of the impacts associated with trucks that will bring construction materials to the site (e.g., aggregate and other concrete ingredients). Likewise, the Draft EA/EIR improperly ignores the additional traffic that would be added to Highway 24 as construction workers commute to and from work on the Project.

The Draft EA/EIR must be revised to include a full analysis of construction traffic impacts, including air quality, traffic and noise impacts on the communities along Highway 24. The Draft EA/EIR must then be recirculated for additional public review and comment.

13

Alternative 2N

The 2-lane bore alternative evaluated in the Draft EA/EIR includes two 12-foot travel lanes and a total of 12 feet of shoulder. This shoulder area could, in the future, be re-stripped to provide a third travel lane in the new 4th bore. This is an entirely foreseeable reconfiguration, because the existence of traffic congestion -- especially in the commute direction -- will result in pressure on Caltrans to provide additional lanes. Nothing in the Draft EA/EIR gives any indication that Caltrans would be prevented, as a legal or practical matter, from making such a conversion in the future. In fact, as the existing three bores of the Caldecott Tunnel make clear, tunnels can be operated without any shoulder (break-down lane). The environmental analysis in the Draft EA/EIR must be revised to include an assessment of the impacts that would result from converting the 2-lane bore alternative into a 3-lane tunnel without shoulders. One such impact would be to increase traffic and congestion along the Oakland portion of Highway 24. Having an unequal number of lanes in the eastbound and westbound directions would naturally tend to result in congestion on the Oakland portion of westbound Highway 24 at the merge from 5 lanes to 4 lanes. Additionally, with the addition of more westbound lanes, more people would likely drive to work, which would worsen the evening eastbound commute backup through Oakland.

14

The Draft EA/EIR should have, but fails to, evaluate the alternative of a new 4th bore with two 12-foot lanes and less than 12 feet of shoulder. This alternative would eliminate the possibility of future use of the new 4th bore as a 3-lane tunnel, thereby eliminating the impacts associated with such a configuration. This is an appropriate alternative because it would meet all of the stated Project objectives and would almost certainly do so at a lower cost because the tunnel would be smaller than that required for the proposed Project. The Draft EA/EIR must be revised to include an assessment of this alternative.²

15

3N Alternative

The Draft EA/EIR does not adequately explain how the 3N Alternative would be integrated into the existing lanes of Highway 24. If the 3N Alternative were adopted, there would be a total of 5 lanes through the Caldecott Tunnel in the westbound direction. However, on the Oakland side of the tunnel, Highway 24 is only 4 lanes wide between the tunnel and the 580/24 maze. The Draft EA/EIR fails to make clear how the reduction from 5 to 4 lanes would be achieved and fails to evaluate/acknowledge the congestion impacts that would result from this merge. Regardless of where the merge takes place, the predictable result would be congested traffic (with associated air quality, safety and other impacts) along Highway 24 west of the tunnel. The Draft EA/EIR is flawed because it ignores those impacts in its analysis of Alternative 3N.

16

Moreover, Alternative 3N does not fit with the stated purpose of the Project: providing an eight-lane freeway through the tunnel (Draft EA/EIR at vi).³ The 3N Alternative appears to have

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² Similarly, the Draft EA/EIR should include an analysis of a 3-lane bore alternative without shoulders that could, in the future, be converted into additional travel lanes.

³ Caltrans cites as support for the Project the April 2004 vote approving RM2, which provided, among other things that some of the approved funds could be used to "construct a fourth bore at the Caldecott Tunnel between Contra

been advanced by Caltrans in a disingenuous attempt to comply with CEQA's requirement that it consider alternatives. Alternative 3N does not, however, satisfy Caltrans' obligation under CEQA, most notably because Alternative 3N would involve greater impacts than the proposed Project (Alternative 2N). As discussed below, the Draft EA/EIS should instead have evaluated other, less impacting alternatives. 18

Alternatives

The analysis of alternatives provided in the Draft EA/EIR is totally inadequate and improperly rejects feasible options for achieving the stated project objectives. For example, the Draft EA/EIR rejects the possible addition of a carpool lane, including on the east side of the tunnel, due to vague and undefined "operational and safety concerns" – more information on this issue should have been provided (Draft EA/EIR at 33). Similarly, the Draft EA/EIR rejects the mass transit alternative, stating that it would only result in minor congestion relief (Draft EA/EIR at 33). This conclusion is at odds with the assertion elsewhere in the Draft EA/EIR that in the reverse commute, it is faster to travel on Highway 24 through the tunnel than to take BART. This fact indicates that reverse commute congestion is not unreasonable and that we should focus on improving mass transit options in the reverse-commute direction so that it can compete more favorably with travel on Highway 24 through the tunnel. Additionally, the Draft EA/EIR should be revised to consider an alternative that includes the addition of a 4th bore in conjunction with the addition of carpool lanes in both the eastbound and westbound directions. 19

