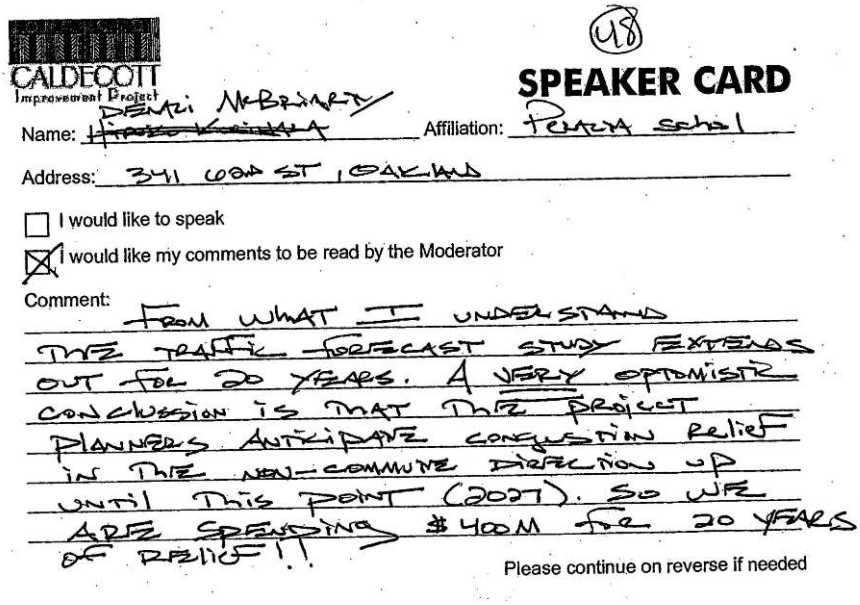
McBriarty, Denali



CALDECOTT Improvement Project

(48)

SPEAKER CARD

Name: DENALI McBRIARTY ~~[illegible]~~ Affiliation: PERALTA SCHOOL

Address: 341 62nd ST, OAKLAND

☐ I would like to speak

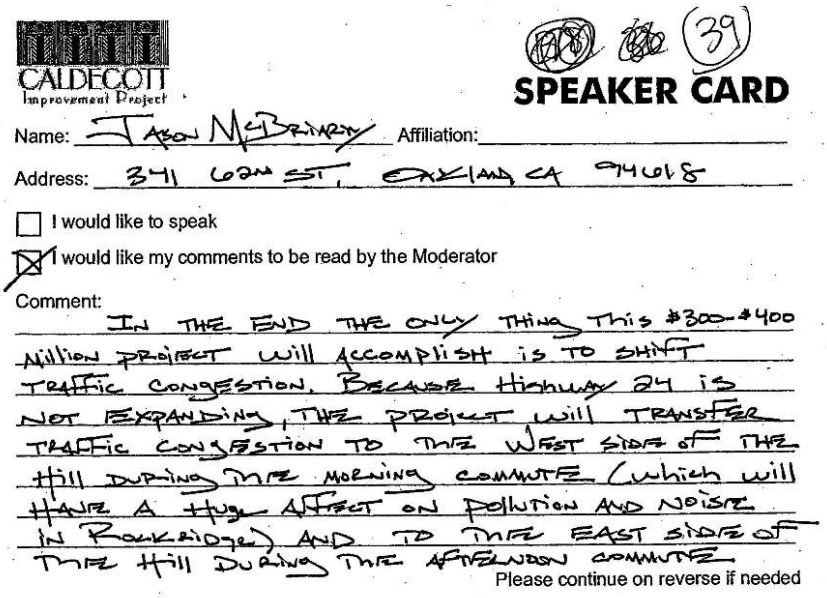
☒ I would like my comments to be read by the Moderator

Comment: FROM WHAT I UNDERSTAND THE TRAFFIC FORECAST STUDY EXTENDS OUT FOR 20 YEARS. A VERY OPTOMISTIC CONCLUSSION IS THAT THE PROJECT PLANNERS ANTICIPATE CONGESTION RELIEF IN THE NON-COMMUTE DIRECTION UP UNTIL THIS POINT (2027). SO WE ARE SPENDING $400M FOR 20 YEARS OF RELIEF!!

Please continue on reverse if needed

Comment/Question	Response
It is an optimistic conclusion that the project will provide congestion relief in the non-commute direction up until 2027. We are spending $400 million for only 20 years of relief?	Please see the essay on “Traffic Operations” in Chapter 1.

McBriarty, Jason



CALDECOTT
Improvement Project

(39)

SPEAKER CARD

Name: Jason McBriarty Affiliation:

Address: 341 62nd St, Oakland CA 94618

☐ I would like to speak

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

Comment:
In the end the only thing this $300-$400 million project will accomplish is to shift traffic congestion. Because Highway 24 is not expanding, the project will transfer traffic congestion to the west side of the hill during the morning commute (which will have a huge affect on pollution and noise in Rockridge) and to the east side of the hill during the afternoon commute.

Please continue on reverse if needed

Comment/Question	Response
Traffic congestion will merely be relocated to the west side of the hill during the morning commute since State Route 24 is not expanding.	Please see responses #7 in the essay on "Traffic Operations" in Chapter 1.

Metzger, Dean

CALDECOTT Improvement Project

SPEAKER CARD

Name: DEAN METZGER Affiliation: CENA CLAREMONT ELMWOOD NEIGHBORHOOD ASSOC.

Address: 1 HAZEL RD BERKELEY, CA 94705

☒ I would like to speak

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

Comment: SEE ATTACHED LETTER

Please continue on reverse if needed

Comment/Question	Response
Suggest signage directing traffic to faster/less congested routes.	Caltrans practice is to keep regional & interregional traffic (as opposed to local traffic) on freeways as much as possible. Local streets and roads aren't designed to accommodate the high demand meant for freeways and would quickly become congested (they frequently become congested without such a suggested diversion). In the case of the Caldecott corridor, there are very few alternate routes. The ones that exist are through residential neighborhoods, go past schools, and in some cases are narrow two-lane, two-way streets.
Suggest electronic signage with estimated travel times for destinations in Berkeley via State Route 13 versus State Route 24 and 80.	The scope of this project is to construct a fourth bore of the Caldecott tunnel. All work to be done under this contract is associated in some way with the fourth bore. Caltrans has a current program that installs changeable message signs (CMSs) on high-demand travel corridors. Travel times posted on state-operated CMSs are not for specific destinations, rather, they are for points on the freeway system. Additionally, specific destinations in Berkeley would require equipment to be installed beyond the limits of State jurisdiction and would require the funding and cooperation of the affected local agency.

Meyer, Steven

CALDECOTT Improvement Project

SPEAKER CARD

Name: STEVEN MEYER Affiliation: RCPC

Address: 5957 BROADWAY

☐ I would like to speak

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

Comment: SEE ATTACHED.

Please continue on reverse if needed

AM A ROCKRIDGE RESIDENT ~~THAT~~ LIVING LIVES ON BROADWAY, LESS THAN A MILE BELOW THE HWY 24 INTERCHANGE, AND ~~AM~~ ALSO AM

~~Mr./Madam Chairperson, Caltrans Officials, and Fellow Residents~~

Good evening. My name is Steven Meyer. I ~~am~~ a RESIDENT board member of the Rockridge Community Planning Council, ~~and a member of the Fourth Bore Coalition.~~

The topic that I would like to speak to is the failure of the draft EA/EIR to specifically address the impact of the Project on arterial and residential streets in the neighborhoods to be affected by the Project, especially in the pedestrian oriented area of Rockridge.

Of particular concern are the streets adjacent to and beyond the Highway 24 on- and off-ramps, including, but not limited to, Broadway, Claremont, Telegraph, Miles, Alcatraz, and College. Since the Project will only help to alleviate off-peak commute direction traffic, it will not in any way reduce the afternoon commute-direction backup that forces so many drivers to exit onto ~~Broadway and Claremont~~ SIDE STREETS in an effort to divert around the Highway 24 traffic. And, any traffic delays on Highway 24 caused throughout the lengthy construction phase of the Project will only further exacerbate the problem on the aforementioned streets. Considering the close proximity of Chabot Elementary and Temescal Park ~~to the Broadway interchange~~ for example, any further increase in traffic would be unacceptable for residents living in the area, as well as for pedestrians and bicyclists that utilize these streets.

As the RCPC Chair of the Traffic, Pedestrian and Bicycle Safety Committee, I am working closely with city officials to study and implement traffic calming measures along "Upper" Broadway (between the Highway 24 interchange and College Avenue), as well as in the Claremont-Telegraph-Alcatraz-College area. Traffic volumes and speeds are already unacceptably high in these areas, due in large part to traffic diverting onto and off of Highway 24, and so measures to improve pedestrian and bicyclist safety are much needed. The Project must clearly and specifically address the impact both during the construction phase and after the Project completion on these and surrounding streets.

ANTI FLIGATION

FOR EXAMPLE CURRENTLY WE ARE LOOKING INTO THE FEASIBILITY OF REDUCING TRAFFIC LANES FROM 4 (2/DIRECT TO 1/DIRECTION W/ CTR. TURN LANE

As a member of the ~~Fourth Bore Coalition~~ RCPC, I join my neighbors in requesting that the draft EA/EIR be withdrawn, and that in its place Caltrans and the Federal Highway Administration prepare and circulate a full draft EIS/EIR which addresses the comments I have made tonight and is based upon requests made in the original scoping documents.

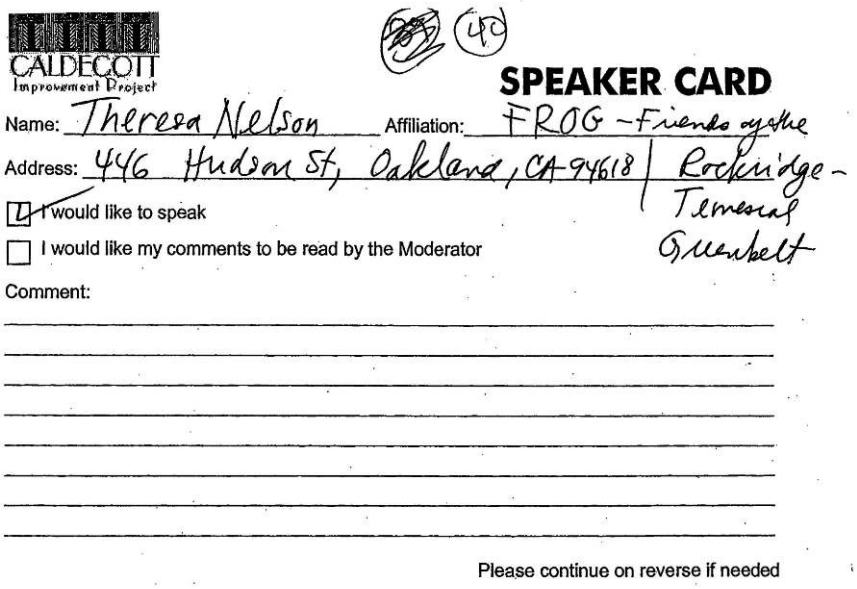
THANK YOU.

Fourth Bore Meeting: June 15, 2006

Comment/Question	Response
The Draft EA/EIR fails to specifically address the impact of the project on arterial and residential streets in the neighborhoods to be affected by the project, especially in the pedestrian-oriented areas of Rockridge.	Please see response 2 in the essay on "Traffic Operations" in Chapter 1 for more information on the project's effects to local streets. Also see the essay on "The Environmental Process; Environmental Impact Statement/Environmental Impact Report

Comment/Question	Response
	(EIS/EIR) versus an Environmental Assessment/Environmental Impact Report (EA/EIR); and “Criteria for Significance” and the essay on “Project Study Area Boundaries” in Chapter 1.

Nelson, Theresa


CALDECOTT Improvement Project

(40)

SPEAKER CARD

Name: Theresa Nelson Affiliation: FROG - Friends of the Rockridge-Temescal Greenbelt

Address: 446 Hudson St, Oakland, CA 94618

☑ I would like to speak

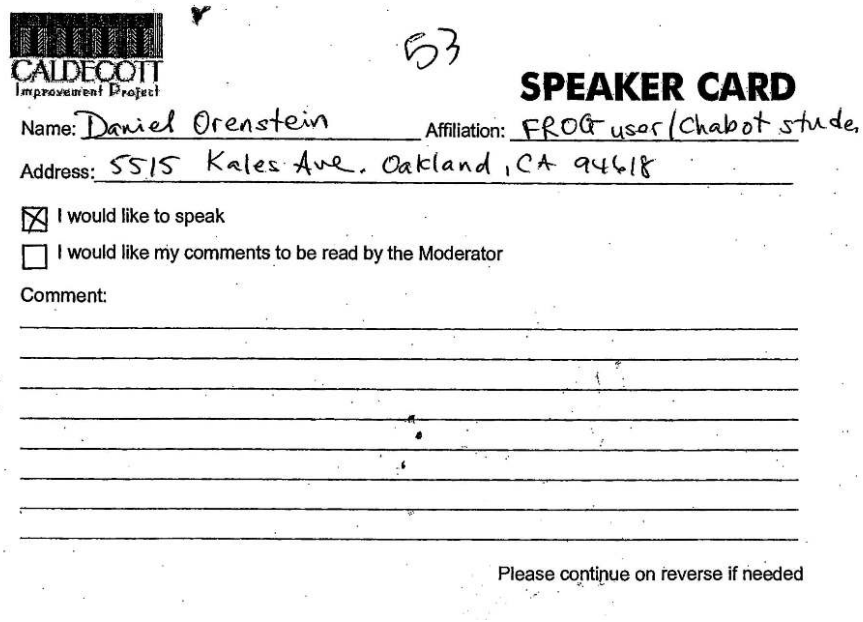
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Concern that Friends of the Rockridge-Temescal Greenbelt (FROG) park is not included as a recreational community resource and was not analyzed in this document.	Please see essay "Project Study Area Boundaries" in Chapter 1, for a detailed explanation of why FROG park was not included in the community impact study area.

Orenstein, Daniel



CALDECOTT Improvement Project

53

SPEAKER CARD

Name: Daniel Orenstein Affiliation: FROG user/Chabot stude,

Address: 5515 Kales Ave. Oakland, CA 94618

☒ I would like to speak

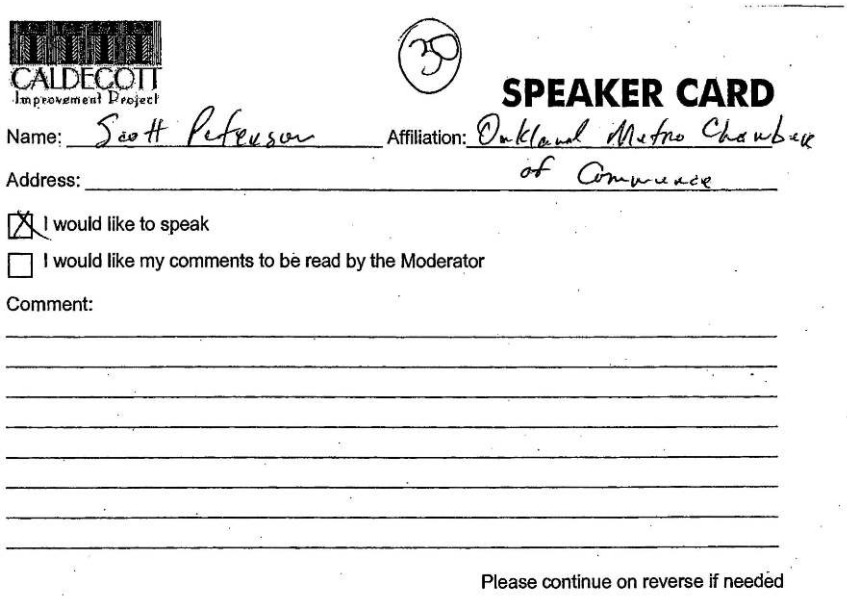
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Concern of people getting hit by cars at the Broadway traffic signal.	A number of intersections along local arterial streets in Berkeley/ Oakland area-- Ashby Ave., Broadway, Claremont Ave., College Ave., Martin Luther King Jr. Way, Telegraph, Ave., and Tunnel Road, were included in the intersection study to assess the impact of a fourth bore. The study recognizes that the increased capacity of a fourth bore would result in a slight increase of freeway demand. This would lead to similar overall demand increases that could have local impacts. Of course, the LOS impact would vary among intersections and in some cases would even improve. Collectively, the intersection LOS would not change significantly.

