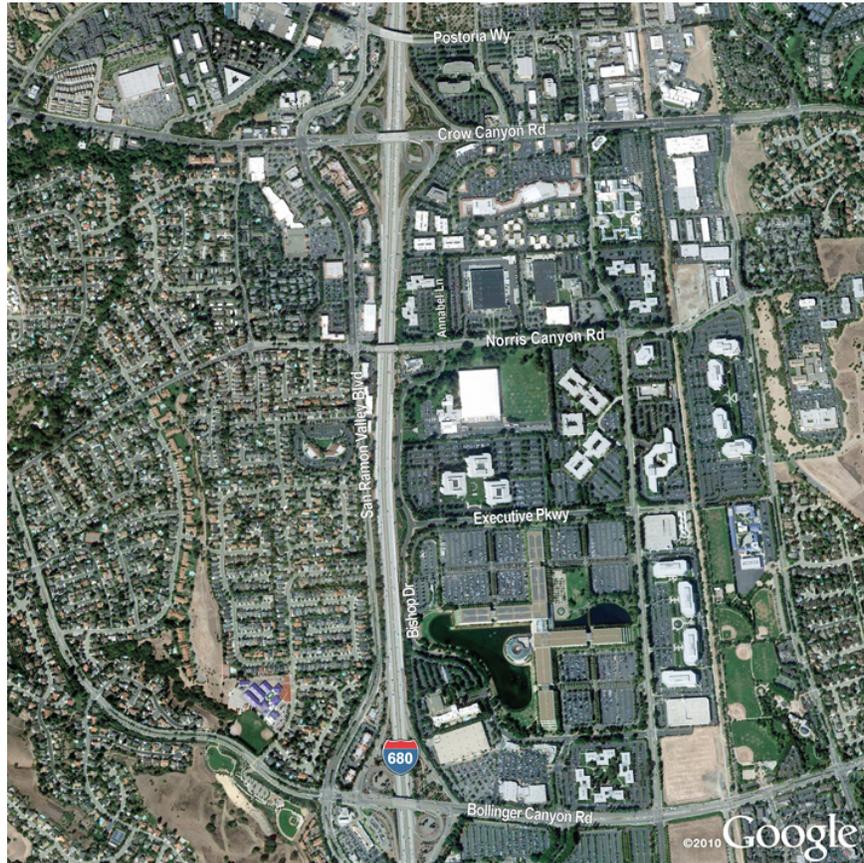


I-680/Norris Canyon HOV Direct Ramps Project



Public Workshop Summary

April 2012



CONTRA COSTA
transportation
authority



TABLE OF CONTENTS

I.	PROJECT DESCRIPTION.....	3
II.	NOTICING AND PUBLICITY.....	3
III.	PUBLIC MEETINGS.....	4
IV.	COMMENT SUMMARY.....	4
V.	APPENDIX	
	<ul style="list-style-type: none">• Contra Costa Times Meeting Notice• Direct Mailer Meeting Notice• Meeting Materials• Sign-In Sheets• Comment Sheets	

I. PROJECT DESCRIPTION

In 2004, Contra Costa voters approved Measure J, which continued the County's half-cent transportation sales tax program to 2035. The Measure J Expenditure Plan includes funding for improvements along the I-680 corridor; including the "I-680 Carpool Lane Gap Closure/Transit Corridor Improvements". One component of the improvements is the addition of High Occupancy Vehicle (HOV) on- and off-ramps at Norris Canyon Road. HOVs include buses, carpools and vanpools.

The California Department of Transportation (Caltrans) and the Contra Costa Transportation Authority (CCTA) are proposing to construct on- and off-ramps connecting directly to and from the High Occupancy Vehicle (HOV) lanes along the center divider of the I-680 corridor at Norris Canyon Road at an estimated cost of \$102 million.

Caltrans and CCTA, in concert with the City of San Ramon are coordinating the environmental review for this project. CCTA, in concert with the City of San Ramon and Caltrans, completed a Project Study Report (PSR) for the I-680/Norris Canyon HOV Direct Ramps Project in March 2010. A PSR is an engineering planning document that confirms the scope, schedule and estimated cost of a project. Caltrans will prepare an Initial Study (IS) and Environmental Assessment (EA) for the proposed project to present their findings.

The I-680/Norris Canyon HOV Direct Ramps Project proposes to provide more convenient, direct access for transit vehicles and HOVs to and from San Ramon destinations (including the San Ramon Transit Center), reduce weaving across multiple freeway lanes by transit vehicles and HOVs entering or exiting the freeway, improve travel times for transit vehicles and HOVs, reduce the number of transit vehicles and HOVs traveling through the congested Crow Canyon and Bollinger Canyon Road intersections, and improve local and regional transit/HOV links.

Anticipated project improvements include providing sidewalk access on both sides of the overcrossing to enhance connectivity and safety for pedestrians and bicyclists, and the planting of two to three (2 – 3) native species trees to replace each tree that would be removed as part of the project.

II. NOTICING AND PUBLICITY

The sponsors of the I-680/Norris Canyon HOV Direct Ramps Project organized and facilitated a public workshop to provide information about the proposed project and alternatives; review public comments received to date and provide information about additional studies to be conducted during the environmental analysis; and receive further public input on the range of issues to be considered during the upcoming environmental analysis. The meeting assisted the project team in understanding the community's concerns about the proposed I-680/Norris Canyon HOV Direct Ramps Project.

Public Workshop: March 22, 2012

Advance notice of the March 22 Public Workshop was provided to the public through a variety of different means. A postcard announcement was sent to 2,456 property owners, residents and business surrounding the proposed project area, and an email announcement was sent to 97 recipients, notifying them of a Public Workshop on March 22, 2012 from 6:30 to 8:30 pm at the San Ramon Community Center. The meeting notice was also advertised in the Contra Costa Times and posted on the CCTA website. Copies of the newspaper meeting notice and postcard announcement are included in Section IV of this report.

Project handouts and presentation materials were posted on the CCTA website after the workshop, including the project overview presentation and breakout group display boards listing public comments and the additional studies which will be undertaken to address them. A project information sheet and Frequently Asked Questions handout previously posted on the CCTA website were also handed out. Copies of project handouts and presentation materials from the meeting are included in Section IV of this report.

III. PUBLIC MEETINGS

Public Workshop: March 22, 2012

A public workshop was held on March 22, 2012 from 6:30 to 8:30 pm at the San Ramon Community Center for potentially impacted property owners, residents and businesses surrounding the proposed project area. The workshop was staffed by representatives from Caltrans, CCTA, and the City of San Ramon. Consultant staff included representatives from CH2M HILL and Circlepoint. At the workshop, the project team presented an overview of the project, followed by a question and answer period*. A project information sheet, Frequently Asked Questions and project comment cards were given to attendees. Breakout group display boards listed public comments, concerns, and the additional studies which will be undertaken to address them. One hundred and nine (109) property owners and residents signed in at the meeting. They were most interested in discussing project impacts and additional studies to be conducted during the environmental process; why Norris Canyon Road was chosen for the project; alternatives to build ramps at Executive Parkway or a no build option; and how to stop the project from moving forward. Community members were encouraged to provide written comments at the meeting or through the project email. A total of nineteen (19) written comments were submitted during the meeting. A summary of community member comments and questions received at the meeting is included in Section IV of this report.

*Due to attending community member requests, the originally planned format to hold individual breakout groups and gather additional public input on specific project concerns following the project overview presentation was replaced with a question and answer period.