Future Switching Capability

The Draft EA/EIR does not indicate whether or not the Project includes the permanent elimination of the ability to switch one of the tunnel bores from eastbound to westbound use (and back again). Although the elimination of this capability certainly makes sense in light of the design and stated purpose of the Project, the Draft EA/EIR does not make clear whether the switching capability will be permanently eliminated. The EA/EIR should be revised to clarify this issue. If Caltrans plans to retain the capability to switch travel direction in one of the bores, the Draft EA/EIR must be revised/recirculated to evaluate the potential impacts of that capability. 20

Parks

The Draft EA/EIR's analysis of impacts to parks is flawed in that it fails to include at least two important urban parks located immediately adjacent to Highway 24. Specifically, the Draft EA/EIR fails to include: (1) Ayala Park, a City of Oakland park located adjacent to Highway 24 at the end of Ayala Avenue, and (2) the FROG park/Hardy dog park located near where Claremont Avenue goes under Highway 24. The Draft EA/EIR must be revised to include these parks. 21

Costa and Alameda Counties." (Draft EA/EIR at 15-16). It is important to note that the design of Alternatives 3N is inconsistent with that voter-approved initiative, which made clear that the "fourth bore will be a two-lane bore." As such, it would be improper to use funds from RM2 to pay for Alternative 3N.

The Draft EA/EIR's analysis of impacts to parks is also flawed because it excludes from its analysis lands owned by EBMUD, which offer significant recreational opportunities. For example, EBMUD owns land between Tilden and Sibley parks. This land includes a major portion of the Bay Area Ridge Trail and is used by many hikers and equestrians. The Draft EA/EIR must be revised to include an analysis of recreation on EBMUD lands. 22

The Draft EA/EIR acknowledges that parks are particularly sensitive to highway noise, but concludes that the proposed Project would have no noise impact on parks. As discussed elsewhere in this letter, the Draft EA/EIR ignores the increase in auto and truck traffic that would result from the Project. As a result, the Draft EA/EIR ignores the associated noise increase. In fact, the proposed Project is likely to cause significant impacts to parks near Highway 24. 23

Blighted Caltrans Properties

Unfortunately, Caltrans has a history of failing to adequately maintain the properties it owns in Oakland along Highway 24. I am particularly familiar with the Claremont Avenue onramp/offramp to Highway 24, which is in my neighborhood. The primary issue at this onramp/offramp is a near total lack of functioning irrigation and landscaping. This has resulted in alternating patches of bare ground and massive quantities of thistle and other weeds. The lack of desirable vegetation results in the Caltrans land looking blighted, which brings down the appearance of the surrounding neighborhood. In addition, the landscaping problem appears to be an underlying cause of a serious litter problem. The litter around the ramps is much more apparent because there is no vegetation and people are inclined to throw more litter because they see so much already there. 24

Over the years, I have made repeated requests to Caltrans to do something about the serious and persistent landscaping problem at this interchange. The City Councilmember for my area, Jane Brunner, has also asked Caltrans to address the situation. Unfortunately, the problems persist because Caltrans' either cannot or will not devote the resources necessary to repair the failed irrigation systems and install new landscaping. These failures casts into doubt the effectiveness of the various landscaping mitigation measures proposed by Caltrans in the Draft EA/EIR. Because Caltrans has been unable or unwilling to effectively maintain its existing landscaping in the Highway 24 corridor through in Oakland, the only reasonable conclusion to draw is that it will similarly neglect mitigation landscaping installed as part of the Project. In short, the Draft EA/EIS cannot reasonably assume that landscape mitigation will be effective, because Caltrans' track record in the area is so poor.