Peterson, Scott


CALDECOTT
Improvement Project

30

SPEAKER CARD

Name: Scott Peterson Affiliation: Oakland Metro Chamber of Commerce

Address:

☒ I would like to speak

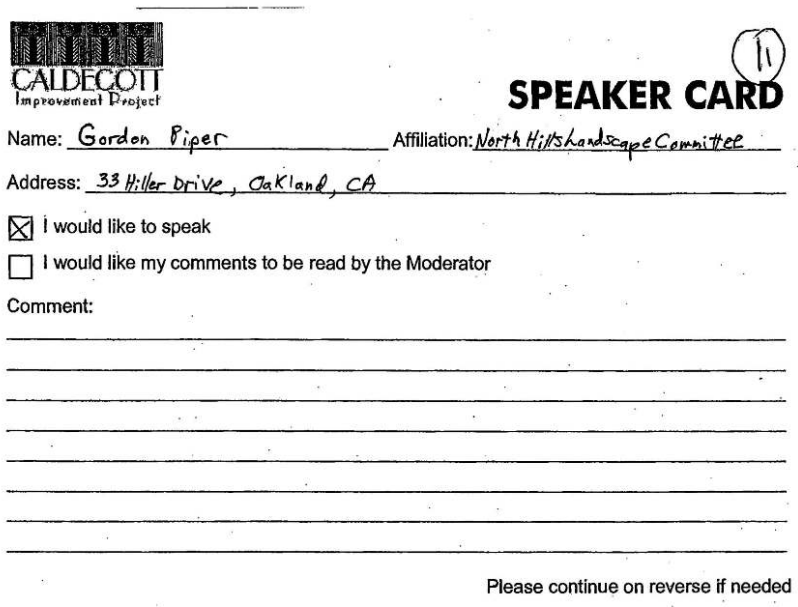
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
The project will enhance the regional economy.	Comment noted.
Alameda County pays only a portion of the project cost and the benefit to the Oakland community would outweigh the small cost.	Please see the essay “Regional Measure 2 and Contra Costa Measure J” in Chapter 1 for more information on project funding.
Project will ease off-peak traffic congestion and decrease traffic jams in surrounding Oakland Neighborhoods.	Comment noted.

Piper, Gordon


CALDECOTT
Improvement Project

SPEAKER CARD

(11)

Name: Gordon Piper Affiliation: North Hills Landscape Committee

Address: 33 Hiller Drive, Oakland, CA

☒ I would like to speak

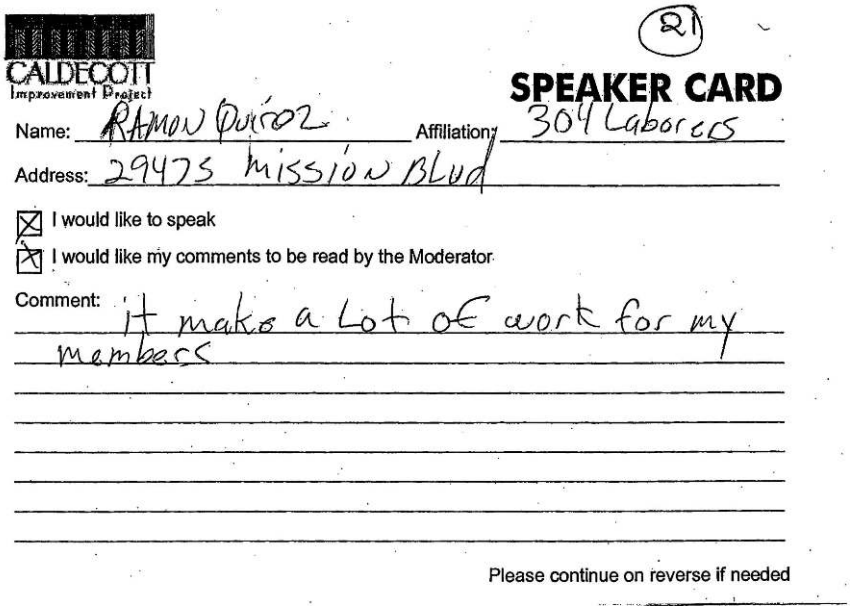
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Draft EA/EIR should address *all* affected plant and wildlife.	The Draft EA/EIR addresses biological resources consistent with requirements of State and federal laws. That is, special status species are treated in greater detail when suitable habitat is present in the project vicinity. The project is not expected to have substantial adverse effects on plants and wildlife.
Document incorrectly states that project will not be in conflict with Oakland's Tree Protection Ordinance.	Although Caltrans is not subject to local tree ordinances, tree replacement will occur on site, insofar as practicable. Impacts not feasibly mitigated on site will be replaced by off-site planting and by measures intended to enhance existing off-site forests. The Department conferred with the California Department of Fish and Game proposed replacement ratios. Please refer to Section 2.3.3, Trees and Other Mature Vegetation of the Final EA/EIR for further detail on this subject. Please also see the essay on "Methodologies Used for the Impact Assessments/Local Ordinances" in Chapter 1.

Quiroz, Ramon



CALDECOTT
Improvement Project

(21)

SPEAKER CARD

Name: RAMON QUIROZ Affiliation: 304 Laborers

Address: 29475 Mission Blvd

☒ I would like to speak

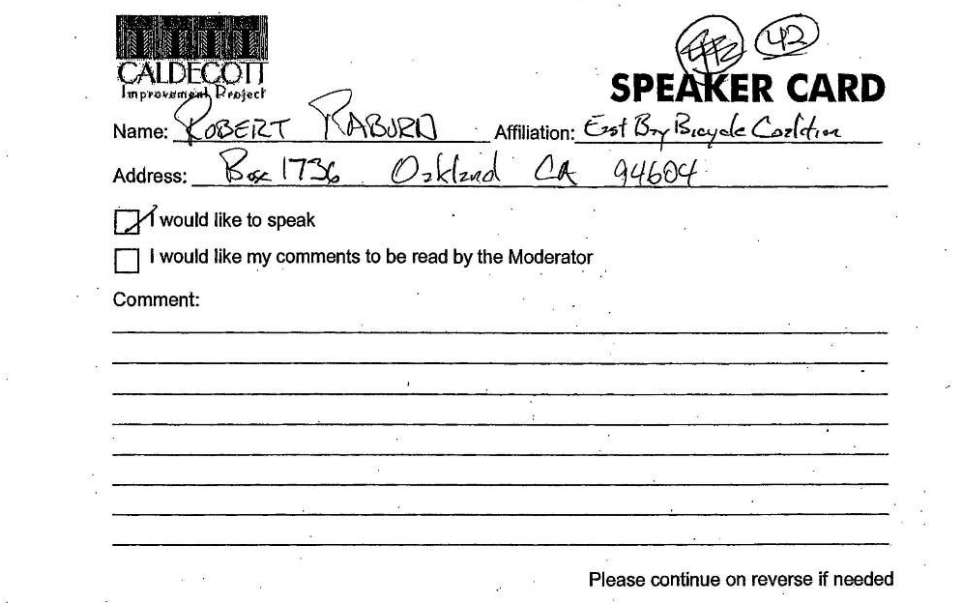
☒ I would like my comments to be read by the Moderator

Comment: it make a Lot of work for my members

Please continue on reverse if needed

Comment/Question	Response
Caltrans does a great job and keeps their jobs running and safe.	Comment noted.

Raburn, Robert



CALDECOTT Improvement Project

SPEAKER CARD

Name: ROBERT RABURN Affiliation: East Bay Bicycle Coalition

Address: Box 1736 Oakland CA 94604

☑ I would like to speak

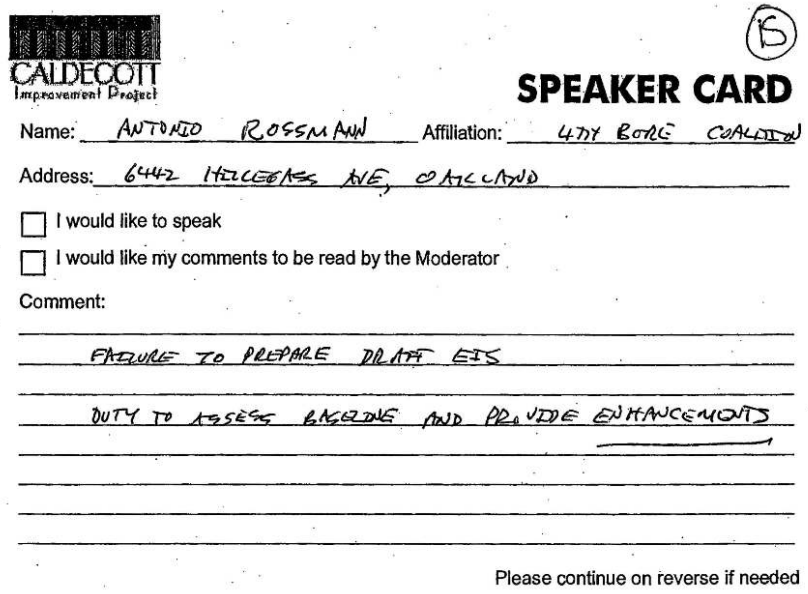
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
There is no mention in the Draft EIR that bicyclists use the signed Chabot-Tunnel Road-Skyline bike route that connects BART to the hills. Why isn't the BART blackout addressed?	Please see the essay on "Bicycle and Pedestrian Access/Improvements" in Chapter 1 for a detailed explanation of alternatives, including Chabot Road. Please see the essay on "Regional Measure 2 and Contra Costa Measure J" in Chapter 1 for funding available to extend and improve the BART system.

Rossmann, Antonio



CALDECOTT Improvement Project

SPEAKER CARD

Name: ANTONIO ROSSMANN Affiliation: 4TH BORE COALITION

Address: 6442 HILLCREST AVE, OAKLAND

☐ I would like to speak

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

Comment:

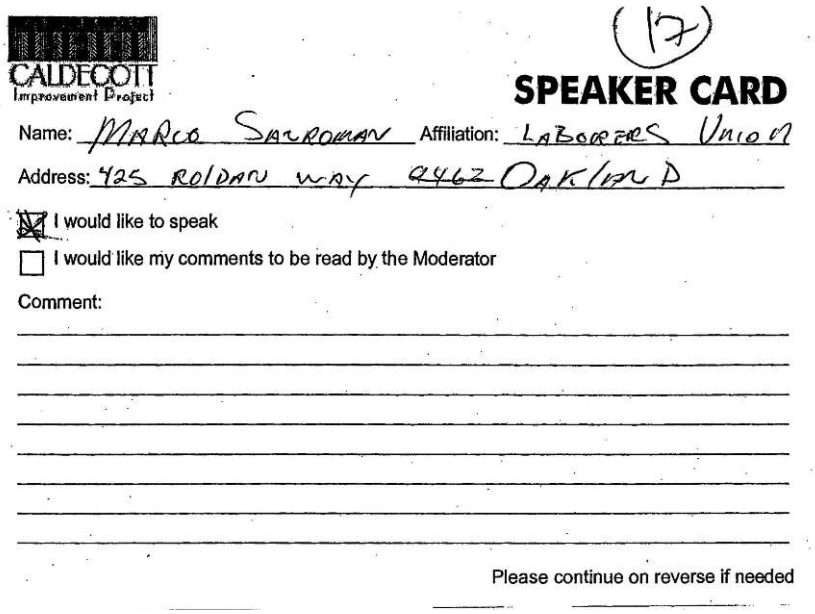
FAILURE TO PREPARE DRAFT EIS

DUTY TO ASSESS BASELINE AND PROVIDE ENHANCEMENTS

Please continue on reverse if needed

Comment/Question	Response
Draft EA/EIR does not include a meaningful Section 4(f) or socioeconomics analysis.	A Section 4(f) Evaluation is required only when a project has impacts to Section 4(f) protected resources, which is not the case for the Caldecott Improvement Project. The essay "Project Study Area Boundaries", explains the basis for the community impact study areas. Also see Section 2.1.3, Community Impacts of the Draft and Final ED.

San Roman, Marco


CALDECOTT
Improvement Project

(17)

SPEAKER CARD

Name: MARCO SAN ROMAN Affiliation: LABORERS UNION

Address: 425 ROLDAN WAY 9462 OAKLAND

☒ I would like to speak

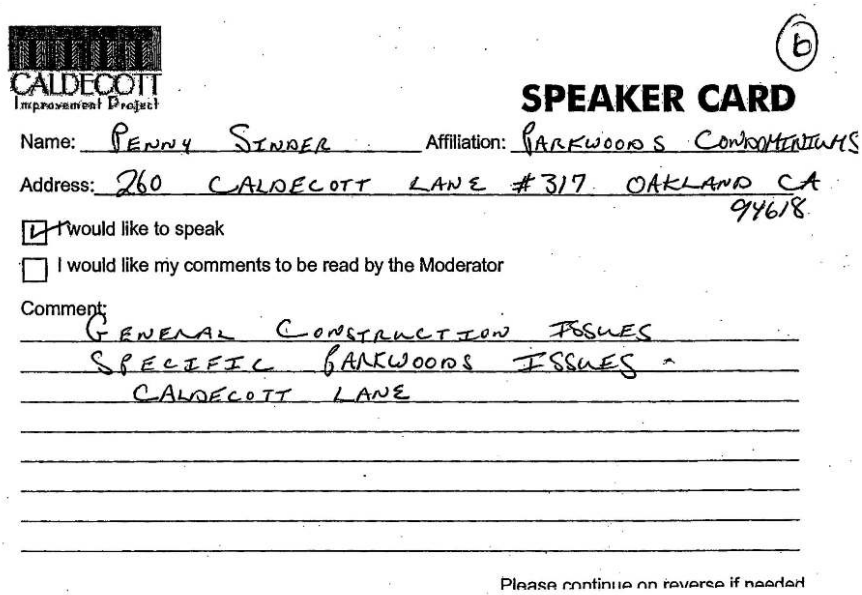
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Construction will create many jobs.	Please refer to Section 2.1.3.2, Economic Impacts, Creation of Jobs and Economic Activity in the Draft and Final ED for further detail on this subject.
Technology of building tunnels now lessens the amount of noise expected by surrounding communities.	Comment noted.

Sinder, Penny


CALDECOTT
Improvement Project

(b)

SPEAKER CARD

Name: PENNY SINDER Affiliation: PARKWOODS CONDOMINIUMS

Address: 260 CALDECOTT LANE #317 OAKLAND CA 94618

☑ I would like to speak

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

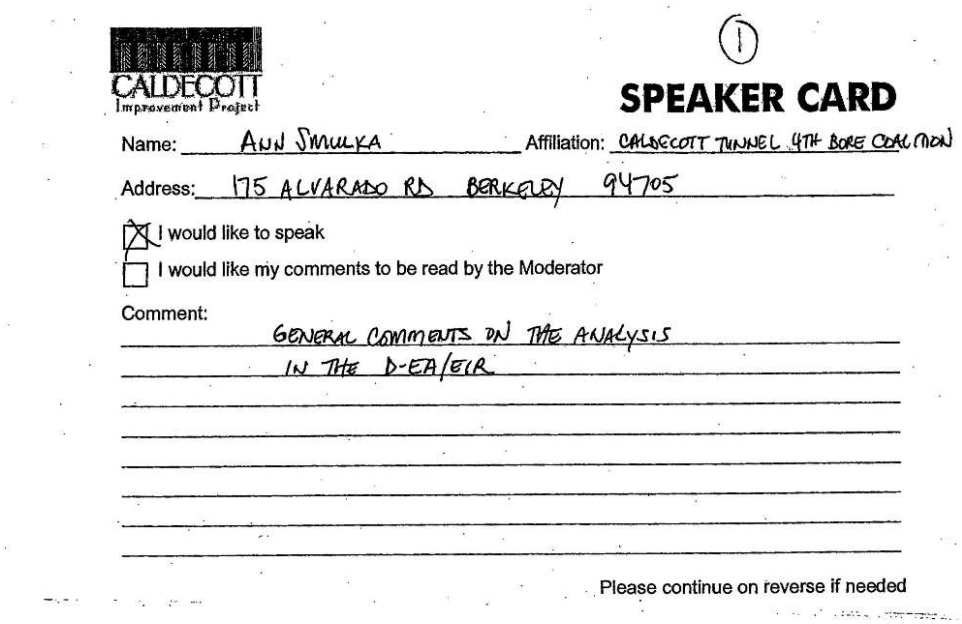
Comment:
GENERAL CONSTRUCTION ISSUES
SPECIFIC PARKWOODS ISSUES -
CALDECOTT LANE

Please continue on reverse if needed

Comment/Question	Response
Construction noise will impact the Parkwoods community.	Please see Section 2.4.8, Noise in the Draft and Final ED for detailed information on construction noise. Also see "Construction Impacts" essay in Chapter 1.
Will the temporary sound barriers be made of metal or wood per Caltrans' statement last week? Where's the documentation that establishes the effectiveness of these structures?	The type of material for the temporary soundwall has not yet been determined. Please see the essay "Construction Impacts" in Chapter 1 for more detailed information on temporary sound barriers during construction.
Trees will be removed that provide noise barrier for Parkwoods community.	Please see Section 2.2.8, Noise/Vibration, specifically Section 2.2.8.4 Avoidance, Minimization and/or Mitigation Measures for details on sound wall mitigation. There will be some loss of trees, both urban trees and native oaks. The native oak trees will be replaced at a ratio of 5:1. 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.
Entire length of State Route 24 needs to be paved with rubberized asphalt or some other noise reducing compound.	The approaches to and from the fourth bore will be constructed with rubberized asphalt concrete or open graded asphalt concrete to reduce noise for nearby residences.

