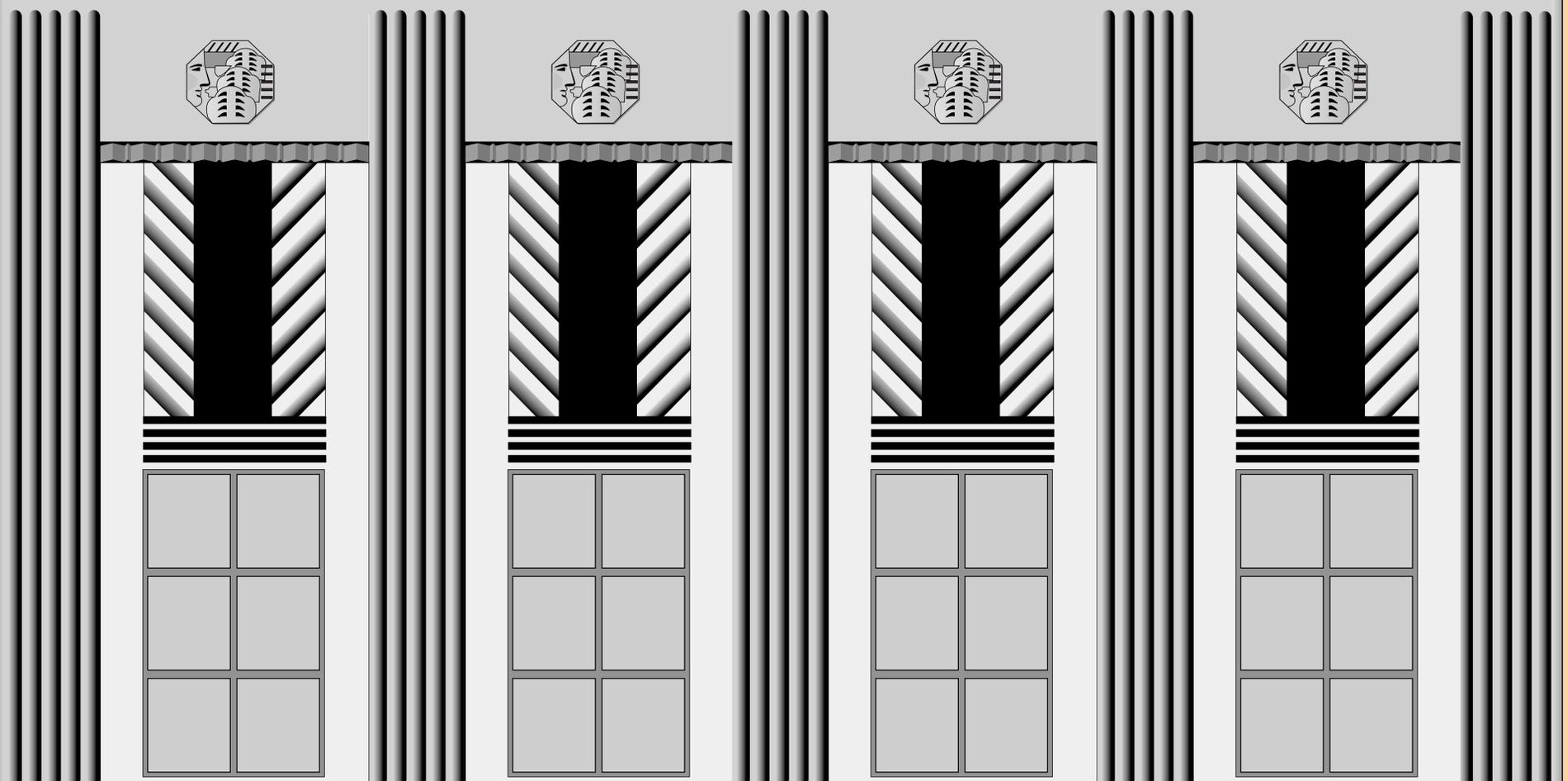


WELCOME...

TO SCOPING MEETINGS FOR THE

CALDECOTT  
IMPROVEMENT  
PROJECT

*Please sign in here!*



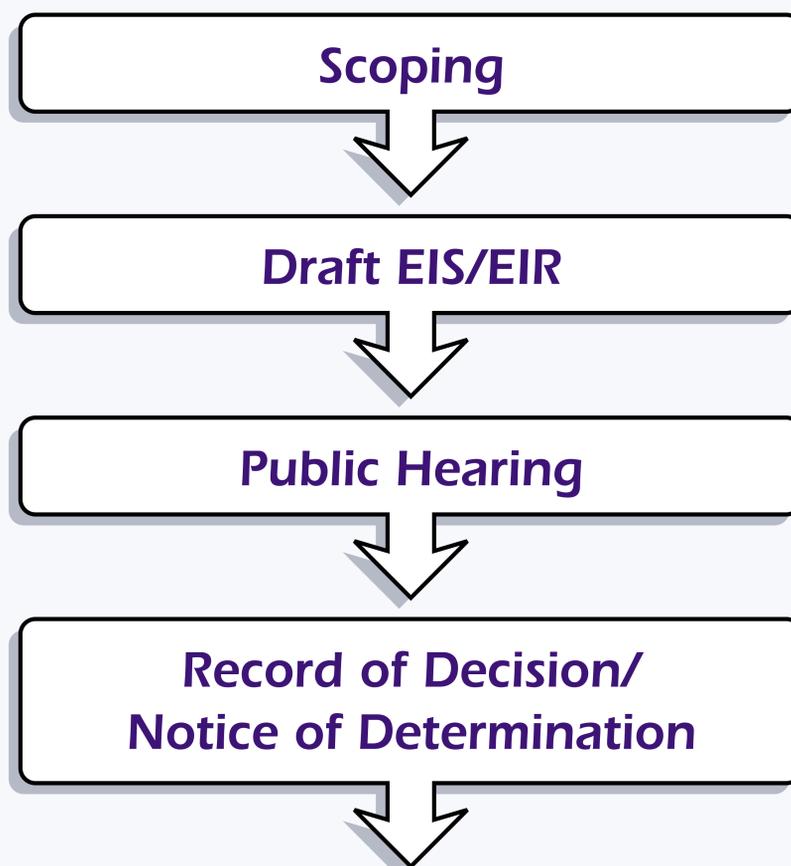
# WHAT IS SCOPING?

Scoping is your earliest opportunity to participate in the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) review of the Caldecott Improvement Project.

Scoping seeks your input to:

- identify project issues,
- facilitate an efficient environmental documentation process,
- define issues and alternatives to be examined in the environmental document, and
- ensure that relevant issues are addressed.

Scoping is the beginning of the environmental process, not the selection of a preferred alternative.



# HOW CAN YOU HELP?

- **Discuss your thoughts** about issues to address, alternatives to consider, and evaluation criteria to use during the environmental review.
- **Provide a comment sheet** with your written input.
- **Mail your written comments** on the project scope to the project office (address is on the comment sheet).
- **Address your questions** about the scope of the project with project team members here at tonight's meeting.

Scoping comments must be received by January 30, 2003.



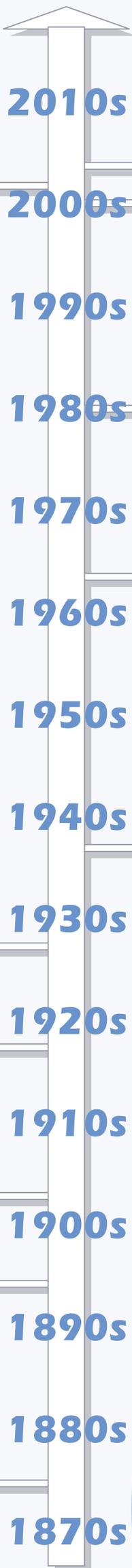
# SPONSORING AGENCIES



**U.S. Department of Transportation  
Federal Highway Administration**



# HISTORY OF THE CALDECOTT TUNNEL



2001 – MTC Corridor Study Completed

2002 – Caltrans Caldecott Study Begins

2000s

2000 – Caltrans PSR-PDS Completed

1990s

1980s

1980 – Caldecott Tunnel Designated a City of Oakland Landmark

1970s

1964 – Bore 3 Opens

- 3,771 feet long
- 18'-04" vertical clearance
- Two 14-foot wide traffic lanes
- No shoulders

1960s

1950s

1940s

1937 – Bores 1 and 2 Open (Originally Named "Broadway Low Level Tunnel")

- 3,610 feet long
- 14'-10" vertical clearance
- Two 11-foot wide traffic lanes
- No shoulders