IV. COMMENT SUMMARY

The following is a summary of the written public comments, and public comments and questions received during the March 22 Public Workshop. Copies of the original 19 comment sheets submitted during the meeting are included in the appendix for further review.

WRITTEN PUBLIC COMMENTS RECEIVED AT WORKSHOP

ALTERNATIVES

1. The primary plan should go to Bollinger Canyon if the Transit Center is to move there.
2. If Executive Parkway becomes the place, It doesn't go to the transit center in the future.
3. It seems to me that the exit to Executive Parkway is the most direct from 680 to the Bishop Ranch, AT&T and the existing Transit Center.
4. An exit at Executive Parkway would reduce the bus commute time & would reduce bus traffic on San Ramon Blvd.
5. If the exit is made at Executive Parkway, I think it should go east only (not west to San Ramon Blvd).
6. The Executive Parkway idea is flawed – will result in more noise, visual impact & pollution in the Twin Creeks (west side) area which already is excessive.
7. Why not build one HOV ramp from Executive Parkway, there are no homes there. It goes directly to the transit center.
8. I am in support of HOV on/off ramp at Executive Parkway. This option keeps Bishop Ranch traffic in Bishop Ranch.
9. If the objective is to help HOVs in and out of Bishop Ranch and the business case exists, Executive parkway is a more viable/relevant/acceptable option.
10. I do feel an on-off ramp at Executive Parkway would substantially reduce traffic at Crow & Bollinger exits.

BUS USAGE

1. The number of FULL buses does not even begin to justify this project.
2. How many buses are used during commute time?

COMMUNITY IMPACTS

1. Future land use is a concept to bear in mind here.
2. This is a project that is only benefitting the Bishop Ranch commuters.
3. I believe that this will also add UNSAFE conditions for this community.
4. It reduces the quality of life in San Ramon
5. The property values would also be adversely affected as they are close to the Norris Canyon intersection already.

HOV/TRANSIT

1. Having an HOV lane will not create more carpooling – so why should money be spent for exclusive use of a few.
2. Sadly, there is no evident/measurable case that shows a HOV ramp at Norris Canyon will alleviate traffic.
3. All we wanted was a carpool lane through San Ramon, not another on/off ramp in our city.
4. I do not want HOV on/off ramps at Norris Canyon. No study is needed!
5. I voted for Measure J – but I do NOT approve of HOV ramps being installed at Norris Canyon.
6. Do not develop Norris Canyon overpass to deal with HOV traffic.
7. I am not for a HOV lane in any respect.

MISCELLANEOUS

1. No real benefits to people in San Ramon who stay, work & live here.
2. Measure J was sold to the public which benefits all of Contra Costa County. This project only benefits Bishop Ranch.
3. Please have a non-partisan moderator/facilitator, would help with chaos.
4. The meeting would be much better taking questions from audience and to queue up speakers.
5. This Norris Canyon off ramp appears to be a bad rider on Measure J.
6. Suggestion is to work with small group of “vocal” residents and have them report back to the larger group.
7. We do not want the HOV overpass on Norris Canyon. It would have a negative impact on our community.
8. Meeting should start later (7:00) so more people could attend.
9. How do we STOP this project?
10. I don't feel it is necessary to put these HOV ramps at Norris Canyon.
11. I completely OPPOSE this project.
12. We don't want it! Stop now!
13. We do not want the project.
14. This project has no benefit to residents, especially the ones that use the current Norris Canyon Road.
15. I do not want these ramps! How can we stop this?
16. Measure J did not include agreement to build this specific ramp.
17. A project of this scope should not take 2 years to build.

PEDESTRIAN/BICYCLE

1. I avoid Norris Canyon from dusk to dawn – I've seen too many deer on or near the road. It's not safe.
2. Norris Canyon is our only safe crossing to Iron Horse School, the hospital and the park.
3. The Norris Canyon overpass is the only overpass that is safe for pedestrians and cyclists into Bishop Ranch. Many kids use this overpass to go to school at Iron Horse Middle School.
4. For the sake and safety of our kids – please do not do this to Norris – put it in Antioch, we don't want it.
5. For the safety of all our children – please do not change Norris Canyon.

PROCESS/FUNDING

1. This supposed problem does not need the \$102 million proposed budget to solve it. I have no interest in my tax dollars being wasted on this.
2. When there is no money to educate our children, how can you justify spending \$100,000,000 for something that is totally unnecessary.
3. It is not cost effective.
4. Why are we wasting this money?
5. Please supply analysis of Crow Canyon option and Bollinger Canyon option, with costs.
6. Just because the money is available does NOT make it mandatory to build it.

TRAFFIC

1. I'm not sure that the bus & commuter car traffic (HOV) would justify the cost of the exchange.
2. Keep the traffic off Norris all together.
3. The commute to Chevron is not affected by this exit (other than reducing traffic on Bollinger Cyn Rd).
4. I do not think using Norris Canyon interchange would be as direct for the commuter from 680, but would increase traffic on Norris Canyon.
5. Concerned about traffic impact on school commute for Iron Horse Middle School students who live west of I-680.
6. Concerned about congestion in general.
7. Include Iron Horse Middle School in traffic (including bike & pedestrian use) analysis.
8. More congestion on Norris Canyon.
9. Single car drivers will use this HOV lane to enter the freeway and then move over to fast lane, so will only add congestion also to Norris Canyon.
10. Use all this money to somehow fix traffic problem over freeway.
11. The Norris Canyon option would also increase traffic on the west side of the freeway.
12. The ramp on Crow Canyon is more than sufficient to handle current & future traffic flows.

PUBLIC COMMENTS AND QUESTIONS RECEIVED AT WORKSHOP

1. Where does the ridership data come from? (Community wants new data)
2. Where is the cost analysis for everything that was dismissed?
3. How can we stop this project? (asked several times)
4. If the City of San Ramon rescinds their support, will that stop the project?
5. San Ramon is listed as a project partner; are they or not?
6. Measure J is being used as a reason to move forward with the project but it's not; that is not how it was worded. Voting on Measure J did not approve the project on Norris Canyon.
7. Does Measure J mandate the money be spent HOV ramps/lanes?
8. Was Sycamore Canyon looked at as a possibility?
9. Will the EIR look at impacts for Executive Parkway equally?
10. What happens with the ramps during non-HOV hours, wherever they are located?
11. When you looked at Crow Canyon and Bollinger, they are very different; putting this project on Norris Canyon is impacting a neighborhood. Will you be looking at that?
12. Trouble trusting the process and the FAQ doesn't answer questions. We don't want this. Does it matter what we want, or will you still go through the process and do the study?
13. Have there been any precedents where a project has been stopped? If so, do you have to spend the money, and where does the money go?
14. Why are you only looking at Norris Canyon? This project doesn't benefit the community of San Ramon, only Bishop Ranch employees.
15. Why not expand Crow and Bollinger instead?
16. Have you taken the relocated transit center (in CSR Plan) into consideration?
17. Will the transit center eventually be moved onto Bollinger?
18. Will emergency vehicle access and response times be studied?
19. Will you look at the entire Norris Canyon Road, not just the intersection at I-680? We are interested in traffic on the entire road that our children ride to get to school.
20. Wouldn't this money be better spent making improvements to existing intersections on Crow Canyon and Bollinger?
21. I thought Measure J meant we would have a carpool lane from San Ramon to Danville. We don't need a new place to get on and off. Kids are there.
22. What is the hierarchy of the vote to approve this? Does our vote have more weight, or does Bishop Ranch?
23. Who makes the decisions on this project?
24. If we get this project cancelled, can the money be used to improve and increase bike/pedestrian safety on all three intersections instead?
25. We already experience daily what you are going to study. We don't need the studies because we live here. That's why we are frustrated.
26. The Government wants to change how I live my life (make me carpool). We are standing up and saying that we don't want to government to tell us how to live our lives.
27. You are meeting with the public. Are you also meeting with businesses and employees?
28. The project will cost \$102 million and you only have \$10 million now. How can you possibly get the rest of the money and stay within budget?
29. HOV lanes versus turning into HOT lanes. Will UPS, Toyota, and Chevron get to use these lanes because they have an exemption?