Smulka, Ann


CALDECOTT
Improvement Project

1

SPEAKER CARD

Name: ANN SMULKA Affiliation: CALDECOTT TUNNEL 4TH BORE COALITION

Address: 175 ALVARADO RD BERKELEY 94705

☒ I would like to speak

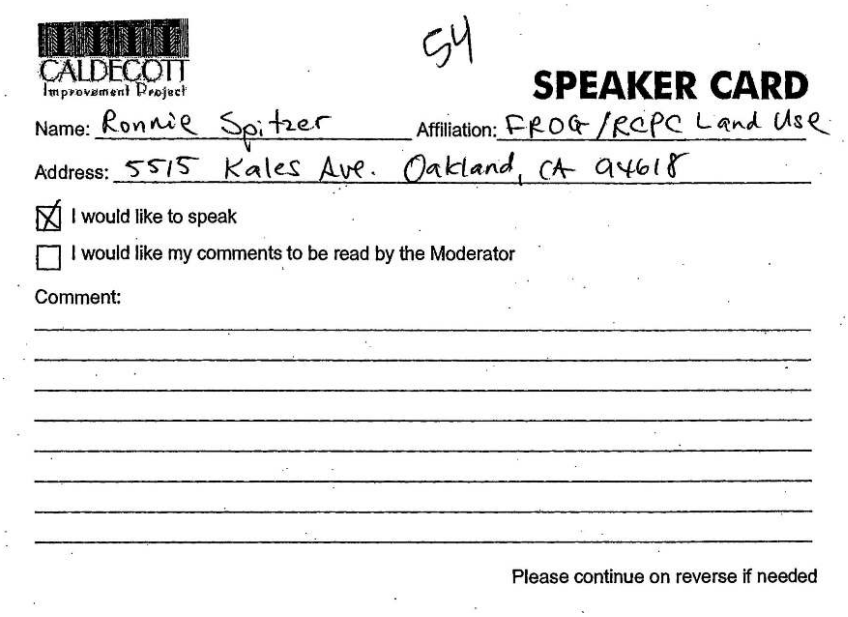
☐ I would like my comments to be read by the Moderator

Comment:
GENERAL COMMENTS ON THE ANALYSIS
IN THE D-EA/EIR

Please continue on reverse if needed

Comment/Question	Response
Conclusions are based on false assumptions and inadequate analysis. Therefore, Draft EA/EIR needs to be withdrawn and a full EIS/EIR needs to be prepared and circulated.	Please see the essays on "Methodologies Used for the Impact Assessments/Local Ordinances" and "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 for more information on the criteria for significance used in the Draft EA/EIR.
Data needed for the tunnel's weekend bottleneck. How does Caltrans qualify "slight" in regards to "mobility through the tunnel will likely cause slight increases in trip making" as stated in the ED? How can Caltrans conclude without data that there are no significant impacts that need to be mitigated?	Please see response #3 in the essay "Traffic Operations" in Chapter 1 for more information on weekend bottlenecks. In addition, see the essay "Traffic Modeling/Forecasting" in Chapter 1.

Spitzer, Ronnie



CALDECOTT Improvement Project

54

SPEAKER CARD

Name: Ronnie Spitzer Affiliation: FROG/RCPC Land Use

Address: 5515 Kales Ave. Oakland, CA 94618

☒ I would like to speak

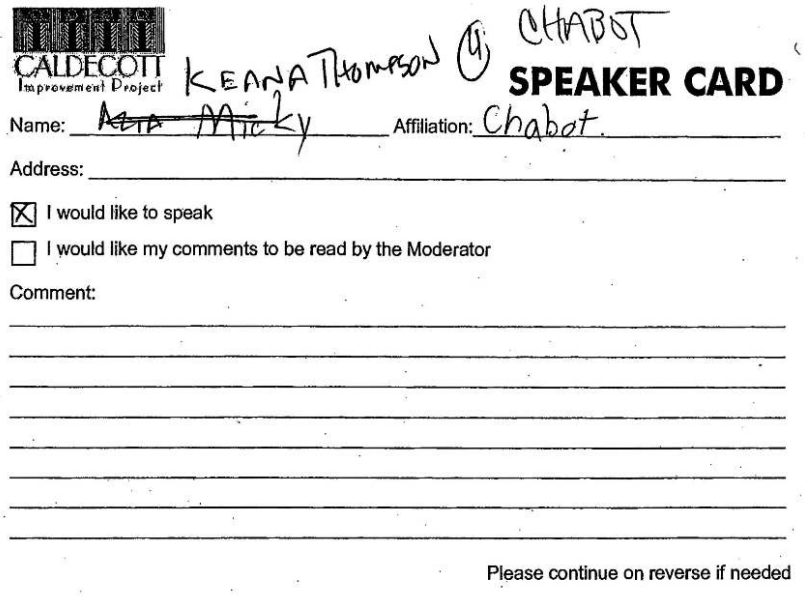
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
The Draft EIR glosses over the fact that the 3N option actually adds capacity, but the 2N doesn't.	Please see the essay on "Alternatives Considered in the Draft Environmental Assessment/Environmental Impact Report (DEA/EIR)" in Chapter 1.
The Draft EIR needs to be redone to address the full impact on local street, extend the study area to include FROG park and to look at traffic lights (specifically Broadway).	Please see response #2 in the essay on "Traffic Operations" in Chapter 1 for a discussion on impacts to local streets and roads and model validation. In addition, please see the essay on "Project Study Area Boundaries" for more information on the project's effects to local streets as well as an explanation of why FROG park was not included in the study area.

Thompson, Keana


CALDECOTT Improvement Project

KEANA Thompson (4) CHABOT

SPEAKER CARD

Name: ~~Keia~~ Micky Affiliation: Chabot.

Address:

☒ I would like to speak

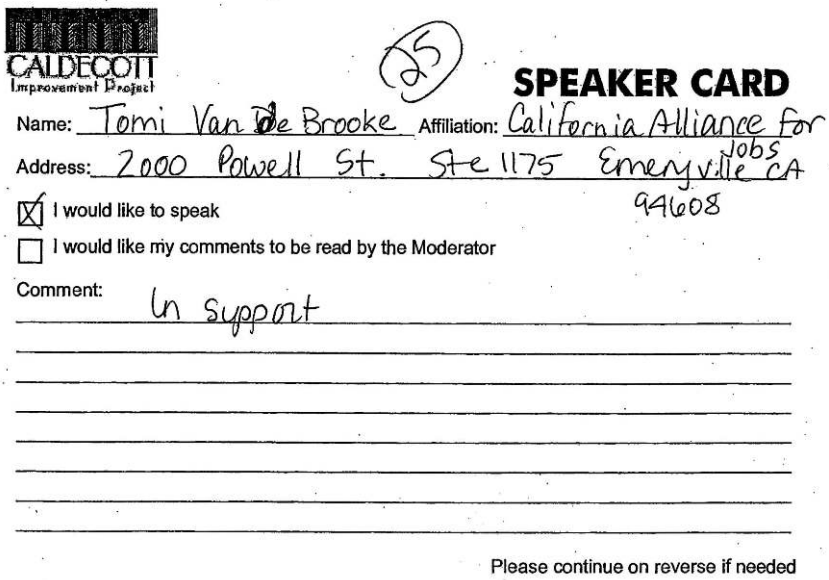
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Concerned about noise and air pollution and its effect on learning. Also concerned about animals and removal of trees.	Please see the responses 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.

Van de Brooke, Tomi


CALDECOTT
Improvement Project

(25)

SPEAKER CARD

Name: Tomi Van De Brooke Affiliation: California Alliance for Jobs

Address: 2000 Powell St. Ste 1175 Emeryville CA 94608

☒ I would like to speak

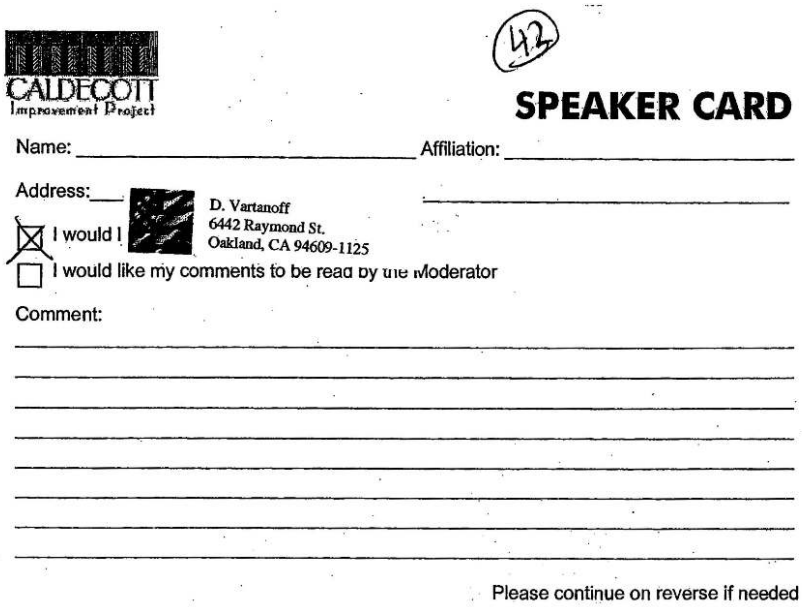
☐ I would like my comments to be read by the Moderator

Comment: In support

Please continue on reverse if needed

Comment/Question	Response
Fourth bore will improve regional goods movement problems by reducing congestion.	Statement is consistent with purpose and need for project.
Will reduce the impacts to surrounding neighborhoods by eliminating the need for traffic to use local streets.	Comment noted.
Adding a third lane will expedite traffic flow and offset future construction impacts.	Comment noted.

Vartanoff, David


CALDECOTT
Improvement Project

42

SPEAKER CARD

Name: _____ Affiliation: _____

Address: _____

D. Vartanoff
6442 Raymond St.
Oakland, CA 94609-1125

☒ I would l

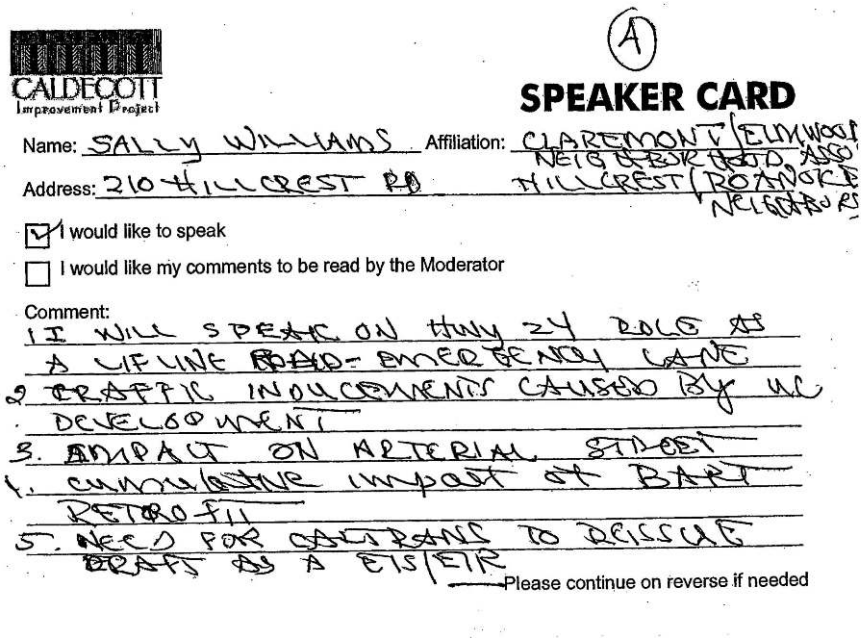
☐ I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Too many lanes feeding into the tunnel from other highways to make this project feasible.	Eastbound traffic is expected to improve during the morning direction: four lanes of Route 24 currently merge into two lanes of tunnel. Once the fourth bore is complete, there will be four lanes of Route 24 merging into four lanes of tunnel, therefore removing a major bottleneck along the corridor. Since congestion is reduced primarily in the off-peak direction, easterly in the morning and westerly in the afternoon, commuters to the east side of the tunnel in the morning and to the west in the afternoon receive the bulk of the benefits from the project. With a fourth bore providing an additional two lanes in the eastbound direction to match the corridor's capacity during the morning rush hour, it is expected to provide congestion relief.
Does Caltrans have a plan to double the size of the freeway east of the tunnel and west of the tunnel? Without doing this, there is no point in doing this extra set of lanes.	Caltrans has no plans to “double the size of the freeway east of the tunnel and west of the tunnel”.
Suggest severing Ashby from State Route 13, and instead installing metering lights on eastbound on-ramps.	Caltrans has no current plans to rescind State Route 13. In regards to metering for the project, please see response #6 in the essay on “Traffic Operations” in Chapter 1.

Williams, Sally



CALDECOTT Improvement Project

(A)

SPEAKER CARD

Name: SALLY WILLIAMS Affiliation: CLAREMONT/ELMWOOD NEIGHBORHOOD ASSO; HILLCREST/ROANOKE NEIGHBORS

Address: 210 HILLCREST RD

☑ I would like to speak

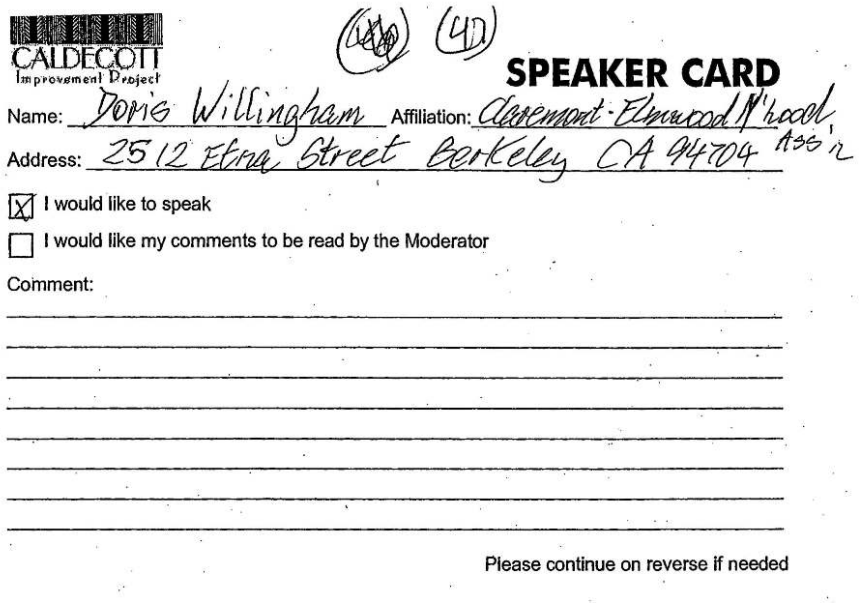
☐ I would like my comments to be read by the Moderator

Comment:
1 I WILL SPEAK ON HWY 24 ROLE AS A LIFELINE ~~ROAD~~ - EMERGENCY LANE
2 TRAFFIC INCONVENIENCE CAUSED BY UC DEVELOPMENT
3. IMPACT ON ARTERIAL STREET
4. CUMULATIVE IMPACT OF BART RETROFIT
5. NEED FOR CALTRANS TO REISSUE DRAFT AS A EIS/EIR

Please continue on reverse if needed

Comment/Question	Response
Concerns for construction traffic using State Route 24 and local streets to access State Route 24 and the project site.	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.
Need to study the cumulative effects of the divisions/disruptions caused by State Route 24 since it was built before CEQA.	Please see the essay on “Cumulative Impacts/Enhancements” in Chapter 1 for discussion related to the appropriate cumulative impacts baseline consistent with CEQA and NEPA.
Construction trucks will carry contaminated earth along Chabot Street and State Route 24 past playgrounds and schools.	Materials found to contain contaminants 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.
Plans to use the land for an earth disposal site abutting Fish Ranch Road will render this escape route unusable.	There are no plans to use the land for an earth disposal site abutting Fish Ranch Road. 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.
Impacts to traffic on State Route 13 have not been considered.	Please see Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities of the Draft EA/EIR, specifically the Analysis of Alternatives for specific information regarding State Route 13.

