CHAPTER 9 SUMMARY OF PUBLIC HEARING PROCESS

THIS PAGE INTENTIONALLY LEFT BLANK

9.1 INTRODUCTION

This chapter summarizes the public hearing process, including the public review period; dates, format/contents, attendance and results of the public hearings; and the content of the various comments read into the record at the public hearings or provided on comment cards at the meetings.

9.2 TIMING OF PUBLIC REVIEW AND PUBLIC HEARINGS

The Draft Environmental Assessment/Environmental Impact Report (DEA/EIR) for the Caldecott Improvement Project on State Route 24 was circulated during May, June and July of 2006. In response to a request from interested parties, a 60-day public review period was provided, during which two public hearings were held: on June 7 in Contra Costa County and on June 15 in Alameda County.[1] Two public hearings in separate locations were held to maximize participation by interested parties on both sides of the Caldecott Tunnel. The public hearings were conducted to present the results of the environmental studies and receive public input on the Draft EA/EIR. Public comments were recorded at the meetings; also, comment cards were distributed and collected and contact information and the deadline for submitting formal written comments were announced.

9.3 NOTICING OF THE PUBLIC HEARINGS

On May 26, 2006, a double-sided, self-mailing public hearing notice presenting project information including project sponsors, project goals, a Draft EA/EIR overview and the dates, times, locations, and purpose of the public hearings as well as contact information for submitting comments was mailed to some 9,000 interested parties listed in the project database. These interested parties included property owners, agency representatives, elected officials and others who had expressed interest in the project. In addition, on May 31, 2006, a display ad Public Notice of Availability of the environmental document was published in both the Oakland Tribune and Contra Costa Times. This notice included the meeting dates, times, locations, purpose of the meetings and contact information for submitting comments.

Project information and links to electronic copies of the public hearing notice were posted to the project website. In addition, an email distribution list of over 80 people who had submitted inquiries to the project website was created and notices of availability were sent to the people on this list.

9.4 PUBLIC HEARING FORMAT AND CONTENT

The public hearings had a combined open house/formal public hearing format. The open house occurred from 6:00 pm to 7:00 pm, during which attendees could circulate among five exhibit stations and ask questions of or give input directly to members of the project team. The formal public hearing began at 7:00 p.m. and was recorded by a court reporter. A project overview was presented, followed by the formal hearing/comment period on the Draft EA/EIR. A panel of key members of the project team was present to respond to questions requesting clarification or brief points of information, as appropriate. Otherwise, there was no attempt to respond to the comments at the hearings, as the lists of individuals requesting to speak were long, and the purpose of the hearing was to enable everyone who wished to speak to have an opportunity to do so. Formal responses to all of the comments are provided in this and other chapters of this volume.

9.4.1 Contra Costa County Meeting in Orinda

The Contra Costa County public hearing took place on June 7, 2006 from 6:00 pm to 8:21 pm at the Orinda Community Center and was attended by approximately 69 members of the community. The hearing officer was Administrative Law Judge Michael Cohn, State of California, and the local official was Amy Worth from the Orinda City Council. Sixteen people requested to speak at this meeting, and three comment cards were submitted.

The comment cards and comments of the individuals who requested to speak are shown in Exhibit 9.5-1, Orinda Hearing Speaker Comments and Responses, along with the responses provided at the meetings. Comments or questions that were responded to by the panel have been entered into the table in plain text. These responses

[1] Due to e-mail technical difficulties from June 29 to July 5, 2006, the comment period was extended to July 31, 2006.

have been supplemented herein in two ways: (1) written responses to comments from speakers at the meeting whose comments were not responded to at the meeting have been entered into the table in italics; (2) written responses to the comments provided on comment cards are shown in Exhibit 9.5-2, Orinda Hearing Comment Cards and Responses.

9.4.2 Alameda County Meeting in Oakland

The Alameda County public hearing was held on June 15, 2006 from 6:00 pm to 9:49 pm at Claremont Middle School in the Rockridge neighborhood of Oakland and was attended by approximately 113 community members. The hearing officer was Administrative Law Judge Michael Cohn, State of California. Local officials in attendance included Jane Brunner, Oakland City Council District 1 and Berenise Herrera, State Senator Don Perata's Staff. Some 57 individuals requested to speak at this meeting and 14 comment cards were submitted. In addition, students from Ms. Leslie's Second Grade class at Chabot Elementary School asked to display an exhibit they had prepared as a class project, and five students read comments into the public record.

Comments or questions that were responded to by the panel have been entered into the table in plain text. The comments of the individuals who requested to speak are shown in, Exhibit 9.5-3, Oakland Hearing Speaker Comments and Responses, along with responses. As with the Orinda Hearing, these responses have been supplemented by (1) adding written responses to the table in italics to respond to speaker comments that were not responded to at the meeting; and (2) written responses to the comments provided on comment cards are shown in Exhibit 9.5-4, Oakland Hearing Comment Cards and Responses.

9.5 SUMMARY OF COMMENTS

9.5.1 Orinda Meeting

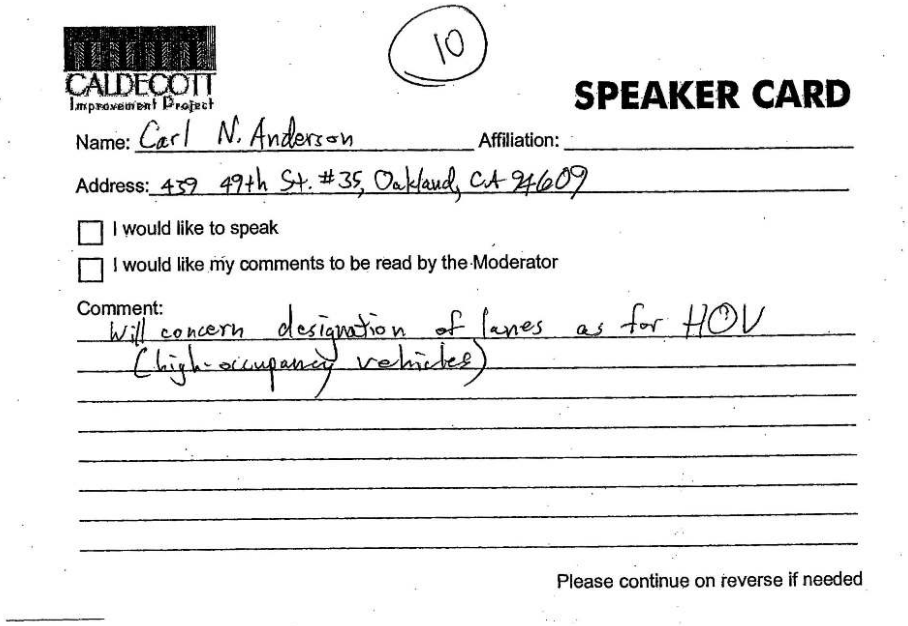
There were 69 people who attended the meeting in Orinda, 16 of whom chose to speak. Three comment cards were submitted. Of those making or submitting comments, nine people supported the project and nine expressed concerns. Four people preferred the three-lane alternative and one preferred the two-lane alternative.

Comments from the public concerned the need for bicycle and pedestrian use of the tunnel both during and after construction. In regards to traffic issues, some participants thought the project would relieve congestion and remove traffic from local streets, while others expressed concern that the project will provide only temporary congestion relief and may cause more traffic on Caldecott Lane. Other issues addressed included peak direction congestion, air quality, the need for the tunnel to support Bay Area regional economic development, construction phase impacts and bicycle access, the environmental document and its processes, funding, noise, and driver and seismic safety.

A summary of the comments expressed by speakers at the meeting is provided below. The comments are reported as recorded in the record of the public hearing. The speaker cards submitted are also provided. Where clarification was requested or a simple point of information question raised, the response given at the meeting is also shown. Where the comment was not responded to at the meeting, the written response is provided here in italics.

Exhibit 9.5-1 Summary of Orinda Hearing Speaker Comments and Responses

Anderson, Carl N.



CALDECOTT Improvement Project

10

SPEAKER CARD

Name: Carl N. Anderson Affiliation:

Address: 459 49th St. #35, Oakland, CA 94609

☐ I would like to speak

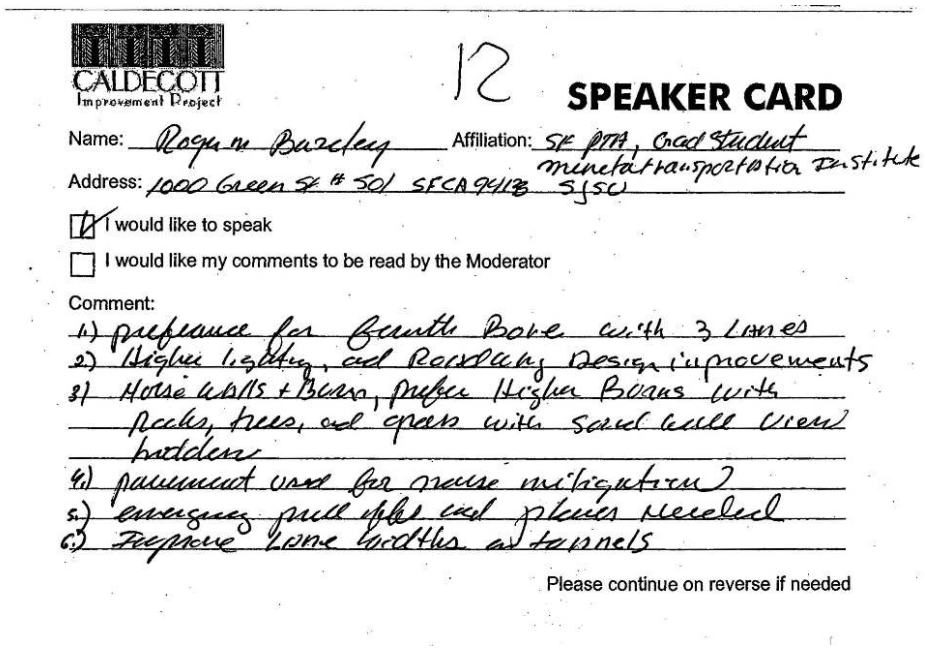
☐ I would like my comments to be read by the Moderator

Comment:
Will concern designation of lanes as for HOV (high-occupancy vehicles)

Please continue on reverse if needed

Comment/Question	Response
Why is there a discrepancy between the westbound am and eastbound pm traffic numbers?	*The traffic numbers vary due to people going to different places after work as opposed to most people going directly to work in the morning.*
If three-lane bore is built, concern that shoulder areas will turn into a fourth lane.	*Please see the essay on "Alternatives Analysis Considered in the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR)" in Chapter 1.*

Bazeley, Roger M.



CALDECOTT Improvement Project

12

SPEAKER CARD

Name: Roger M Bazeley Affiliation: SF PTA, Grad Student Mineta Transportation Institute

Address: 1000 Green St #501 SF CA 94133 SJSU

☑ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

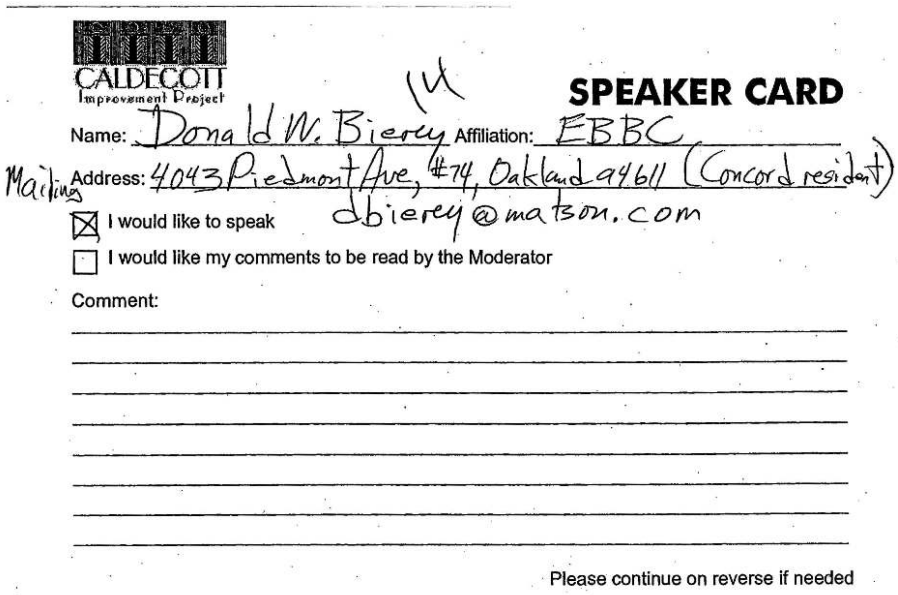
1.) preference for fourth Bore with 3 Lanes
2.) Higher lighting, and Roadway Design improvements
3.) Noise walls + Berm, prefer Higher Berms with Rocks, trees, and open with sound wall view hidden
4.) pavement used for noise mitigation?
5.) emergency pull offs and phones needed
6.) Improve lane widths at tunnels

Please continue on reverse if needed

Comment/Question	Response
For noise mitigation, a high berm, natural rock, trees and landscaping are preferred over soundwalls.	Caltrans has selected a berm/soundwall combination. 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.*
Need for increased lighting levels in tunnel and need headlight screens on the median wall.	*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*

Comment/Question	**Response**
	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.*
Need for emergency places to pull off and areas of safety with call boxes.	*The fourth bore design includes a ten-foot right shoulder for disabled vehicles. Call boxes will be provided.*
Need a balance of mass transportation and increased capacity for cars.	*Please see the essay on "Alternatives Analysis Considered in the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR)" in Chapter 1. The Route 24/Caldecott Tunnel Corridor Study found that transit improvements alone could not meet the congestion relief and other purposes of the Caldecott Improvement Project.*

Bierey, Donald W.