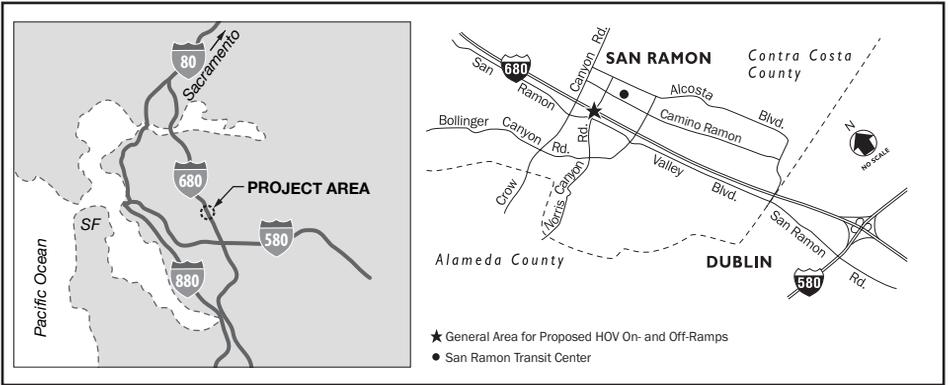
30. How do you plan to study current and future increases in pollution and noise that requires many details and equipment?
31. What are the criteria for determining the project is not safe during the study? How do you determine level of safety?
32. Concerns about adding more traffic signals. People have driveways, mailboxes, etc. with forecasting, you won't rip project down.
33. How much did the study cost? So much data (in PSR?) is wrong. How will you fix this? Where are the additional cars coming from? Are you going to fix the traffic study? * Additional/new studies as part of DED.
34. Go and sit at transit center and see how full they are and see how many busses there are during rush hour traffic. We want the studies cancelled. Just count the buses.
35. Report had three initial options, two (Bollinger and Crow Canyon) were rejected; Can you show us the numbers/data on those two options?
36. How was original HOV data collected?
37. You looked at Crow and Bollinger. What about the neighborhood and houses on Norris Canyon? Studies need to look at neighborhood impacts west on Norris.
38. Won't a light on the overpass cause HOVs to backup on the freeway?
39. What happens with the questions we submit?

V. APPENDIX

- **Contra Costa Times Newspaper Notice**
- **Direct Mailer Meeting Notice**
- **Meeting Materials**
 - **Agenda**
 - **Presentation**
 - **Frequently Asked Questions**
 - **Project Information Sheet**
 - **Public Comment Boards**
 - **Alternatives and Options Initially Considered**
 - **Refined Options Evaluated**
- **Sign-In Sheets**
- **Comment Forms**

I-680 NORRIS CANYON HOV On- and Off-Ramp Project

Notice of Project Scoping Meeting



WHAT'S BEING PLANNED: The California Department of Transportation (Caltrans), in cooperation with the Contra Costa Transportation Authority (CCTA), is proposing to construct on- and off-ramps connecting directly to and from the High Occupancy Vehicle (HOV) lanes along the center divider of the I-680 corridor at Norris Canyon Road. Caltrans will prepare an Initial Study (IS) and Environmental Assessment (EA) for the proposed project.

WHY THIS AD: Caltrans and CCTA, in concert with the City of San Ramon, completed a Project Study Report (PSR) for the I-680 Norris Canyon Road Project in March 2010. The public is invited to a scoping meeting, during which interested agencies and the public are invited to help identify the range of issues to be considered in the environmental document. Caltrans, CCTA and the City of San Ramon are coordinating the environmental review for this project. Their findings will be presented in the IS/EA documents that will be prepared.

WHERE YOU COME IN: A project scoping meeting will be held to provide information about the proposed project and give the public an opportunity to provide input on the scope of the environmental analysis. The meeting will be an open house format with a presentation and project staff available to address questions. Written comments will be accepted.

WHAT: An Open House
Project Scoping Meeting

WHEN: Tuesday, November 29, 2011
7:00 – 8:30 p.m.

WHERE: San Ramon Community Center
Terrace Room
12501 Alcosta Blvd
San Ramon, CA 94583

Scoping comments will be accepted through 5:00 PM, Friday, December 9, 2011. Please mail your scoping comments to:

Caltrans District 4
Attn: Cristin Hallissy, District Branch Chief
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

FOR MORE INFORMATION: For individuals with sensory disabilities, relevant portions of this document can be made available in Braille, large print, on audiocassette, or computer disk. Please contact Cristin Hallissy Caltrans District 4 Environmental Analysis Branch Chief at the address above, call (510) 622-8717, or use the California Relay Service, (800) 735-2929 (TTY) voice or 711.



CONTRA COSTA
transportation
authority



Notice of Project Scoping Meeting

WHAT'S BEING PLANNED: The California Department of Transportation (Caltrans), in cooperation with the Contra Costa Transportation Authority (CCTA), is proposing to construct on- and off-ramps connecting directly to and from the High Occupancy Vehicle (HOV) lanes along the center divider of the I-680 corridor at Norris Canyon Road. Caltrans will prepare an Initial Study (IS) and Environmental Assessment (EA) for the proposed project.

WHY THIS AD: Caltrans and CCTA, in concert with the City of San Ramon, completed a Project Study Report (PSR) for the I-680 Norris Canyon Road Project in March 2010. The public is invited to a scoping meeting, during which interested agencies and the public are invited to help identify the range of issues to be considered in the environmental document. Caltrans, CCTA and the City of San Ramon are coordinating the environmental review for this project. Their findings will be presented in the IS/EA documents that will be prepared.

WHERE YOU COME IN: A project scoping meeting will be held to provide information about the proposed project and give the public an opportunity to provide input on the scope of the environmental analysis. The meeting will be an open house format with a presentation and project staff available to address questions. Written comments will be accepted.