Willingham, Doris



CALDECOTT Improvement Project

(4D)

SPEAKER CARD

Name: Doris Willingham Affiliation: Claremont-Elmwood N'hood Ass'n

Address: 2512 Etna Street Berkeley CA 94704

[X] I would like to speak

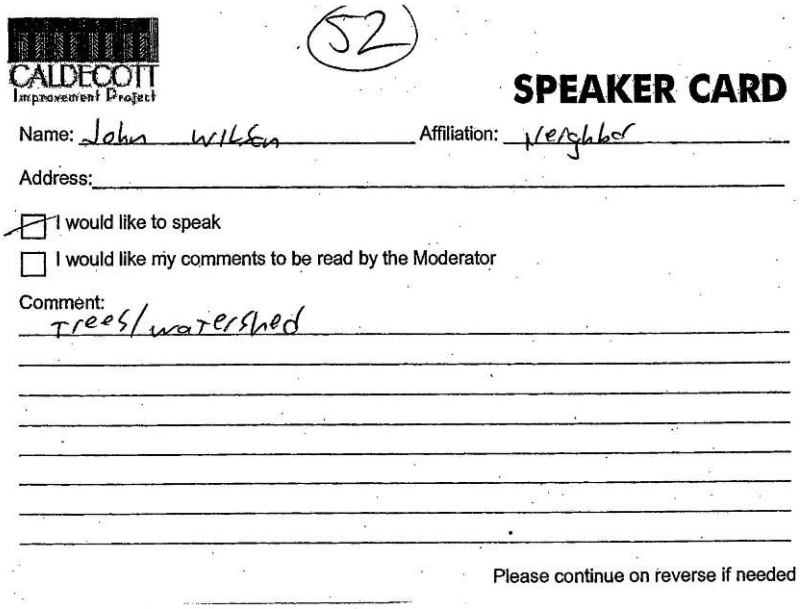
[ ] I would like my comments to be read by the Moderator

Comment:

Please continue on reverse if needed

Comment/Question	Response
Congestion not only exists in the access to the tunnel but also in our city streets. Mitigation measures suggested by the Fourth Bore Coalition should be undertaken since it will cost less than the entire project.	Please see response #2 in the essay on "Traffic Operations" in Chapter 1 for an explanation of impacts to local street and roads and model validation within the study area boundaries. Please also see the essay on "Scope of the Project" in Chapter 1.

Wilson, John


CALDECOTT
Improvement Project

(52)

SPEAKER CARD

Name: John Wilson Affiliation: Neighbor

Address:

☑ I would like to speak

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

Comment:
Trees/watershed

Please continue on reverse if needed

Comment/Question	Response
Concern about the wildlife corridor that goes over the hills.	Please refer to Section 2.3.6, Resource Management Plan for the Caldecott Wildlife Corridor, in the Draft EA/EIR and the corresponding section of the present document for information on this subject.
In regards to tree replacement, even though the numbers of trees may be greater, it's a significantly smaller amount of biomass.	Although the replacement trees may initially have a smaller biomass, it is anticipated they will reach a similar size within 10 years. In addition, much of the current biomass is comprised of the invasive, non-native Eucalyptus and broom, whereas replacement plantings along the State Route 24 corridor will consist of native and non-invasive non-natives. The Department conferred with the California Department of Fish and Game proposed replacement ratios. The proposed replacement ratios for oak trees is 5:1 and other native trees with a diameter breast height of 6 inches will be replaced at a ratio of 3:1. 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. During the Plant Establishment Period of all replacement plantings there will be aggressive invasive control. Given these measures, the replaced habitat is anticipated to be of the same or higher quality then the current eucalyptus dominated complex.
Concern about the project bordering on the East Bay MUD lands which contain the area's watershed and drinking water.	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 Draft and Final ED, for permanent design pollution prevention BMPs.

Exhibit 9.5-3B Summary of Oakland Hearing Speaker Notes and Responses

Bhatia, Rajiv

Caldecott Tunnel Forth Bore Environmental Assessment

Outline of Comments for Public Hearing on the DEIR
Rajiv Bhatia June 15, 2006

The project will not have a substantial long term benefit on "congestion"

- The Project does not affect travel in the peak direction where the overwhelming majority of vehicle delay occurs
- Research on induced demand on transportation facilities shows that increases in road miles constructed translates into proportional increases in vehicle miles traveled; Long-run elasticity estimates (0.8) from empirical research reported by the USEPA imply that induced demand will likely negate any short-term benefits to congestion on SR 24.

The project will increase the human health burden of motor vehicle accidents.

- The project claims some effect on the injuries on SR 24 However (1) estimates of accidents and injuries include peak and non peak direction travel; (2) How the project will reduce accidents and their severity is not unsubstantiated
- Research shows that vehicle accident rates are proportional to vehicle volume on any give road facility--this project will increase vehicle volume on SR 24 and will therefore increase incidents
- Vehicle accident rates are directly relate to vehicle speed--this project will increase speed and therefore increase incidents
- Vehicle accident fatality rates are proportional t vehicle speed--this project will increase speed and increase the severity of incidents and the frequency of severe injuries and fatalities.

This project will increase air quality and health hazards on sensitive receptors such as Chabot School

- Sensitive receptors such as Chabot School are already located in areas where fine and ultra fine particulate matter from vehicles on SR already creates a risk to health; tunnel building will increase not decrease fine and ultra fine particulate pollution in the immediate area

The project will hinder Oakland's growth and development objectives

- The tunnel will facilitate Oakland shoppers travel to distant retail centers potentially limiting or harming plans for more vibrant Oakland retail
- By reducing travel costs to Contra Costa employment centers, the tunnel compromises the environmental benefits of planned development in Oakland which aims to allow more helping people live close to their jobs.

Alternatives to road building, not adequately studied, could provide a cost-effective and environmentally sustainable means of achieving the project objectives

- The scope and the underlying assumptions of the MTC alternatives study are not described or adequately critiqued; several assumptions (e.g., travel choice, employment density based on a study initiated in 1998 are unlikely to be valid for 2012 to 2032. Many emerging factors may influence travel behavior (e.g., fuel prices, Gore effect on perception of harm from global warming).
- Alternatives could improve traffic flow characteristics
  - Metering lights
  - Reduction of vehicle speed through tunnel corridor (to 45-50) could significantly increase road capacity and safety.
- Alternatives could reduce vehicle trips on peak and non-peak directions
  - HOV lanes and /or HOV ramps
  - Peak demand congestion pricing: Research conducted by Deakin and Harvey for the ARB demonstrated that a 8-19 cent per mile charge results in a 5-10% congestion reduction and a 1.5 to 3 % VMT reduction.
  - Paid toll lanes in one or both directions direction

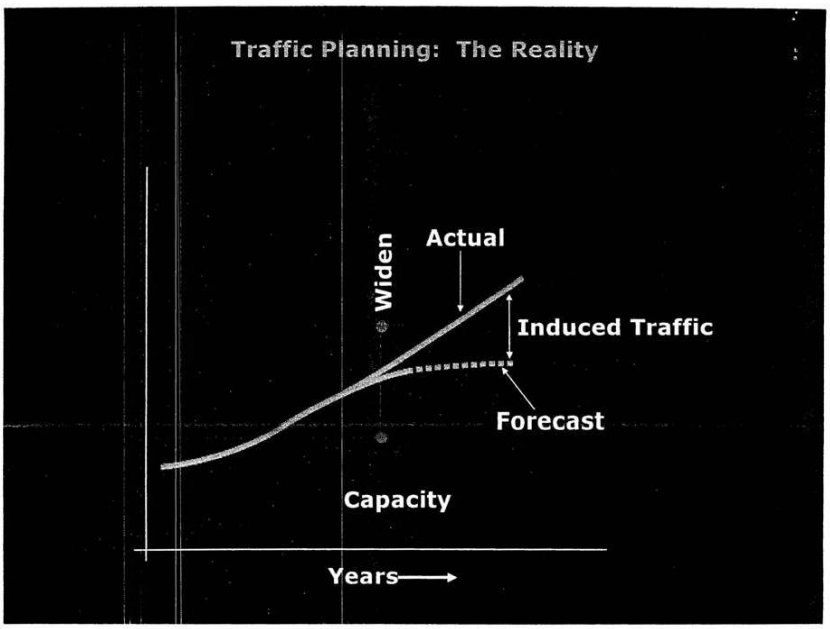
Bhatia, Rajiv (continued)

Caldecott Tunnel Forth Bore Environmental Assessment

- Alternatives could facilitating mode shift to transit by improving travel time, cost, an accessibility for transit users
  - Universal transit passes
  - Transit subsidies—reducing the costs of reverse commute transit
  - Employer shuttle buses from the Walnut Creek, Pleasant Hill, and Concord BART stations will serve growing employment centers as well as travel from nearby neighborhoods to employment centers.

Summary

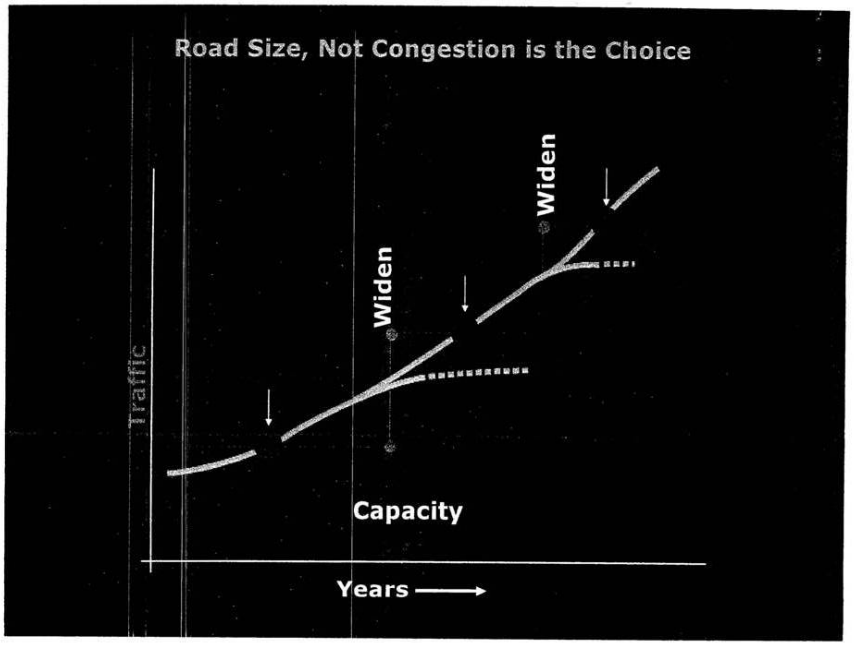
Roadway construction is the most expensive (and least environmentally sustainable) way to meet travel and access needs of regional residents. Voter perceived need, reflected in Measure 2, is an inadequate proxy for the value of the tunnel; Regional Measure 2 included a mix of road building, mass transport, and non-motorized projects; voters only had the opportunity to give a thumbs up or down to entire package of projects in the measure. Cost and environmental issues aside, the benefits of the project accrue primarily to a minority: Oakland reverse-commuters who drive and Contra Costa retail and commercial interests.



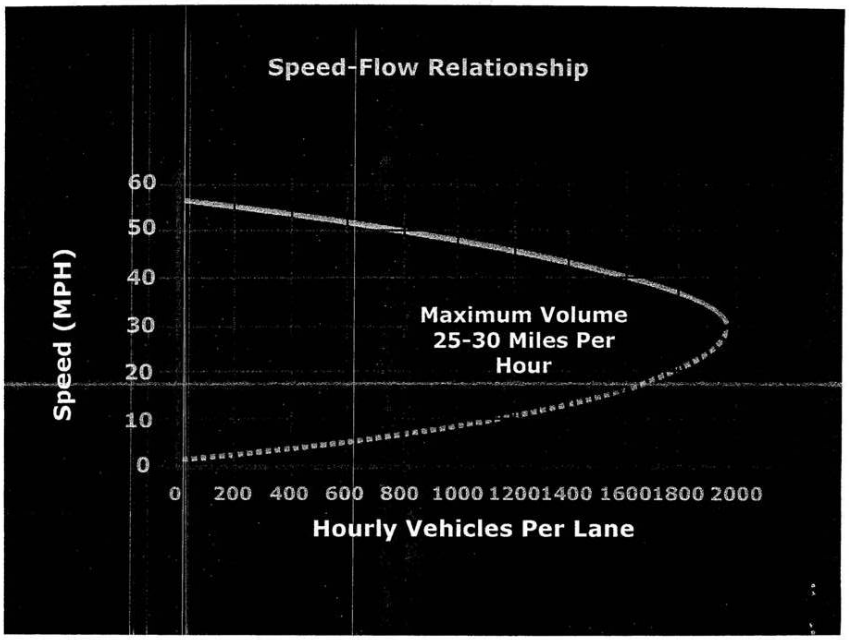
Bhatia, Rajiv (continued)

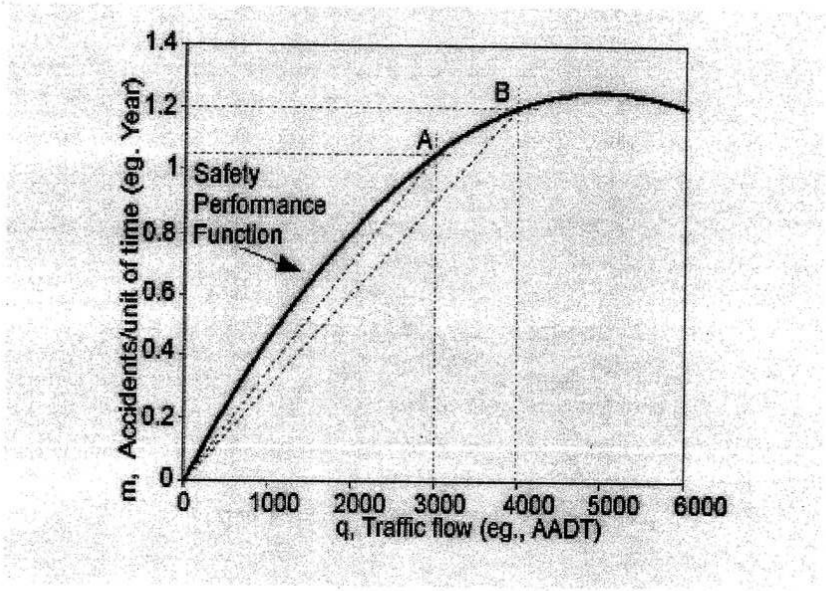
Induced Demand

- An additional lane mile in San Francisco, Los Angeles, or San Diego Metro areas produces roughly 12,000 additional Vehicle Miles Traveled. (Hansen, 1993)
- A 1% decrease in travel time will result in a 0.5% increase in vehicle volume in the short term and a 1% increase in the long term. (Goodwin, 1996)
- Elasticity of VMT relative to road supply ranges from 0.5 (short-term) to 0.8 (long-term). (Noland, 1999)



Bhatia, Rajiv (continued)





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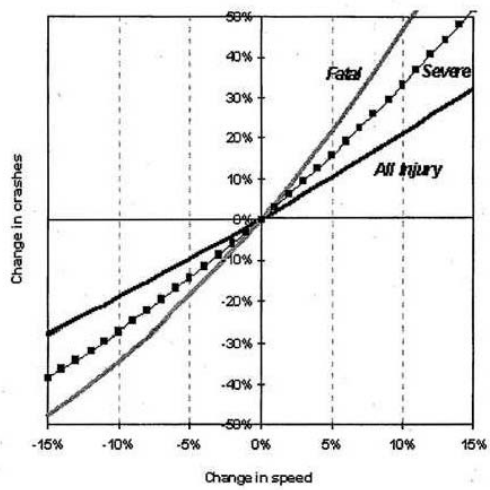
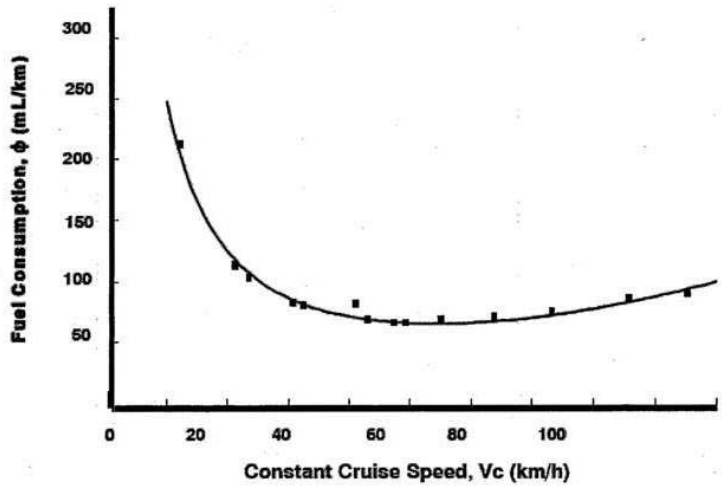


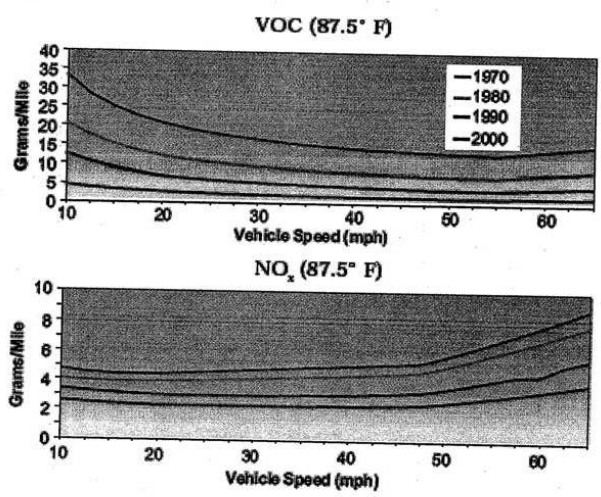
Figure 8. Effects of changes in the speed on injury and fatal crashes (from Nilsson, 1981).