1930s

1920s

1919 – Electric Lights installed in Kennedy Tunnel

1910s

1903 – Kennedy Tunnel Opens

1900s

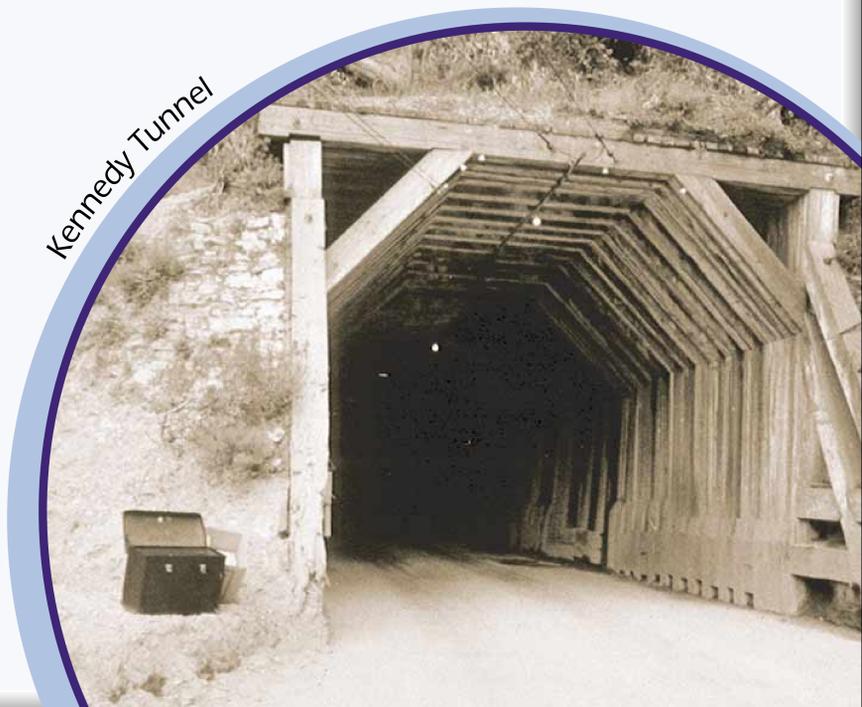
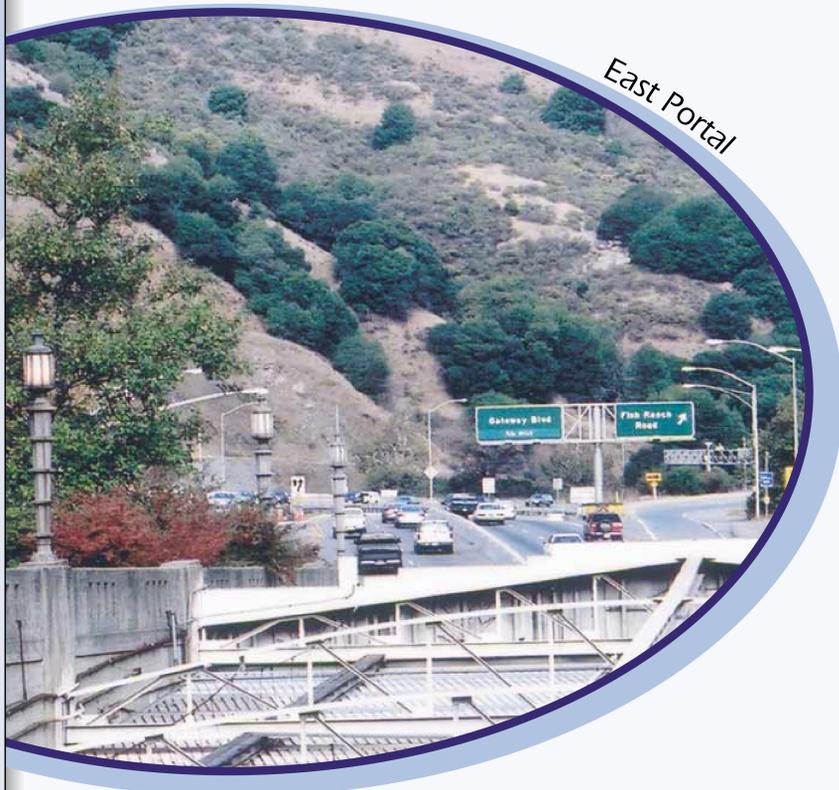
1890s – Campaign Begins to raise money to complete the Kennedy Tunnel

1890s

1880s

1870s – Kennedy Tunnel Begun then abandoned when the Oakland and Contra Costa Tunnel Company runs out of money

1870s

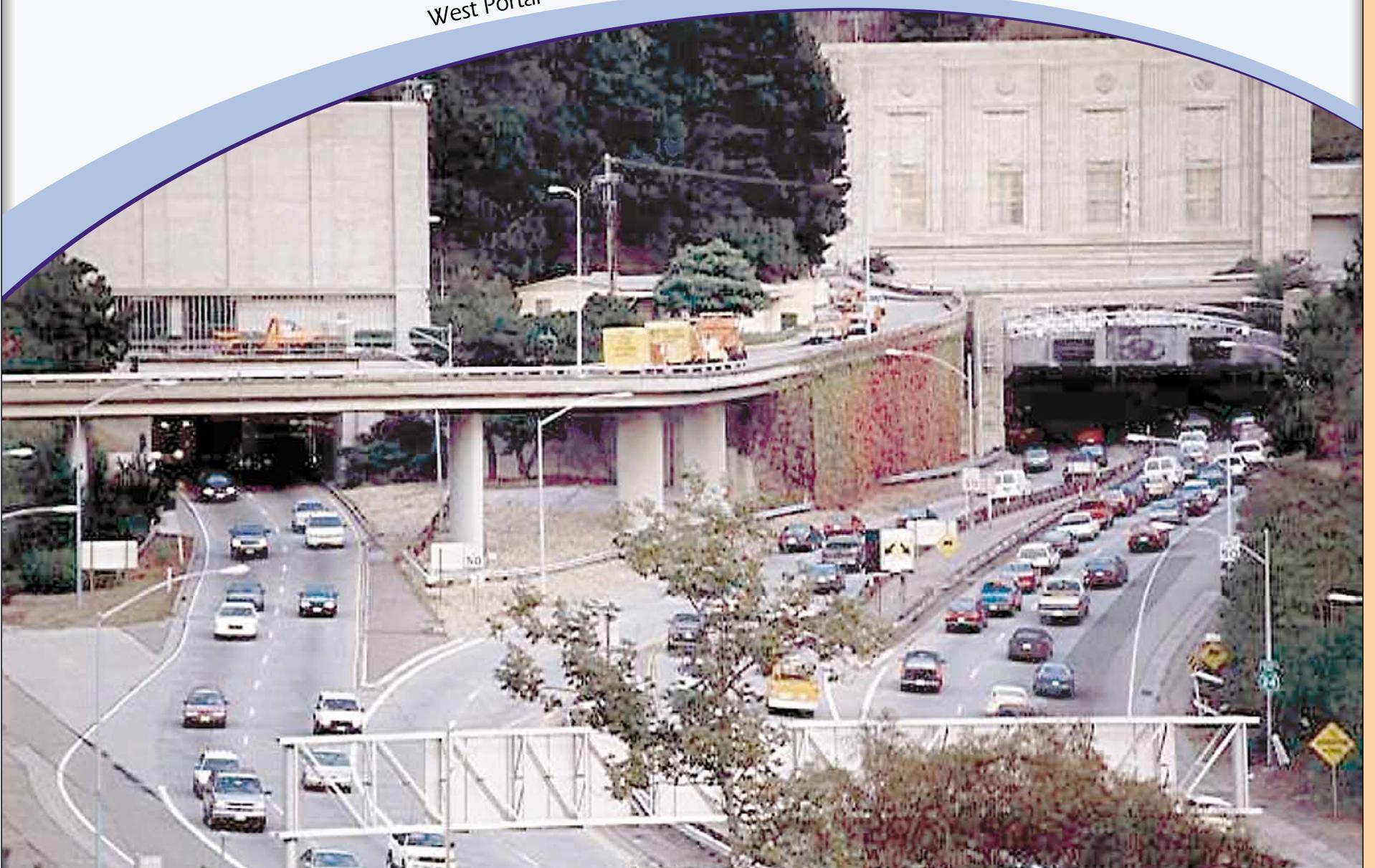


# PURPOSE OF THIS STUDY

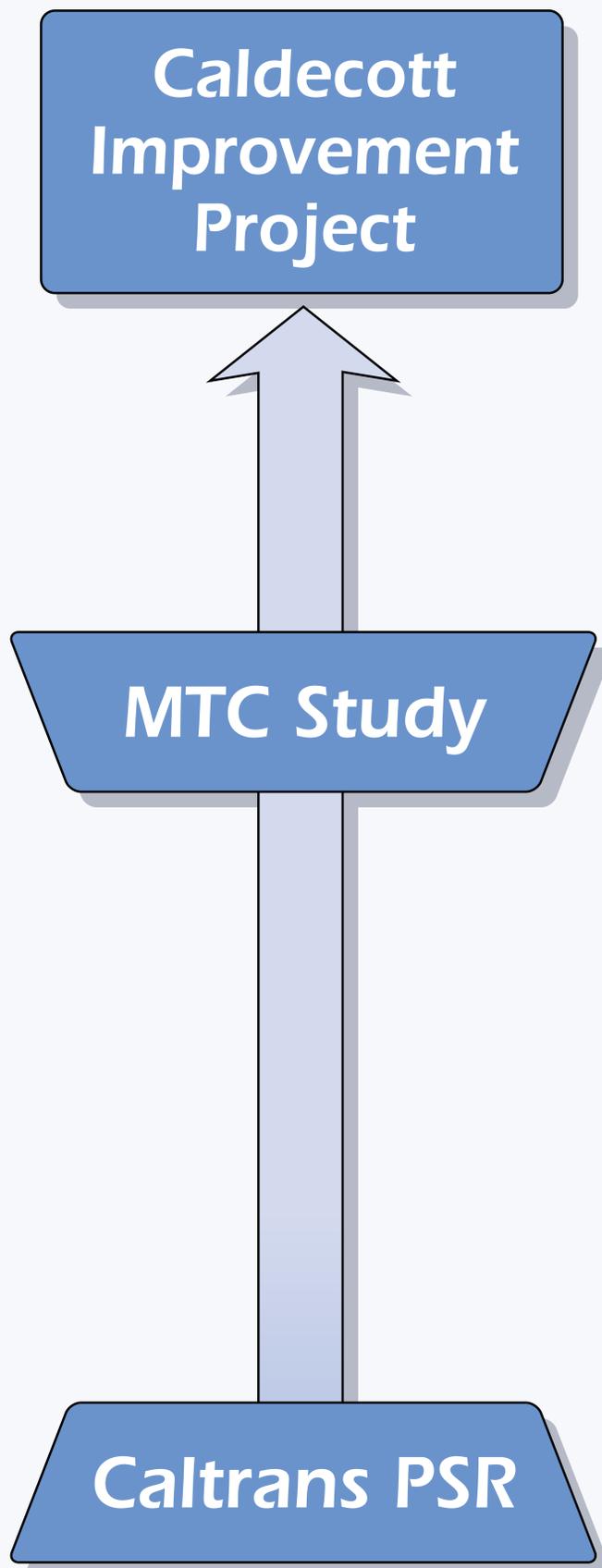
Identify needed improvements that will:

- Improve Operations and Reduce Delays
- Improve Safety

West Portal



# CALDECOTT STUDIES



- **EIS/EIR and Project Report Begins 2002**
  
- **Route 24 Corridor Study (MTC) 2001**  
Three transportation packages identified for further study:
  - **Street and highway operations**
    - Install ramp metering (reverse commuter)
    - Relocate merges
    - Provide HOV queue jumpers
      - Westbound aux-lane between Orinda/Tunnel
      - Eastbound and Westbound shoulders
  - **Transit Expansion (Bus and BART)**
    - Increase feeder bus service to/from BART
    - Provide new inter-county bus service
    - Provide Bay Point/Fremont BART
    - Expand BART parking
  - **New 4th Bore**
  
- **Caltrans Project Study-Report Project Development Support (PSR) 2000**
  - Planning study that identified several alternatives including, no build, 2-lane and 3-lane roadway tunnels on the north side, and bicycle access.
  - Estimated construction and right-of-way costs between \$130 and \$350 million
  - Recommended to proceed with Project Approval/Environmental Document

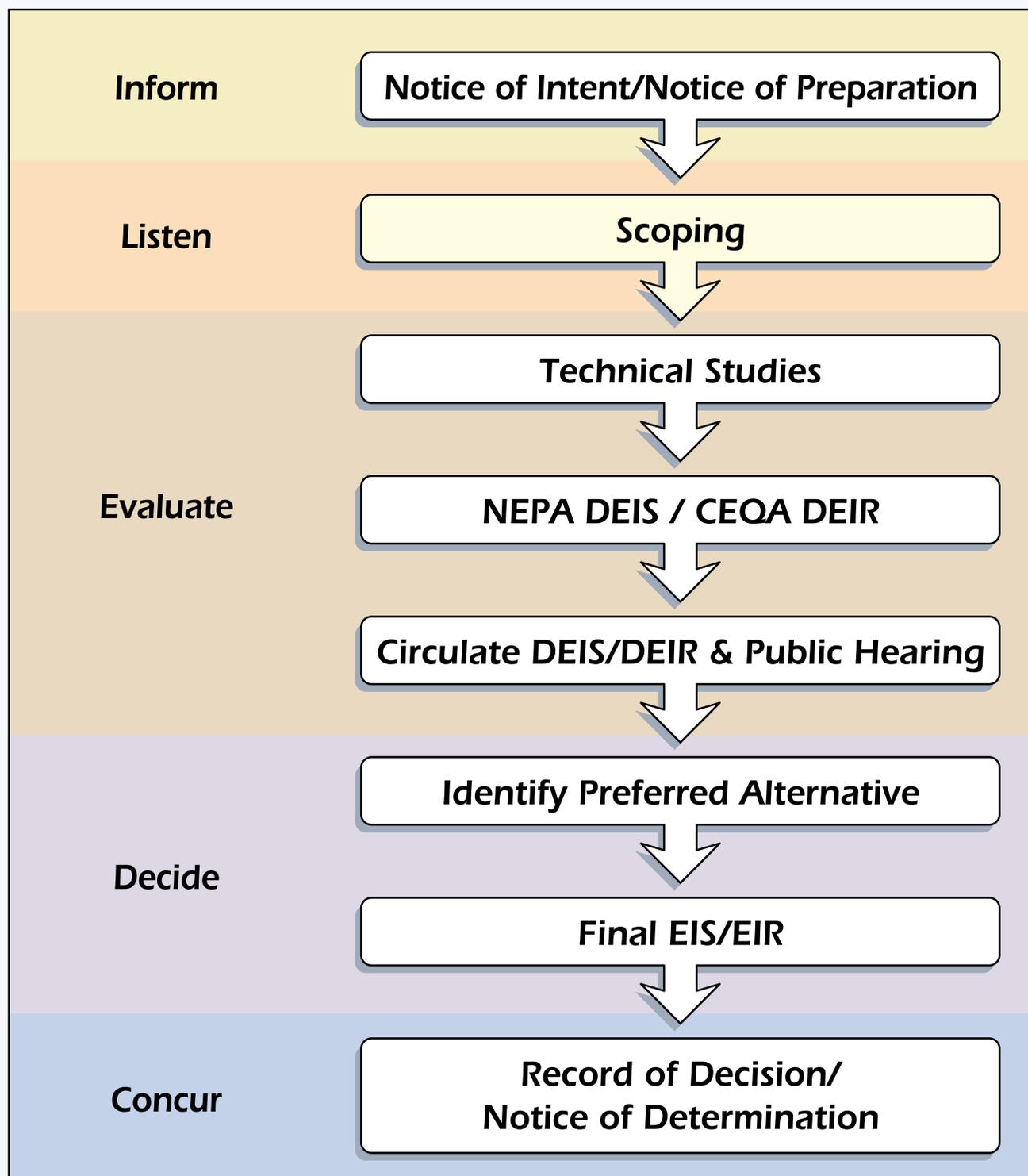
# ENVIRONMENTAL PROCESS

Potential impacts and benefits of project alternatives will be presented in a combined:

National Environmental Policy Act (NEPA)  
**Environmental Impact Statement (EIS)** and

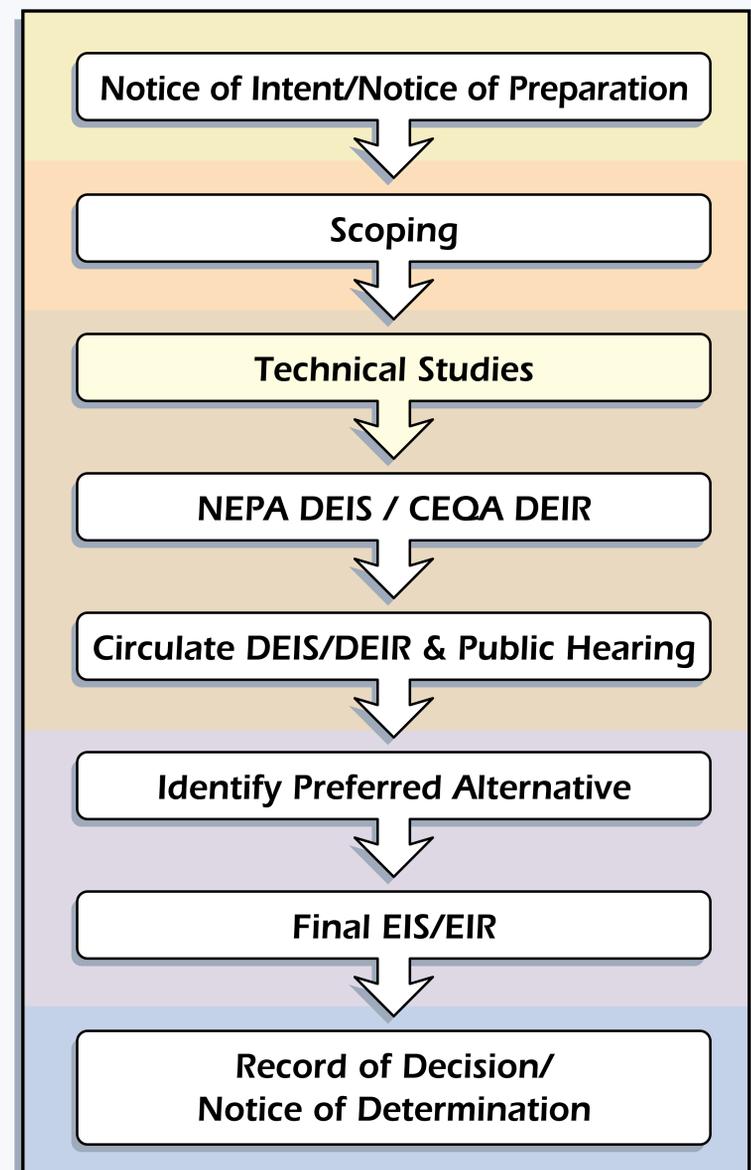
California Environmental Quality Act (CEQA)  
**Environmental Impact Report (EIR)**

in compliance with steps in the environmental process:



# TECHNICAL ENVIRONMENTAL STUDIES

- Visual Impact Assessment
- Air Quality Study
- Historic Properties Survey Report
  - Archaeological Survey Report
  - Historic Architectural Survey Report
- Parkland/Historic Evaluation (Section 4(f))
- Finding of Effects Document (Section 106)
- Natural Environment Study
- Jurisdictional Wetlands Delineation
- Biological Assessment
- Energy Consumption Memorandum
- Water Quality Study
- Floodplain Evaluation
- Noise and Vibration Study
- Scientific Resources Memorandum (Paleontologic Resources)
- Community Impact Assessment
  - Land Use
  - Growth Inducement
  - Environmental Justice
- Draft Relocation Impact Report
- Traffic/Transit Operations Report
- Hazardous Wastes Study