CALDECOTT
Improvement Project

SPEAKER CARD

Name: Donald W. Bierey Affiliation: EBBC

Mailing Address: 4043 Piedmont Ave, #74, Oakland 94611 (Concord resident)

dbierey@matson.com

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
What facilities are planned to accommodate bicycle traffic through any tunnel structure?	*Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.*
Can ventilation galleries or emergency walkways be adapted for bicycle travel?	*Security issues prevent using the ventilation gallery for bicyclists and pedestrians. In addition, the ventilation fans are turned on when there is an emergency in the tunnel, causing winds of up to 100 miles per hour.*
What about the abandoned tunnel to the south of the existing tunnels that is in use being pressed into service for bicycle travel?	*Opening the tunnel that was built in the late 1800s for cyclists would be very difficult. It is a timber tunnel in uncertain condition. It would be extremely costly to ensure its seismic and structural safety for use by cyclists. There would also be security issues as with other enclosed pedestrian/bikeways.*
How will the Orinda side bicycle facilities that are currently in place be affected by the construction?	*For most of the project duration, the freeway shoulders will remain open between Camino Pablo and Fish Ranch Rd. Except for a few short term day time closures, Fish Ranch Rd. will only be closed at night and detours will be provided.*
What other construction impacts will there be to traffic flow, bicycle facilities, and BART operation?	*Please see the essay on "Construction Impacts" in Chapter 1.*
Will trees be saved?	*There will be some loss of trees, both native and non-native. The Department conferred with the California Department of Fish and Game proposed replacement ratios. Native oak trees will be replaced at a ratio of 5:1. All other trees, excluding eucalyptus, will be replaced at a 3:1 ratio.*

Favello, David

CALDECOTT Improvement Project

13

SPEAKER CARD

Name: David Favello Affiliation:

Address: 2677 Oak Rd #202 Walnut Creek CA 94597

☐ I would like to speak

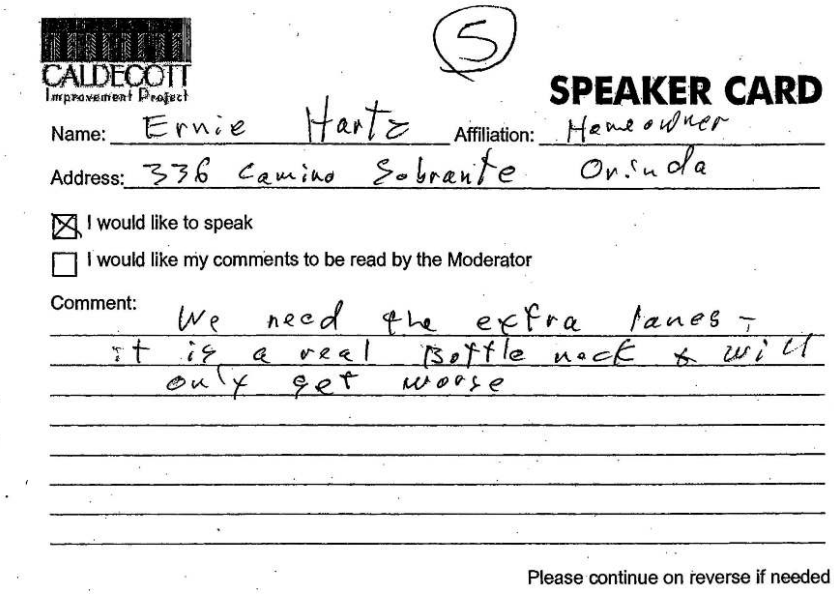
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
BART has restrictions on bicyclists during peak hours; only option is over the hill. Therefore, tunnel is needed for bicyclists.	*Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.*
During construction, the bike route over Fish Ranch Road and Claremont must be open.	*For most of the project duration, the freeway shoulders will remain open between Camino Pablo and Fish Ranch Rd. Except for a few short term day time closures, Fish Ranch Rd. will only be closed at night and detours will be provided.*
Access for pedestrians and bicycles will be affected during construction.	*Construction traffic will be prohibited from using certain local streets to minimize disruption to local circulation during construction. Please see the essay on "Construction Impacts" in Chapter 1.*

Hartez, Ernie



CALDECOTT Improvement Project

(5)

SPEAKER CARD

Name: Ernie Hartz Affiliation: Homeowner

Address: 336 Camino Sobrante Orinda

☒ I would like to speak

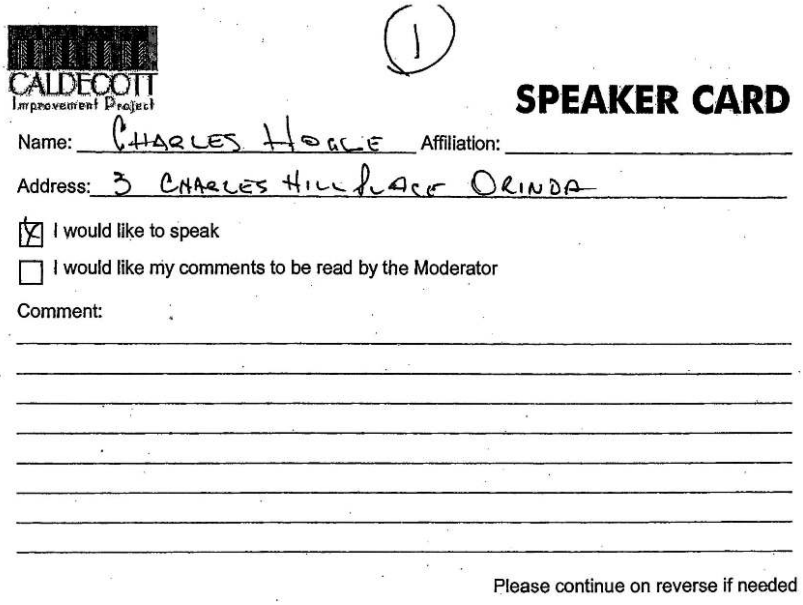
☐ I would like my comments to be read by the Moderator

Comment: We need the extra lanes - it is a real bottle neck & will only get worse

Please continue on reverse if needed

Comment/Question	Response
At the minimum, a three-lane tunnel is needed to alleviate existing traffic and to keep local area streets from becoming congested.	*In light of all of the information developed for the Draft EA/EIR and in consideration of all of the comments received, the Project Development Team has identified the two-lane bore as the preferred alternative. Please see the essay on the "Preferred Alternative" in Chapter 1 for details regarding how this decision was reached.*

Hogle, Charles


CALDECOTT
Improvement Project

(1)

SPEAKER CARD

Name: CHARLES HOGLE Affiliation:

Address: 3 CHARLES HILL PLACE ORINDA

☒ I would like to speak

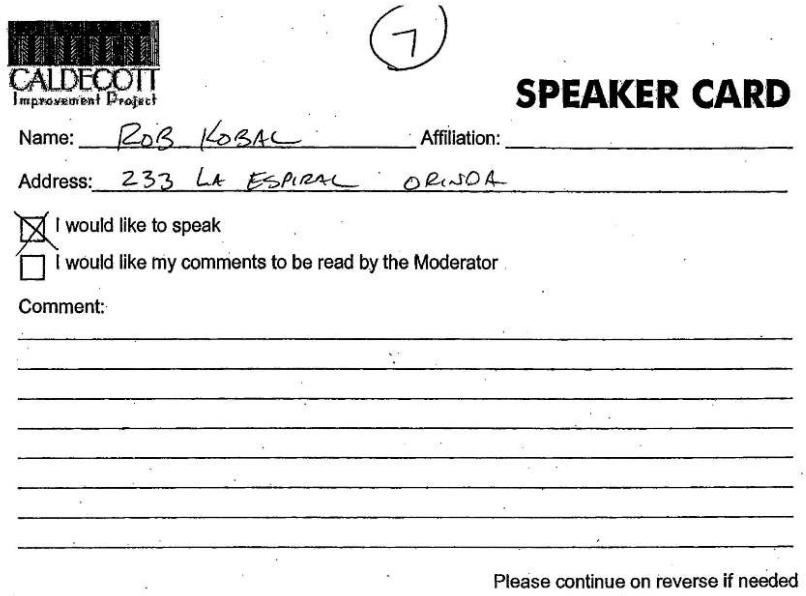
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Where are the spoils going to be dumped?	*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.*
In favor of building the three lanes now to take care of future needs.	*In light of all of the information developed for the Draft EA/EIR and in consideration of all of the comments received, the Project Development Team has identified the two-lane bore as the preferred alternative. Please see the essay on the "Preferred Alternative" in Chapter 1 for details regarding how this decision was reached.*

Kobal, Rob


CALDECOTT
Improvement Project

(7)

SPEAKER CARD

Name: ROB KOBAL Affiliation:

Address: 233 LA ESPIRAL ORINDA

☒ I would like to speak

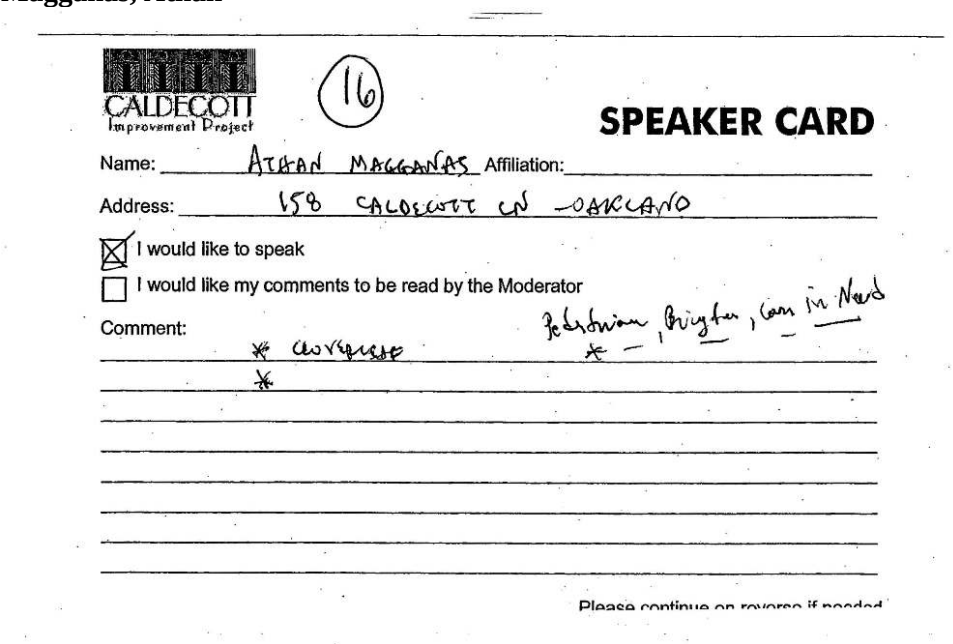
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Better use of public money would be to improve mass transit.	*Please see the essays on "Alternatives Analysis Considered for the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR)" and "Transit" in Chapter 1. The Route 24/Caldecott Tunnel Corridor Study found that transit improvements would achieve only a modest increase in transit use and therefore could not meet the congestion relief and other purposes of the Caldecott Improvement Project.*
Additional lane allows for flexibility in its use (e.g., more traffic lanes, bike lanes, light rail).	*In light of all of the information developed for the Draft EA/EIR and in consideration of all of the comments received, the Project Development Team has identified the two-lane bore as the preferred alternative. Please see the essay on the "Preferred Alternative" in Chapter 1 for details regarding how this decision was reached. Additional right-of-way would be required to use part of the tunnel for alternate modes, to ensure safe separation from vehicular traffic.*

Magganas, Athan



CALDECOTT Improvement Project

(16)

SPEAKER CARD

Name: ATHAN MAGGANAS Affiliation:

Address: 158 CALDECOTT LN - OAKLAND

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment: Pedestrian, Bicycles, Cars in Need

* CLOVERLEAF * —

*

Please continue on reverse if needed

Comment/Question	Response
Will be the cause of more traffic on Caldecott Lane and an analysis needs to be done. A meeting with Caltrans was requested to explore available options.	*Caltrans expressed willingness to bring the Operations staff to meet with this citizen.*

Matis, Howard

CALDECOTT
Improvement Project

SPEAKER CARD

Name: Howard Matis Affiliation: North Hills Phoenix Assn

Address: 6824 Sherwick Dr., Berkeley, CA 94705

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Will be a decrease in public transportation use if auto traffic appears to be alleviated.	*Project studies did not indicate that the build alternatives would have a substantial negative impact on transit use. Please see the essay on "Transit" in Chapter 1 for more information.*
Destruction of trees for staging areas.	*The western staging area adjacent to Parkwoods will have vegetation loss. Caltrans has minimized the overall loss of vegetation for the project by minimizing the number of areas to be utilized as staging areas. In addition, during construction, efforts are made to save trees within the areas of temporary impact. Therefore, the actual tree loss may be less then what is included in the environmental document. Upon completion of the project, the earth berm/sound wall will be placed in the staging area, and will be planted with native or non-invasive species.*
Analysis needed for short-term construction phase effects to residents of Parkwood community – traffic, noise and tree removal.	*Please see essay on "Construction Impacts" in Chapter 1, and Section 2.4 Construction Impacts in the Draft and Final ED for analysis of construction phase impacts within the study area boundaries.*
Existing soundwall adjacent to Parkwoods does not mitigate noise and is aesthetically displeasing.	*Comment noted.*
Analysis needed to analyze traffic signal at Tunnel Road to allow for left turns.	*The traffic operations analysis does not show a significant impact on peak hour traffic on Tunnel Road/Ashby Avenue between the Hiller traffic light and Claremont Avenue. The appropriate agencies having jurisdiction in this area should be contacted for upgrades to Ashby Avenue west of this intersection. Please refer to Options A1, A2, and H in*

Comment/Question	**Response**
	the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1 for potential improvements near the intersection.
Suggest putting metering lights by Shakespeare Theater.	*When a project increases the capacity of a freeway, ramp metering equipment is installed as a method of further increasing the capacity. However, ramp metering is meant to increase a freeway's capacity over an entire corridor. Once ramp meters are installed on a long enough section of freeway, ramp metering operations are implemented. Ramp metering equipment will be installed at this location, but will not be implemented until a long enough portion of State Route 24 has ramp metering equipment.* *Westbound State Route 24 east of the Caldecott Tunnel, as it is today, is a unique situation. While the Gateway Boulevard Interchange is often associated as allowing an opportunity for "those taking a "short cut", it is anticipated that the fourth bore will significantly reduce the desire to exit and then reenter the freeway at Gateway Boulevard.*

Nemon, Norm

CALDECOTT Improvement Project

(8)

SPEAKER CARD

Name: NORM NEMON Affiliation: RESIDENT

Address: 12 TARA RD ORINDA

☑ I would like to speak

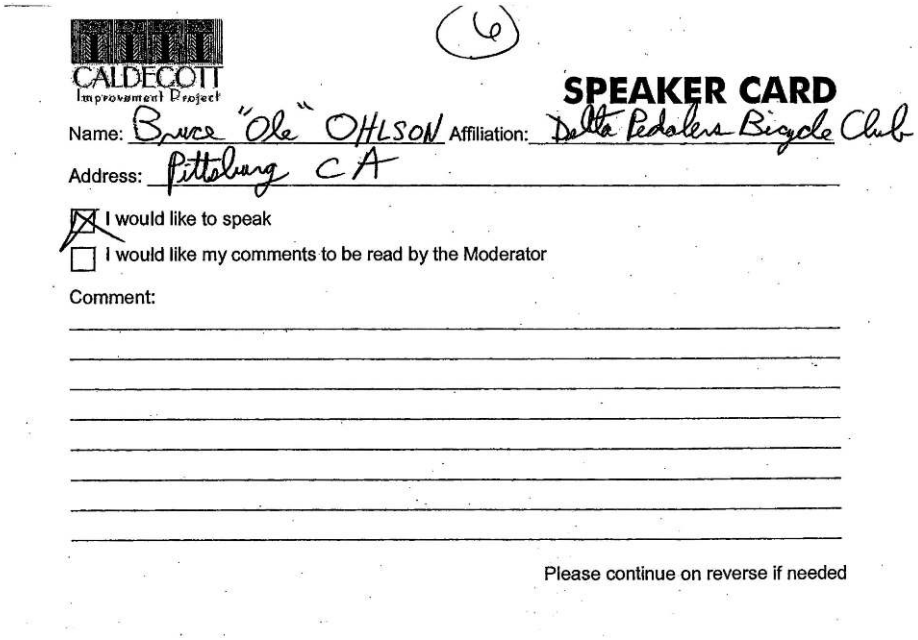
☐ I would like my comments to be read by the Moderator

Comment:
1. HOW MUCH $ SAVED ELIMINATING LANE CHANGES
2. HAVE DIFFERENCES SUBSIDED REGARDING THIS PROJECT BETWEEN ALAMEDA + CONTRA COSTA COUNTY
3. SINCE PM RUSH HOUR EASTBOUND WILL NOT BE IMPROVED - THE CARS TRAVELLING NORTH ON WARREN FREEWAY BACKED UP ↑ 1 MILE SOMETIMES CAN NOT BE HELPED