Safety Impacts of Changing Speed Limits from 55 to 65 miles / hour

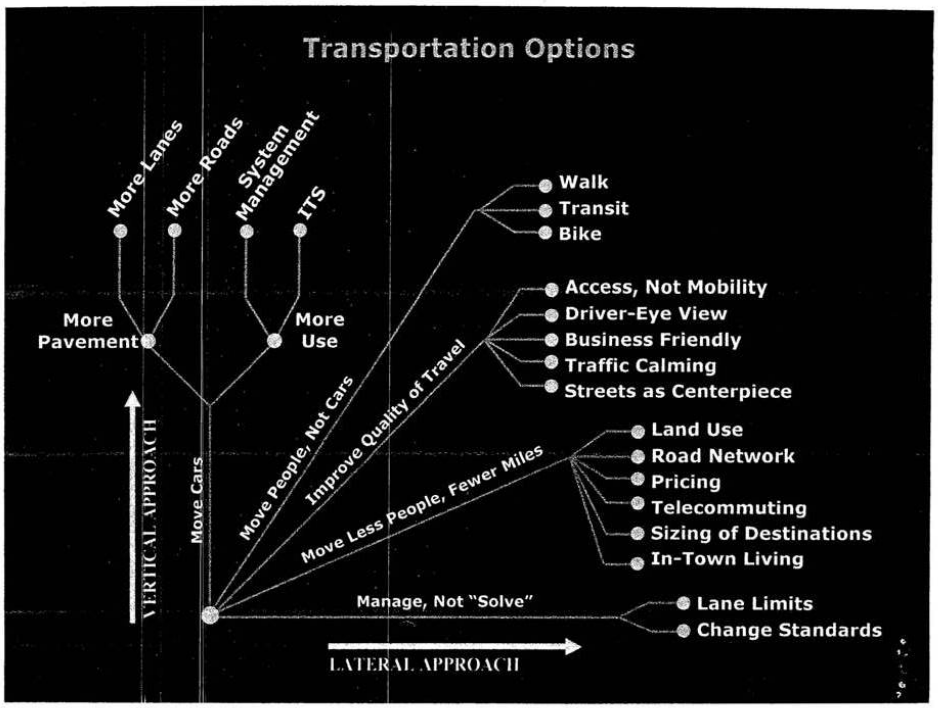
- Fatal crashes increased by 21% (NHTSA,1989)
- Speeding increased by 48% (McKnight, Kleinand,Tippetts,1990),

Bhatia, Rajiv (continued)





Bhatia, Rajiv (continued)



Comment/Question	Response
The project will not have a substantial long term benefit on "congestion".	Please see the essay on "Traffic Modeling/Forecasting" in Chapter 1.
The project will increase the human health burden of motor vehicle accidents.	A reduction in the potential for congestion-related accidents is consistent with the project's purpose and need. Additionally, please see Section 2.1.4.2, Emergency Services, in the Draft and Final ED.
This project will increase air quality and health hazards on sensitive receptors such as Chabot School.	Please see Section 2.2.6, Air Quality, in the Draft and Final ED for information on the project's air quality impacts and Section 2.2.6.2, Avoidance, Minimization and/or Mitigation Measures Proposed during Construction Phase.
The project will hinder Oakland's growth and development objectives.	Please see the essay on "Methodologies used for the Impact Assessments/Local Ordinances" in Chapter 1 regarding consistency with local plans and goals.

Florstrup, Annette

Rockridge Then and Now

The More Things Change...

Ask most people why they live in Rockridge, and you will quickly detect a group of common reasons: wonderful and architecturally interesting housing stock, a vibrant pedestrian-oriented shopping and dining "main" street, great public and private transportation for commuting near and far, and a wonderful sense of community supported by a vital neighborhood association.

Amazingly, if you had asked a Rockridge resident in 1920 why they lived here, you would have heard much the same thing!

Housing Stock

After the 1906, Oakland's population more than doubled in ten years from 66,960 to over 150,000 as people and businesses relocated from earthquake-ravaged San Francisco. There was a desperate need for housing. In upper North Oakland, a development was begun in 1910 called Rockridge Place. The lots were above Broadway, and in all, three related developments spanned from 51st Street to Ocean View and up to about where Hwy 13 runs now. The lots were ample, expensive and intended to attract wealthy residents who wished to enjoy fine living. The large and magnificent white entrance gates on Broadway stand today as a testament to the developers intent, as do the many lovely homes.

Those who could not quite afford the high prices in Rockridge Place found homes in the Vernon tract, the land on either side of College Avenue. The truck farms and orchards west of College Avenue gave way to craftsman bungalows by the dozen, most built between 1910 and 1920, and scattered in between were late era Victorians, and the occasional original farmhouse.

College Avenue

College Avenue is distinguished by having an internationally recognized college on either end. Oddly, these two swapped cities in the beginning of their histories. UC Berkeley began life in Oakland as The College School on Fifth and Broadway in 1853 and moved to Berkeley upon the completion of North and South Halls in 1873. Known for most of its history as the California College of Arts and Crafts (CCAC), the California College of the Arts (CCA) was founded in 1907, and moved to its present site at College and Broadway in 1922.

From the beginning, College Avenue served the needs of the community growing rapidly on both sides. Over time there have been many groceries, 2 movie theaters, 2 bowling alleys, a skating rink, 2 car dealerships, florists, children's and adult's clothing stores, bakeries, French laundries, dry cleaners, pharmacies, churches, banks, community halls and later, eating establishments. On the upper floors of most buildings were commuter oriented apartments, and two buildings had doctors and dentists upstairs (look up at Harwood and College to see the architectural evidence), plus one of the first elevators in a commercial building in Oakland.

In the early 1960's demolition began for construction of the Grove-Shafter freeway (Hwy 24) and BART. 1,400 properties were demolished, mostly single family dwellings. College Avenue was bisected and almost brought to its commercial knees. Construction lasted for years, and the traffic disruption coupled with the loss of population, steadily eroded the commercial base. Store after store closed its doors, until finally 50% of the businesses stood empty with storefronts boarded up. Crime in the area skyrocketed and Rockridge became Oakland's highest crime neighborhood.

A resurrected RCPC led the way to obtaining funding from HUD for planning studies. As a result, the City of Oakland adopted a new zoning designation, C-31, for College Avenue in 1973, consisting of pedestrian oriented retail with mixed use upper stories. Rockridge is now studied as a Model Urban Area by land use planners. In 1994 the West Coast Conference on Land Use Planning, conducted a tour of College Avenue during their annual meeting for planners, architects and politicians. The unique mix of College Avenue retail has made it the top business tax generator in Oakland for many years.

Rockridge – Chimes – Rockridge (sidebar maybe?)
What's in a Name?

Many of us who lived here in the 60's recall the surprise we felt when BART named the newly built station on College Avenue "Rockridge." We thought we lived in Chimes, and that the name came from hearing the Campanile at UC Berkeley chime the hours, a pleasure the entire neighborhood enjoyed until the opening of the Grove-Shafter freeway and the resulting traffic noise pollution. In truth, the two names have gone back and forth over time, and had nothing to do with the UC Campanile carillon bells.

The area above College Avenue got the name Rockridge from the land development, which in turn was named for a large rock outcropping, now almost obliterated. Chimes made its debut with the opening of a very fancy movie theater in 1917, which stood about where the Market Hall is today. It featured an open projecting bay 40 feet above the street housing a full set of chimes. The Chimes Theater was an immediate hit, and soon other businesses adopted the name. By the 1920's, College Avenue was known as the Chimes district. Today, the only surviving business with the Chimes name is the Chimes Pharmacy.

The Original Commuter Neighborhood

Rockridge is uniquely situated to take advantage of an expanded transportation system in all four directions. Commuters can take freeways, BART or bus to work in San Francisco and beyond, and few know that the routes they take were established almost 100 years ago to serve the same purpose.

The electric street car line to Berkeley ran down College Avenue beginning in 1904. The Key System trains of the E-line began running down Claremont Avenue in 1907, about where the E bus to San Francisco runs now. Key system trains ran to the Oakland Mole, Oakland's long demolished ferry building, and later across the bottom deck of the Bay Bridge. It took about as long to get to San Francisco then as it does today by BART. The Key system later became part of AC Transit.

By 1913, the Sacramento Northern had expanded to run on Shafter Avenue up through Chabot canyon, and it was possible to get to Sacramento in about the same amount of time as the Amtrak

specials from Emeryville now. This railway was closed in 1957, but remnants of the railway bed can be seen just off Roanoke at Chabot Road.

Since the opening of the Grove-Shafter Freeway (Hwy 24) and BART in 1970, neighbors once again have commute options like those they enjoyed in the 1930's.

A Strong Community

As quickly as Rockridge developed as a community, just as quickly did residents form a neighborhood association. The first was called the Vernon-Rockridge Improvement Club, later the Rockridge Improvement Club founded in 1910. The early neighborhood association was concerned with the basics: community policing and safety, fire suppression services, schools and a library. These concerns have remained the same over the decades, changing only with technology and the challenges produced by time. In its current incarnation, the Rockridge Community Planning Council (RCPC) has a positive relationship to the local Neighborhood Crime Prevention Council, has helped keep Engine 19 on Shafter Avenue open when it was threatened with closure, sponsors programs in our schools and built the new Rockridge library.

The Rockridge News, begun as a 1 pager written and photocopied by Don Kinkead, this month celebrates 20 years of community service with a circulation of 5,100 households and 200 businesses. Along the way hundreds of volunteers have written articles, and distributed the Rockridge News, and the RN has earned a journalism award as the best small newspaper in Northern California covering planning issues from the American Planning Association. Volunteer efforts are seldom sustained for so long, and the RN is a unique volunteer effort.

Rockridge is also the only neighborhood in the nation to build its own branch library. The eleven year community effort involved over 100 volunteers in various capacities at various times, and was sustained by progress articles in the RN. The library was gifted to the City of Oakland, and was built to meet the needs of the wider community with meeting rooms that are often fully booked for weeks and months in advance.

Then and Now

Looking back, Rockridge has always been a wonderful neighborhood in which to live. It is an inclusive neighborhood, with an almost equal representation of renters and owners that also welcomes visitors to the Avenue with open arms. There are residents with multi-generational ties here, and residents who moved in yesterday...and all are here for the same reason, great housing, great shopping and dining, great commute and great neighbors. The more things change, the more they stay the same.

Annette Floystrup (here since 1955)

Comment/Question	Response
See above.	Comment noted.

Haraburda, Joseph J.

Gregory C. McConnell, Senior Environmental Planner
Dept. of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

June 6, 2006

Dear Mr. McConnell,

Re: Caldecott Tunnel Improvement Project

On behalf of the Oakland Metropolitan Chamber of Commerce Board of Directors, our 1700 business members, and 2000 affiliated merchants, we would like to express our support for the proposed addition of a fourth bore to the Caldecott tunnel.

Traffic congestion is a significant problem on Route 24 for people traveling between Alameda and Contra Costa Counties – particularly for those traveling in the "off-peak" direction. The proposed fourth bore would eliminate the need for daily tunnel reversals and merges and would likely minimize congestion, particularly on Highway 24 East in the morning, Highway 24 West in the afternoon, and Highway 13 North in the morning.

Voters in Alameda have already indicated they are in favor of the fourth bore by approving Regional Measure 2 program, which provides significant funding for the project. We believe that the completion of the Caldecott Improvement Project will reduce traffic and congestion, facilitate the flow of people and commerce between Alameda and Contra Costa counties, and generally improve the quality of life for Bay Area residents.

The Oakland Metropolitan Chamber of Commerce urges you to move forward with the EIR process, complete the design and begin construction as soon as possible. Thank you for your consideration.

Sincerely,

COPY

Joseph J. Haraburda
President & CEO

Copies sent to:
Secretary Sunne Wright McPeak, Business, Transportation and Housing Agency
Will Kempton, CalTrans
Linda Best, Contra Costa Council
Dan Vanderpriem, Oakland Community and Economic Development Agency
Claudia Cappio, Oakland Community and Economic Development Agency
Oakland Councilmember Jane Brunner, District 1
Oakland Councilmember Jean Quan, District 4

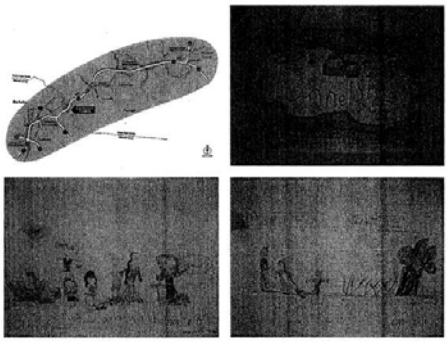
475 14th Street • Oakland, CA 94612-1903 • Telephone: 510/874-4800 • Fax: 510/839-8817 • www.oaklandchamber.com

Comment/Question	Response
Traffic congestion is a significant problem for those traveling in the off-peak direction on State Route 24. This project would eliminate the need for daily tunnel reversals and merges and would likely minimize congestion. Voters in Alameda have indicated that they are in favor of the fourth bore by approving Regional Measure 2. Believe the completion of this project will reduce traffic and congestion, facilitate the flow of people and commerce between Alameda and Contra Costa counties, and generally improve the quality of life for Bay Area residents.	Comment noted.

Ms. Leslie's Second Grade Class
Oakland Kids' Tunnel Study
Chabot Elementary School

The Oakland Kids Tunnel Study

A Study of Big Decisions, their Consequences, and Alternatives



Ms. Leslie's Second Grade Class
Chabot Elementary School
Oakland Unified School District
June 14, 2006

The Oakland Kids Tunnel Study: A Summary

Introduction

Oakland Kids Tunnel Study is a project of Ms. Leslie's second grade class at Chabot Elementary School in Oakland.

Ms. Leslie's class meets in a portable classroom at Chabot Elementary School, next to the school garden and State Route 24. Children of the class notice the freeway every day. They especially notice the noise and the cars coming to and from the freeway ramps at the end of Broadway. Many of the children have concerns about environmental problems and the role of cars and other motor vehicles in causing those problems.