WHAT: An Open House
Project Scoping Meeting
WHEN: Tuesday, November 29, 2011
7:00 – 8:30 p.m.
WHERE: San Ramon Community Center
Terrace Room
12501 Alcosta Blvd
San Ramon, CA 94583

Scoping comments will be accepted through 5:00 PM, Friday, December 9, 2011. Please mail your scoping comments to:

Caltrans District 4
Attn: Cristin Hallissy, District Branch Chief
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

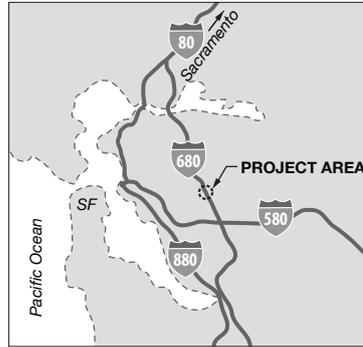


CONTRA COSTA
transportation
authority

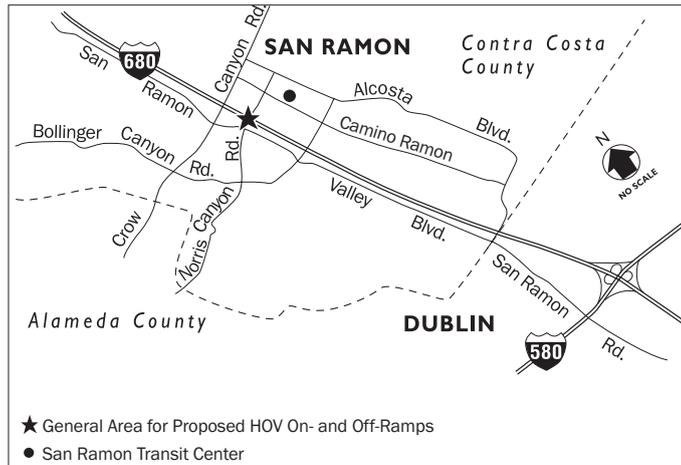


FOR MORE INFORMATION:

For individuals with sensory disabilities, relevant portions of this document can be made available in Braille, large print, on audiocassette, or computer disk. Please contact Cristin Hallissy Caltrans District 4 Environmental Analysis Branch Chief at the address on the other side of this notice, call (510) 622-8717, or use the California Relay Service, (800) 735-2929 (TTY) voice or 711.



Circlepoint
135 Main Street
Suite 1600
San Francisco, CA 94105



CONTRA COSTA
transportation
authority



Public Meeting Agenda



I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop



San Ramon Community Center, Fountain Room
12501 Alcosta Blvd, San Ramon, CA 94583
Thursday, March 22, 2012

AGENDA

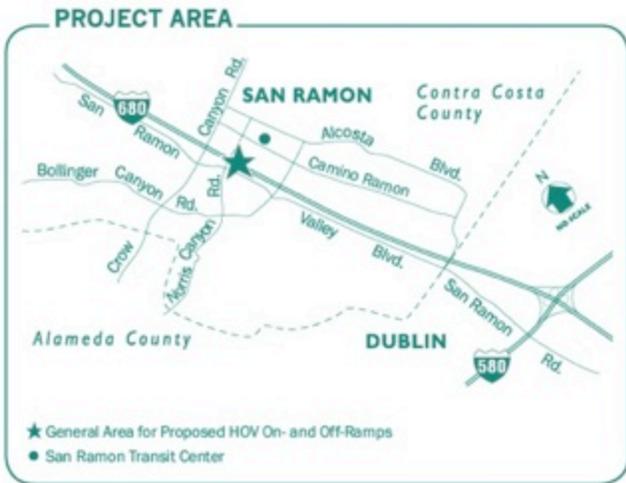
6:30 pm – 6:40 pm	Welcome and Introductions
6:40 pm – 7:10 pm	Overview Presentation
7:10 pm – 8:10 pm	Breakout Groups
8:15 pm – 8:30 pm	Wrap Up / Next Steps



If you would like to make comments about the proposed project, please complete a comment form and return to staff tonight. Comment forms can also be mailed at your convenience (to email or physical address on card).



Thank you for your participation in tonight's meeting.



I-680/Norris Canyon Direct HOV Ramps Project

Overview Presentation
March 22, 2012



Project Partners



Lead Agency



CONTRA COSTA
transportation
authority

Sponsoring Agency for Funding
Implementing Agency for Project



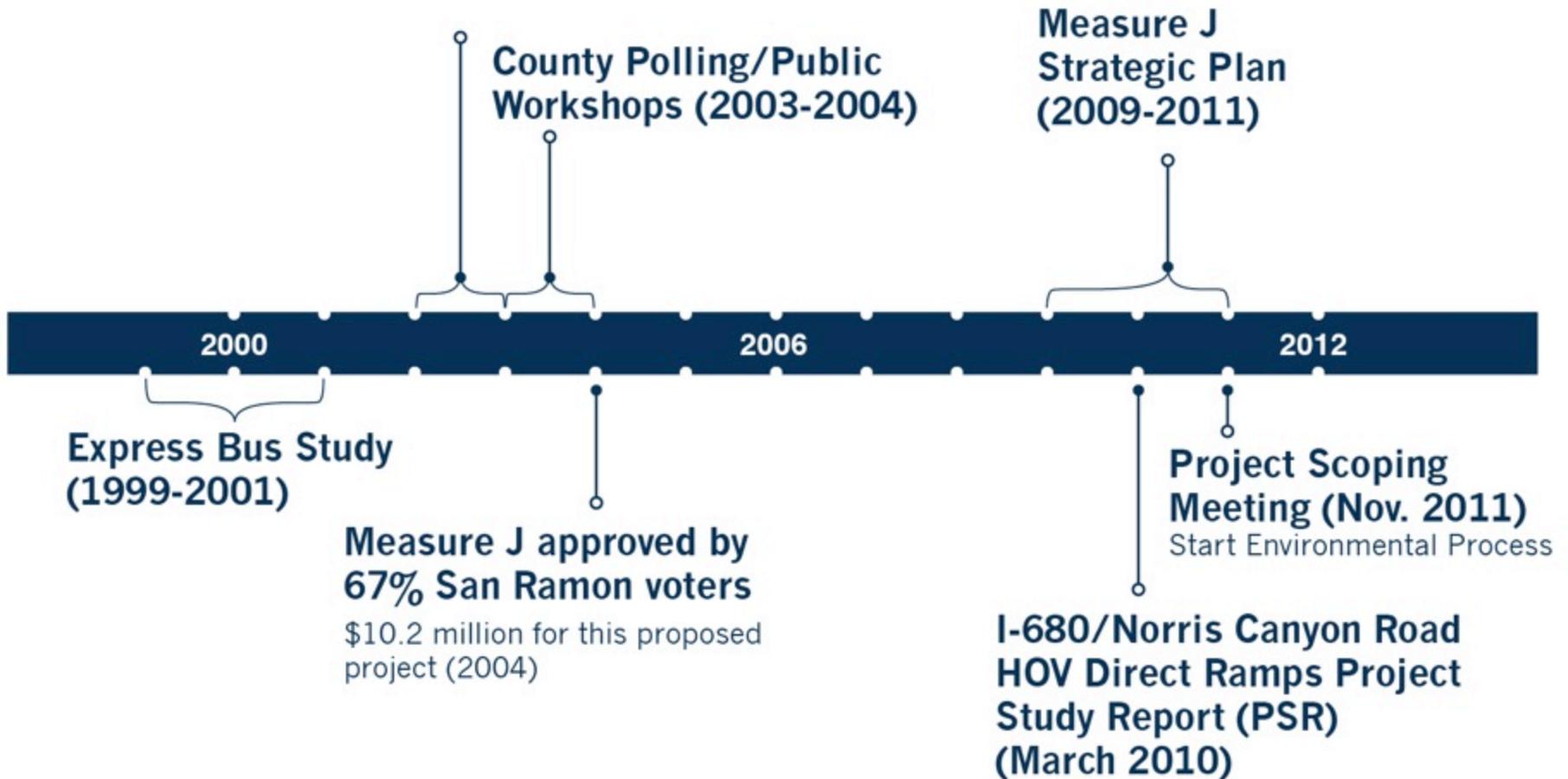
City of San Ramon

Local Partner for Project

Background

I-680 Investment Options Analysis (2002-2003)