Please continue on reverse if needed

Comment/Question	Response
How much money would be saved by eliminating the lane changes for daily tunnel reversals to accommodate peak-period/peak-direction traffic? How many workers are endangered by this practice?	*Currently, tunnel lane reversals occur twice during a 24-hour period and several times over the weekend. It takes a two person crew and two vehicles to accomplish the center tunnel change. Estimates for yearly costs are not available.*
Has the conflict between Alameda and Contra Costa Counties been resolved?	*The Alameda County Congestion Management Agency and Contra Costa Transportation Authority have been working with Caltrans in developing the project.*
Is there something that can be done about the northbound backup on the Warren Freeway during the evening?	*Without improving the eastbound bottleneck in the tunnel, there will be no relief on northbound SR13. That is outside the project's ability to relieve traffic.*

Ohlson, Bruce "Ole"


CALDECOTT
Improvement Project

(6)

SPEAKER CARD

Name: Bruce "Ole" OHLSON Affiliation: Delta Pedalers Bicycle Club

Address: Pittsburg CA

☒ I would like to speak

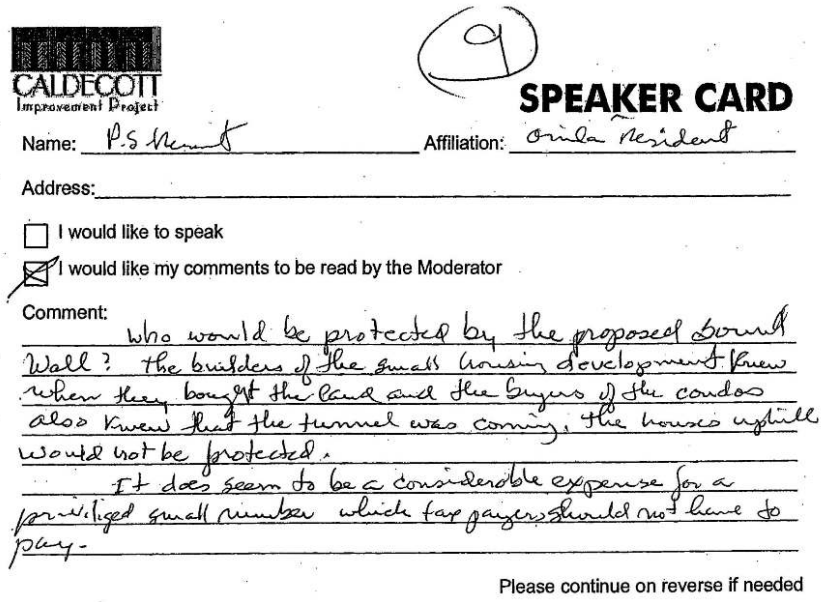
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Bicyclist and pedestrians need and have the right to be able to use this tunnel; Caltrans policy and State law requires consideration for bicycles and pedestrians. There should be a pedestrian safety passage in the 3-lane option and an 8-foot shoulder bikes could use in the 2-lane option.	*Consistent with State and regional policy, Caltrans considered bicyclist/pedestrian access. A variety of bike/pedestrian improvements is being considered by the Alameda County Congestion Management Agency (ACCMA). A bikeway within the fourth bore would not be feasible because of health and safety concerns and high costs. An alternative bike/pedestrian tunnel also poses safety concerns. Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1 for detail on the measures being considered by the ACCMA.*
Caltrans approved a bicycle lane on Fish Ranch Road; there needs to be a bike lane on the other side of the tunnel. Claremont Avenue does not have a sufficient shoulder for bikes.	*Please see response directly above.*

(Illegible name)



CALDECOTT
Improvement Project

(9)

SPEAKER CARD

Name: P.S. [illegible] Affiliation: Orinda Resident

Address:

☐ I would like to speak

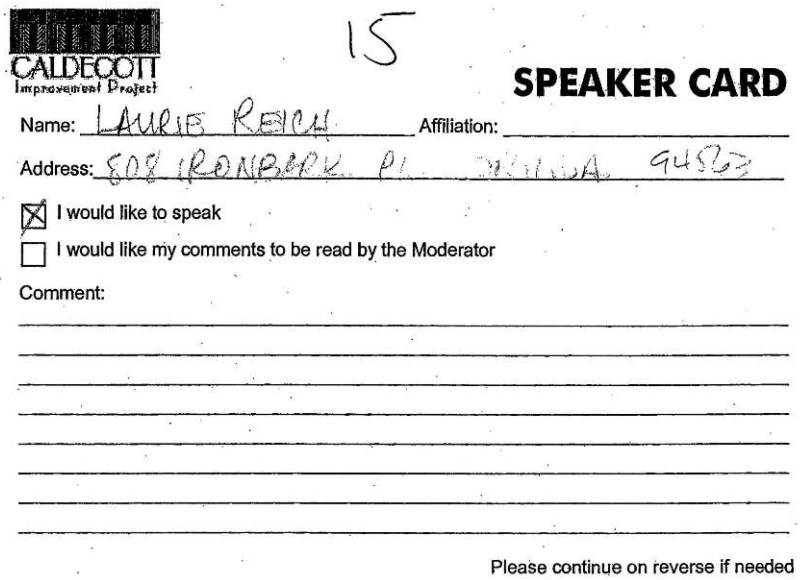
☒ I would like my comments to be read by the Moderator

Comment:
Who would be protected by the proposed sound Wall? the builders of the small housing development knew when they bought the land and the buyers of the condos also knew that the tunnel was coming, the houses uphill would not be protected.
It does seem to be a considerable expense for a privileged small number which tax payers should not have to pay.

Please continue on reverse if needed

Comment/Question	Response
Who would be protected by the proposed sound wall? The houses uphill will not be protected.	*Please see Section 2.2.8, Noise, in the Draft and Final ED for information on location and benefits of sound walls.*
Seems to be a considerable expense to benefit a small number of people for which tax payers have to pay.	*Comment noted.*

Reich, Laurie


CALDECOTT
Improvement Project

15

SPEAKER CARD

Name: LAURIE REICH Affiliation:

Address: 808 IRONBARK PL. [illegible] CA 94563

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Voters feel a very strong need for another bore. In favor of a three-lane bore for flexibility and relief in air pollution. Also need to do something for bicyclists.	*Please see the essay on the "Preferred Alternative" as well as the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.*

Stremmel, Bill

CALDECOTT Improvement Project

SPEAKER CARD (2)

Name: Bill Stremmel Affiliation:

Address: 837 Boris Court, Walnut Creek, CA 94597

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Fourth bore is needed for seismic safety.	*Comment noted.*

(Unidentified)

Comment/Question	**Response**
Would dynamiting occur on the Oakland or Orinda side?	*The majority of tunnel construction is going to use road header machines. The contractor will have the option to use drill/blast methods to accelerate construction if hard rock is encountered. Initial ground conditions studies indicate that hard rock exists in only very limited reaches of the tunnel. Likely less than five percent of total tunnel length would warrant drill/blast methods.*
Tunnel congestion must be relieved to support regional economy.	*Comment noted. This statement is consistent with the purpose and need for the Caldecott Improvement Project.*

Veneklasen, Ethan

CALDECOTT Improvement Project

(11)

SPEAKER CARD

Name: Ethan Veneklasen Affiliation: Contra Costa Council

Address: 1355 Willow Wy, Ste 253 Concord, CA 94520

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Fourth bore construction is in accordance with voter-approved Regional Measures 2 and B and Measure J	*Comment noted.*
Has a regional safety benefit.	*Comment noted. This statement is not inconsistent with the purpose and need for the project.*
Has a regional traffic reduction benefits.	*Please see response directly above.*

The previous exhibit displayed individual speaker cards, summarized comments and provided responses to comments made by meeting participants who requested to speak at the meeting. The following exhibit shows the comment cards and provides written responses to the comment cards submitted at the meeting.

Exhibit 9.5-2 Summary of Orinda Hearing Comment Cards and Responses

Bazeley, Roger M.

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

Name: Roger M Bazeley
Address: 1000 Green Street #501
San Francisco, CA 94133
Phone: 415-623-3652
E-mail: bazeley@earthlink.net

Written comments may be submitted tonight, emailed to Caldecott_Public_Comments@dot.ca.gov or mailed:
Gregory C. McConnell, Senior Environmental Planner
Attn: Sheryl Dorado, Associate Environmental Planner
Dept. of Transportation, District 4, Environmental Analysis
Mail Station 8B, P.O. Box 23660
Oakland, CA 94623-0660

☑ Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. (Scenic Highway 24)

Comments:

excellent presentation and view stations on traffic, construction, environmental, noise.

* preference and support for a fourth Bore with
* 3 lanes. (lane arrows/lighted) - multi-modal support.
(Safety: light levels, eliminate lane switches)

1) need increased lighting levels in all tunnels
2) emergency phones and pull off areas, for safety
3) need headlight screens or screens for median walls
4) increased left lane lines (width) Reflective lane markers, increase lane width in 3 lane tunnel

5) pavement needs to be quiter, and rain/drainage improvements - possible curves/ridgecut
6) quiter pavement materials might be of benefit

7) Better pavement lighting, european low level to be sensitive to housing communities
8) support bike and emergency access improvement (Pedestrian/Bike crossing impact & mitigation)
* 9) House and Environmental mitigation preference is the High Burn with little or no sound wall barrier construction or visibility. Hide wall with larger, higher, grass + rock burn trees and plants - Color barrier wall cement in a natural grounds, terracota, colors.

Rich & park facilities need improvement to increase BART ridership. ?

HOV Lanes

Comment/Question	**Response**
Excellent presentation and view sketches on traffic; construction, environmental, noise. Preference and support for a fourth bore with 3 lanes (lane arrows/lighted) – multi modal support. (Safety: light levels, eliminate lane switches)	In light of all of the information developed for the Draft EA/EIR and in consideration of all of the comments received, the Project Development Team has identified the two-lane bore as the preferred alternative. Please see the essay on the "Preferred Alternative" in Chapter 1 for details regarding how this decision was reached.
1) need increased lighting levels in all tunnels	1. The current project will not involve modifying the lighting within the existing tunnels, which meets standards. However, 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.
2) emergency plans and pull off areas, for safety.	2. The fourth bore design includes a ten-foot right shoulder for disabled vehicles. Local jurisdictions, such as city and county fire department, ambulance services and police, are responsible for responding to any emergencies. Caltrans will facilitate "coordinated" emergency response by closely working with all local jurisdictions during an event. Caltrans will also make every effort to maintain local access via its facilities. Caltrans has emergency response plans in place, and periodically performs "emergency response mock drills" with local entities, such as the Metropolitan Transportation Commission (MTC). As part of the coordinated effort with local jurisdictions, if required, Caltrans will limit portions of the tunnels to emergency vehicle access only. Caltrans does not prepare and maintain emergency response maps or escape routes for local jurisdictions within local boundaries; however, Caltrans will coordinate and support local emergency plans and response by maintaining access via its facilities. Construction will not result in road closures that would block egress from the tunnel construction vicinity in the event of a fire. Limited road closures will occur during construction but in all cases detours will be available in the event of an emergency.
3) need headlight screens or screens for median walls.	3. Glare screens will be used during construction to screen east and west portal staging areas. To reduce the exposure of our maintenance forces to unsafe traffic conditions, Caltrans no longer attaches expanded metal or paddle type glare screen systems to permanent concrete median barriers. Where permanent glare screen is warranted, the standard 910 mm (36-inches) Type-60 concrete barrier would be substituted with a concrete barrier 1420 mm (56-inches) in height to screen out headlight glare of opposing traffic. At this time an engineering evaluation has not been completed to determine whether a 1420 mm high concrete barrier would be effective in blocking vehicle headlight glare, while still maintaining a comfortable and safe horizontal site distance for motorists. Caltrans will study the existing freeway alignment to determine the feasibility of incorporating concrete glare screen into the project.
4) increased left lane lines (widths) reflective lane markers, increase lane width in 3 lane tunnel	4. Lane widths and roadway facilities will be implemented in accordance with safety standards. Please see the essay on "Preferred Alternative" in Chapter 1, regarding the selection of the two-lane bore.

Comment/Question	**Response**
5) pavement needs to be quieter, and rain/drainage improvements – possible curves/ridge cuts quieter pavement materials might be of benefit.	5. The approaches to and from the fourth bore will be constructed with rubberized asphalt concrete, Portland cement concrete or open graded asphalt concrete. New drainage facilities for the tunnel and approach lanes will be included in the design.
6) Better pavement lighting, European low level to be sensitive to housing communities	6. Caltrans does not utilize pavement lighting in its roadway design. Lanes are marked with thermoplastic striping and reflective markers.
7) Support bike and emergency access improvement (pedestrian/bike crossing impact and mitigation)	7. Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1, regarding the various options considered by the ACCMA, which is conducting conceptual studies of bicycle and pedestrian access in the vicinity of the tunnels. See response above regarding emergency access.
8) Noise and Environmental mitigation preference is the high berm with little or no sound wall barrier construction or visibility. Hide wall with larger, higher, grass and rock berm. Tress and plants-color berm wall cement in a natural grounds, terracotta, colors.	8. Comment noted.
9) Ride and park facilities need improvement to increase BART ridership.	9. Project studies indicate the fourth bore would have no impact on BART ridership.
10) HOV Lanes.	10. Please see response #5 in the essay on "Traffic Operations" in Chapter 1.

Comment noted, with thanks!

Friedland, Tom

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

Name: TOM FRIEDLAND
Address: 29 HILLCREST RD
94705
Phone:
E-mail:

Written comments may be submitted tonight, emailed to Caldecott_Public_Comments@dot.ca.gov or mailed:
Gregory C. McConnell, Senior Environmental Planner
Attn: Sheryl Dorado, Associate Environmental Planner
Dept. of Transportation, District 4, Environmental Analysis
Mail Station 8B, P.O. Box 23660
Oakland, CA 94623-0660

☐ Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project.

Comments:

I AM CONCERNED ABOUT TRAFFIC @ ASHBY-CLAREMONT AVE. ADDING TRAFFIC TO CALDECOTT WILL INCREASE CONGESTION @ ASHBY-CLAREMONT THAT ALREADY IS INTOLERABLE.

Comment/Question	Response
I am concerned about traffic at Ashby-Claremont Avenue. Adding traffic to Caldecott will increase congestion at Ashy-Claremont that is already intolerable.	There is currently congestion along Ashby Avenue. Caltrans is committed to working with the cities of Oakland and Berkeley to develop operational enhancements and appropriate solutions. In addition, please see response #2 in the essay on “Traffic Operations” in Chapter 1.

Markley, John

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

Name: John Markley
Address: 1620 Greystone Terrace
Orinda, CA 94563
Phone: 925 254-5616
E-mail:

Written comments may be submitted tonight, emailed to Caldecott_Public_Comments@dot.ca.gov or mailed:
Gregory C. McConnell, Senior Environmental Planner
Attn: Sheryl Dorado, Associate Environmental Planner
Dept. of Transportation, District 4, Environmental Analysis
Mail Station 8B, P.O. Box 23660
Oakland, CA 94623-0660

☐ Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project.

Comments:
We need the 4th Bore. Build as "many" lanes as possible. Allign to North or South as you deem most appropriate.