Ms. Leslie, their teacher, encourages the children in her class to be involved in civic decision-making. In the fall of 2005, the students in the class helped to convince school facilities and administration to save several large trees on the school grounds.

Because of the children's interest in civics and the consequences of the freeway on the school, the students and teacher decided to study the new tunnel proposed for Highway 24 by the State of California Department of Transportation. One of the parents, a public health professional, helped to facilitate the children's study. The study involved a discussion among children conducted once a week for about three months.

In doing this study, the children tried to answer the following questions:

1. What was the government proposing to do?
2. How does a person or a government make a good decision?
3. What might be the consequences of the new tunnel on the environment around the school and elsewhere?
4. What are alternative ways of traveling other than driving?
5. What kind of things might make it easier for people and families to drive less?

Ms. Leslie's Second Grade Class (continued)

The Tunnel Project

The class learned that the California Department of Transportation was planning to build a Fourth Tunnel through the hills near their school to help move cars and trucks through the area at faster speeds. They also understood that the project would cost about 300 to 400 million dollars. They recognized that the fourth tunnel for Highway 24 would affect not only their school but many environmental problems.

Making Good Government Decisions

The children thought about what it takes for governments to make good decisions. According to the children, people who make big decisions should:

Listen to all people!
Answer all questions!
Prevent harm to people, animals, and plants!
Look at other ways of doing things!
Be flexible and open-minded!
Think about the future!
Think about the kids!!!

The Environment around Chabot Elementary School

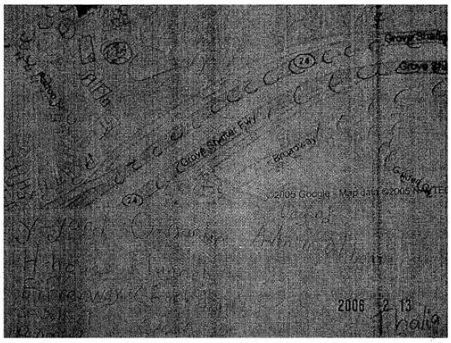
To learn about the freeway and the consequences of building another tunnel through the Oakland Hills, the children participated in class discussions and took a field trip to observe the freeway from a nearby pedestrian bridge. They also made maps of the environment around the school and drew pictures to illustrate different ways of traveling. Finally, they conducted a short survey of their friends and families to identify what might make it easier to drive less.

2

The Children began this project by defining their environment. According to the kids, the environment includes:

People, Plants, Animals
The air we breathe
The water we drink
The sounds we hear
The smells in the air
Our friends and family
Everything around us

Next the children drew maps of their school and the area around it. For their own maps, they created legends describing the types of environments, the people and animals that live, work, and play in those places, and the types of activities that occur in each place. An example of a student map is below.



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Ms. Leslie's Second Grade Class (continued)

Through their maps, the children understood that the neighborhood around the school included many different types of environments. In each type of space, there were different kinds of people doing different things. For example, in the school garden, children were digging, talking, and learning. The environments around the school were also homes for many types of animals. Creating a map of the environment was an important first step to understanding the consequences of the tunnel on each type of environment. Some of the environments, people, and activities in the children's maps are described below.

Environments	People	Activities
Classrooms, Portable, Garden, Field, Yard	Kids, Teachers, Parents	Learning, Playing, Digging, Being Nice, Watering, Talking, Listening, Running
Homes, Streets, Sidewalks	Families, Kids, Teachers, Drivers, Walkers, Bicyclists	Sleeping, Walking, Playing, Going Places, Talking
Freeway & Tunnel	Drivers, Passengers	Going To Work, Going To School, Going Shopping
Parks And Nature	Animals, Trees, Plants, Hikers	Eating, Sleeping, Hunting, Playing, Taking Care Of Baby Animals, Growing

Consequences of Building another Tunnel

The children thought that several types of harmful consequences might occur if the tunnel was built. The children felt that the tunnel would bring more not less traffic to the freeway and the area around the school. The children's definition of the traffic was more cars. The children also felt that

4

because of the road building and more cars the tunnel would cause less trees and homes for animals and more air pollution, crashes, and noise.

The children explored each of these types of harmful consequences by thinking about how a particular consequence, like air pollution, might affect a particular environment, the people in that environment or the activities occurring there. Each child wrote down one thought about the effect of each type of consequence on each type of environment on their map. Below are some of the thoughts children had about each type of consequence.

Effects of Air Pollution

Pollution is in the air but it's invisible
Pollution causes problems with asthma
Pollution causes trees to die
Pollution causes dust in our room

Effects of Crashes

More cars and faster speed will cause more people and animals injured and dead
The roads around the school will become more unsafe
Consequences of the Tunnel: Effects on Noise
More cars and faster speeds causes more noise
Neighbors won't be able to sleep and will get grumpy and red-eyed
It's will get more noisy at school—it will be hard to learn
We'll have to speak louder all the time
Noises stresses our bodies

Harms to Plants and Animals

More animals will be run over
Pollution will harm trees growing
Animals will have less places to build homes
Animals will have to leave their homes.

Ms. Leslie's Second Grade Class (continued)

Tunnel Alternatives

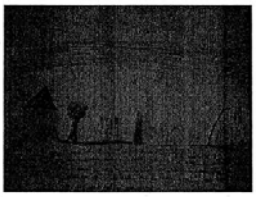
The final part of the study involved the children thinking about alternatives to building another tunnel. The study of alternatives began with the children imagining how Oakland might be different with fewer cars and less driving and then exploring their feelings about this different place.

As seen in the thoughts below, the Children imagined Oakland as a very different place with fewer cars:

Less air pollution
Unemployment in car shops and gas stations
Less injuries
No traffic
Smaller streets
More walking and bicycling
People living closer together
More Neighborhood Stores
Children playing on the streets
Parents closer to work
Going to neighborhood schools
Getting more exercise
More buses
More horses
People Happier and Safer
Being close to home and school
Spending more time with family

6

The children next thought about why people needed to drive and ways to help people drive less. The children also drew pictures to illustrate their thoughts.



Some of the reasons children felt that people needed to drive were:

We live far from school and from work
We're busy and don' have time—driving is fast and easy
Buses don't come near our houses and don't come very often
We don't have safe paths for walking or for bicycles

Things that would help people drive less were:

More Buses through the tunnel, to our homes, and to BART
More Buses and BART trains to more places
Bike paths to BART
Bike Paths everywhere
Living nearer to work and school
Make driving cost more: parking, gas, tolls on bridges
Have buses and BART costs less
Car pooling
Bathrooms on Buses and Trains and near Bus stops
Special lanes for Buses to Go Faster
Lower cost bus tickets
Sidewalks and trails
Shuttles to work

7

Ms. Leslie's Second Grade Class (continued)

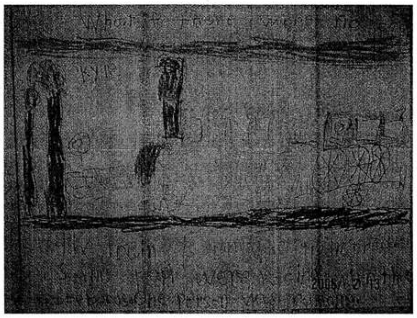
The children used their thoughts about ways to help people drive less in a survey of their parents and friends asking the question," What Would make you Drive Less?"

The study found that the majority of families would drive less if there were more frequent and convenient public transportation choices near their homes. Most would also drive less if they were able to live closer to their homes and schools.

Summary

In summary, the children in Ms. Leslie's class were aware of many of the ways that cars and driving harm the environment. They recognized that many of the harms would increase by building another tunnel. They also recognized that there were things that people could do to make it less necessary to drive and that less driving would make the world safer and happier. According to most of the children, the final message of their study should be:

Instead of building a tunnel, we should spend more money on ways to help people drive less.



8

Comment/Question	Response
	Caltrans appreciates your hard work and your civic-mindedness. It is good citizens like you and your class who make sure that democracy works! Here are answers to the concerns that you raised at the public meeting and in your report. There are laws to protect citizens and the environment and Caltrans obeys these laws. Before it can build a project like the fourth bore tunnel, Caltrans must prepare studies to find out what the effects of the project will be. If these effects will be harmful, then Caltrans must try to reduce those bad effects if possible. This is one way that the government works to make sure that the needs of people and the environment are protected. For the fourth bore project, the Caltrans team studied the possible effects on traffic, air pollution, noise, safety, and natural resources, including trees and wildlife. These environmental issues are important to Caltrans project planners, just as they are to you students and your families. The studies show that there will be more traffic on area

Comment/Question	Response
	roads in the future because more people will live and work in the parts of Alameda and Contra Costa Counties that use the tunnels, but the Caldecott fourth bore project will not cause this traffic. Area traffic will continue to grow whether or not the tunnel gets built. It may seem that the project causes more traffic, because drivers who have chosen to make their trips on different roads or at different times when the freeway is congested may come back to the freeway right after a new project makes driving conditions better. This effect is actually better for neighborhoods because most of this traffic should be on the freeway and not on local streets. The tunnel project will not cause accidents, partly because it will not cause lots of added traffic and partly because it will make congestion less. The wide shoulder in the new tunnel gives space for cars to pull over in an emergency. This will make the new tunnel safer. Air pollution will not get worse along State Route 24—and will not be worse near your school—because of the fourth bore project. Air quality might even be better, because there will be less traffic congestion going east both in the morning and in the evening. Congestion means idling engines, which give out more pollutants. Traffic noise will not get worse along State Route 24. Traffic noise along State Route 24 west of the tunnels may actually be less with the tunnel project because Caltrans will build a noise barrier that may not be built at all if the tunnel project isn't built. Caltrans studies showed that a large number of trees would be lost in constructing the tunnel and the noise barriers. This is a great concern to the project planners. If Caltrans must take trees away to build a project, they have to put trees back. This is part of the laws designed to protect the environment for future generations. Caltrans plans to put back 3 to 5 trees for every tree that is lost because of the fourth bore project. This makes sure that enough trees survive so that the situation will get better, not worse. It will take time for these trees to grow up. There are many other trees for the birds to use during this time. Rules will be in place to make sure that no birds are hurt during construction. Caltrans will also take out the plants that harm the native trees. This will help the native forest and reduce the impact from the tunnel project. No habitat areas will be harmed. Rules such as not doing any construction when or where there is a chance for special birds and animals to be present will make sure that the animals will not be hurt by construction activities. Remember that a lot of the construction will take place inside the tunnel. This reduces the possibility for harming animals and people.

Comment/Question	Response
	There will be noise, dust, and some interference with daily activities while the project is being built. And it will take four and a half years to build the tunnel. Caltrans will make rules to reduce these bad effects during construction. These include special noise buildings, controls on equipment and dust, controls on lights, and controls on when and where construction trucks can go. Also, Caltrans will have many ways for the neighbors to speak up if there is something that is not going right and needs to be made better. This is another way that our government works with its citizens.

Metzger, Dean

CALDECOTT IMPROVEMENT PROJECT
CALTRANS PUBLIC HEARING JUNE 15, 2006
DRAFT EA/EIR RESPONSE

Page 1

My name is Dean Metzger.

I am the president of CENA (Claremont Elmwood Neighborhood Association) in Berkeley California. I currently serve on the Zoning Adjustments Board and am a pass chair of the Berkeley Transportation Commission.

Tunnel Road, Ashby Ave., Derby St., Warren St., Piedmont St., College Ave., and Claremont Ave. are all within our neighborhood. All of these streets connect Highway 24 with the University of California, the Lawrence National Laboratory and Highway 80. Everyone knows that Contra Costa County is one of, if not the largest home of the Universities and Labs employees. Everyday our streets are grid locked by these commuters.

The question is, way doesn't the draft EIR mention this and find ways to resolve the fact that the 4th Bore will make matters worse? With the University and Lab expanding, the 4th Bore will allow more of their new employees to live in Contra Costa County.

The present draft EA/EIR needs to be rewritten and re-circulated so that the above problem is included and resolutions considered.

The very least that can be done is to find ways to direct the traffic coming out of the 4th Bore to routes that can absorb the traffic without grid locking them.

The existing signage on West bound highway 24 should be a starting point. There are three signs on the Eastern side of the Caldcott tunnel directing the motorist to use Highway 13 to get to Berkeley. We conducted an experiment to determine what was the fastest way to get from the Tunnel Road exit to the intersection of Highway 80 and Highway 13 (Ashby Ave.) The first trip was made on Ashby Ave., the second trip was made using Highway 24 to Highway 80. The latter trip took 9 minutes less time without the stop and go traffic experienced on Ashby Avenue. Why is this important? Because all of the signs on West bound Highway 24 tell the motorist to use Highway 13 (Tunnel Road – Ashby Ave.) to get to this destination as well as the University and Lab.

This draft EA/EIR must be rejected and a new draft EA/EIR written to include the following:

1. A study of all of the streets in Oakland and Berkeley that directly serve Highway 24 to determine the impact of the 4th Bore on them.
2. Eliminate the sign telling motorist how many parking spaces are available at the Rockridge BART Station – there aren't any! All that this is doing is putting more cars in the neighborhood that end up parking on the neighborhood streets.

Page 2

3. Install an electronic sign that tells motorist how long it will take to get to Berkeley destinations via Highway 13 vs Highway 24 and Highway 80.

4. Change the signs directing motorist to the University of California and the Lawrence National Laboratory. Change them to direct them to Highway 80 and Berkeley via Highway 24 and Highway 80, then University Avenue.
5. Install a sign that tells the motorist that Highway 13 going North is congested and long delays can be expected.
6. Install a sign that tells motorist that the speed limit on Highway 13 going North (Tunnel Road and Ashby Ave.) is 25 MPH and traffic lights are not timed.
7. Form a committee of neighbors and CalTrans officials to study the signage issues and make recommendations for changes.

As a member of the 4th Bore Coalition, I join my neighbors requesting that the draft EA/EIR be withdrawn, and that CalTrans and the Federal Highway Administration prepare and circulate a full draft EA/EIR, which also responds to the comments made tonight.

Dean Metzger
President – Claremont Elmwood Neighborhood Association

Metzger, Dean (continued)

Comment/Question	Response
Why doesn't the Draft EIR mention the local streets that connect to State Route 24 and the fact that Contra Costa County is one of, if not the largest, home of University and lab employees? The Draft EA/EIR must be rejected and a new draft EA/EIR written to include a study of all the streets in Oakland and Berkeley that directly serve State Route 24 to determine the impact of the fourth bore on them.	Please see response #2 in the essay on "Traffic Operations" in Chapter 1 for a discussion on impacts to local streets and roads and model validation. In addition, please see the essay on "Project Study Area Boundaries" for a discussion on how the study area boundaries were drawn. Also, 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." Other comments noted.

Rossman, Antonio

ANTONIO ROSSMANN

Attorney at Law

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ADMITTED IN CALIFORNIA
NEW YORK AND
THE DISTRICT OF COLUMBIA
ar@landwater.com

15 June 2006

To: Caltrans/FHWA Hearing Officer

Re: Fourth Bore draft EIR/EA

Subj: Outline of oral remarks

I. The present environmental document must be withdrawn and in its place a full draft EIR/EIS circulated. The environmental checklist, claiming that all project impacts (including construction and operation noise, BART ridership loss, constructive use of recreational and educational properties) will be mitigated , is simply dishonest; if this list is accurate, why not have Caltrans proceed by mitigated negative declaration (or is that the covert intent)? The public and state decision makers are entitled to a full draft **EIS** and EIR before **any** decisions are made. 40 CFR § 1506.2 ("one document will comply with all applicable laws" [NEPA and CEQA]).

II. Functionally the present environmental document fails to develop a set of alternatives, mitigation measures, and enhancements that would enable the communities at the west portal to support a tunnel-build project. We do not want to be in a position of categorically rejecting a fourth bore, but you give us no choice.

III. Enhancements offer the promise of convincing our communities that we (as well as the assertedly benefited motorists) will benefit from this project. A starting point is this baseline reality: no environmental assessment (and consequent mitigation) were ever carried out for the irreplaceable loss of community resources when the route 24 freeway was built just prior to NEPA and CEQA; the cumulative impact analysis of the fourth bore must include the unassessed impacts of the existing freeway as well as what the fourth bore would add.

Rossman, Antonio (continued)

IV. Here are two promising enhancements that would follow the example of former Caltrans Director Bob Best's wise decision on the Cypress Freeway realignment to not perpetuate the mistake of the original alignment but instead leave the West Oakland community better off than the original project condition:

A. Our communities' greatest deficiency is the lack of level active playing fields for children and adults. This circumstance can be significantly improved by acquiring now for parkland the former Safeway site at the base of the Claremont Boulevard off-ramp, and ultimately relocating the DMV office so that its site and parking can also be transferred by the Business and Transportation Agency and added to the Safeway site as parkland.