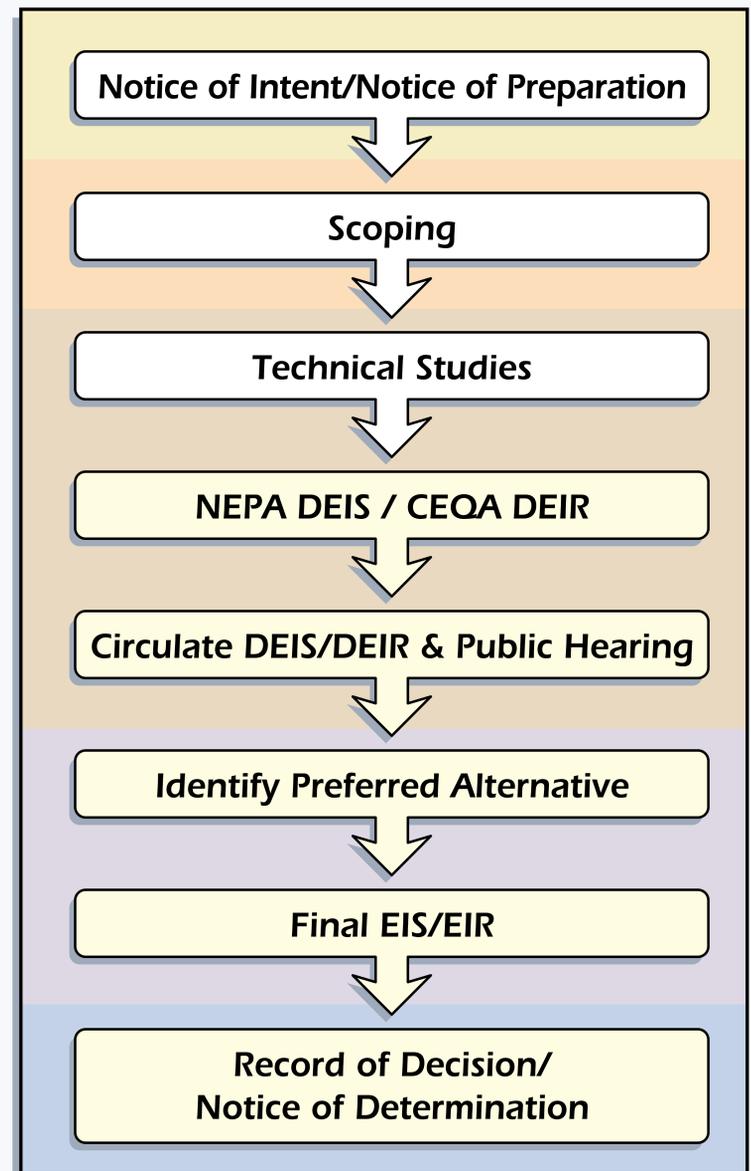
# NEPA DRAFT EIS/CEQA DRAFT EIR

## DEIS/DEIR Components:

- Project Purpose and Need
- Alternatives Considered
- Environmental Setting, Impacts, and Mitigation
- Record of Consultation

## Environmental Review and Consultation:

- Record of Decision by the Federal Highway Administration (FHWA)
- CEQA Certification of EIR by the Department
- Federal Clean Water Act (CWA), Section 404 Wetlands Delineation, if wetlands are present
- Federal Endangered Species Act, Section 7 Consultation with U.S. Fish and Wildlife Service (USFWS) to obtain a Biological Opinion if listed species would be affected
- California Endangered Species Act (CESA) consultation with California Department of Fish and Game (CDFG) if listed species would be affected
- 1601-03 Streambed Alteration Agreement from CDFG if non-tidal waterways would be affected
- Federal CWA Certification or waiver from the San Francisco Bay Regional Water Quality Control Board
- Federal Clean Air Act State Implementation Plan project conformity determination by FHWA
- National Historic Preservation Act (36 CFR 800) Section 106 Memorandum of Agreement if historic and/or archaeological resources would be affected



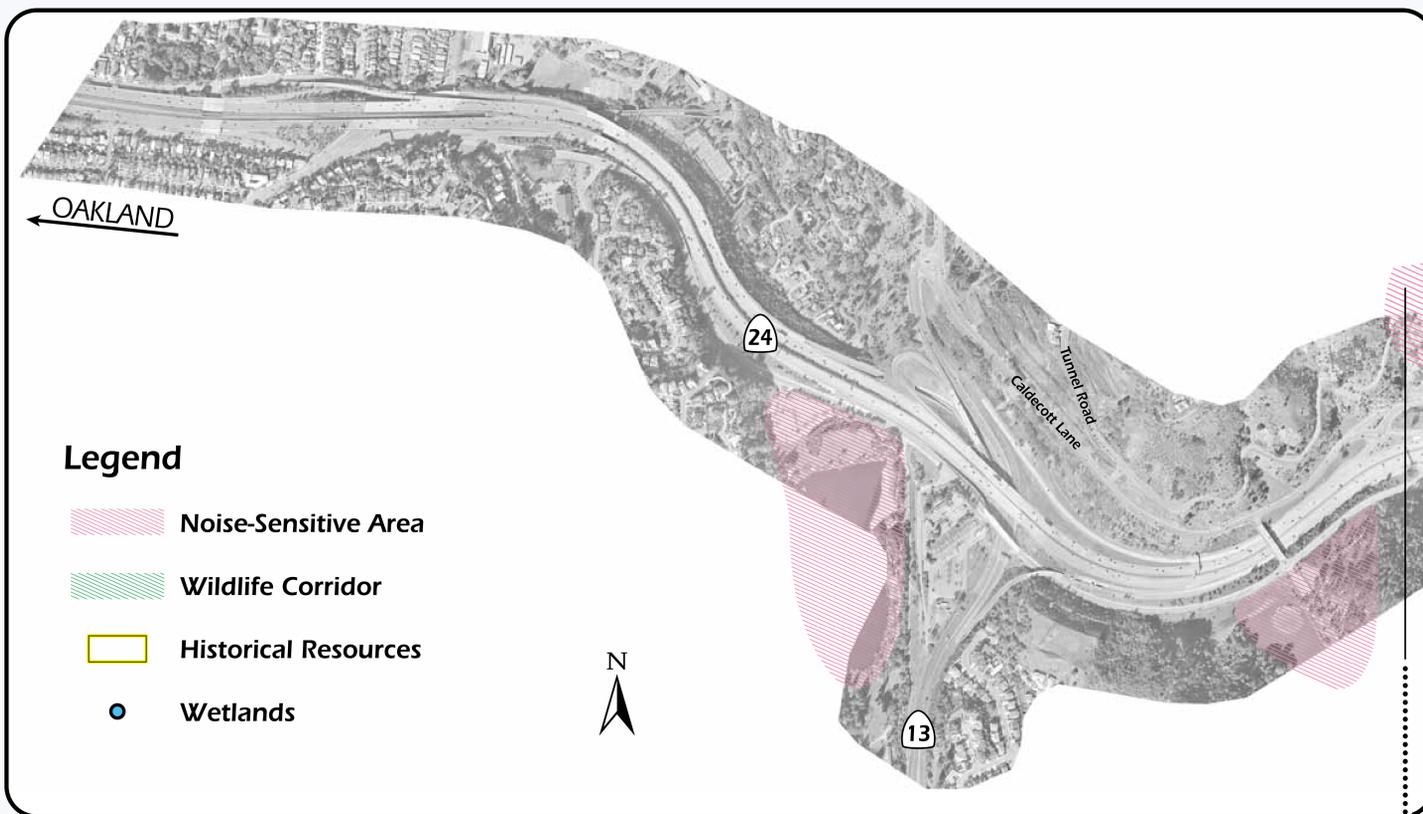
# ENVIRONMENTAL ISSUES

## Environmental Issues Include:

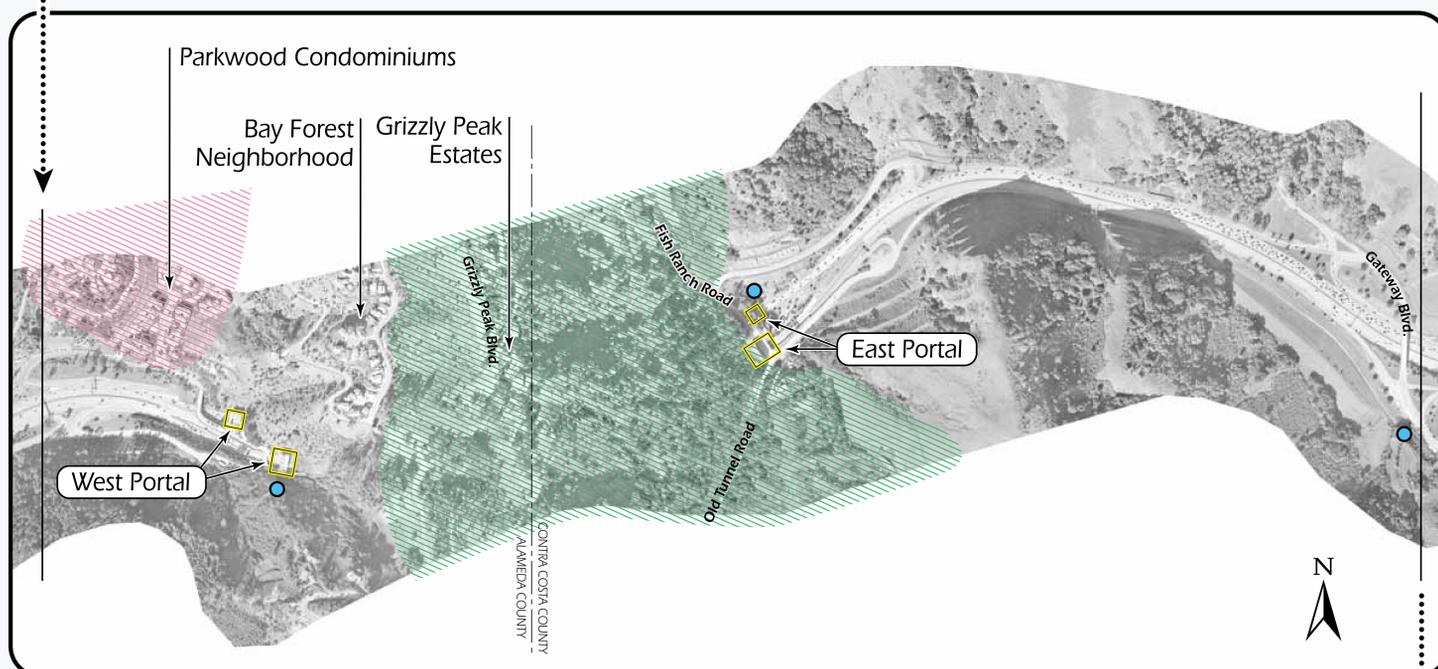
- Air Quality
- Hazardous/Contaminated Materials
- Visual Quality and Aesthetics
- Noise
- Traffic and Circulation
- Natural Resources and Habitat Preservation
- Water Quality
- Parklands
- Endangered Species
- Geology and Seismicity
- Wetlands
- Land Use
- Growth Inducement
- Section 106 Consultation for Historic Resources
- Section 4(f) Evaluation