Comment/Question	Response
We need the fourth bore. Build as "many" lanes as possible. Align to North on South as you deem most appropriate.	Comment noted. Please see the essay on the "Preferred Alternative" in Chapter 1, for discussion of the decision to identify a two-lane bore on the north alignment as the preferred alternative.

Wetzel, Cherie

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

Name: Cherie Wetzel
Address: 48 Starview Drive
Oakland, CA 94618
Phone: 510-841-0311 n 510-841-9764
E-mail: wetbot@att.net

Written comments may be submitted tonight, emailed to Caldecott_Public_Comments@dot.ca.gov or mailed:
Gregory C. McConnell, Senior Environmental Planner
Attn: Sheryl Dorado, Associate Environmental Planner
Dept. of Transportation, District 4, Environmental Analysis
Mail Station 8B, P.O. Box 23660
Oakland, CA 94623-0660

☒ Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project.

1) **Comments:** Problem — Concern for entry ramp traffic meeting traffic emerging from west bound bores when these are moving into entering traffic to exit to Highway 13 to Berkeley. AT present with fewer lanes of traffic travelling west and moving to right to exit - congestion + potential for accidents is extreme.

2) Mitigation Suggestions - Signs warning of merging traffic (not present now) + perhaps traffic lights to control rate of entering west bound traffic.

3) In spite of these concerns, I favor the three lane bore alternative

Comment/Question	Response
1) Problem- Concern for entry ramp traffic meeting traffic emerging from westbound bores when these are moving into entering traffic to exit to Highway 13 to Berkeley. At present with fewer lanes of traffic traveling west and moving to right to exit-congestion and potential for accidents is extreme.	1. The exit ramp from westbound State Route 24 to northbound State Route 13 will be relocated to the west by about 300 meters. This will provide approximately four times the weaving distance than currently exists. The two-lane bore alternative has been identified as the Preferred Alternative. With a new fourth bore that is two lanes, the morning peak period westbound conditions in this vicinity are not expected to be worse than with the No-Build. Also, new design features are being incorporated to improve some geometric features in this area. The project is not expected to have a negative impact at the ramp merge location.
2) Suggestions-Signs warning of merging traffic (not present now) and perhaps traffic lights to control rate of entering west bound traffic.	2. The Fish Ranch and Gateway interchanges at both the eastbound and westbound on-ramps currently have a merge sign. As for ramp metering, we concur that ramp metering is

Comment/Question	Response
	one way to control the flow of vehicles along the corridor. However, implementation needs to be corridor-wide to be effective and the process needs to include local jurisdictions' considerations. In addition, although ramp metering is an effective tool to maximize the flow of vehicles, it will not likely address the long-term traffic growth. Also, please see response #6 in the essay on "Traffic Operations" in Chapter 1.
3) In spite of these concerns, I favor the three lane bore alternative.	3. Please see the essay on "Preferred Alternative" in Chapter 1 for discussion on the decision to identify a two-lane bore on the north alignment as the preferred alternative.

9.5.2 Oakland

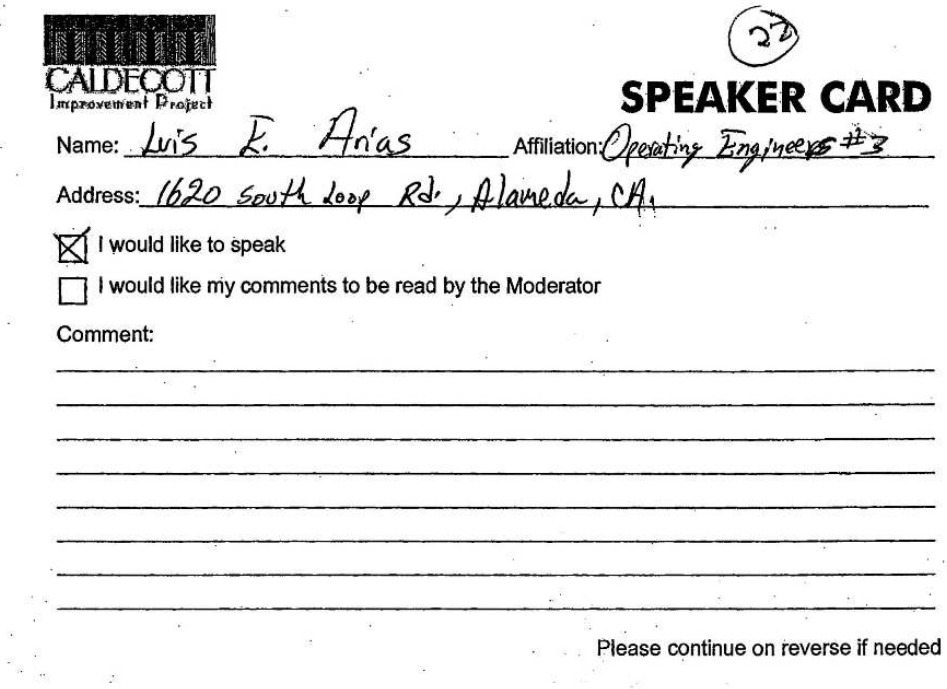
There were 113 people who attended the meeting in Oakland, 57 of whom chose to speak. Fourteen comment cards were submitted. There were 13 people in support of the project (three people expressed a preference for the three-lane alternative and one preferred the two-lane alternative), 32 people with concerns about the project, 15 who advocated for withdrawing the Draft EA/EIR and submitting an Environmental Impact Statement/EIR (EIS/EIR), and four who stated opposition to the project.

Some of the comments concerned the need for a more comprehensive traffic analysis involving State Route 24 and State Route 13. Suggestions for dedicated turn lanes and the severing of State Route 13 from Ashby were presented. Another major concern expressed by the public was the validity of an Environmental Assessment/Finding of No Significant Impact, and requests were made for the EA/EIR to be withdrawn and replaced with a full EIS/EIR. Noise issues during and after construction also concerned the public, especially near the Parkwoods and McGannis communities. Suggestions for noise mitigation measures were presented. Other areas of concern included air quality; bicycle and pedestrian safety and access across State Route 24; biological resources; pedestrian safety, especially for school children; neighborhood impacts and construction phase impacts. Areas of potential positive impacts included benefits in air quality, regional economic development, funding neighborhood enhancements, and noise mitigation and congestion relief.

A copy of the speaker cards as well as a summary of the comments expressed by speakers at the meeting is provided below. The panel did not receive any questions for clarification or points of information-type queries that could be answered simply; therefore no responses were provided at the meeting itself. Also, a large number of people requested to speak, so the team worked to assure that all would be heard. Comments not responded to at the meeting have written responses provided here.

Exhibit 9.5-3 Summary of Oakland Hearing Speaker Comments and Responses

Arias, Luis E.



CALDECOTT Improvement Project

22

SPEAKER CARD

Name: Luis E. Arias Affiliation: Operating Engineers #3

Address: 1620 South Loop Rd., Alameda, CA.

☒ I would like to speak

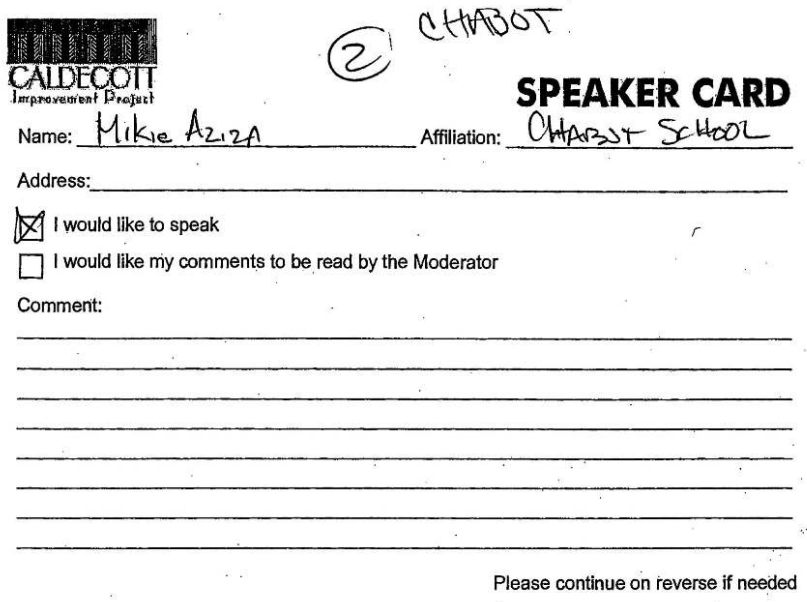
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
In support of the project to relieve congestion and time it takes to get home from work. It will also bring a lot of jobs and safety to the area.	Comment noted.

Aziza, Mikie


CALDECOTT Improvement Project

(2) CHABOT

SPEAKER CARD

Name: Mikie Aziza Affiliation: Chabot School

Address:

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Concern about the animals dying as a result of the project. More money should be spent on alternate modes of transportation.	Students from Ms. Leslie's second grade class at Chabot Elementary School read concerns about the Fourth Bore project and its anticipated effects, based on a study prepared during their classes. They submitted their full study report about the tunnel project into the record. It was not clear that any review of the environmental document was included as part of the children's study. The report stated that the children were encouraged to say what they thought would be the harmful consequences of the project and to explore the effects of these consequences on the people, activities, and environments represented by their school and their neighborhood during discussions with their teacher and a parent who is a public health professional. Also, they took a field trip to observe the Route 24 freeway from a nearby pedestrian bridge, drew maps of the environment and pictures of alternative modes of travel to driving. And they surveyed friends and family to learn what might make them drive less. As a result of these discussions and activities, the children concluded that the fourth bore tunnel would bring more traffic to the freeway and to the area around the school, and that the project would cause severe environmental, health and safety impacts, including loss of trees, loss of habitat, loss of wildlife, more air pollution, more automobile crashes, and more noise. It appears that this exercise may have alarmed these young children out of proportion to the anticipated effects of the fourth bore project. Caltrans would appreciate Ms. Leslie's communicating the following to her class: Caltrans appreciates your hard work and admires your civic-mindedness. It is good citizens like you and your

Comment/Question	Response
	class who make sure that democracy works! There are many laws Caltrans must obey to protect you and the environment when it plans a project. Because of these laws, Caltrans studied the issues you are worried about and did not find that the project will have such bad effects. Traffic, air pollution, noise, and accidents will not get worse because of the tunnel project. The studies showed that many trees would be lost. Caltrans will be planting 3 to 5 trees for every tree that must be lost because of the project. Wildlife will not be harmed. Remember that a lot of the construction will take place inside the new tunnel. This means fewer bad effects on areas for animals and birds. Construction will last a long time (four and half years) and could cause noise, air pollution, and interference with daily activities, so Caltrans is setting rules on the construction contractor to reduce these effects. More detailed responses to all of your concerns are in the Summary of the Oakland Speaker Notes and Responses, Exhibit 9.5-3B in this report.

Belcher, Steve

CALDECOTT Improvement Project

30

SPEAKER CARD

Name: STEVE BELCHER Affiliation:

Address: 5333 LOCKSLEY AVE.

☐ I would like to speak

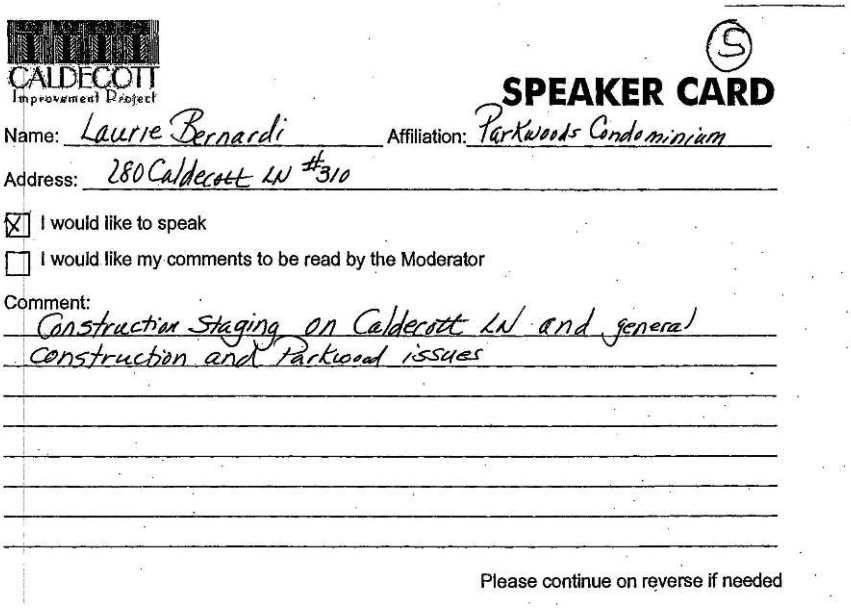
☑ I would like my comments to be read by the Moderator

Comment: It appears that the sum total of benefit in the morning east bound commute is to move the back up from Contra Costa County to Alameda County, and particular place idling vehicles opposite, within yards, of the Claremont Middle School. The west bound benefit is similar with cars backed up from the 24/680 extending to Lafayette. What a colossal waste of money. Note ~~X~~ - there should be a construction safety plan in the event of a wildfire.

Please continue on reverse if needed

Comment/Question	Response
The sum total of benefit in the morning eastbound commute is to move the back up from Contra Costa County to Alameda County and particularly place idling vehicles opposite, within yards, of the Claremont Middle School.	Please see response #4 in the essay on "Traffic Operations" in Chapter 1. Claremont Middle School is outside of the project study area boundaries. Please see the essay on "Project Study Area Boundaries" in Chapter 1.

Bernardi, Laurie


CALDECOTT
Improvement Project

(5)

SPEAKER CARD

Name: Laurie Bernardi Affiliation: Parkwoods Condominium

Address: 280 Caldecott LN #310

[X] I would like to speak

[ ] I would like my comments to be read by the Moderator

Comment:
Construction Staging on Caldecott LN and general construction and Parkwood issues

Please continue on reverse if needed

Comment/Question	Response
Construction staging areas will have a huge impact on the Parkwoods community due to the transport of contaminated soils or spoils.	Unpaved areas within the project boundaries will be sampled and tested during the design phase of the project to determine if aerially deposited lead (ADL) is present. If ADL is present, appropriate measures will be included in the plans and specifications for the project. Materials found to contain lead at concentrations above those considered potentially hazardous to either human health or the environment will be handled in accordance with local, State and Federal regulations.
There will be erosion and watershed effects on the Parkwoods and McGannis communities.	Please see Section 2.2.2, Water Quality and Storm Water Runoff, specifically Section 2.2.2.4, Avoidance, Minimization and/or Mitigation Measures in the FEA/EIR for permanent design pollution prevention Best Management Practices (BMPs). These BMPs are permanent measures to improve storm water quality by reducing erosion, stabilize disturbed soil areas and maximize vegetated surfaces. Erosion control areas will be provided on all disturbed areas.