Direct HOV Ramps one component of Express Bus HOV Package

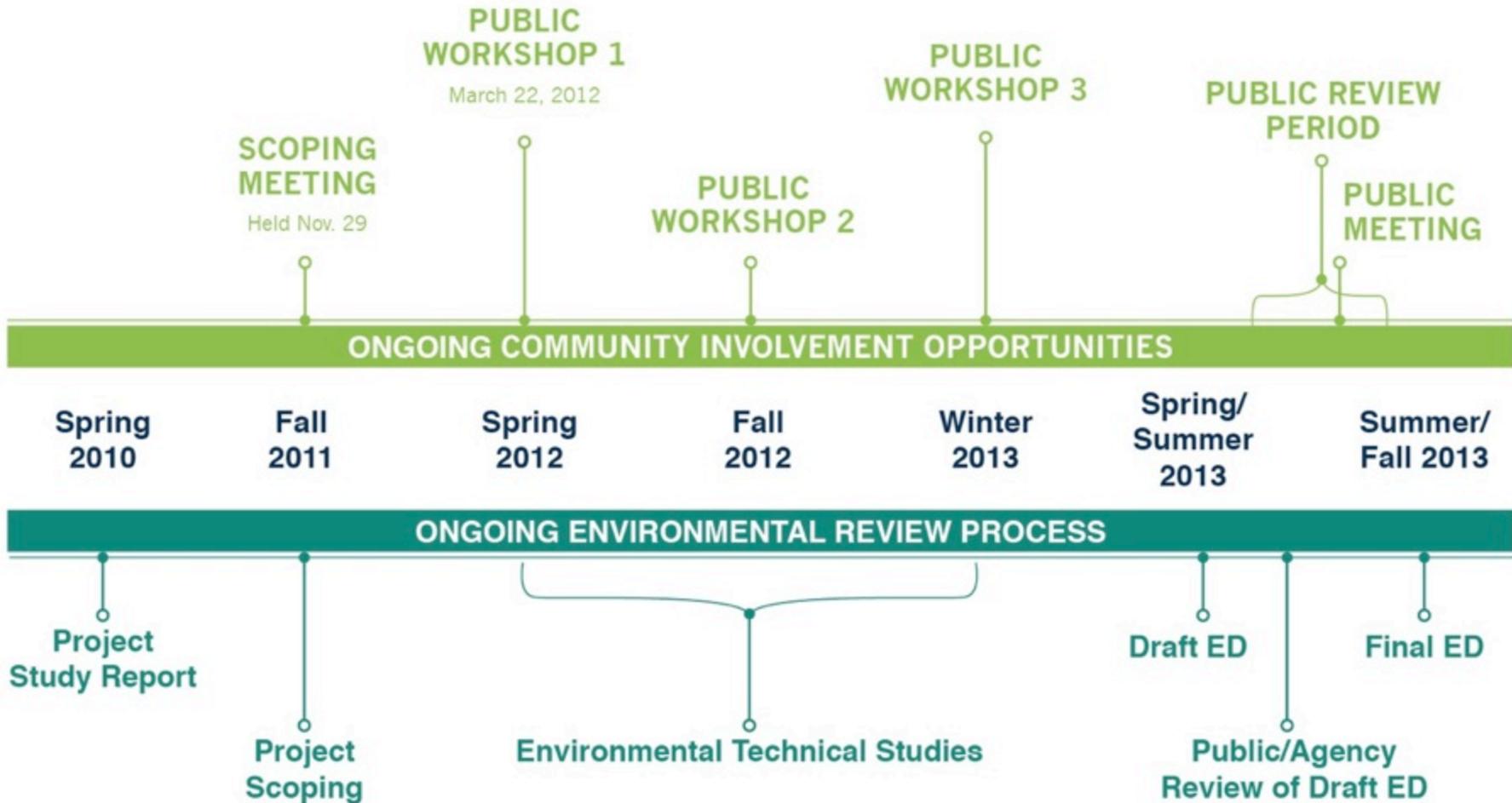


Measure J Community Benefits

In addition to funding for several improvements along the I-680 corridor from Walnut Creek to Dublin, Measure J provides San Ramon with:

- Carpool, Vanpool and transit incentives
- Student transit/carpool incentives
- TRAFFIX school bus service
- Local street maintenance and improvement funds

Community Involvement Plan



Employment



San Ramon is a major employment center in the East Bay

- Current Employment Estimate = 40,000
- Future Employment Estimate = 50,000+

Source: ABAG 2009

Carpool Use



On I-680 Through San Ramon:

- Morning Rush Hour = 2,020 carpools (4,848 people)
- Evening Rush Hour = 2,420 carpools (5,808 people)

Going through local Interchanges:

- Crow Canyon in the Morning = 750 carpools (1,800 people)
- Crow Canyon in the Evening = 1,100 carpools (2,640 people)
- Bollinger Canyon in the Morning = 640 carpools (1,536 people)
- Bollinger Canyon in the Evening = 720 carpools (1,728 people)

Source: I-680/Norris Canyon Road HOV PSR, 2009 (2005/2006 data)

Vanpools and Transit Use



Vanpools

- Between 40-50 vanpools serving San Ramon businesses
- Carry 500+ people to and from San Ramon every morning and evening rush hour

Transit

Three main bus lines through San Ramon:

- Carry about 275,000 people every year
- Carry 1,000+ people every week day

Source: I-680/Norris Canyon Road HOV PSR, 2009 (2005/2006 data)