# ENVIRONMENTAL ISSUES



match line



match line

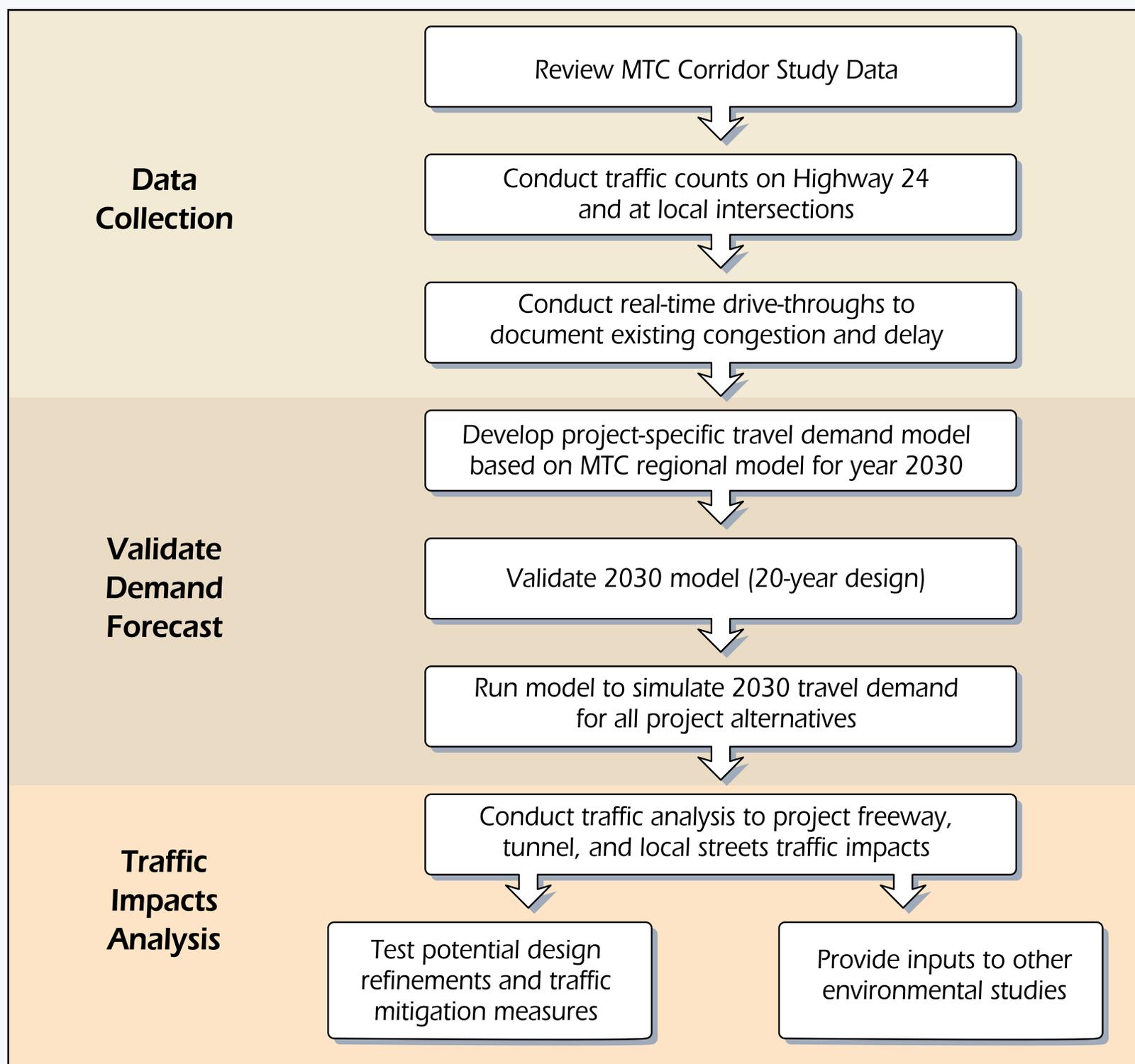


# TRAFFIC ANALYSIS PROCESS

## Traffic Analysis Process:

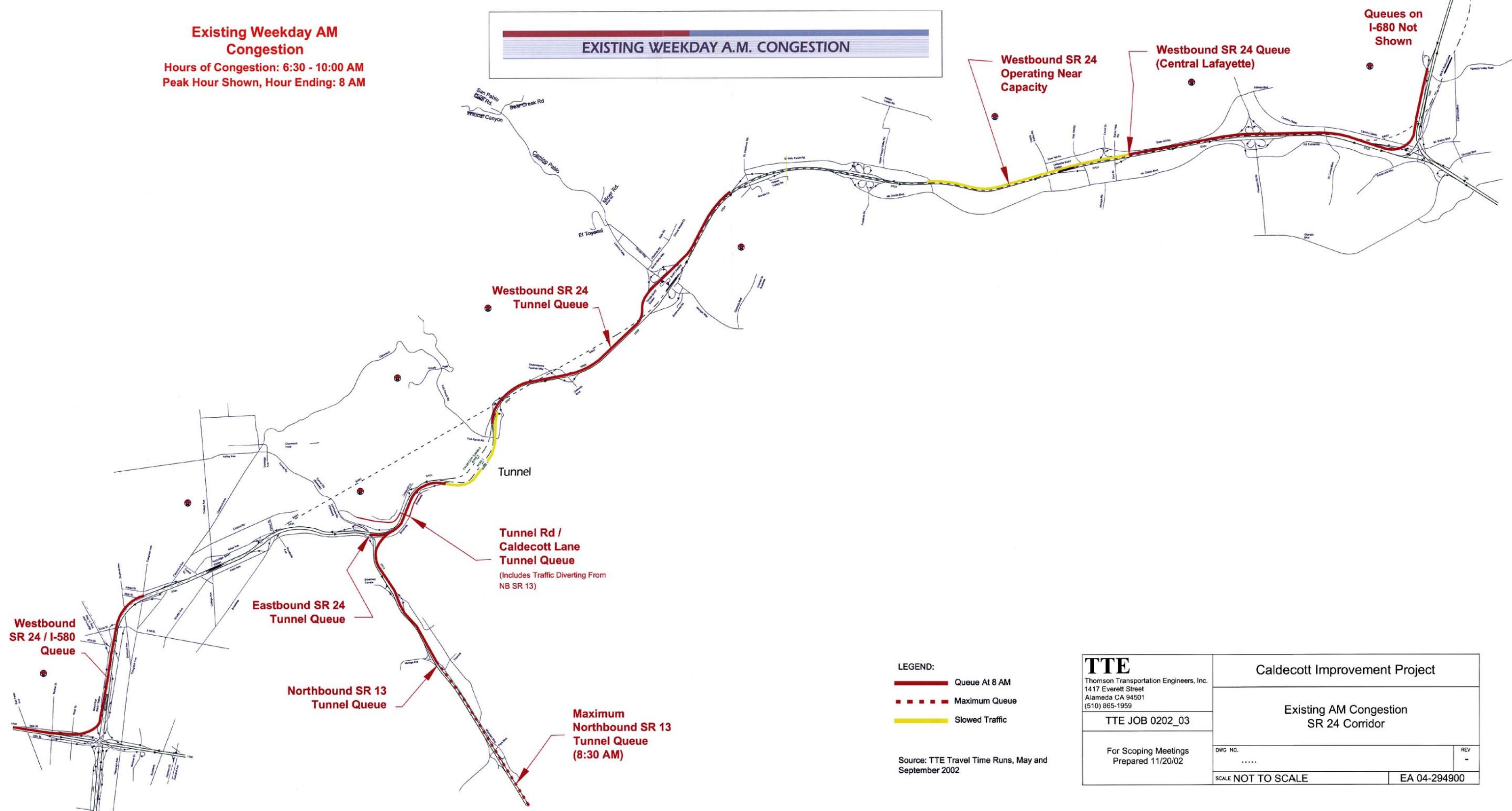
- Update MTC Corridor Study findings
- Test project alternatives for impacts to:
  - Highway 24 freeway operations (level of service)
  - Tunnel operations
  - Arterial roadways and local street options (level of service)
  - Person-carrying capacity