Bhatia-Lin, Ananya

CHABOT

1

CALDECOTT Improvement Project

SPEAKER CARD

Name: ANANYA BHATIA-LIN Affiliation: MLK. School

Address:

☒ I would like to speak

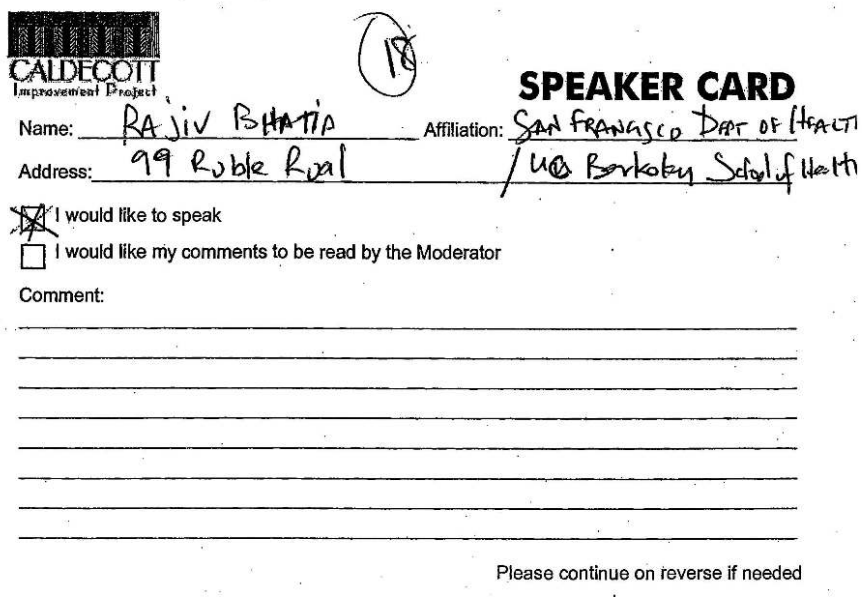
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Where will all the animals go when the tunnel is built? Will they die?	The tunnel project will not cause many wildlife to die. Adult readers, please see Section 2.3, Biological Environment, specifically Section 2.3.5, Threatened and Endangered Species and Section 2.3.6, Resource Management Plan for the Caldecott Wildlife Corridor in the Draft and Final ED regarding avoidance, minimization and/or mitigation measures to protect biological resources. Also see the essay on "Construction Impacts" in Chapter 1, and the detailed responses to Ms. Leslie's Class Project at the end of this chapter.

Bhatia, Rajiv



CALDECOTT Improvement Project

18

SPEAKER CARD

Name: RAJIV BHATIA Affiliation: SAN FRANCISCO DEPT OF HEALTH / UC Berkeley School of Health

Address: 99 Ruble Road

☒ I would like to speak

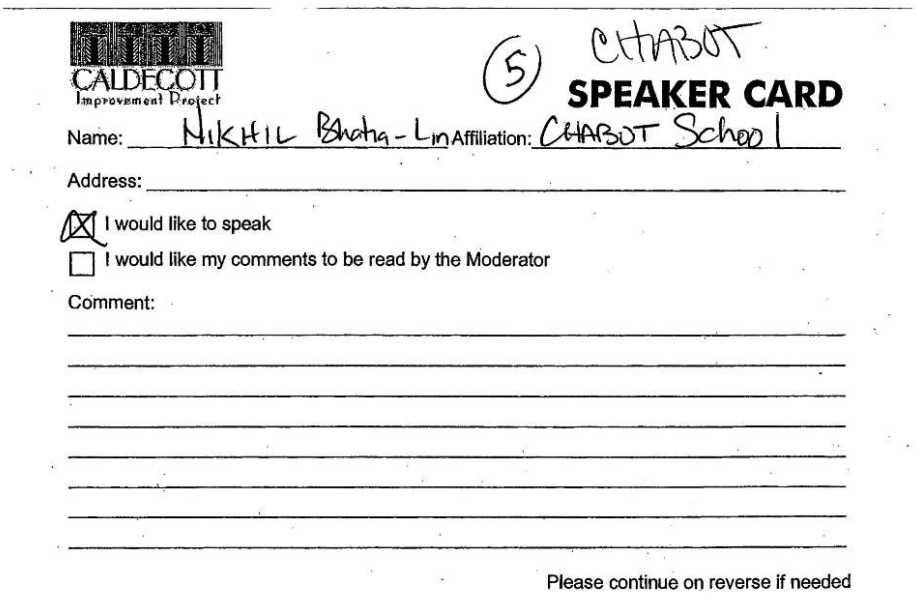
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Should look at metering lights, reductions of vehicle speed, HOV lanes, peak demand congestion pricing, paid toll lanes, transit alternatives, etc.	A street and highways alternative was evaluated in the Route 24/Caldecott Tunnel Corridor Study. The improvements had the potential to reduce the impacts of a fourth bore, but they would have achieved only a marginal congestion relief benefit, and therefore could not meet the project purpose and need. Please see the essay on the, "Alternatives Considered in the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR)" and response #6 in the essay on "Traffic Operations" in Chapter 1.
Draft EA/EIR understates the safety issues related to the project.	Please see Section 2.1.4.2, Emergency Services of the Draft EA/EIR and corresponding section of the present document.
Project does not solve the problem of peak period traffic in the non-peak direction.	Please see the essay on "Traffic Modeling/Forecasting" as well as response #4 in the essay on "Traffic Operations" in Chapter 1, for more information on solving the problem of peak period traffic.

Bhatia-Lin, Nikhil


CALDECOTT Improvement Project

(5) CHABOT

SPEAKER CARD

Name: NIKHIL Bhatia-Lin Affiliation: CHABOT School

Address:

☒ I would like to speak

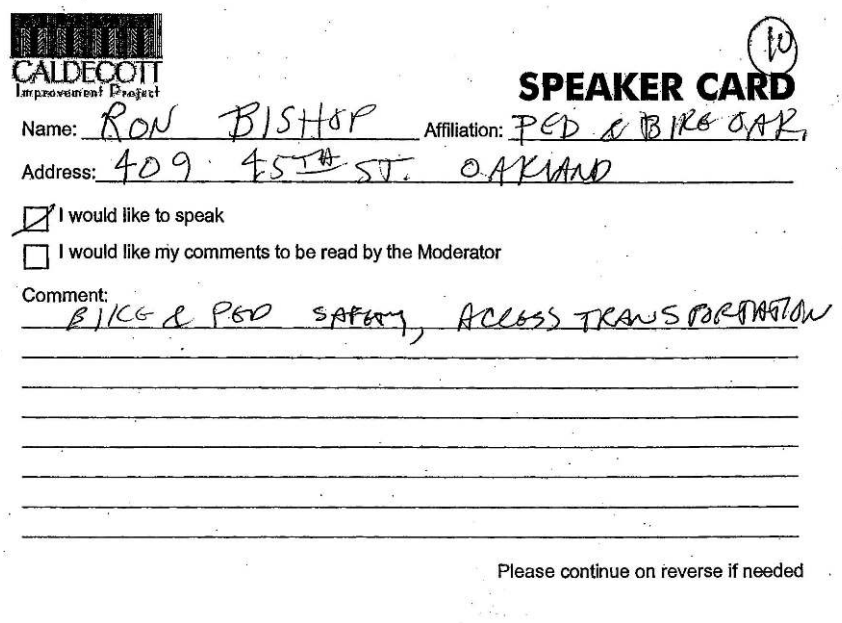
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Concern about how the animals will get to safety and the noise generated from the project.	Please see the responses to Mike Aziza and Ananya Bhatia-Lin in Ms. Leslie's second-grade class above. In addition, please see the detailed response adjacent the Oakland Kid's Study in the Oakland Speaker Notes Exhibit.

Bishop, Ron


CALDECOTT
Improvement Project

(10)

SPEAKER CARD

Name: RON BISHOP Affiliation: PED & BIKE OAK.

Address: 409 45TH ST. OAKLAND

☑ I would like to speak

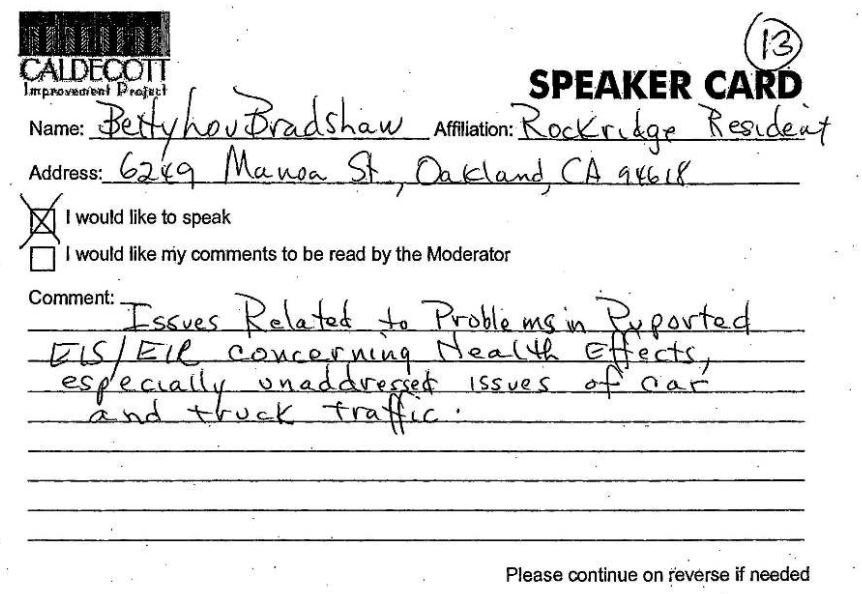
☐ I would like my comments to be read by the Moderator

Comment: BIKE & PED SAFETY, ACCESS TRANSPORTATION

Please continue on reverse if needed

Comment/Question	Response
The fourth bore will affect bike and ped over-the-hill facilities too. It has to be upgraded.	Please see the essay "Bicycle and Pedestrian Access/Improvements," in Chapter 1.

Bradshaw, Betty Lou



CALDECOTT Improvement Project

(13)

SPEAKER CARD

Name: Betty Lou Bradshaw Affiliation: Rockridge Resident

Address: 6249 Manoa St, Oakland, CA 94618

☒ I would like to speak

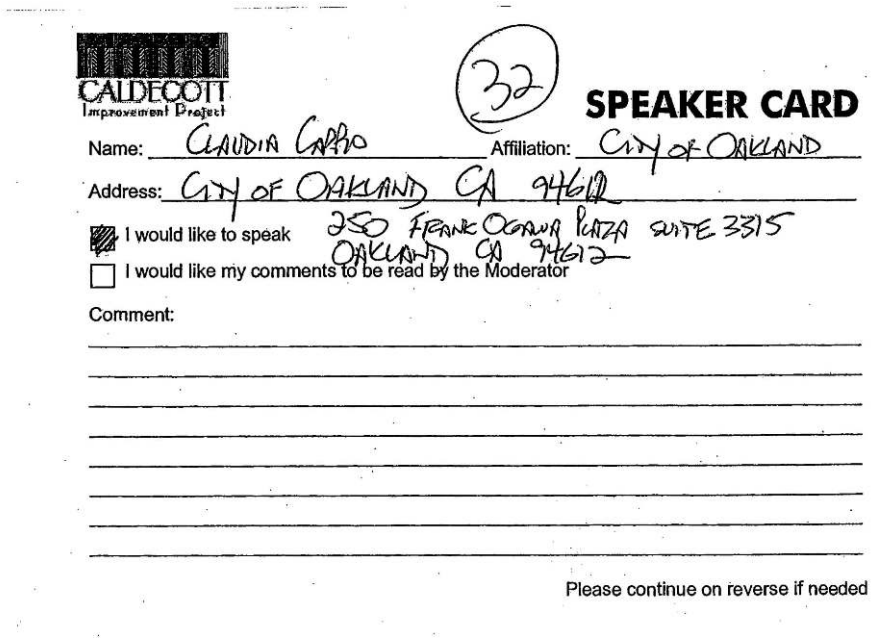
☐ I would like my comments to be read by the Moderator

Comment: Issues Related to Problems in Reported DS/EIR concerning Health Effects, especially unaddressed issues of car and truck traffic.

Please continue on reverse if needed

Comment/Question	Response
Heavy truck traffic due to construction will be a source of particulates.	The California Air Resources Board, through its Diesel Risk Program, contains a number of control measures that will be implemented during the construction phase of this project. This program is anticipated to reduce the risks to public health by reducing construction emissions.

Cappio, Claudia



CALDECOTT Improvement Project

32

SPEAKER CARD

Name: CLAUDIA CAPPIO Affiliation: CITY OF OAKLAND

Address: CITY OF OAKLAND CA 94612
250 FRANK OGAWA PLAZA SUITE 3315
OAKLAND CA 94612

☒ I would like to speak

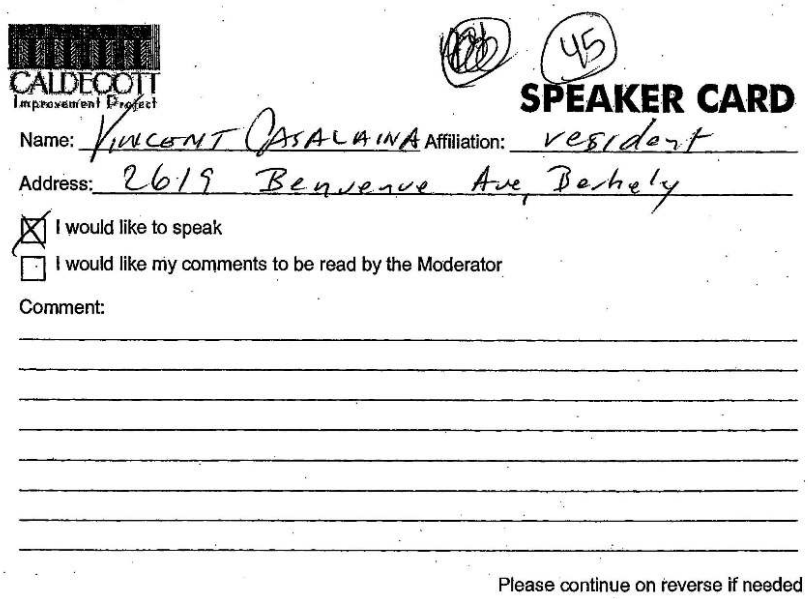
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
There is an existing local ordinance that prohibits evening construction.	Please see the essay on "Methodologies Used for the Impact Assessments/Local Ordinances" in Chapter 1.
The project description limits the City of Oakland's ability to adequately ascertain impacts.	Please see the description of Alternatives in Section 1.2, Alternatives in the Draft and Final ED.
The scope of analysis should have been taken further down the corridor, with the recognition that the corridor or segment of roadway from the Bay Bridge to the tunnel represents a segment.	Please see the essay on "Project Study Area Boundaries" in Chapter 1 for an explanation of how the study area boundaries were drawn.
Need to look at local impact thresholds rather than thresholds used.	Please see the essay on "Methodologies Used for the Impact Assessments/Local Ordinances" in Chapter 1 regarding the adequacy of the methods and criteria applied to the project impact studies.

Casalaina,Vincent



CALDECOTT
Improvement Project

45

SPEAKER CARD

Name: VINCENT CASALAINA Affiliation: resident

Address: 2619 Benvenue Ave, Berkely

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Did not speak.	

Deverell, Kent

CALDECOTT Improvement Project

(2)

SPEAKER CARD

Name: KENT DEVERELL Affiliation: 4TH BORE COALITION + RCPC

Address: 5940 Chabot Crest Oakland, CA

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Concerns and comments expressed during scoping meetings were not addressed.	Please see the essay on "Scoping Period Comments" in Chapter 1 regarding the treatment of these comments.
Traffic analysis was not completed for the surrounding local streets, specifically Rockridge and Temescal areas.	Please see response 2 in the essay on "Traffic Operations" in Chapter 1.