B. The tunnel will devote hundreds of millions of dollars to vehicular use, most of it commuter single-occupancy. Yet our transit systems, BART and AC Transit, are left to fight with each other for scarce transportation dollars. This circumstance can be significantly improved by making the entire Caldecott Tunnel a toll facility, with toll based on peak-hour pricing and vehicle occupancy, and devoting **all** the collected tolls to reduce fares and increase service frequency on BART and AC Transit.

Conclusion. As a member of the Fourth Bore Coalition, I join my neighbors in requesting that the draft EIR/draft EA be withdrawn, and that in its place Caltrans and the Federal Highway Administration prepare and circulate a full draft EIS/EIR, which also responds to the comments I have made tonight.

Residence: 6442 Hillegass Avenue, Oakland, CA 94618

Comment/Question	Response
The environmental checklist claiming that all project impacts (including construction and operation noise, BART ridership loss, constructive use of recreational and educational properties) will be mitigated is simply dishonest. If this list is accurate, then why didn't Caltrans proceed by mitigated Negative Declaration (or is this the covert intent)? The public and state decision makers are entitled to a full draft EIS/EIR before any decisions are made.	Please see the essay on "Construction Impacts" for more information on temporary noise during construction. Additionally, see Section 2.2.8, Noise, in the Draft and Final ED regarding impacts and avoidance, minimization and/or mitigation measures as a result of project operation. Project studies did not indicate that the build alternatives would have a substantial impact on transit use. Please see the essay on "Transit" in Chapter 1 for more information. This project will not result in constructive use of recreational and educational properties. For information regarding the decision for an EA/EIR, 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.
Functionally, the present environmental document fails to develop a set of alternatives, mitigation measures, and enhancements that would enable the communities at the west portal to support a tunnel-build project. We do not want to be in a position of categorically rejecting the fourth bore, but you give us no choice.	Please see the essay on "Alternatives Considered in the Draft EA/EIR (DEA/EIR)" in Chapter 1. Mitigation measures are identified throughout the Draft EA/EIR and are reemphasized in the Final EA/EIR. See for example, Sections 2.2.8.4, 2.3.1.3, and 2.3.2.4 and Table S-3, Environmental Commitments.
Conclusion: As a member of the Fourth Bore Coalition, I join my neighbors in requesting that the draft EIR/draft EA be withdrawn, and that in its place Caltrans and the Federal Highway Administration prepare and circulate a full draft EIS/EIR, which also responds to the comments I have made tonight.	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.

Williams, Sally

CALDECOTT IMPROVEMENT PROJECT - CALTRANS PUBLIC HEARING JUNE 15, 2006

Good Evening.

I am Sally Williams and I represent the Claremont Elmwood Neighborhood Association and the Hillcrest Neighbors on the Fourth Bore Coalition. We are fortunate that several of the residents in our community that overlooks Highway 24 and the entrance to the tunnel are scientists and urban planners who have found that the draft EA/EIR doesn't address critical issues. Many of the residents lived in the community when the Grove Shafter Freeway and BART were built. In addition to physically dividing our community, our tranquil suburb was turned into a world of noise and pollution, and our local streets became access streets to the freeway and were turned into race tracks or moving parking lots during the rush hour. Caltrans has never attempted to solve the problems it created. Now Caltrans has an opportunity to reverse some of this damage and my comments will suggest areas that need further study in order to help achieve some peace for residents and safe mobility for pedestrians, cyclists, public transportation and automobiles. Berkeley is a city with green goals and Caltrans can help it achieve those goals.

Highway 24 is a critical part of the Lifeline highway system in the Bay Area. It is a critical commercial transportation corridor and it, with some minor exceptions, is the only way in or out of Alameda County to Contra Costa County. In recent years, Highway 24 and the Caldecott Tunnel have had their share of disasters. In 1982, a gasoline truck caught on fire in the tunnel; The Loma Prieta earthquake of 1989 caused extensive damage and disruption to transportation lifelines, and the Caldecott Fire of 1991 required 370 pieces of fire equipment to extinguish the fire that started in the canyon above Highway 24 near the entrance to the Caldecott Tunnel. Obviously traffic was unable to use Highway 24 and the tunnel during these disasters. One well known escape route for residents is Fish Ranch Road. The draft EA/EIR indicates plans to use land on the western portion of Fish Ranch Road for an earth disposal site and to use land abutting Fish Ranch Road on the east as a construction site. This means that this escape route is going to become a construction service road that will impair normal traffic and emergency traffic.

The draft EA/EIR alludes to the fact that another one of the earth disposal sites could be at the Port of Oakland. This means that dirt trucks could be rumbling down Highway 24 adding to the existing noise and pollution. This use of 24 as part of the construction project indicates that there is a need to expand the study area from the western edge of the tunnel to the Maze. The problems of noise, air pollution and increased traffic are not going to magically stop at Highway 13 or Broadway.

One of the major errors in the draft EA/EIR is the omission of the arterial streets that are affected by the construction and by the potential increase in traffic that will be revealed when an updated version of the database for traffic estimation is used. Some of the streets that need to be included in the study are Roble Road, Alvarado, Tunnel, Ashby, Telegraph, Claremont, The Uplands, Hillcrest, Roanoke, Patton, Chabot and Miles.

The impact of traffic that will come off 24 onto these streets must be studied along with the expansion plans of the University of California. The University plans to build an 800-car garage, hold numerous events in their proposed new stadium & sports complex, and add buildings and programs to the Business School and the Law School. It is virtually a given that there will be a significant increase in traffic both during the workweek as well as increased traffic for evening and weekend events. The Claremont Elmwood neighborhood already has residents who are unable to exit their driveways during rush hours and emergency vehicles cannot get up and down some streets. Tunnel Road and Ashby Avenue, both part of State Highway 13 and both residential

Comment/Question	Response
Draft EA/EIR omits arterial streets that are affected by the construction and by the potential increase in traffic. Some of the streets that need to be included in the study are Roble Road, Alvardo, Tunnel, Ashby, Telegraph, Claremont, The Uplands, Hillcrest, Roanoke, Patton, Chabot, and Miles.	Please see response #2 in the essay on "Traffic Operations" in Chapter 1 for a discussion on impacts to local streets and roads and model validation. Also see the essay on "Project Study Area Boundaries" in Chapter 1 for a discussion on how the study areas were delineated.
The impact to traffic that will come off State Route 24 onto these streets must be studied along with the expansion plans of the University of California (an 800-car garage).	Induced travel from new development/additional land use typically applies where a new highway is constructed in an undeveloped area. By contrast, State Route 24 is a well-established highway through Contra Costa and Alameda County and the project area encompasses land already developed. A growth inducement study was performed for this project and concluded that this project would not induce unplanned growth in the project corridor. Please see response #2 in the essay on "Traffic Modeling/Forecasting" in Chapter 1. In addition, potential impacts from related projects were assessed in Section 2.5, Cumulative Impacts, in the Draft and Final ED.

Exhibit 9.5-4 Summary of Oakland Hearing Comment Cards and Responses

Anonymous: prpmd@aol.com

CALDECOTT
Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

Name:
Address:
Phone:
E-mail: prpmd @ aol.com

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

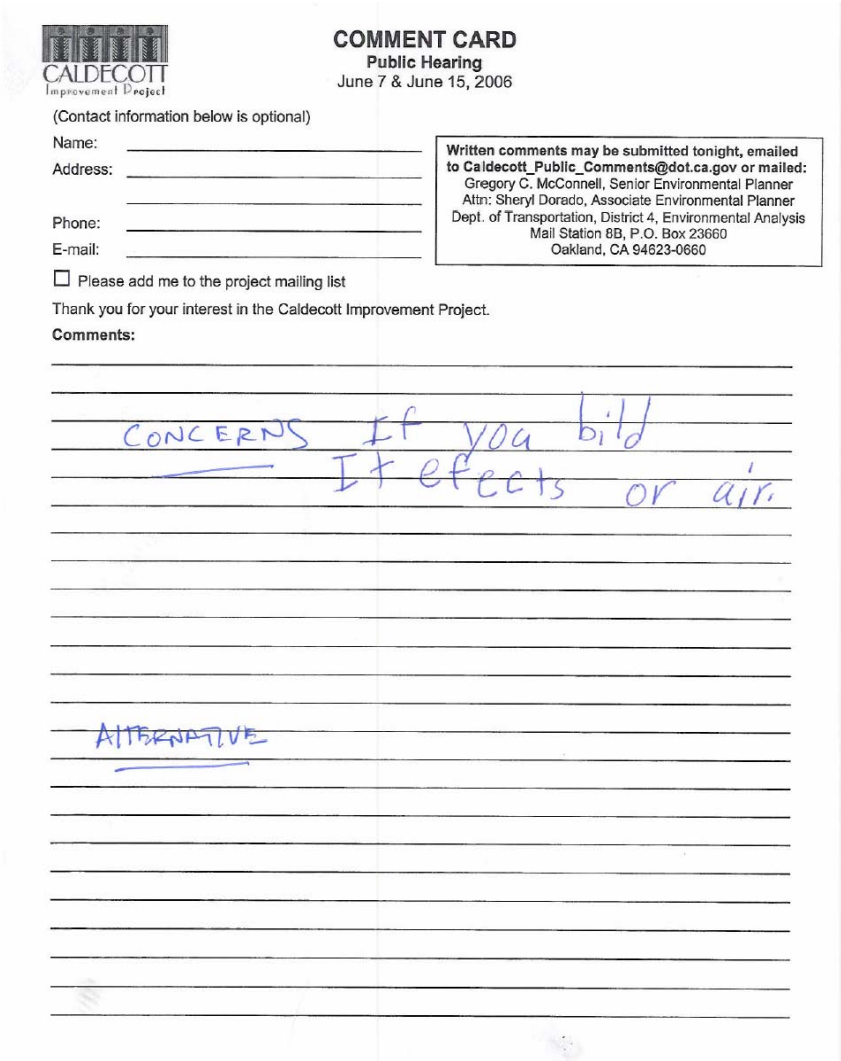
Thank you for your interest in the Caldecott Improvement Project.

Comments:

The project is a boondoggle for CoCo County residents who have the time & money for off-peak travel through the tunnel. The expense environmentally, financially & emotionally has zero benefit at all for AlCo residents. Indeed, the project only will make eastbound traffic worse at all times & especially during rush hour. Bury it & allow the bond issue to help more necessary & deserved Caltrans projects.

Comment/Question	Response
The project is a boondoggle for Contra Costa County residents who have the time and money for off-peak travel through the tunnel. The expense environmentally, financially and emotionally has zero has no benefit at all for Alameda County residents. Indeed, the project only will make eastbound traffic worse at all times and especially during rush hour. Bury it and allow the bond issue to help more necessary and deserved Caltrans projects.	Eastbound traffic is expected to improve during the morning direction: four lanes of Route 24 currently merge into two lanes of tunnel. Once the fourth bore is complete, there will be four lanes of Route 24 merging into four lanes of tunnel, therefore removing a major bottleneck along the corridor. Since congestion is reduced primarily in the off-peak direction, easterly in the morning and westerly in the afternoon, commuters to the east side of the tunnel in the morning and to the west in the afternoon receive the bulk of the benefits from the project. With a fourth bore providing an additional two lanes in the eastbound direction to match the corridor's capacity during the morning rush hour, it is expected to provide congestion relief.

Anonymous (no name provided)



CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

Name:
Address:
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:

CONCERNS If you bild
It effects or air.

ALTERNATIVE

Comment/Question	Response
Concerns if you build – it effects our air. Alternative	The air quality analysis for the Draft EA/EIR used the Project-Level CO Analysis Protocol developed jointly by Caltrans and the Institute of Transportation Studies, University of California Davis and approved by the EPA for use in the Bay Area. Acceptance and approval for use in the Bay Area as an alternative conformity analysis procedure was granted by the EPA in the Bay Area September 1, 1998. The regional conformity assessment is based on quantitative modeling, which demonstrates that the cumulative impact of building all of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) projects is consistent with meeting all the regional provisions of the State Implementation Plan. The Caldecott project is included in this cumulative, quantitative modeling.

Bhatia-Lin, Ananya

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

Name: Ananya Bhatia-Lin
Address:
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:
Where will all the animals go when the tunnel is built? Will they die?

Response to Comment

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 Phase Impacts" in Chapter 1, and the detailed responses to Ms. Leslie's Class Project at the end of this chapter.

Brooks, Joel

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

Name: Joel Brooks
Address: 5802 Lawton Ave
Oakland 94618
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 live 2 blocks from highway 24 & there are many times when traffic noise enters our home—night & day. How will this be mitigated?

I've lots of experience seeing, smelling, & breathing construction. How will this be mitigated?

How will increased pollution from passing vehicles be mitigated?

I've heard no satisfactory proposals as yet.

Comment/Question	Response
I live 2 blocks from State Route 24 and there are many times when traffic noise enters our home—night and day. How will this be mitigated?	Noise abatements, either in the form of sound wall or earth berm/sound wall combination, have been investigated for all affected receptors. Please see Section 2.2.8.4, Avoidance, Minimization and/or Mitigation Measures, in the Draft and Final ED for more information on noise abatement.
I've lots of experience seeing, smelling, and breathing construction. How will this be mitigated?	Please see Section 2.4.7, Air Quality, in the Draft and Final ED for information on avoidance, minimization and/or mitigation measures to reduce the temporary impacts of construction. Also see the essay on "Construction Phase Impacts" in Chapter 1.
How will increased pollution from passing vehicles be mitigated? I've heard no satisfactory proposals as yet.	Please see Section 2.2.6, Air Quality, and Section 2.2.8, Noise/Vibrations in the Draft and Final ED for avoidance, minimization and/or mitigation measures. The project is not anticipated to have un-mitigatable air quality or noise impacts.

Brown, Warren

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

June 15

(Contact information below is optional)

Name: Warren Brown
Address: 6156 Rockridge Blvd 94618
Phone: 547-0909
E-mail: Warrenmaureen@Netscape

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
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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. PROJECT GOALS

Comments:

In response to the attached notice.
1) Provide access to BART or Express bus service (e.g. CBX buses) on east side of tunnel by providing parking garages preferable underground along RT 24 before tunnel. This would relieve traffic thru tube + keep present configuration.
2 Reduce demand for tubes by providing BART or express buses from new garage.
3 No big problem for lane reversal - crews are all well trained
Encourage use of rapid transit by charging TOLL (fast trak) for users at least as much as a parking garage charge.

Respond to Measure 2 by planning for "Interchange garage" on East side

Do we need dedicated Emergency crews? We don't have them on the freeways or the bridges

Comment/Question	Response
Project Goals: In response to the attached notice: 1. Provide access to BART or express bus service (e.g. CBX buses) on east side of tunnel by providing parking garages preferable underground along RT 24 before tunnel. This would relieve traffic through tube and keep present configuration.	Please see essay on "Scope of the Project" in Chapter 1.
2. Reduce demand for tubes by providing BART or express buses from new garage.	Please see essay on "Scope of the Project" in Chapter 1.
3. No big problem for lane reversal—crews are all well trained. Encourage use of rapid transit by charging toll (fast trak) for users at least as much as a parking garage charge. Respond to Measure 2 by planning for interchange garage on eastside.	The tunnel reversal operation has been examined many times. Caltrans safety staff and the CHP examined it. It does expose Caltrans personnel to traffic but the operation is safe. Even though it is a safe operation, just the traffic exposure itself is extremely hazardous. It only takes one time for someone to be critically

Comment/Question	**Response**
Do we need dedicated Emergency crews? We don't have them on the freeways or the bridges.	injured. Please see responses #5 and #9 in the essay on "Traffic Operations" in Chapter 1. Please see essay on "Regional Measure 2 and Contra Costa Measure J" in Chapter 1. Please see Section 2.1.4, Utilities/Emergency Services of the Draft and Final ED for more information on emergency services within the study area boundaries.