Reducing Congestion & Regional Plans

Crow Canyon & Bollinger Canyon Interchanges

- Heavily congested
- Backups overflow onto I-680 Mainline

HOV Direct Access

- Reduce Travel Times
- Improve Schedule Reliability
- Promote Ride Sharing

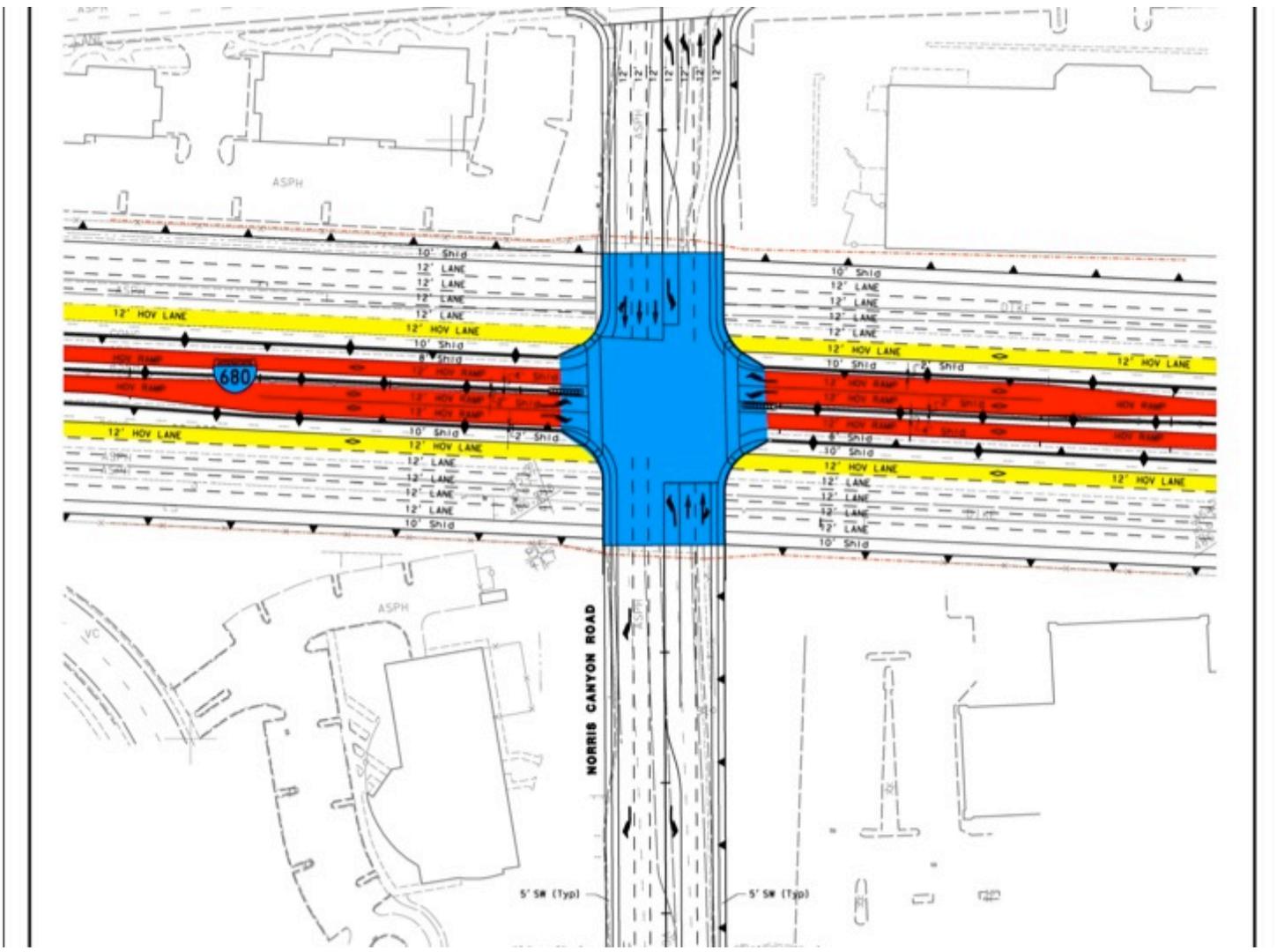
Regional Plan Consistency

- Regional Transportation Plan
- Regional HOV Master Plan
- Measure J

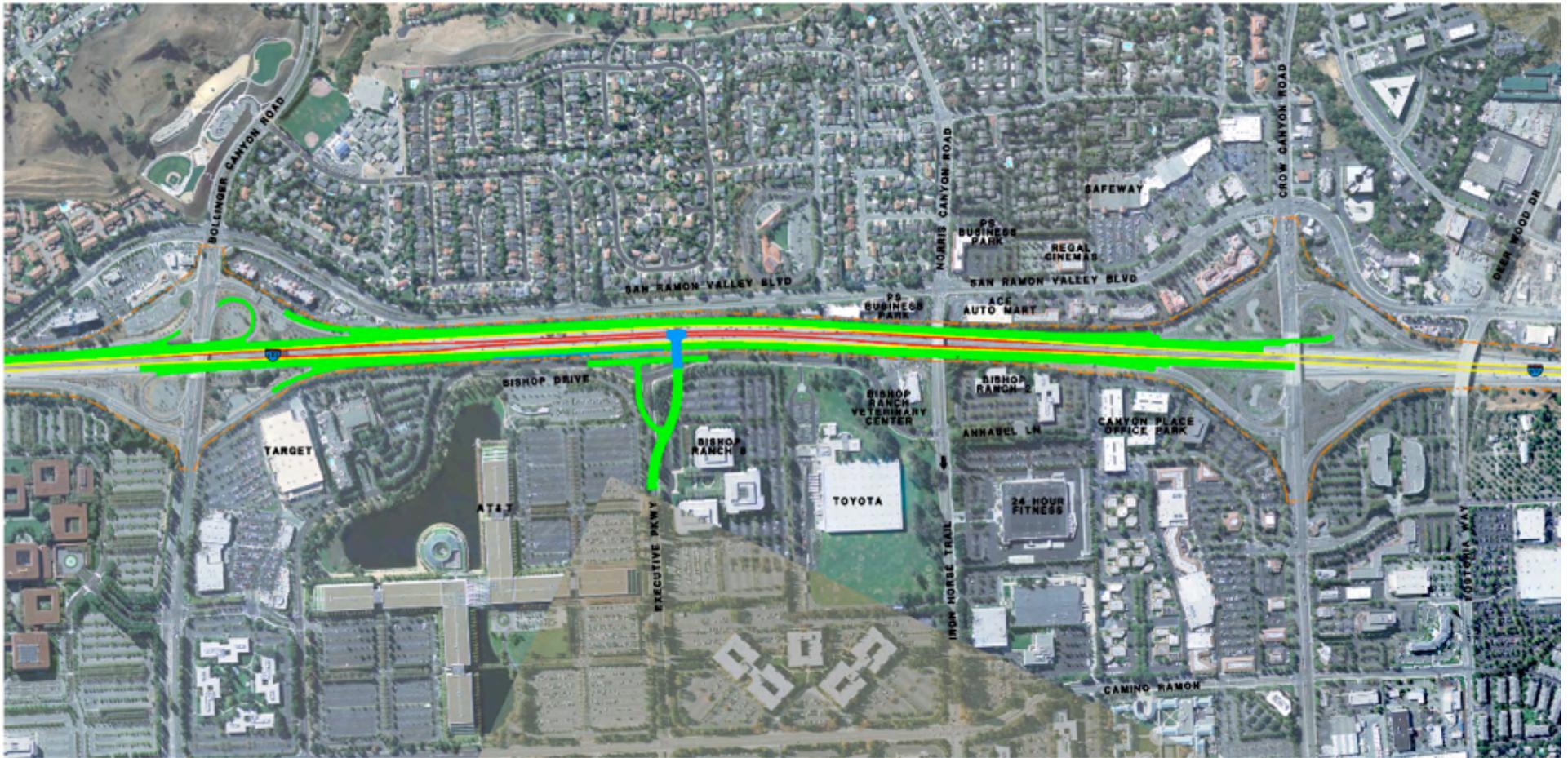
Preliminary Project Layout at Norris Canyon