DeYoung, Vicky

CALDECOTT Improvement Project

(27)

SPEAKER CARD

Name: Vicky DeYoung Affiliation:

Address: 1030 Underhills Rd Oakland

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

CALDECOTT Improvement Project

(37)

SPEAKER CARD

Name: Vicky DeYoung Affiliation:

Address: 1030 Underhills Rd Oakland

☐ I would like to speak

☒ I would like my comments to be read by the Moderator

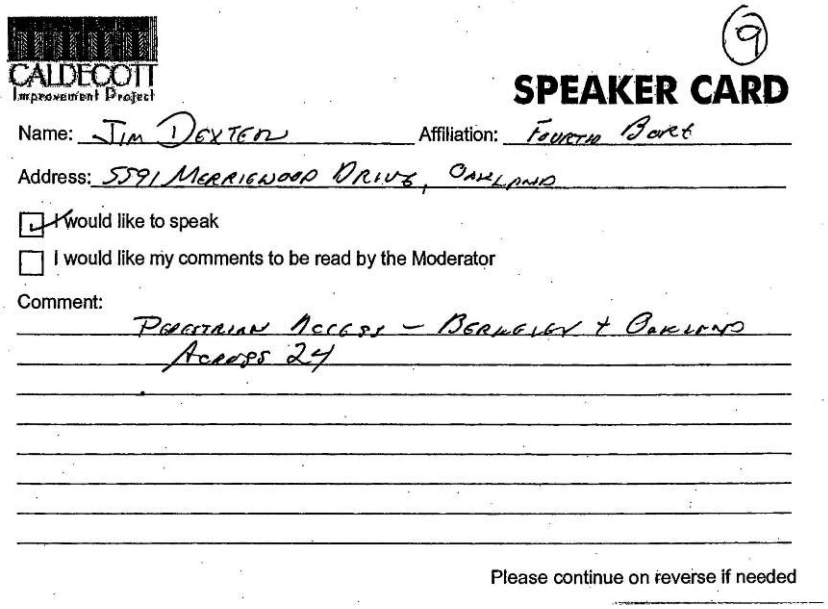
Comment:
I would recommend at least a 3 or 4 lane New bore at minimum in order to give traffic relief in both directions. The current plan will be obsolete by the time it is done & won't help the commute direction that much.
I work in Walnut Creek & appreciate any help I can get with my commute but I believe it is important to plan for the future.
Until all the offices leave the East Bay & move →

Please continue on reverse if needed

to Brentwood & they stop building offices buildings in San Francisco. People are going to be driving in from Contra Costa & beyond to get to their jobs. We need to get rid of bottlenecks.

Comment/Question	Response
Recommend a three- or four-lane bore at a minimum for traffic relief now and in the future. There is a need to get rid of bottlenecks.	Please see the essay on "Preferred Alternative" in Chapter 1.

Dexter, Jim



CALDECOTT Improvement Project

(9)

SPEAKER CARD

Name: Jim Dexter Affiliation: Fourth Bore

Address: 5591 Merrigwood Drive, Oakland

☑ I would like to speak

☐ I would like my comments to be read by the Moderator

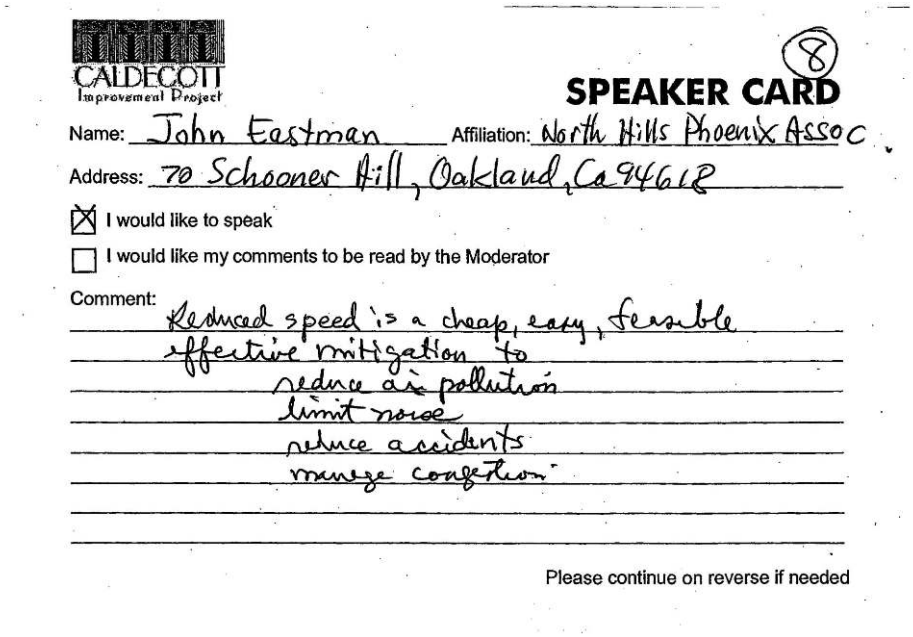
Comment:

Pedestrian Access – Berkeley & Oakland Across 24

Please continue on reverse if needed

Comment/Question	Response
Need a completely new solution for pedestrian-bicycle movement east-west and north-south.	Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1.

Eastman, John



CALDECOTT Improvement Project

(8)

SPEAKER CARD

Name: John Eastman Affiliation: North Hills Phoenix Assoc

Address: 70 Schooner Hill, Oakland, Ca 94618

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

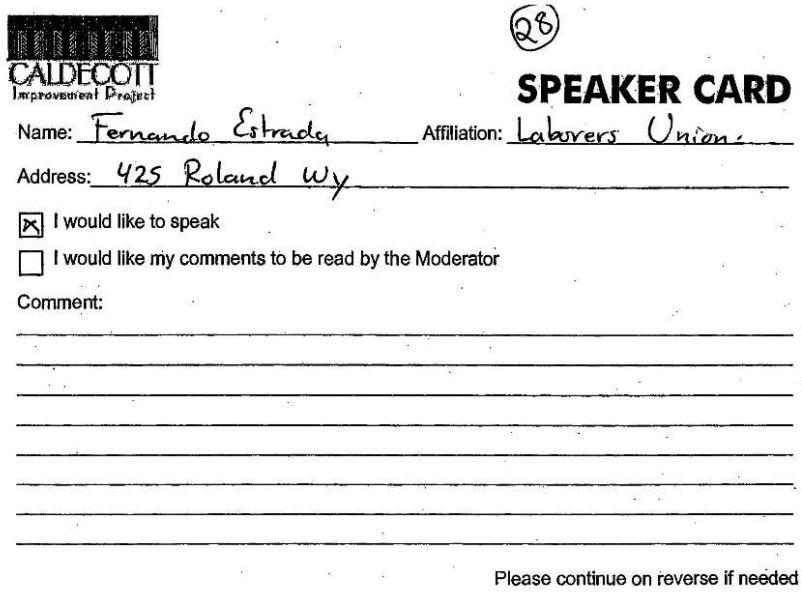
Comment: Reduced speed is a cheap, easy, feasible effective mitigation to
reduce air pollution
limit noise
reduce accidents
manage congestion

Please continue on reverse if needed

Comment/Question	Response
Draft EA/EIR acknowledges that community input is required in order to assess the impacts of freeway noise; however, no such input is included.	Noise levels at selected receptors (including residences) were calculated using the FHWA computer model TNM, version 2.5, after field noise measurements were taken at representative locations. The noise effects were assessed for the outdoor areas of residences where the exposure to freeway noise is the greatest, usually in their front or backyards. In addition, the opinion of residents as well as public and local agency input are included in the factors used to determine whether a proposed noise abatement measure is reasonable. 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. 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 Parkwoods residences in 10-12 years as opposed to 18-20 years under the other two options.
Insufficient traffic calming methods are analyzed (e.g., speed reduction).	Please see response #8 in the essay on "Traffic Operations" in Chapter 1.

Estrada, Fernando



CALDECOTT
Improvement Project

(28)

SPEAKER CARD

Name: Fernando Estrada Affiliation: Laborers Union.

Address: 425 Roland Wy

☒ I would like to speak

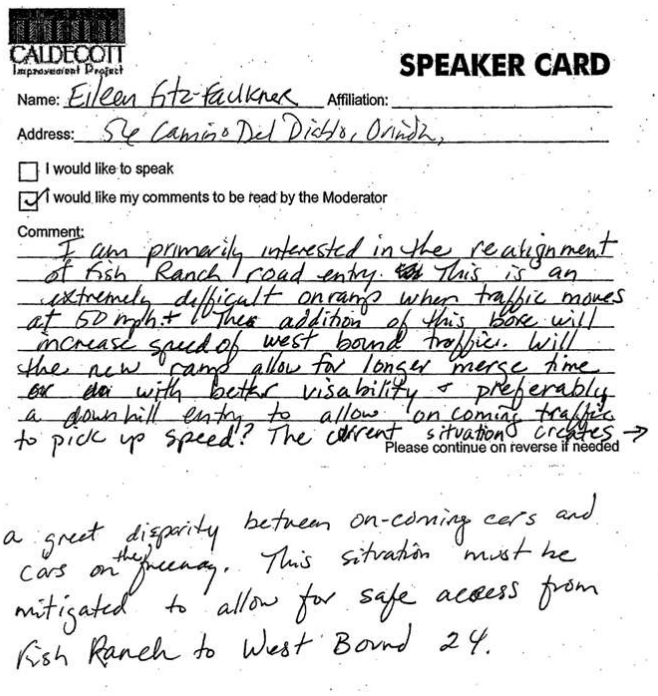
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Did not speak.	

Fitz-Faulkner, Eileen



CALDECOTT Improvement Project

SPEAKER CARD

Name: Eileen Fitz-Faulkner Affiliation:

Address: 56 Camino Del Diablo, Orinda,

☐ I would like to speak

☑ I would like my comments to be read by the Moderator

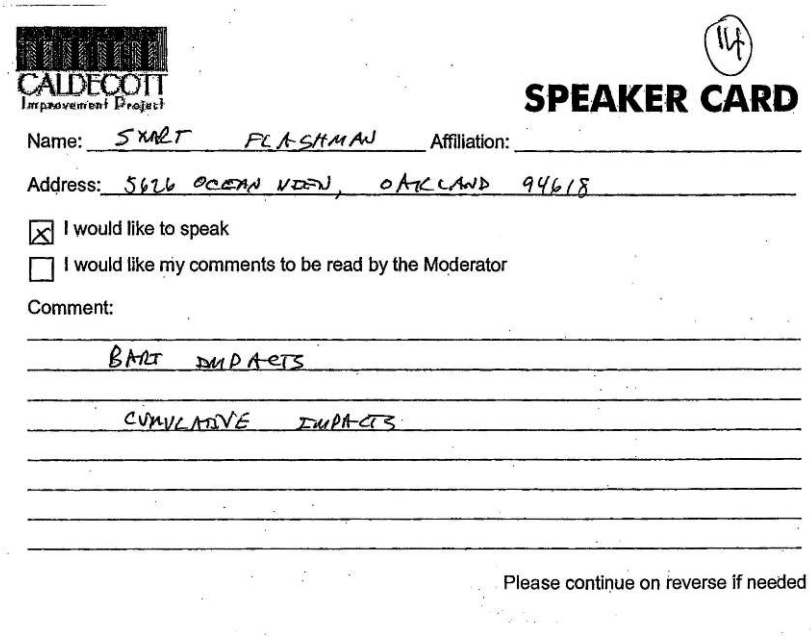
Comment:
I am primarily interested in the realignment of Fish Ranch road entry. This is an extremely difficult on ramp when traffic moves at 50 mph + the addition of this bore will increase speed of west bound traffic. Will the new ramp allow for longer merge time with better visability + preferably a downhill entry to allow on coming traffic to pick up speed? The current situation creates →

Please continue on reverse if needed

a great disparity between on-coming cars and cars on the freeway. This situation must be mitigated to allow for safe access from Fish Ranch to West Bound 24.

Comment/Question	Response
Access from Fish Ranch Road to westbound 24 is not safe. Will the new ramp allow for longer merge time or with better visibility and preferably a downhill entry to allow oncoming traffic to pick up speed?	To accommodate the additional lanes to the fourth bore, the westbound Fish Ranch Road on-ramp will be realigned and the merging distance will conform to Caltrans standards.

Flashman, Stuart



CALDECOTT Improvement Project

SPEAKER CARD

Name: STUART FLASHMAN Affiliation:

Address: 5626 OCEAN VIEW, OAKLAND 94618

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

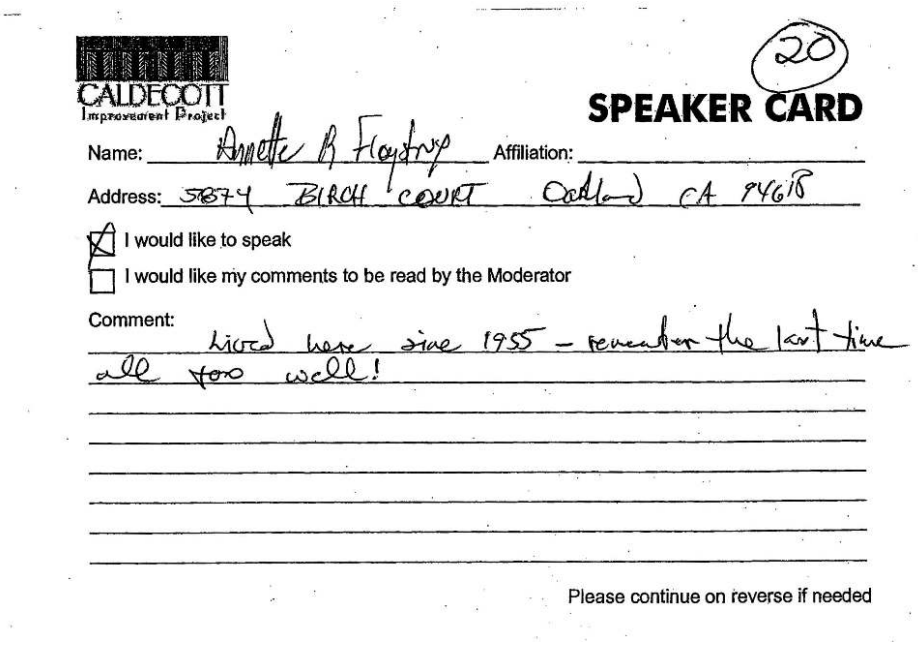
BART IMPACTS

CUMULATIVE IMPACTS

Please continue on reverse if needed

Comment/Question	Response
States that there will be no impacts on land use because it will not divide any communities. This is because the communities were previously divided by the State Route 24 and BART rail system in the 60's and 70's. Need to study the cumulative effect.	Please see the essay "Cumulative Impacts/Enhancements" in Chapter 1 for detailed information on cumulative impacts.
If alleviate congestion in tunnel, fewer people will use public transportation, eventually causing congestion in the tunnel again.	Please see the essay on "Transit" in Chapter 1. Project studies did not indicate that the build alternatives would have a substantial negative impact on transit use.
With congestion relief of the tunnel as a result of this project, it may cause more traffic that is not currently being considered in the EIR.	Please see response 2 in the essay on "Traffic Modeling/Forecasting" in Chapter 1.

Floystrip, Arnette R.