Croly, Betty

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

Name: BETTY CROLY
Address: 2821 ASHBY AVE
BERKELEY CA 94705
Phone: 510 541 0249
E-mail: BETTYCROLY@AOL.COM

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:

SIGNS AT WEST SIDE OF CALDECOTT
SHOULD NOT READ "TUNNEL ROAD TO BERKELEY"
SHOULD READ "BERKELEY TAKE TELEGRAPH AVE"

NEED IMPACT ON ASHBY AVE, DERBY
~~[illegible]~~ & OTHER STREETS WHICH ARE
PRESENTLY IN GRIDLOCK

REDO EIR AS DRAFT NOT A FINAL

Comment/Question	Response
Signs at west side of Caldecott should NOT read "Tunnel Road to Berkeley." SHOULD READ "Berkeley Take Telegraph Avenue."	Caltrans has a practice of trying to keep regional and interregional traffic (as opposed to local traffic) on freeways. However, Route 13 north terminates in Berkeley and is the shortest route to reach Berkeley from Route 24. It is appropriate to include a destination on the overhead signs for Route 13 north and "Berkeley" is the appropriate message.
Need impact on Ashby Avenue, Derby and other streets, which are presently in gridlock.	We acknowledge your comment. There currently exists congestion along Ashby Avenue. Caltrans is committed to working with cities to develop enhancements and appropriate context sensible solutions. In addition, please see response #2 in the essay on "Traffic Operations" in Chapter 1.
Redo EIR as draft not a final.	Please refer to 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.

Eastman, John (Comment #1)

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

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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:

No analysis of truck traffic.

On page [xii] the Draft EA/EIR states that the number of heavy-duty diesel trucks using the tunnel will not be increased by the project. I could find no data, no engineering analysis, and no logical argument to support this claim. There is nothing in the technical reports at the library. This incomplete draft EA/EIR should be withdrawn, so that a fully complete draft EIS/EIR can be ~~can be replaced~~ prepared, which provides a full analysis of truck traffic.

Comment/Question	Response
No analysis of truck traffic.	Please see response 4 in the essay on "Traffic Modeling/Forecasting" in Chapter 1.
On page [xii] the Draft EA/EIR states that the number of heavy–duty diesel trucks using the tunnel will not be increased by the project. I could find no data , no engineering analysis, and no logical argument to support this claim. There is nothing in the technical reports at the library. This incomplete draft EA/EIR should be withdrawn so that full complete draft EIS/EIR can be prepared, which provides a full analysis of truck traffic.	Please refer to 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. Please see response 4 in the "Traffic Modeling/Forecasting" essay in Chapter 1.

Eastman, John (Comment #2)

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

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☒ Please add me to the project mailing list

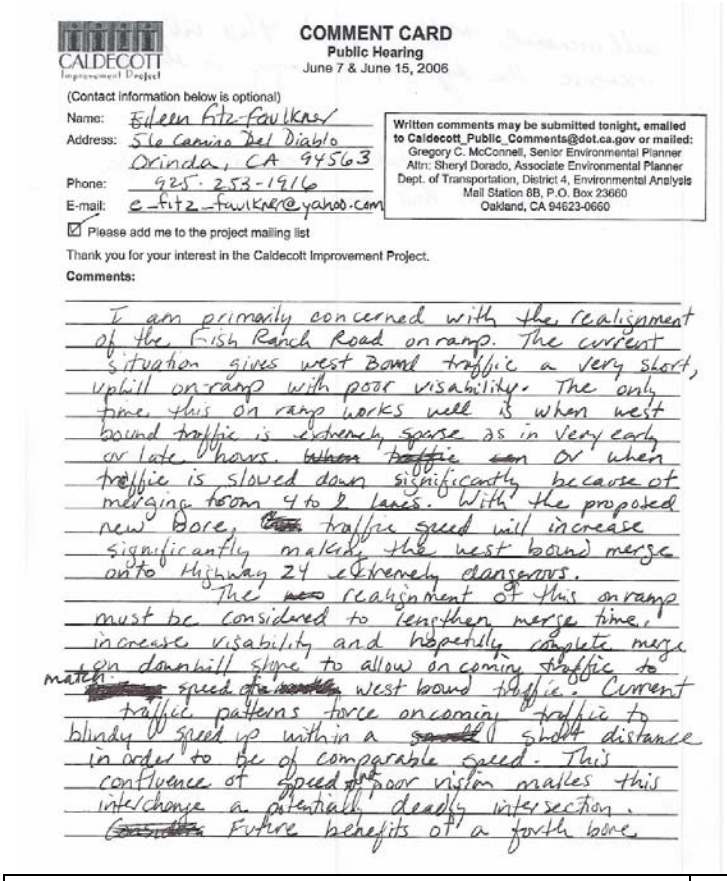
Thank you for your interest in the Caldecott Improvement Project.

Comments:

By not addressing neighborhood cohesion more fully [p.55], the Draft EA/EIR perpetuates the unjust division of the community that was made by the State when Caltrans constructed the Grove-Shafter (SR 24) and Warren Freeway (SR 16). These freeways, built prior to the adoption of current environmental law, cut off pedestrian and bicycle traffic between the quadrants of the freeway intersection. The Laudvale Bridge, a connection between Montclair neighborhood and South Berkeley, was torn down. The construction of the 24/13 freeway intersection without replacing the pedestrian and bicycle areas constituted a barrier that isolated neighborhoods. Caltrans will be an accessory after the fact if it does not address this issue now, as a part of the Caldecott Improvement Project. The incomplete draft EA/EIR should be withdrawn, so that it can be replaced with a full new draft EIS/EIR.

Comment/Question	Response
By not addressing <u>neighborhood cohesion</u> more fully [p. 55], the Draft EA/EIR perpetuates the unjust division of the community that was made by the State when Caltrans constructed the Grove-Shafter (State Route 24) and Warren Freeway (SR16). These freeways built prior to the adoption of current environmental law, cut off pedestrian and bicycle traffic between the quadrants of the freeway intersection. The Laudvale Bridge, a connection between Montclair neighborhood and South Berkeley, was torn down. The construction of the 24/13 freeway intersection without replacing the pedestrian and bicycle areas constituted a barrier that isolated neighborhoods. Caltrans will be an accessory after the fact if it does not address this issue now, as a part of the Caldecott Improvement Project. The incomplete draft EA/EIR should be withdrawn, so that it can be replaced with a full new draft EIS/EIR.	Please refer to response the essay on "Cumulative Impacts/Enhancements" in Chapter 1. Please refer to response 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.

Fitz-Faulkner, Eileen



CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)
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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 primarily concerned with the realignment of the Fish Ranch Road on ramp. The current situation gives west Bound traffic a very short, uphill on-ramp with poor visability. The only time this on ramp works well is when west bound traffic is extremely sparse as in very early or late hours. ~~when traffic can~~ or when traffic is slowed down significantly because of merging from 4 to 2 lanes. With the proposed new Bore, ~~the~~ traffic speed will increase significantly making the west bound merge onto Highway 24 extremely dangerous.

The ~~no~~ realignment of this on ramp must be considered to lengthen merge time, increase visability and hopefully complete merge on downhill slope to allow on coming traffic to match ~~speed of a~~ west bound traffic. Current traffic patterns force oncoming traffic to blindly speed up within a ~~small~~ short distance in order to be of comparable speed. This confluence of speed ~~of~~ poor vision makes this interchange a potentially deadly intersection. ~~Consider~~ Future benefits of a forth bore will increase traffic speed. This will only increase the difficulty of merging in this area. Care must be taken to create a safe interchange on this ramp.

Comment/Question	Response
I am primarily concerned with the realignment of the Fish Ranch Road on-ramp. The current situation gives westbound traffic a very short uphill on-ramp with poor visibility. The only time, this on-ramp works well is when westbound traffic is extremely sparse as in very early or late hours or when traffic is slowed down significantly because of merging from 4 to 2 lanes. With the proposed new Bore, traffic speed will increase significantly making the west-bound merge onto State Route 24 extremely dangerous.	To accommodate the additional lanes to the fourth bore, the WB Fish Ranch Road on ramp will be realigned and the merging distance will conform to Caltrans standards.
The realignment of this on-ramp must be considered to lengthen merge time, increase visibility and hopefully, complete merge on downhill slope to allow oncoming traffic to match speed of westbound traffic. Current traffic patterns force oncoming traffic to blindly speed up within a short distance in order to be of comparable speed. This confluence of speed and poor vision makes this interchange a potentially deadly intersection. Future benefits of a fourth bore will increase traffic speed. This will only increase the difficulty of merging in this area. Care must be taken to create a safe interchange on this ramp.	Please see response immediately above.

Gallia, Jason

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

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Oakland, CA 94623-0660

☒ Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project.

Comments:

The Houses that have been built since the last Bore in the outer areas (Realistate Boom) and the Cars going to and from the Bay Area is good enough reason. People are spending to much Time in traffic and not enough time at Home with Familys. The econome depends on people making it to work.
The Construction Alone will Support many Familys for many years. Help reduce unemployment.
I thank the local people around the Tunnel for talking and Sharing there thoughts. I hope every one will work together, And make this projects A good thing. and the foundation for many projects to come.

Comment/Question	Response
The houses that have been built since the last Bore in the outer areas (real estate boom) and the cars going to and from the Bay Area is good enough reasons. People are spending too much time in traffic and not enough time at home with families. The economy depends on people making it to work. The construction alone will support many families for many years. Help reduce unemployment. I thank the local people around the tunnel for talking and sharing their thoughts. I hope everyone will work together and make this project a good thing and the foundation for many projects to come.	Comment noted.

Lux, Robert

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

Name: Robert Lux
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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 would like to thank Caltrans for development of a fair EA/EIR. The 4TH Bore project will reduce traffic for Bay Area Residents, reduce air pollution from traffic idling.
Look at the hole project not just a small picture
Job's Traffic Pollution

Thank you

Comment/Question	Response
I would like to thank Caltrans for development of a fair EA/EIR. The 4th Bore project will reduce traffic for Bay Area residents, reduce air pollution from traffic idling. Look at the whole project not just a small picture. Jobs…Traffic…Pollution.	Comment noted.

Marschale, Merideth

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)
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Oakland, CA 94623-0660

☒ Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project.

Comments:
2 concerns:
① Sound walls - Effective but a true visual blight. Hope that alternative methods such as berms, tree planting will be implemented
② Traffic controls on Upper Broadway - Broadway is a safety valve/shortcut for drivers frustrated by congestion on 24 -
Traffic controls on surface streets - especially upper Broadway - have been urgently requested by Rockridge residents
City of Oakland says too expensive - no fatalities yet
The study needs to consider surface street impacts and engage cities & neighborhoods in finding effective solutions

Comment/Question	Response
Two concerns: 1. Soundwalls–Effective but a true visual blight. Hope that alternative methods such as berms, tree planting will be implemented.	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

Comment/Question	Response
	(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.
2. Traffic controls on upper Broadway–Broadway is a safety valve/shortcut for drivers frustrated by congestion on 24. Traffic controls on surface streets—especially upper Broadway—have been urgently requested by Rockridge residents. City of Oakland says too expensive—no fatalities yet. The study needs to consider surface street impacts and engage cities and neighborhoods in finding effective solution.	We acknowledge your comment. Building a fourth bore would provide congestion relief on the freeway and thereby reduce the eastbound shortcut traffic during the morning commute. However, without a fourth bore, traffic control on upper Broadway alone would not address the shortcut traffic.

Mitchell, Margaretta K.

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

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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:

It is obvious from the work of the members of the 4th Bore Coalition that the report + research of Cal trans for the preparation for the 4th Bore has not been adequate for the situation that is on the table tonight.

Route 24 is already a major artery that attracts more traffic because of increased development that impacts the communities east of the hills - more tunnels will mean more congestion not less - without studying the whole issue of transportation (Bart, carpooling and all sorts of ways to move people without the highway) we do this piecemeal.

We can reduce the speed of cars. We can look to alternatives. We can benefit from a real environmental impact report that includes more aspects that affect the community - The socio-economic conditions for the residents.

This is not about jobs, about letting something happen that will potentially ruin the neighborhood just so more cars can move east and west doing nothing for those who live here.

Comment/Question	Response
It is obvious from the work of the members of the 4th Bore Coalition that the report and research of Caltrans for the preparation for the 4th Bore has not been adequate for the situation that is on the table tonight.	Please see the essay on the "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.
Route 24 is already a major artery that attracts more traffic because of increased development that impacts the communities east of the hills. More tunnels will mean more congestion not less—without studying the whole issue of transportation (BART, carpooling and all sorts of ways to move people without the highway) we do this piecemeal.	The California Environmental Quality Act and the National Environmental Policy Act require that the potential growth inducement impacts of the project be evaluated during the environmental review process. Communities east of the tunnel in Contra Costa County have limited growth potential. Those closest to the east end of the tunnel, like Orinda and Lafayette, and along the I-680 corridor, like Concord and San Ramon, are now reaching build-out as the last remaining lands are developed. In addition, this project reduces the reverse commute direction delay. The commute direction traffic delay will not be reduced by the project. Other factors
We can reduce the speed of cars. We can look to alternatives. We can benefit from a real environmental impact report that includes more aspects that affect the community. The socio-economic conditions for the residents.	

Comment/Question	Response
This is not about jobs; about letting something happen that will potentially ruin the neighborhood just so more cars can move east and west doing nothing for those who live here.	also influence the climate for growth. Given the purpose of the project, the Caldecott Improvement Project would not induce unplanned growth in the area. For further discussion, please see section 2.1.2 Growth, within the Draft and Final ED. It is true that the purposes of the fourth bore project consider "the greater good" in terms of removing a major bottleneck to eastbound morning traffic and westbound afternoon traffic and reducing delays in the vicinity of the tunnels and the other project purposes described in the EA/EIR. Nonetheless, environmental studies have been performed on a host of issues as required by law and the results indicate the project will not ruin the neighborhood. We urge you to study the environmental document to review these studies and their results. There is potential for some impacts during the four-and-a-half-year construction period. Caltrans has identified numerous measures to reduce these impacts and has committed to work with the local community to minimize impacts during construction. Please read the essay on "Construction Impacts" in Chapter 1. Some effects of the project will result in betterments over current conditions. Noise abatement measures planned for the west tunnel portal area will lessen existing as well as future highway noise while improving views over current conditions. Caltrans also is working with the ACCMA to identify and implement bikeway and pedestrian measures, under separate projects, that will improve local circulation.

Sheehan, Charles

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

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Oakland, CA 94623-0660

☒ Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project.

Comments:

I'm a San Francisco restaurant and my work often takes me to Oakland and Contra Costa County. I usually travel with the reverse commute and I get backed up every time I hit that tunnel. It happens all the time like clockwork.

We need to build a 4th Bore NOW! We've needed it for years. Its time to approve the Draft EIR prepared by Caltrans and start construction immediately.

The 4th Bore will ease congestion help reduce pollution and make travelers a little less frustrated. The 4th Bore will also allow for safe transit between Contra Costa and Alameda in case of a natural disaster (earthquake) or terrorist attack.

Build the 4th BORE NOW!

Comment/Question	Response
I'm a San Francisco restaurant and my work often takes me to Oakland and Contra Costa County. I usually travel with the reverse commute and I get backed up every time I hit that tunnel. It happens all the time like clockwork. We need to build a 4th Bore NOW! We've needed it for years. It's time to approve draft EIR prepared by Caltrans and start construction immediately. The 4th Bore will ease congestion, help reduce pollution, and make traveling a little less frustrated. The 4th Bore will allow for safe transit between Contra Costa and Alameda in case of a natural disaster (earthquake) or terrorist attack. BUILD THE 4TH BORE NOW!	Comment noted.

Wilson, S.

CALDECOTT Improvement Project

COMMENT CARD
Public Hearing
June 7 & June 15, 2006

(Contact information below is optional)

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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: NOISE

I'm concerned about noise both during construction, and subsequently. ~~[illegible]~~ we have lived in Rockridge since 1991 and the freeway (+ BART) traffic and noise keeps increasing. I ~~[illegible]~~ no longer want to sit outside either during the day nor @ night due to noise.
Anyway this can be mitigated?

Comment/Question	Response
NOISE I'm concerned about noise both during construction, and subsequently. We have lived in Rockridge since 1991 and the freeway (and BART) traffic and noise keeps increasing. I no longer want to sit outside either during the day or at night due to noise. Anyway this can be mitigated?	Noise abatements are considered at locations where noise impacts are identified within the study area boundaries. Caltrans has no program to provide noise abatements for areas currently subject to freeway traffic noise absent a planned project. Note: In the absence of a project, the need for soundwalls may be considered by the local congestion management agency. These agencies are responsible for programming and funding such soundwalls. For Alameda County, it is the Alameda County Congestion Management Agency.