Example: Norris Canyon Ramp Intersection



New Alternative at Executive Parkway



Example: HOV Direct Ramp in Kirkland, WA



Environmental Document

1 Technical Studies

Transportation/Traffic



Hydraulics/Hydrology

Community Impact Assessment



Cultural Resources

Biological Resources/Wetland Delineation



Visual Impacts

Air Quality

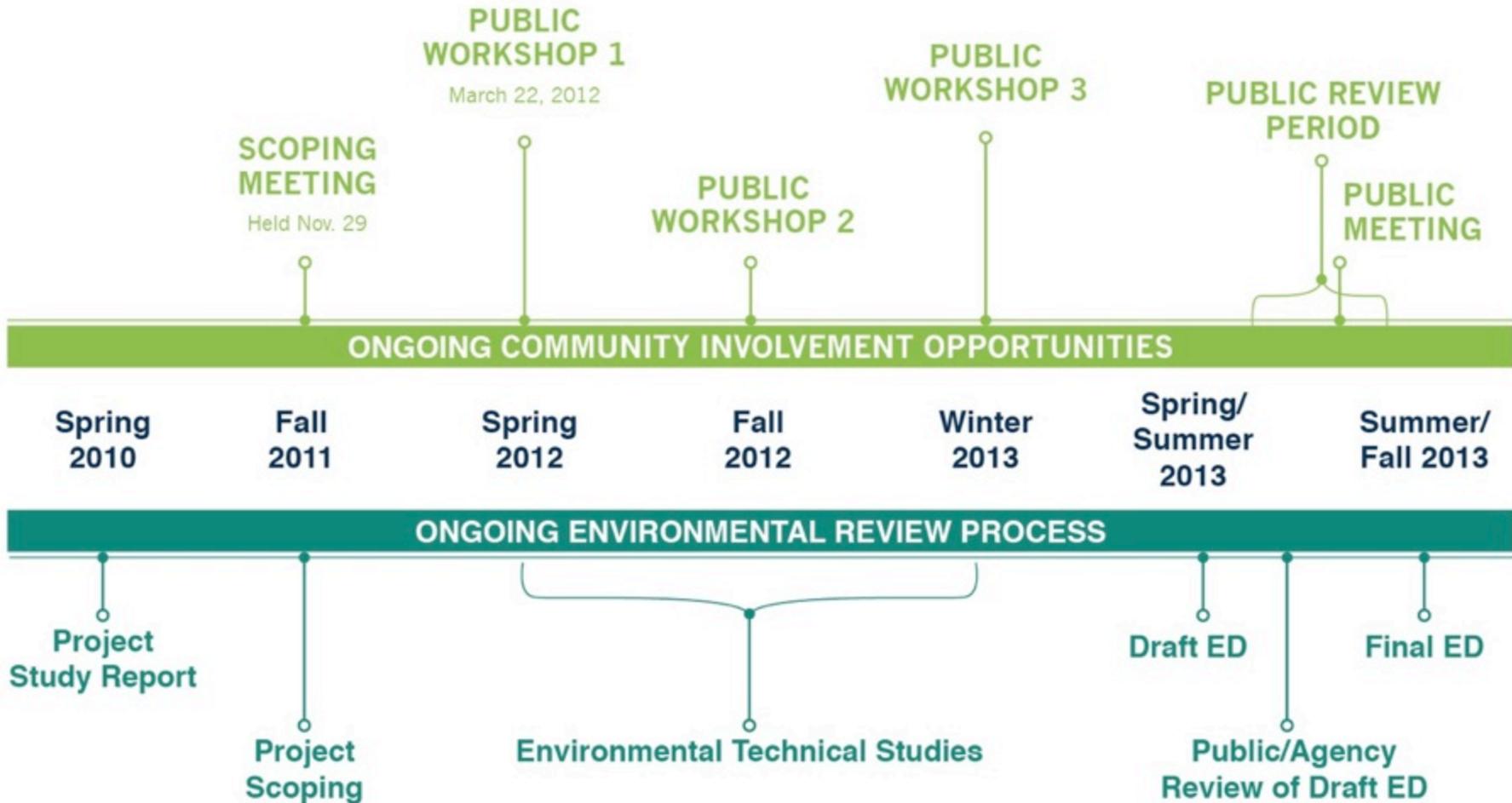


Noise

2 CEQA: Environmental Impact Report (EIR)

3 NEPA: Environmental Assessment (EA)

Community Involvement Plan



Workshop Overview

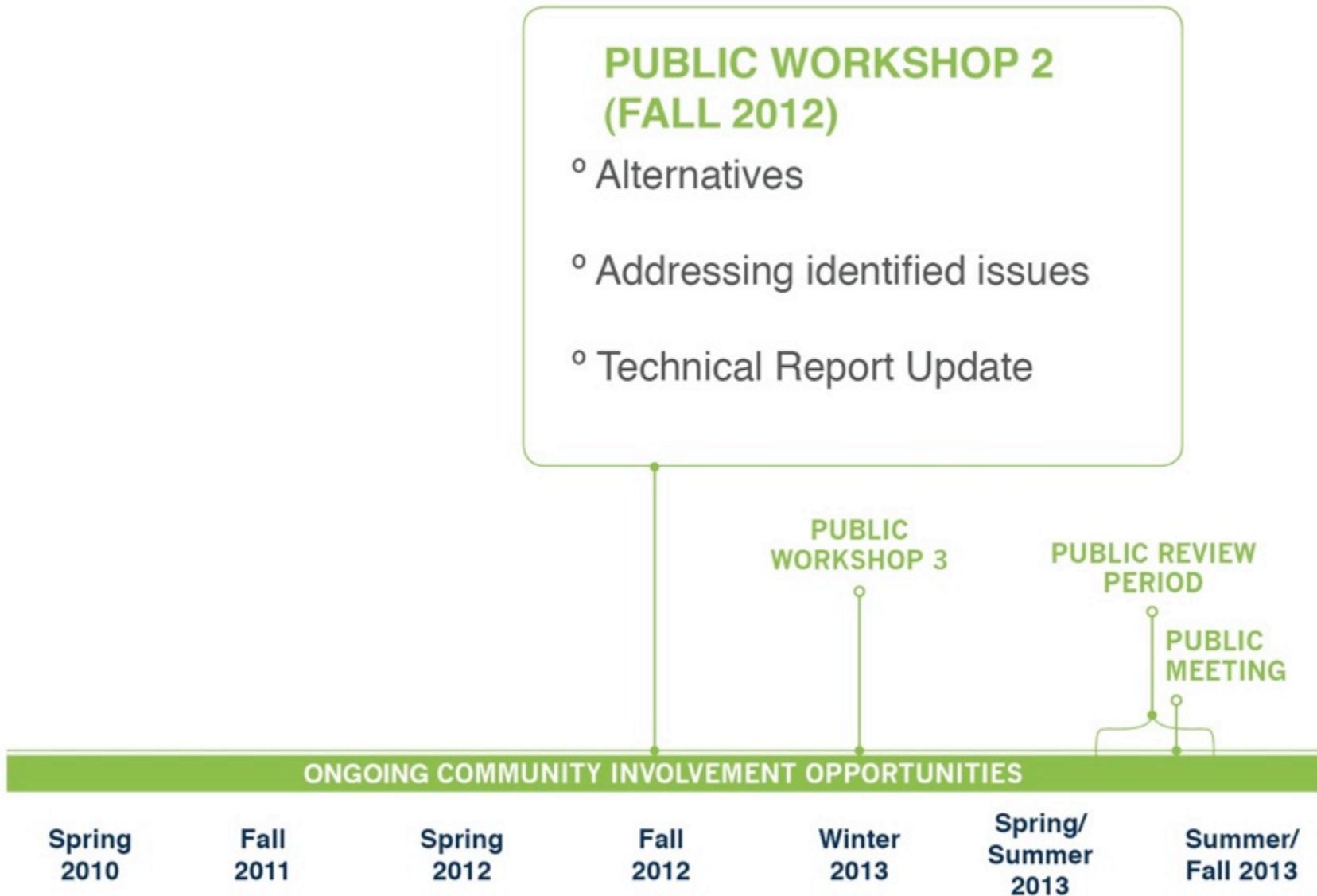
- 1** Traffic/Transportation
- 2** Community/ Visual Impacts
- 3** Air Quality/Noise
- 4** Bike/Pedestrian Safety

Workshop #1 Report

PUBLIC WORKSHOP 1

- ° Top Priorities
- ° New Things Learned

Next Steps



Contact

Where can I go for more information?