CALDECOTT
Improvement Project

(20)

SPEAKER CARD

Name: Arnette R Floystrup Affiliation:

Address: 5874 BIRCH COURT Oakland CA 94618

☒ I would like to speak

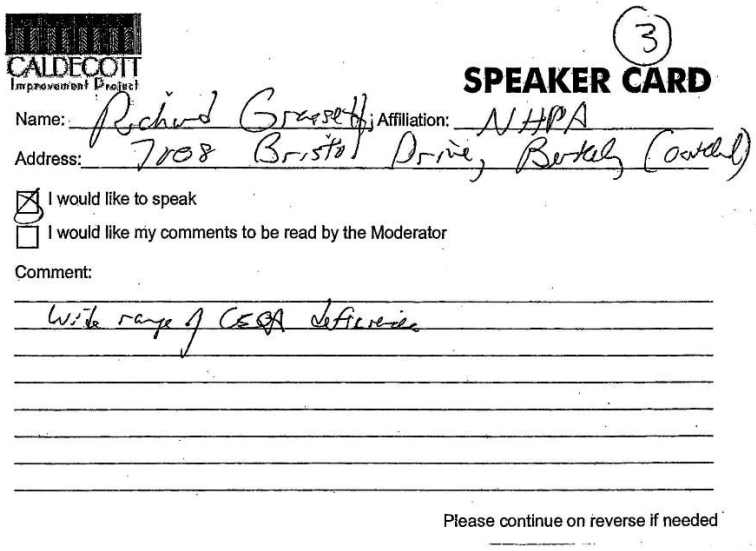
☐ I would like my comments to be read by the Moderator

Comment: Lived here since 1955 – remember the last time all too well!

Please continue on reverse if needed

Comment/Question	Response
Concern regarding the Oakland Firehouse.	The local jurisdictions, such as the local fire department, ambulance services and police, are responsible for responding to any emergencies. Caltrans however, will facilitate "coordinated" emergency responses, by closely working with all local jurisdictions during an event. Caltrans will also make every effort to maintain local access via its facilities. Caltrans 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, Caltrans will close portions of the tunnel to provide emergency vehicle access only. 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.

Grassetti, Richard



CALDECOTT Improvement Project

(3)

SPEAKER CARD

Name: Richard Grassetti; Affiliation: NHPA

Address: 7108 Bristol Drive, Berkeley (Oakland)

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

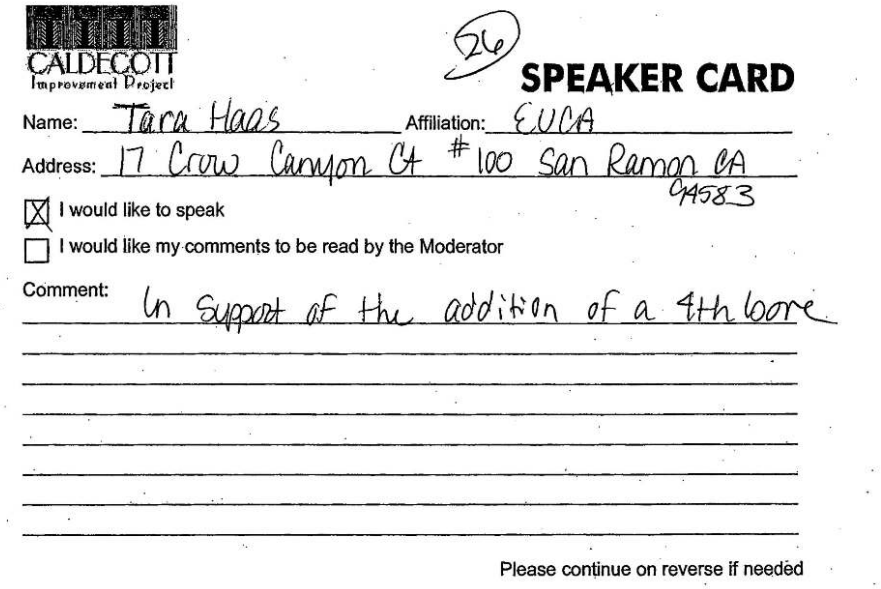
Comment:

Wide range of CEQA deficiencies

Please continue on reverse if needed

Comment/Question	Response
Critical information regarding construction activities, staging, and spoils disposal was omitted from environmental document.	Please see the essay on "Construction Impacts" in Chapter 1. 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.
Inadequate baseline was used; baseline should be conditions prior to construction of original State Route 24 in the 1960s.	Please see the essay on "Cumulative Impacts/Enhancements" in Chapter 1 for a discussion related to the appropriate analysis baseline.
Inadequate range of alternatives intended to mitigate or reduce impacts.	Please see the essay on "Alternatives Considered in the Draft EA/EIR (DEA/ER)" in Chapter 1 regarding the appropriate range of alternatives.
Inadequate criteria of significance to correctly analyze impacts for noise, lighting, blasting and air quality.	Please see the essay "Methodologies Used for the Impact Assessments/Local Ordinances" in Chapter 1 regarding the adequacy of the methods and criteria applied to the project impact studies.
There was no solid commitment to mitigation measures.	Mitigation measures are identified throughout the Draft EA/EIR and the reemphasized in the Revised EA/Final EIR. See, for example, Sections 2.2.8.4, 2.3.1.3, and 2.3.2.4.

Haas, Tara



CALDECOTT Improvement Project

26

SPEAKER CARD

Name: Tara Haas Affiliation: EVCA

Address: 17 Crow Canyon Ct #100 San Ramon CA 94583

☒ I would like to speak

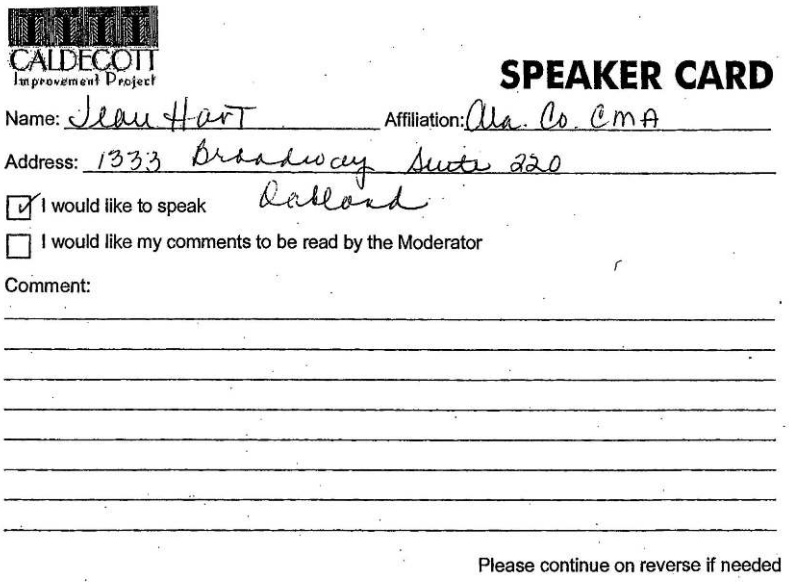
☐ I would like my comments to be read by the Moderator

Comment: In support of the addition of a 4th bore

Please continue on reverse if needed

Comment/Question	Response
This project will provide a financial boost to the local economy and will improve the stifled movement of goods.	Comment noted.
The project will reduce traffic congestion and resulting air pollution from idling cars.	Comment noted.
Funding is available now through Proposition 42	Comment noted.

Hart, Jean



CALDECOTT
Improvement Project

SPEAKER CARD

Name: Jean Hart Affiliation: Ala. Co. CMA

Address: 1333 Broadway Suite 220 Oakland

☑ I would like to speak

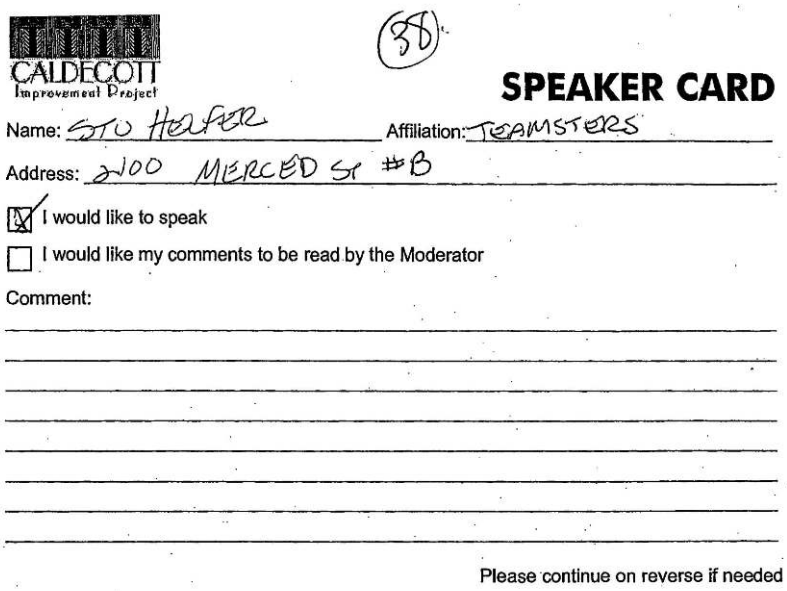
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
ACCMA is in support of the two-lane fourth bore concept.	ACCMA is one of the primary partners cooperating in developing the Caldecott Improvement Project.

Helfer, Stu


CALDECOTT
Improvement Project

(38)

SPEAKER CARD

Name: STU HELFER Affiliation: TEAMSTERS

Address: 2100 MERCED ST #B

☒ I would like to speak

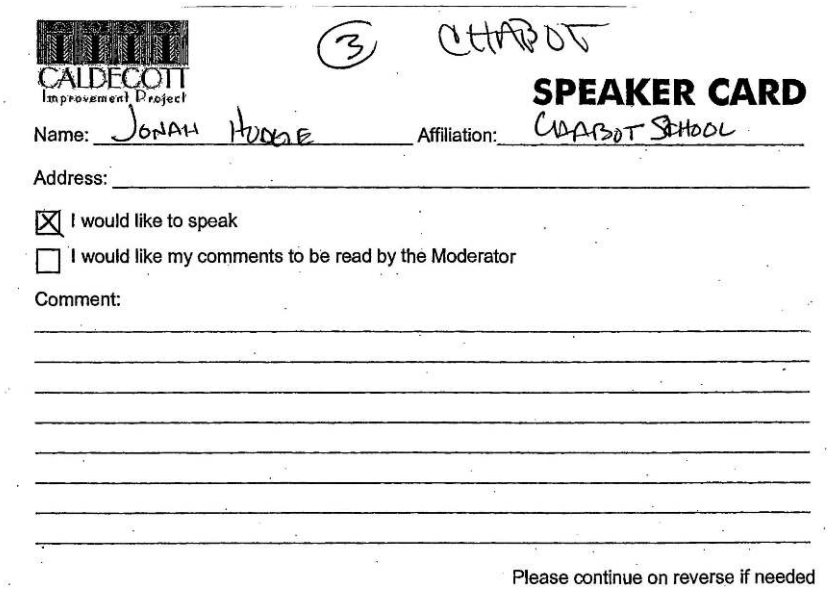
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Will get much more pollution from idling trucks than from congestion relief.	Comment noted.

Hodge, Jonah


CALDECOTT
Improvement Project

(3) CHABOT

SPEAKER CARD

Name: JONAH HODGE Affiliation: CHABOT SCHOOL

Address:

☒ I would like to speak

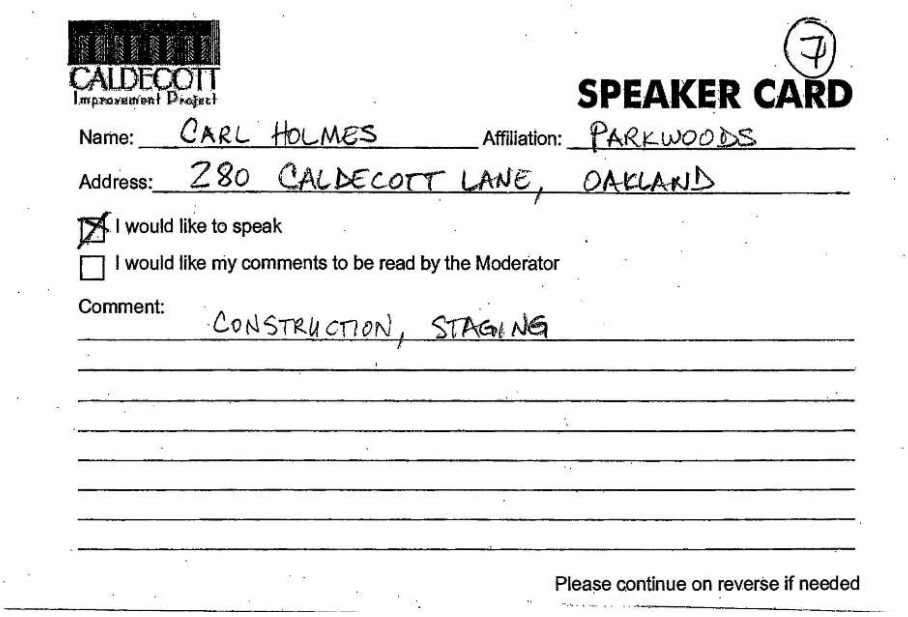
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Concerned about pollution and the effect on animals, trees and families. Also concerned about the noise. How are you going to limit the noise that's going to be created? Don't you think the money that is being spent should go to our schools? What made you decide to do this project?	Please see the response to Ms. Leslie's second-grade class above. In addition, please see the detailed response adjacent the Oakland Kid's Study in the Oakland Speaker Notes Exhibit. Money for the Caldecott project was voted for in a regional ballot measure that was just for transportation projects. The project is primary benefit is to reduce congestion in the off-peak direction.