Noise Mitigation

In light of the severe existing noise impacts and the significant impacts associated with the proposed Project, Caltrans should add the following mitigation measures to the proposed Project:

- All construction and all related staging should be done from the east side of the tunnel only.
- Develop, fund and implement a comprehensive sound reduction package for the community along Highway 24 between the Caldecott Tunnel and the 24/580 maze. This package should include:
 - Paving this portion of Highway 24 with a low noise surface covering and regularly maintaining that surface. 25
 - Installing sound walls in Oakland neighborhoods along Highway 24 that want such structures.
 - Planting and maintaining trees along the Highway 24 corridor through Oakland to help attenuate sound and address the chronically blighted condition of many Caltrans properties in that corridor.
 - Instituting a reduced speed limit (55 mph) on the grade from the Caldecott Tunnel and the 24/580 maze.
 - Prohibit all use of engine (“jake”) braking by trucks on the grade from the Caldecott Tunnel and the 24/580 maze.

Notice Failure

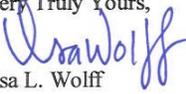
In 2003, I sent a letter to Cristina Ferraz, Project Manager, providing input for the scoping of the environmental review of the 4th Bore Project. In my letter, I specifically asked to be added to the mailing list to receive all future environmental review documentation and public meeting notices for the Project. Ms. Ferraz wrote back an August 15, 2003 letter stating that I would be added to the mailing list. This did not, however, happen. I was not on the Draft EA/EIR distribution list, received no notice from Caltrans that the Draft EA/EIR was available and got no notice of the June 7 and 15 public hearings. I learned of these developments quite late from a media report. As a result of this notice failure, I was unable to attend the public hearings and have had great difficulty preparing my comments in time for the July 12 comment deadline set by Caltrans. I requested that Caltrans allow me an extension of the July 12 deadline, but my request was denied.

The fact that Caltrans failed to provide the requested and required notice in my case raises serious doubts regarding the adequacy of Caltrans’ notice procedures. Other people may have received delayed notice or may not have received any notice at all of the environmental review for the Project. Caltrans should have provided broader notice to potentially interested people and allowed an extension of the comment period. 26

Conclusion

For the foregoing reasons, the Draft EA/EIR does not comply with the requirements of CEQA and NEPA. Caltrans should revise the Draft EA/EIR as described herein and recirculate that document for further public review and comment. Thank you for your consideration of these comments. Please acknowledge receipt of this letter and confirm that I have been added to 27

the mailing list to receive all future environmental review documentation and public meeting notices.

Very Truly Yours,

Osa L. Wolff

cc: Cristina Ferraz, Project Manager
Jane Brunner, Oakland City Council
Caldecott Tunnel Fourth Bore Coalition

9

- 1-Please see the essay on “Purpose and Need” in Chapter 1.
- 2- Please see the essays on “Transit” and “Scope of the Project” in Chapter 1.
- 3- 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.
- 4-In regards to air quality, 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.
- 5- Please see the essay on “Project Study Area Boundaries” in Chapter 1.

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

7- The traffic forecasts for the project were prepared using the Contra Costa Transportation Authority’s travel demand model. This model was modified to add information concerning land use and roadway networks along State Route 24 in Alameda County. The build volumes on State Route 24 are consistently higher than the No-Build volumes.

Please see response # 4 in the essay on “Traffic Modeling/Forecasting” in Chapter 1.

8- Please see response #3 in the essay on “Traffic Modeling/Forecasting” in Chapter 1.

9- The Port of Oakland has done trucking studies in the past to investigate the routes taken by trucks carrying goods to and from the port. These studies show that a very small proportion of these trucks use State Route 24. This truck traffic is concentrated either taking Route 880 northbound to 80 then eastward or Route 880 southbound to Route 238 to Route 580 then on east. (Phone Conversation between Phillip Cox Caltrans Traffic Modeling and Forecasting Branch Chief and Steve Gregory of Port of Oakland, 10/2/06)

Please see response #4 in the essay on “Traffic Modeling/Forecasting” in Chapter 1.

10-Restriction of jake brakes is a decision of the local entities (cities, counties) within the State Route 24 corridor and is enforced by the California Highway Patrol. The Department does not have the authority to unilaterally set restrictions and cannot commit to them within this environmental document.

11- The disposal of excavated material will be determined by the Contractor. The Contractor will be able to explore potential uses for the excavated material and disposal sites. The Contractor will be required to adhere to all state and federal regulations in disposal or use of the excavated material.