## Traffic Analysis Process



**Existing Weekday AM Congestion**  
 Hours of Congestion: 6:30 - 10:00 AM  
 Peak Hour Shown, Hour Ending: 8 AM

**EXISTING WEEKDAY A.M. CONGESTION**



- LEGEND:**
- Queue At 8 AM
  - - - Maximum Queue
  - Slowed Traffic

Source: TTE Travel Time Runs, May and September 2002

**TTE**  
 Thomson Transportation Engineers, Inc.  
 1417 Everett Street  
 Alameda CA 94501  
 (510) 865-1959

TTE JOB 0202\_03

For Scoping Meetings  
 Prepared 11/20/02

Caldecott Improvement Project

Existing AM Congestion  
 SR 24 Corridor

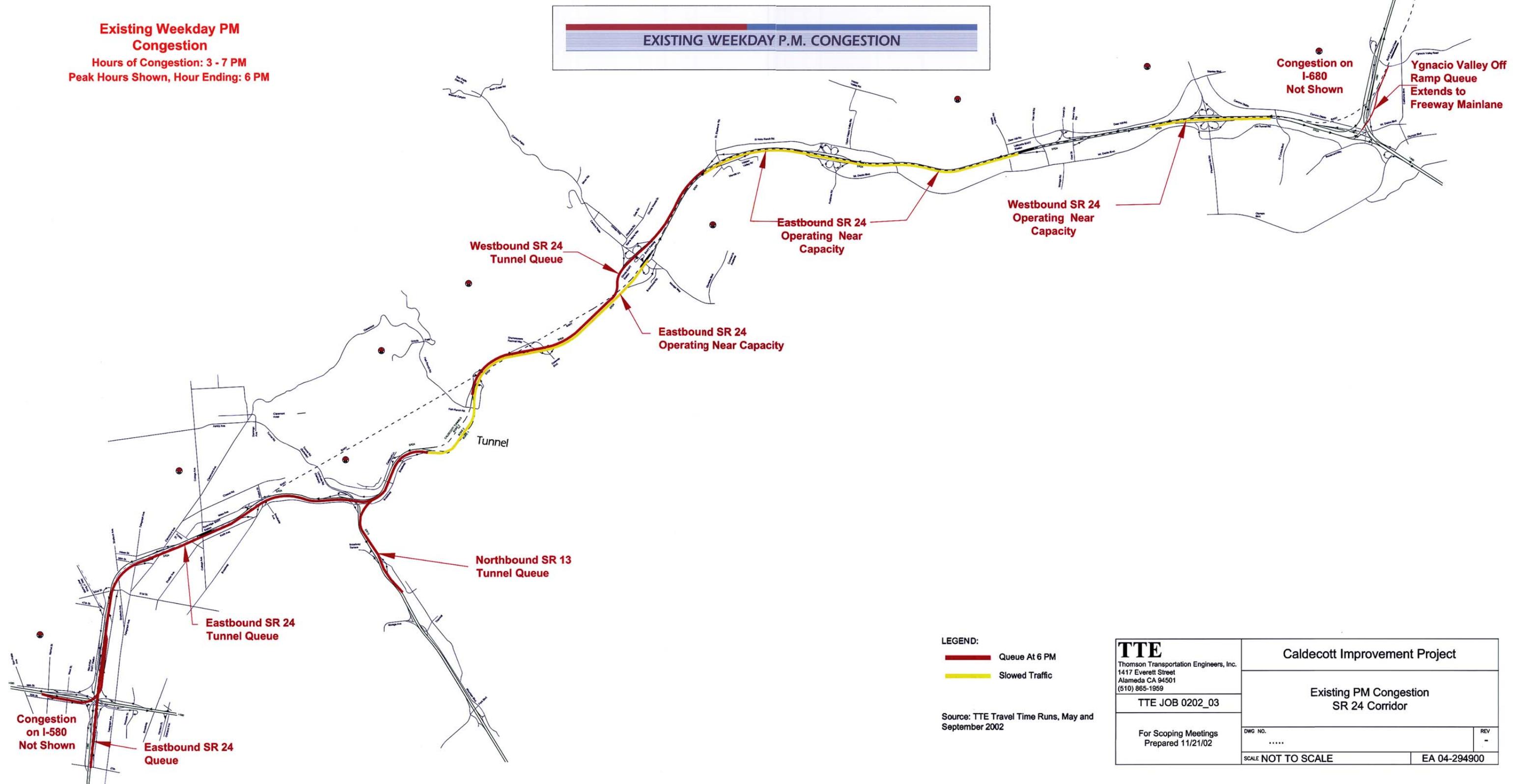
DWG NO. .... REV -

SCALE NOT TO SCALE EA 04-294900

**Existing Weekday PM Congestion**

Hours of Congestion: 3 - 7 PM  
Peak Hours Shown, Hour Ending: 6 PM

**EXISTING WEEKDAY P.M. CONGESTION**



Westbound SR 24 Tunnel Queue

Eastbound SR 24 Operating Near Capacity

Westbound SR 24 Operating Near Capacity

Eastbound SR 24 Operating Near Capacity

Northbound SR 13 Tunnel Queue

Eastbound SR 24 Tunnel Queue

Congestion on I-580 Not Shown

Eastbound SR 24 Queue

Congestion on I-680 Not Shown

Ygnacio Valley Off Ramp Queue Extends to Freeway Mainlane

**LEGEND:**  
— Queue At 6 PM  
— Slowed Traffic

Source: TTE Travel Time Runs, May and September 2002

<b>TTE</b> Thomson Transportation Engineers, Inc. 1417 Everett Street Alameda CA 94501 (510) 865-1959	Caldecott Improvement Project	
	Existing PM Congestion SR 24 Corridor	
TTE JOB 0202_03	DWG NO.	REV
For Scoping Meetings Prepared 11/21/02	.....	-
SCALE NOT TO SCALE		EA 04-294900

# EXISTING TRAFFIC CONDITIONS

## EXISTING SR24 LANE CONFIGURATION

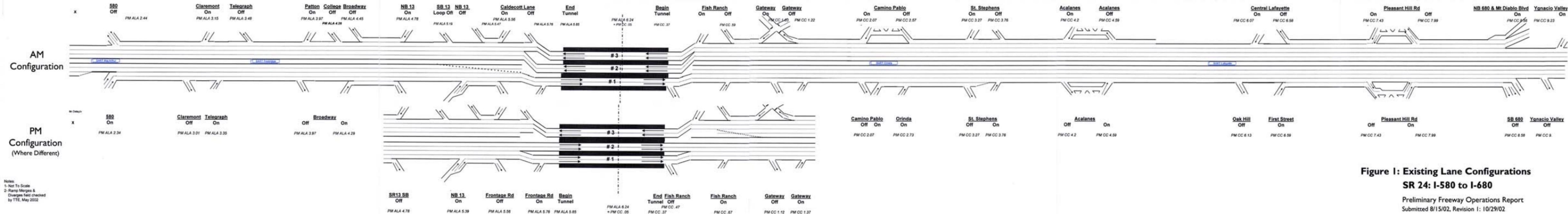
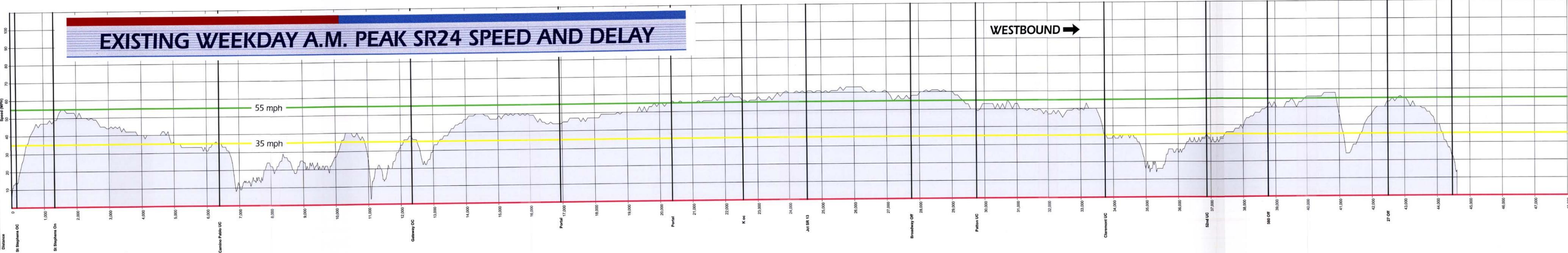


Figure I: Existing Lane Configurations

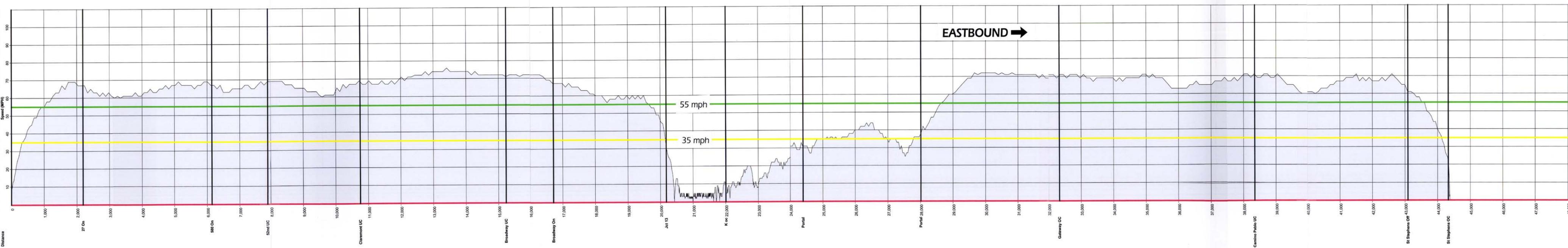
SR 24: I-580 to I-680

Preliminary Freeway Operations Report  
Submitted 8/15/02, Revision 1: 10/29/02

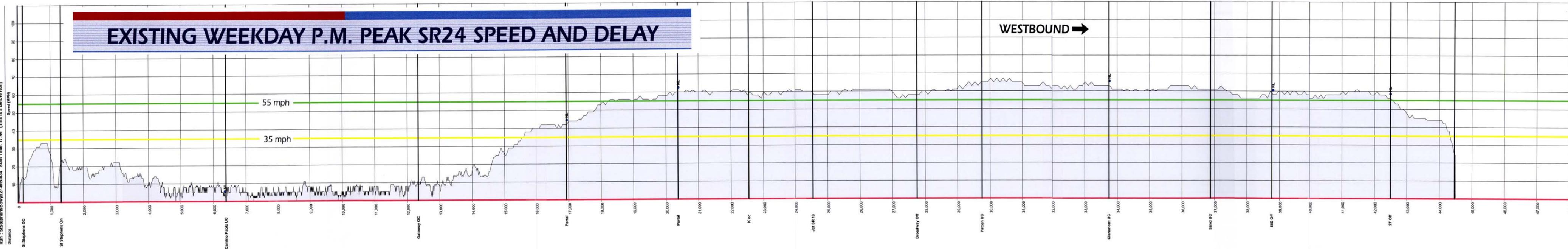
Speed Profile  
 Run : S1StephensBdwy27-WB-009 Start Time: 08:11 (This is a Before Run)



Speed Profile  
 Run : 27S1Stephens-EB-009 Start Time: 07:54 (This is a Before Run)



Speed Profile  
 Run : S1StephensBdwy27-WB-034 Start Time: 17:44 (This is a Before Run)



Speed Profile  
 Run : 27S1Stephens-EB-035 Start Time: 17:55 (This is a Before Run)



# INITIAL ALTERNATIVES

## No Build

- Maintain existing tunnels.
- No improvements beyond existing and funded projects.