Holmes, Carl


CALDECOTT
Improvement Project

(7)

SPEAKER CARD

Name: CARL HOLMES Affiliation: PARKWOODS

Address: 280 CALDECOTT LANE, OAKLAND

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

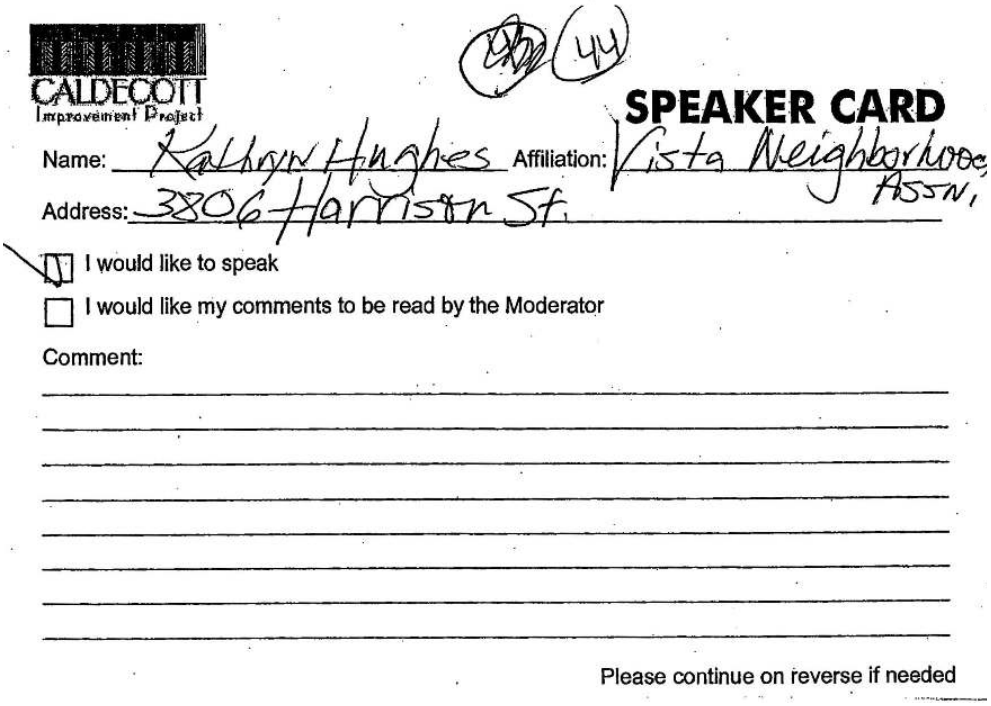
Comment: CONSTRUCTION, STAGING

Please continue on reverse if needed

Comment/Question	Response
AC Transit service will be affected by management traffic in and out of Caltrans offices located on Caldecott Lane during construction.	Construction equipment will be prohibited from parking or being staged on Caldecott lane. However, truck access will be allowed on Caldecott Lane. Please see the essay on "Construction Impacts" in Chapter 1.
Local roads used by heavy construction equipment will be quickly degraded.	Construction traffic (off-haul trucks and equipment) will be prohibited from using Tunnel Road, Claremont Avenue and College Avenue. Construction equipment will be prohibited from parking or being staged on Caldecott Lane. However, truck access will be allowed on Caldecott Lane. Construction workers will be required to park at remote locations and be shuttled to staging areas or park inside the staging areas. Caldecott Lane will be repaved at the completion of the project.
Need a revised emergency response plan during construction.	The fourth bore design includes a ten-foot right shoulder for disabled vehicles. Local jurisdictions, such as city and county fire department, ambulance services and police, are responsible for responding to any emergencies. Caltrans will facilitate "coordinated" emergency response by closely working with all local jurisdictions during an event. Caltrans will also make every effort to maintain local access via its facilities. Caltrans has emergency response plans in place, and periodically performs "emergency response mock drills" with local entities, such as the Metropolitan Transportation Commission (MTC). As part of the coordinated effort with local

Comment/Question	Response
	jurisdictions, if required, Caltrans will limit portions of the tunnels to emergency vehicle access only. Caltrans does not prepare and maintain emergency response maps or escape routes for local jurisdictions within local boundaries; however, Caltrans will coordinate and support local emergency plans and response by maintaining access via its facilities. Construction will not result in road closures that would block egress from the tunnel construction vicinity in the event of a fire. Limited road closures will occur during construction but in all cases detours will be available in the event of an emergency.
Suggest a dedicated right-turn lane or pocket on eastbound Caldecott to the State Route 24 overcrossing and a dedicated left-turn-only lane or pocket on westbound Caldecott to the State Route 24 overpass.	A dedicated right-turn lane from eastbound Caldecott Lane to the Kay St. Overcrossing will be provided as part of this project. However, a dedicated left-turn-only lane from westbound Caldecott Lane to the Kay St. Overcrossing will not be provided as part of this project.

Hughes, Kathryn



CALDECOTT
Improvement Project

(44)

SPEAKER CARD

Name: Kathryn Hughes Affiliation: Vista Neighborhood Assn.

Address: 3806 Harrison St.

☑ I would like to speak

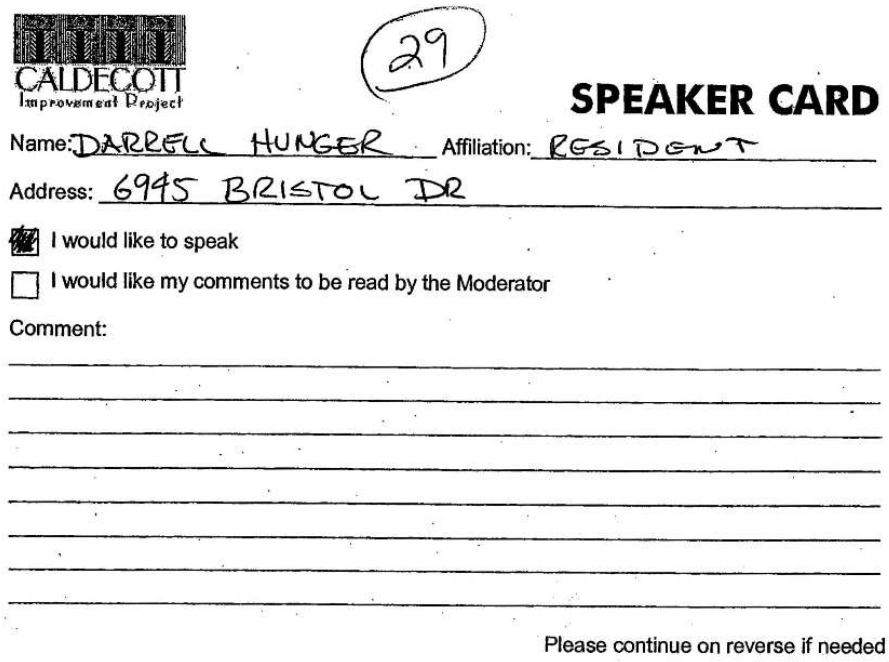
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
The neighborhood of Harrison is already clogged in the a.m. peak and the fourth bore will make the area unlivable.	Please see response #2 in the essay on "Traffic Operations" in Chapter 1 regarding traffic impacts to local streets.

Hunger, Darrell


CALDECOTT
Improvement Project

29

SPEAKER CARD

Name: DARRELL HUNGER Affiliation: RESIDENT

Address: 6945 BRISTOL DR

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

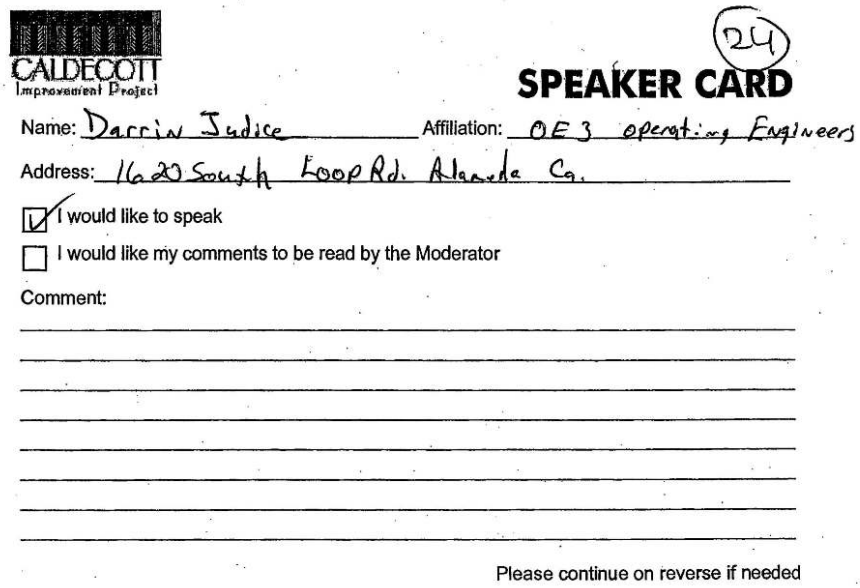
Comment:

Please continue on reverse if needed

Comment/Question	Response
Concerned that the trees planted by the community will be torn down by Caltrans. Although they will be replaced, they will not grow to their present height for 15 years.	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. 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

Comment/Question	Response
	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. In addition, as a near-term mitigation measure to compensate for delay in providing mature replacement habitat, the site with the State Route 24 corridor chosen for oak woodland mitigation will be enhanced through removal of exotic species.

Judice, Darrin



CALDECOTT Improvement Project

(24)

SPEAKER CARD

Name: Darrin Judice Affiliation: OE 3 operating Engineers

Address: 1620 South Loop Rd. Alameda Co.

☑ I would like to speak

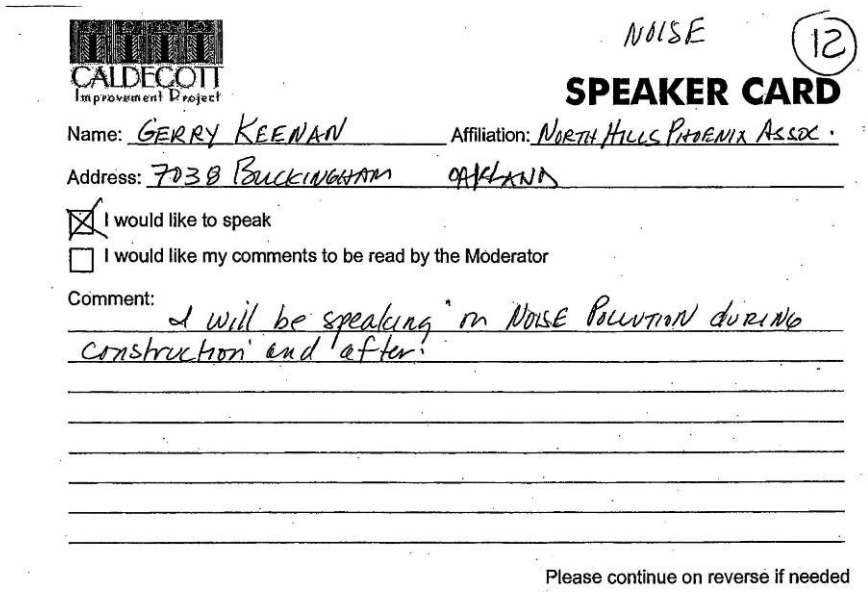
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
BART is not always a feasible alternative; workers of Local 3 need transportation without the cost of congestion (gas, productivity, etc.)	Comment noted.

Keenan, Gerry



CALDECOTT Improvement Project

NOISE (12)

SPEAKER CARD

Name: GERRY KEENAN Affiliation: NORTH HILLS PHOENIX ASSOC.

Address: 7038 BUCKINGHAM OAKLAND

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

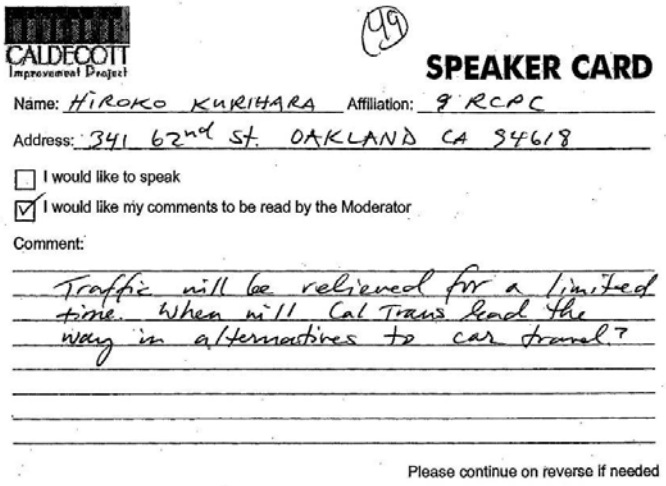
Comment: I will be speaking on NOISE POLLUTION during construction and after.

Please continue on reverse if needed

Comment/Question	Response
Document fails to address single-event noise impacts, especially related to nighttime heavy construction activity.	That State uses an hourly Leq[1] as the noise descriptor and believes that this is the appropriate descriptor in evaluating traffic noise and any resulting impacts. On State Route 24 the highest single event noise producers (with the exception of the sirens of police and emergency vehicles) are heavy-duty trucks. Though they may produce noise at higher levels than the peak averaged hourly noise level, their frequency of passbys is irregular and unpredictable, and, unlike the sound of a jet flying by, the sound level is not much higher than the peak hourly level of the traffic that it is mixed with. Since freeway traffic noise is continuous, with irregular peaks, it would not be an accurate representation of the noise environment to describe the freeway only by the peaks caused by these individual truck passbys so Caltrans and the FHWA use a time averaged noise descriptor. When Caltrans performs its noise studies the percentage of heavy-duty trucks is factored into the model, though the volume of heavy-duty truck traffic is not expected to increase. Please see the essay on "Construction Impacts" in Chapter 1.
The standard model for assessing roadway noises was not used and therefore, a large affected area was left out.	Please see response directly above.

[1] Leq is a descriptor, called an equivalent sound level, that is used to represent a constant level of sound that contains the same amount of acoustical energy that a fluctuating sound would generate over a given time period.

Kurihara, Hiroko


CALDECOTT Improvement Project

(99)

SPEAKER CARD

Name: HIROKO KURIHARA Affiliation: 9 RCPC

Address: 341 62nd St. OAKLAND CA 94618

☐ I would like to speak

☑ I would like my comments to be read by the Moderator

Comment:

Traffic will be relieved for a limited time. When will Cal Trans lead the way in alternatives to car travel?

Please continue on reverse if needed

Comment/Question	Response
When will Caltrans lead the way for alternatives to car travel?	Caltrans manages more than 45,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans carries out its mission of improving mobility across California with six primary programs: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration and the Equipment Service Center. The department has been active in moving the people and commerce of California for more than 100 years from a loosely connected web of footpaths and rutted wagon routes to the sophisticated system that today serves the transportation needs of more than 30 million residents. During the 1960s, the 1970s, the then-current political philosophy urged alternatives to the massive highway building of the 1950s. Such thinking led to a new name for the department, Caltrans, short for the California Department of Transportation instead of the Division of Highways. The name change was emblematic of new thinking, and a rise in the concept that while highways have long been vital to the state, other forms of transportation were emerging to complement roadways. The 1990s saw fruition of ideas that had been conceived 15 to 20 years earlier. In recognition that California could not merely build its way out of traffic congestion and air pollution, Caltrans began to emphasize the more-efficient use of highways and their integration with other "modes" of transportation. Public sentiment became more receptive to rail and transit, car pooling, ramp metering, telecommuting flexible work hours, and research into intelligent vehicle and highway systems. Caltrans' development reflects the changes of American society for more than a century. While the Caldecott Improvement Project is a much needed highway project, Caltrans looks forward to promoting all modes of transportation in the future and to being a leading and forward thinking Department of Transportation of worldwide stature.

Luboviski, Barry

CALDECOTT
Improvement Project

(16)

SPEAKER CARD

Name: Barry Luboviski Affiliation: Building + Construction Trades Council of Alameda County, AFL-CIO

Address: 8400 Enterprise Way
Oakland CA 94621

☒ I would like to speak

☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Expedites traffic and therefore cuts down on the direct air pollution caused by queuing traffic.	Comment noted. Statement is not inconsistent with results of project air quality studies.

Maes, Cark

CALDECOTT Improvement Project

35

SPEAKER CARD

Name: Carl Maes Affiliation: Homeowner

Address: 6240 Manoa St

☐ I would like to speak

☑ I would like my comments to be read by the Moderator

Comment:
Landscaping needs to address interim impact to wildlife during construction phase; not just at end of construction. Can temporary habitat be included to save existing permanent wildlife.
Can we emphasize larger, more mature trees. I would rather see fewer large trees than many small saplings. I was advised tree replacement would only be 5 gal trees

Carl Maes

Please continue on reverse if needed

Comment/Question	Response
Interim impacts to wildlife during construction need to be addressed. Can temporary habitat be included to save existing, permanent wildlife? Can we emphasize larger more mature trees?	Please see Section 2.4.11, Biological Resources in the Draft and Final ED for detailed information regarding avoidance, minimization and/or mitigation measures to protect biological resources during construction.