It is expected that the material resulting from the tunnel excavation will be free of anthropogenic contamination since it has never been previously exposed, thereby making it a very likely candidate for unrestricted reuse at other developments in need of imported fill. There is a chance that a small percentage of the excavation spoils will be impacted by the naturally occurring hydrocarbons (e.g., tar) observed in the geologic formations during the boring of the earlier tunnels. The excavation spoils will be screened for the presence of hydrocarbons and other chemicals (e.g., metals) to fully characterize the spoils' constituents and determine suitability for types of reuse.

Whether the spoils are reused as imported fill or disposed of at a landfill, the material will be handled in accordance with all applicable laws and regulations promulgated by federal, state, and local agencies. For example, landfill waste characterization will be governed by Title 22 of the California Code of Regulations and the federal parameters defined under the Resource, Conservation and Recovery Act (RCRA); additionally, reuse as imported fill should satisfy guidelines established by, amongst others, the State Water Resources Control Board acting through its regional water quality control boards.

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

13- 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. 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.

14- There are no plans to convert Alternative 2N, a two-lane alternative, to a three-lane alternative with no shoulders. Should this be considered in the future, additional environmental studies will be required.

15- A ten-foot shoulder is standard for a right hand shoulder per the Caltrans highway design manual. A ten-foot shoulder provides safe pullout for disabled vehicles and could facilitate the use of emergency/tow truck vehicles. A five-foot shoulder is standard for the left hand shoulder per the Caltrans design manual. Caltrans has obtained an exception to the five-foot standard left shoulder and reduced it to two feet. Please also see response #14, above.

16- An auxiliary lane would be provided between Fish Ranch Road and Caldecott Lane on westbound State Route 24. See the essay on the "Preferred Alternative" in Chapter 1.

17- Alternative 2N has been selected as the Preferred Alternative. Please see the essay on "Preferred Alternative" in Chapter 1.

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

19- Please see the essays on "Alternatives Considered in the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR)" and "Transit" in Chapter 1. Also, please see response #5 in the essay on "Traffic Operations" in Chapter 1.

20- There are no plans to continue bore reversals after the completion of the construction of the fourth bore.

21- Please see the essay on "Project Study Area Boundaries" in Chapter 1 regarding how the traffic study area was determined and explaining why there is no need for additional traffic-related studies. Also see response to Friends of the Rockridge—Temescal Greenbelt, July 29, 2006, #1-3.

22- Please see Appendix B, Resources Evaluated Relative to the Requirements of Section 4 (f), in Vol. I of the FEA/EIR for the Caldecott Improvement Project. The Project will have no effect on EBMUD lands.

23- All parks within the limits of the project are required to be analyzed for noise impacts. The study assumed the traffic volume for each alternative that would predict the highest noise. The percentage of trucks has been predicted to remain at the current level. No park experienced a significant impact. Noise abatement was considered for one park that exceeded the noise abatement criteria.

Please see response #4 in the essay on "Traffic Modeling/Forecasting" in Chapter 1.

24- The landscaping in the area does need improvements. The trash is picked up on a regular schedule, but those throwing out the trash may choose to do so regardless of the landscaping condition.

25- 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 in good condition. Its expected life is 20 to 40 years. Placing open graded asphalt concrete (OGAC) 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 an expected life of 20 years and has estimate additional cost of \$5 M to the Caldecott project. Caltrans position is to keep the existing concrete pavement since it is in good serviceable condition.

Since the DEA/EIR circulation, Caltrans has reviewed the project for strategies to maintain as many of the existing trees as possible. Caltrans explored a modified berm/sound wall alternative that would potentially save some of the redwood trees adjacent to the Parkwoods complex. Originally, the 4.8-m (16-ft) high sound wall at shoulder alternative (Option A) and the berm with 2.4-m (8-ft) high sound wall (Option B) were the only options considered and evaluated. Option C, a variant of sound wall Option B was developed to save approximately 16 trees located adjacent to the Parkwoods Condominiums entrance. Of the three options presented to the Parkwoods Board meeting on January 19, 2007, sound wall Option B was subsequently selected as being the most aesthetically pleasing and beneficial to the Parkwoods residents. Caltrans has selected Option B for the following reasons: 1) The sound wall would be 2.4-m (8-ft) in height and less of a visual encroachment than the 4.8-m (16-ft) high sound wall options; 2) For adjacent residents, a fully landscaped berm would provide an attractive and pleasant buffer from the visual influence of freeway traffic. Caldecott Lane would appear more secluded and private while the visual influence of the freeway traffic would be immediately screened from much of the ground-plane and to some extent second story views; 3) In terms of mitigation, landscaping would provide immediate benefits under Option B. When planted, typical 15-gallon-size trees would exceed the height of the sound wall and would mitigate the perceived surface plane of the sound wall structure. Shrub plantings could obscure the 2.4-m (8-ft) sound wall within 5-8 years. Trees planted on top of the berm would begin to screen freeway views from the upper Parkwood residences in 10-12 years as opposed to 18-20 years under the other two options.