## Roadway Improvements/Transportation Systems Management (TSM)

Low-cost improvements to existing Highway 24

- Street and highway operations
  - Intelligent Transportation Systems (ITS)
  - Relocate merges
- Provide High Occupancy Vehicle (HOV) queue jumpers
  - Westbound auxiliary lane between Orinda and tunnel
  - Eastbound and Westbound shoulders

## Transit

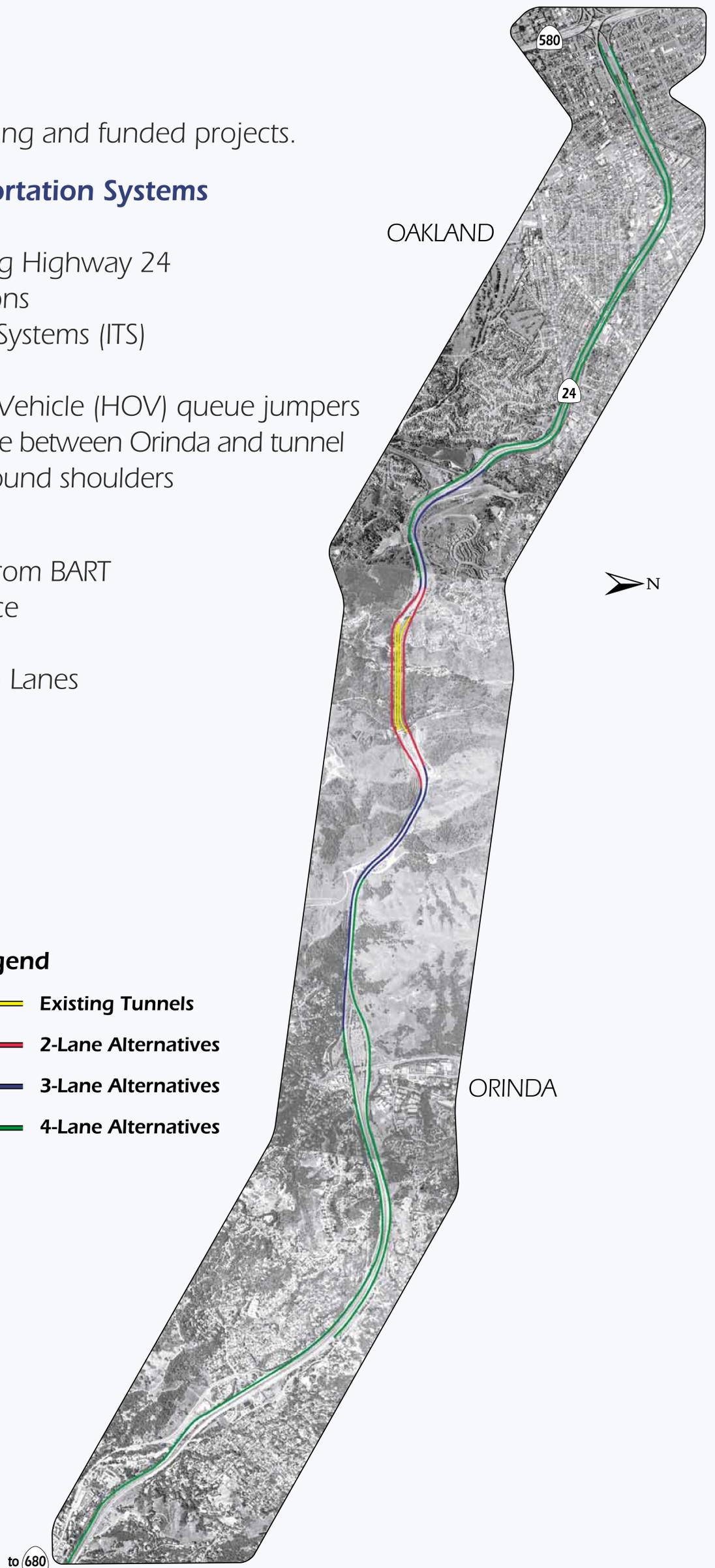
- Increase feeder bus service to/from BART
- Provide new inter-city bus service
- Expand BART parking
- High Occupancy Vehicle (HOV) Lanes

## Tunnel

- 2-lane bore North or South
- 3-lane bore North or South
- 4-lane bore North or South

### Legend

-  Existing Tunnels
-  2-Lane Alternatives
-  3-Lane Alternatives
-  4-Lane Alternatives



# DESIGN ELEMENTS

## **Bicycle/Pedestrian Access**

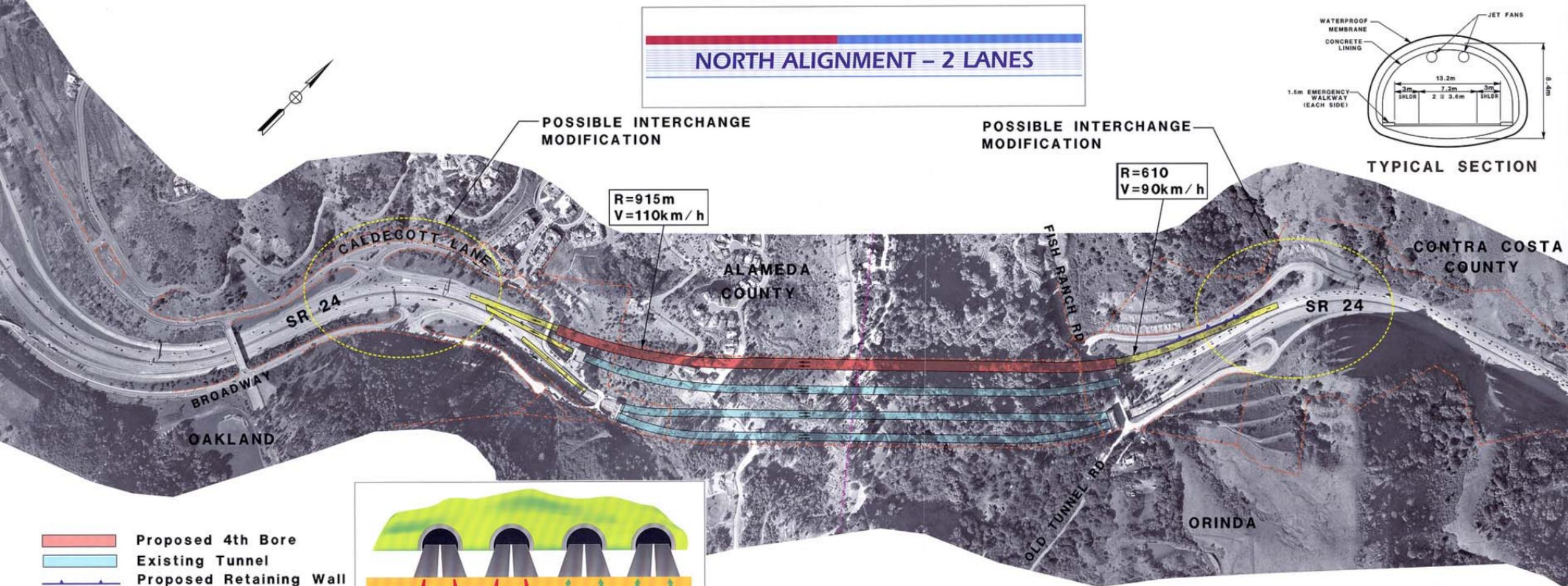
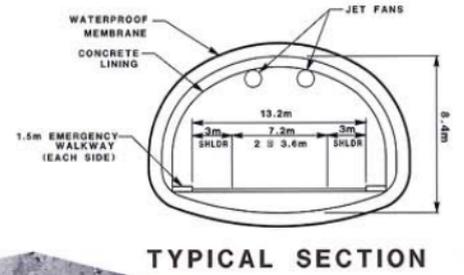
- Reconstruct Kennedy Tunnel
- Separate Bore North
- Bike Lane in Roadway Tunnel
- Improved Access to BART

## **High Occupancy Vehicle (HOV) Lanes**

## **Parking Facilities**

## **Auxiliary Lanes**

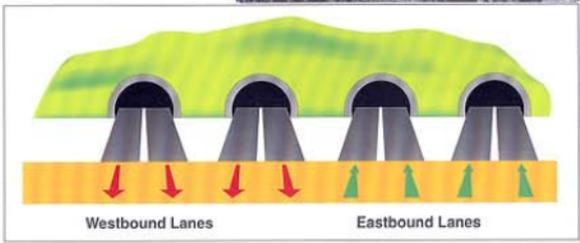
**NORTH ALIGNMENT – 2 LANES**



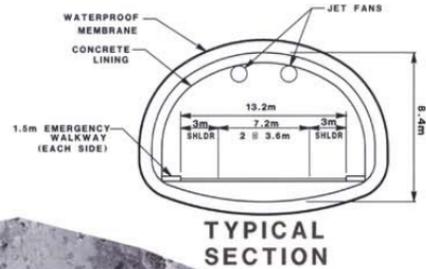
**R=915m  
V=110km/h**

**R=610  
V=90km/h**

- Proposed 4th Bore
- Existing Tunnel
- Proposed Retaining Wall
- Proposed Road Work
- Existing Right of Way