Replacement landscaping would be completed as a separate contract to commence immediately following completion of the tunnel and traffic lanes. Replacement planting would include 15-gallon size up to 24-inch box trees.

In regards to vehicle speeds, the setting of speed limits is a joint decision of the local entities within the State Route 24 corridor and the California Highway Patrol. The State does not have the authority to unilaterally set limits and cannot commit to them within this environmental document.

Restriction of Jake brakes is a joint decision of the local entities with the State Route 24 corridor and the California Highway Patrol. The State does not have the authority to unilaterally set restrictions on the use of Jake brakes. The regulation of equipment involves several agencies and likely a legislative process and is outside the scope of this environmental document.

26- We regret that you did not receive your public hearing notice nor the environmental document as you requested. The Department did mail out 9,000 notices on May 26, 2006 and published the information on the public hearings on May 31, 2006 in the *Oakland Tribune and the Contra Costa Times*. Due to public request, the comment period was extended to 60 days. In addition, the original 60-day comment period due to end July 15, 2006 was extended to July 31, 2006, a total of 77 days because of technical difficulties from June 29th through July 5th when emails sent to the project website were not received. The project website also had information regarding the public hearings and the availability of the draft environmental document.

27- 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. 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.

Your name has been added to the mailing list.

Wolff, Osa (7/31/06)

Osa L. Wolff
5766 Ayala Ave.
Oakland, CA 94609
(510) 484-4672
osa_wolff@yahoo.com

July 31, 2006

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

Re: Additional Comments on the Draft Environmental Assessment/Environmental Impact Report for the Proposed Caldecott 4th Bore Project

Dear Mr. McConnell and Ms. Dorado:

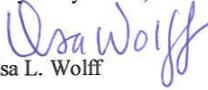
I submitted a comment letter on the Draft Environmental Assessment/Environmental Impact Report ("Draft EA/EIR") for the proposed Caldecott Improvement Project ("4th Bore Project") prior to the July 12, 2006 deadline established by Caltrans. I recently learned that Caltrans has now extended the comment period to July 31, 2006. This letter provides my supplemental comments on the Draft EA/EIR.

As I noted in my original letter to you, Caltrans has a history of failing to adequately maintain the properties it owns in Oakland along Highway 24. Over the years, I have made repeated requests to Caltrans to do something about the serious and persistent landscaping problem on its properties in my neighborhood. I recently received the attached July 12, 2006 letter from Caltrans in response to one of my inquiries. In the letter, Caltrans acknowledges that "the landscaping is quite old and the irrigation has not worked in many years and is beyond repair." The letter also notes that Caltrans has no "immediate plan to upgrade the irrigation or landscaping in the near future."

In other words, Caltrans recognizes that the irrigation and landscaping in this area are degraded and substandard, but does not have any plan in place to address that problem. As I noted in my earlier letter, Caltrans' failure to properly manage the land it already owns in Oakland along Highway 24 casts into doubt the effectiveness of the various landscaping mitigation measures proposed by Caltrans in the Draft EA/EIR. Because Caltrans has been unable or unwilling to effectively maintain its existing landscaping in the Highway 24 corridor through in Oakland, the only reasonable conclusion to draw is that it will similarly neglect

mitigation landscaping installed as part of the Project. In short, the Draft EA/EIS cannot reasonably assume that landscape mitigation will be effective, because Caltrans' track record in the area is so poor.

Very Truly Yours,


Osa L. Wolff

Enclosure

cc: Cristina Ferraz, Project Manager
Jane Brunner, Oakland City Council
Caldecott Tunnel Fourth Bore Coalition

2

Thank you for your comments.

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-5903
TTY (800) 735-2929



*Flex your power!
Be energy efficient!*

July 12, 2006

Mr. and Mrs. Greg Wolff
5766 Ayala Avenue
Oakland, CA 94609

Dear Mr. and Mrs. Wolff:

This is in response to your letter regarding landscaping, litter and irrigation issues in your neighborhood. The California Department of Transportation (Caltrans) would like to thank you for your letter. Your concern about the litter, landscaping and irrigation along Highway 24/Claremont ramp is a concern of Caltrans. Our crews have been working in the area and all weeds have been removed as of June 30, 2006. The landscaping is quite old and the irrigation has not worked in many years and is beyond repair. Unfortunately, there is not an immediate plan to upgrade the irrigation or landscaping in the near future.