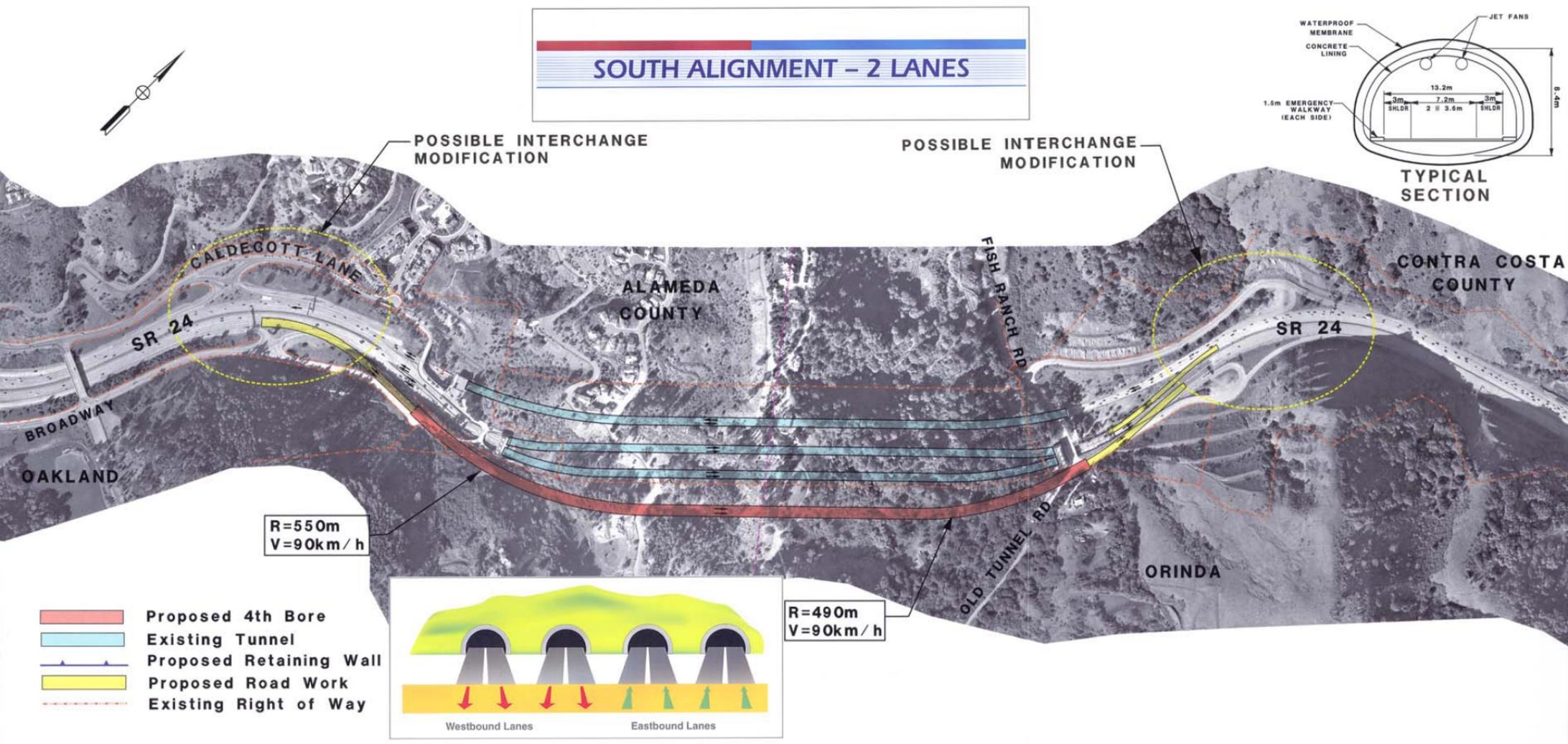


# SOUTH ALIGNMENT - 2 LANES



POSSIBLE INTERCHANGE MODIFICATION

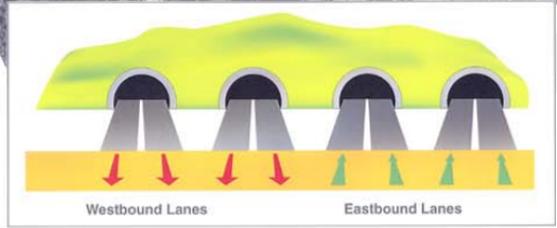
POSSIBLE INTERCHANGE MODIFICATION



R=550m  
V=90km/h

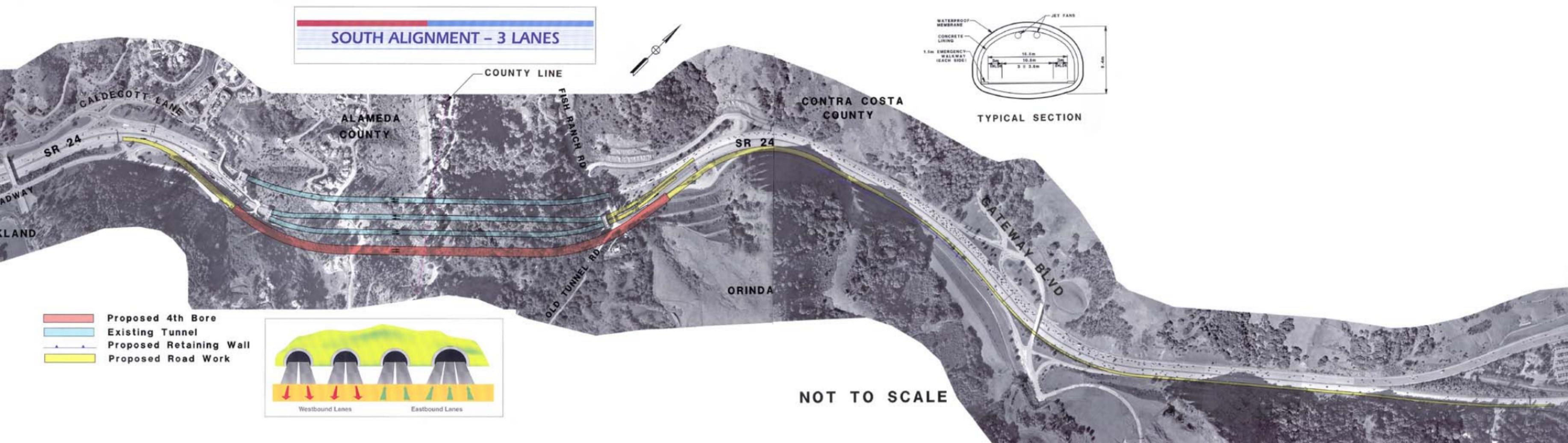
R=490m  
V=90km/h

- Proposed 4th Bore
- Existing Tunnel
- Proposed Retaining Wall
- Proposed Road Work
- Existing Right of Way

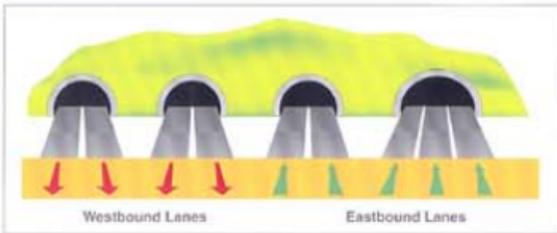




**SOUTH ALIGNMENT - 3 LANES**

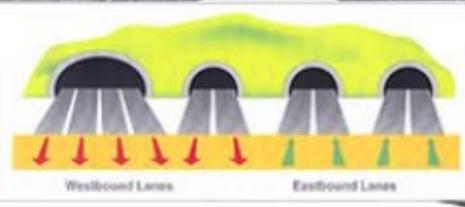
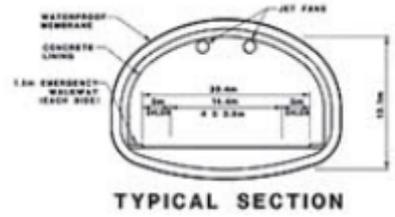


- Proposed 4th Bore
- Existing Tunnel
- Proposed Retaining Wall
- Proposed Road Work

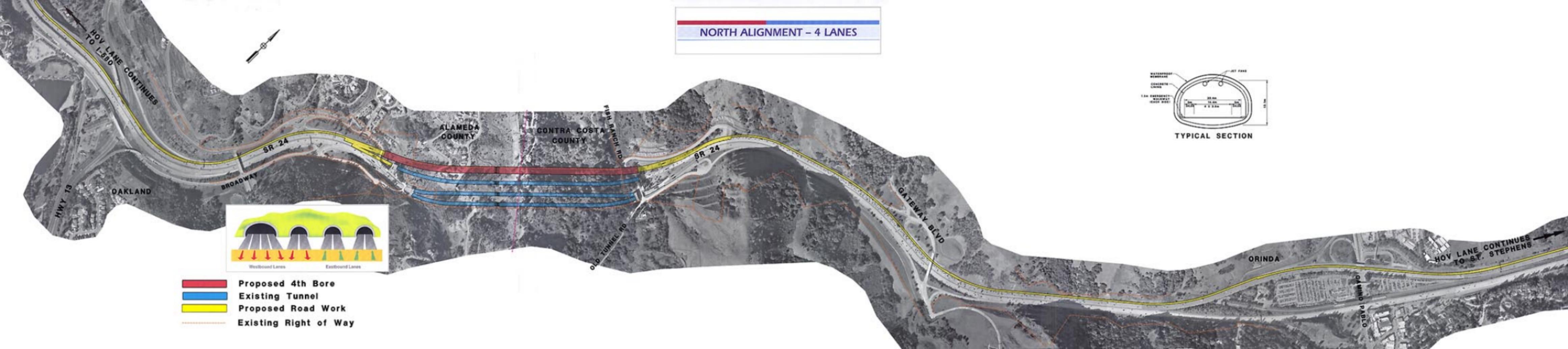


NOT TO SCALE

**NORTH ALIGNMENT - 4 LANES**



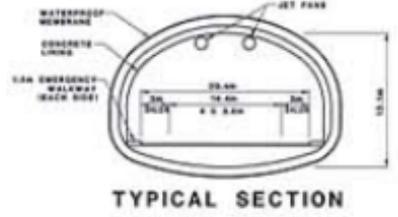
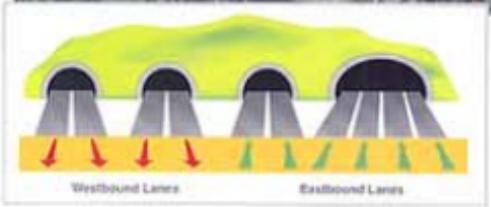
- Proposed 4th Bore
- Existing Tunnel
- Proposed Road Work
- Existing Right of Way



**SOUTH ALIGNMENT - 4 LANES**



-  Proposed 4th Bore
-  Existing Tunnel
-  Proposed Road Work
-  Existing Right of Way



HOV LANE CONTINUES TO PLEASANT HILL

# OPPORTUNITIES FOR PUBLIC INVOLVEMENT

## Public Involvement Activities

- Stakeholder meetings
- Ongoing agency coordination
- Scoping meetings
- Scoping comment period through January 30, 2003
- Open houses and other public meetings as the study progresses
- Public hearing on Draft EIS/EIR
- Newsletters
- Project Web site at [www.caldecott-tunnel.com](http://www.caldecott-tunnel.com)

## How to Stay Involved:

- Review project materials
- Sign up for mailing list
- Attend public meetings
- Provide written comments
- Visit the Web site