Caltrans will continue to pay close attention to the area and monitor it to improve the condition of the existing landscaping until a project is in place to upgrade the area.

If you have further questions, please contact Mike Marcum, East Bay Region Manager, at (510) 614-5942.

Sincerely,


BIJAN SARTIPI
District Director

"Caltrans improves mobility across California"

Osa L. Wolff
5766 Ayala Ave.
Oakland, CA 94609

June 5, 2006

Cristina Ferraz, Project Manager
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Re: Notice Problem & Request for Extension of Comment Period

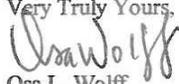
Dear Ms. Ferraz,

In 2003, I sent you the enclosed letter providing input for the scoping of the Draft EIS/EIR for the Caldecott Improvement Project. (Note: my last name has changed due to marriage). You responded to me in a letter dated August 15, 2003, a copy of which is also enclosed.

In my letter, I specifically asked to be added to the mailing list to receive all future environmental review documentation and public meeting notices for the Project. Although your August 15, 2003 letter stated that I would be added to the mailing list, that did not happen. I do not appear on the Draft EIS/EIR distribution list, received no notice from Caltrans that the Draft EIS/EIR was available and got no notice of the upcoming June 7 and 15 public hearings.

I learned of these developments only yesterday, from a media report. It is my understanding that Caltrans released the Draft EIS/EIR on May 12, twenty-three (23) days before I learned it was available. As a result of this notice failure, I will be unable to attend the schedule public hearings and would have great difficulty preparing my comments in time for the July 12 comment deadline set by Caltrans. I hereby request that you allow a twenty-three (23) day extension of that deadline to August 4, 2006 so that I will have enough time to review and comment on the Draft EIS/EIR. In addition, I hereby request that you schedule an additional public hearing in late July.

Please add this letter to the administrative record for the project and treat it as a comment letter on the Draft EIS/EIR.

Very Truly Yours,

Osa L. Wolff

Enclosures

cc: Gregory C. McConnell, Senior Environmental Planner
Sheryl Dorado, Associate Environmental Planner

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
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OAKLAND, CA 94623-0660
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TTY (800) 735-2922



*Flex your power!
Be energy efficient!*

June 14, 2006

Osa L. Wolff
5766 Ayala Avenue
Oakland, CA 94609

Dear Ms. Wolff:

Thank you for your letter dated June 5, 2006 regarding the Caldecott Improvement Project. Enclosed is a copy of the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR) for the Caldecott Improvement Project. I was under the impression that your name was included in the project distribution list, but unfortunately your name was inadvertently omitted from the list. I regret that you did not receive the public hearing notice nor the environmental document as you requested.

The draft environmental document was released on May 12, 2006. The comment period for this project is longer than the 30-day comment period required under State and Federal laws. We are requesting comments to be submitted by July 12, 2006, 60 days after the release of the document.

We are proceeding with the current comment period and with the scheduled public hearings. If you would like to meet with project staff so that we can share with you the information presented at the public hearing, please feel free to contact me. If you have any further questions regarding the Caldecott Improvement Project, please contact me at (510) 286-3890.

Sincerely,

A handwritten signature in black ink, appearing to read "Cristina Ferraz", written over a horizontal line.

CRISTINA FERRAZ
Project Manager

Enclosure (DEA/EIR)

"Caltrans improves mobility across California"



szeller@comcast.net
07/19/2006 10:38 AM

To Caldecott_Public_Comments@dot.ca.gov
cc
bcc
Subject Pro-4th Bore

I strongly support the building of a 4th bore -- any of your designs including a 4th bore are fine by me.

My only hope is you can speed up the process. Why does the environmental impact study have to take so long? Seems it could be shortened and the digging can begin sooner. We need that tunnel today -- 2013 is a long time away.

1

Scott Zeller, MD
Orinda, CA

1-Please see the essay on “The Environmental Process; Environmental Impact Statement/Environmental Impact Report (EIS/EIR) versus an Environmental Assessment/Environmental Impact Report (EA/EIR); and Criteria for Significance” in Chapter 1.

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