- 1** Call the Contra Costa Transportation Authority (CCTA): **(925) 256-4700**
- 2** Go to: **www.ccta.net**
- 3** Email: **norriscanyonhovproject@gmail.com** to ask questions or be added to our project mailing list.



I-680/ Norris Canyon HOV Direct Ramps Project

Frequently Asked Questions

Why is a project like this being considered?

In 2004, Contra Costa voters approved Measure J, which continued the Contra Costa half-cent transportation sales tax program to 2035. The Measure was approved by 67 percent among those who voted in San Ramon. The Measure J Expenditure Plan includes a project titled I-680 Carpool Lane Gap Closure/Transit Corridor Improvements. This project will provide funding for significant improvements along the I-680 corridor. An I-680 Investment Options study completed in 2003 identified the I-680 project to be beneficial to improvements along the I-680 corridor. One component of the improvements is the addition of High Occupancy Vehicle (HOV) access to I-680 for travelers in San Ramon. HOVs include buses, carpools and vanpools.

What will this project do?

The purpose of the project is to promote and facilitate carpooling, vanpooling and transit use by improving freeway access for transit and HOVs traveling into and out of San Ramon. Residents and commuters will have access to the HOV ramps. The project is consistent with the intent of State Legislation (SB 375) to reduce green house gas emissions, and vehicle congestion, improve air quality and increase the use of HOVs. The Contra Costa Transportation Authority (CCTA) and the City of San Ramon also encourage carpooling, vanpooling and the use of transit as ways to reduce congestion on local roadways, improve air quality, reduce fuel consumption and improve the overall quality of life in our communities. In addition, the project may enhance west-east connectivity for pedestrians and bicyclists if the Norris Canyon alternative is built.

Who is working on this project and what are their roles?

The CCTA is the project sponsor, and is working in cooperation with the Department of Transportation (Caltrans), who is the lead agency for the Environmental Document. The City of San Ramon is a partner agency facilitating the public outreach effort.

Has the project already been approved?

No, the project has not been approved. The CCTA, Caltrans and the City of San Ramon are beginning the project development and environmental review process that will take place over the next year and a half (through fall 2013). Once project development and environmental review is complete, CCTA, City of San Ramon and Caltrans will decide whether to proceed with the project. The project design will only proceed at this point – after the Final Environmental Document is released and approved. Project construction would begin in the winter 2016 at the earliest, pending the availability of funding.

What alternatives are being studied?

The alternatives being studied include:

1. The addition of on- and off-ramps for HOV and transit use at Norris Canyon Road, including enhanced pedestrian/bike facilities on the overpass.
2. The addition of on- and off- ramps for HOV and transit use at Executive Parkway
3. A “no build” alternative

Who is Funding the Project?

The project is included in Contra Costa Measure J approved by Contra Costa voters in 2004. The project would be funded through a variety of sources, including \$10.2 million from Measure J with the remainder from other State and Federal funding sources. No local funds are required from the City of San Ramon for this project.

Won't this project create a car centric/drive through environment in our community?

Making it easier and more attractive to carpool, vanpool and use transit would result in just the opposite. Studies show that increased carpooling, vanpooling and transit use results in less single-occupant vehicle trips and reduces overall congestion.

Won't the project increase noise, congestion, accidents, pollution, crime and pedestrian/bike safety?

The project is consistent with the intent of State Legislation (SB 375) to reduce vehicle congestion, air pollution and increase the use of HOVs. By conducting a project development and environmental review process, CCTA, Caltrans and the City of San Ramon will determine any potentially significant impacts the project may have on the community. The environmental study will thoroughly evaluate all three (3) alternatives, study potential impacts, and identify ways to avoid, reduce or minimize impacts to acceptable levels. At the end of this process, one of the three alternatives will be chosen. A “no build” alternative may be chosen.

What has happened so far?

The CCTA, City of San Ramon and Caltrans completed a Project Study Report (PSR) in March 2010. However, completion of the PSR does not approve the project for construction. The PSR determines the scope, schedule and estimated cost of the project and allows proceeding with the project development and environmental review phase.

A scoping meeting was held in November 2011 to provide information about the proposed project and receive public input on the range of issues to study during the environmental analysis. Scoping does not result in the ultimate decision about a project or selection of an alternative – it is one of the beginning stages of the overall process to initiate the study of a proposed project.

What happens next?

The CCTA, City of San Ramon and Caltrans will conduct a series of workshops over the next 9-12 months to receive input and feedback during the project development and environmental review process. Engineering and environmental technical studies will be conducted at the same time to evaluate a wide range of topics and issues including traffic, noise, air quality, and community impacts.

This information will be documented in a Draft Environmental Document (Draft ED), which will be made available to the public for review and comment (anticipated in spring 2013). The public will be encouraged to review the Draft ED and submit written comments on the project during this time. A public meeting will also be held, allowing for additional public comments to be submitted.

Once the public comment period for the Draft ED is complete, the next step is to prepare a Final ED which addresses all of the comments received on the Draft ED. The Final ED must also define the “preferred alternative” that the lead agency recommends among all the alternatives considered. The chosen alternative is identified as the most suitable to meet the project’s purpose and need. This could be an action (build) alternative or the “no action” (no-build) alternative. Publication of the Final ED is anticipated to occur in late 2013.

How can I get involved?

Conducting an open process that provides multiple opportunities for community involvement is a key goal of the CCTA, City of San Ramon and Caltrans. A series of workshops will be held over the next 9-12 months to receive input and feedback during the project development and environmental review process. These meetings will be widely publicized in the community and everyone is encouraged to attend. In addition to the workshops, there will be a formal public review period for the Draft ED during which the community will be encouraged to review the Draft ED and provide written comments and input.

Where can I go for more information?

Go to www.ccta.net

Call the CCTA at (925) 256-4700

Email norriscanyonhovproject@gmail.com to ask questions, request information, or be added to our project mailing list.

I-680/NORRIS CANYON

HOV DIRECT RAMPS PROJECT

WHAT IS THE NORRIS CANYON HOV PROJECT?

The Norris Canyon HOV Project is part of a regional plan to improve mobility in the I-680 corridor. Funded by the Contra Costa Transportation Authority Measure J Expenditure Plan, the project will bring High Occupancy Vehicle (HOV) lane access to residents of San Ramon. HOVs include buses, carpools and vanpools.

WHY HOV?

The goal of the proposed Norris Canyon HOV Project is to provide several improvements to our existing transportation infrastructure, including:

- Direct access for transit vehicles and HOVs to and from San Ramon destinations, including the San Ramon Transit Center
- Reduced weaving across multiple freeway lanes by transit vehicles and HOVs entering or exiting the freeway
- Improved travel times for transit vehicles and HOVs
- Improved local and regional transit/HOV links
- Project is consistent with local and regional transportation plans and planned HOV improvements in the I-680 corridor

Let's Get Involved!



SCOPING MEETING

Held Nov. 29

WORKSHOP 1

- Project and process overview
- Information on comments received and how they will be addressed

WORKSHOP 2

- Issues of concern to address
- Technical report information
- Findings on areas of concern
- Alternatives

ONGOING COMMUNITY INVOLVEMENT OPPORTUNITIES

Spring 2010

Fall 2011

Spring 2012

Fall 2012

ONGOING ENVIRONMENTAL REVIEW PROCESS

PROJECT STUDY REPORT

An engineering planning document that confirms the scope, schedule and estimated cost of a project.

A Project Study Report (PSR) does not approve a project for construction.

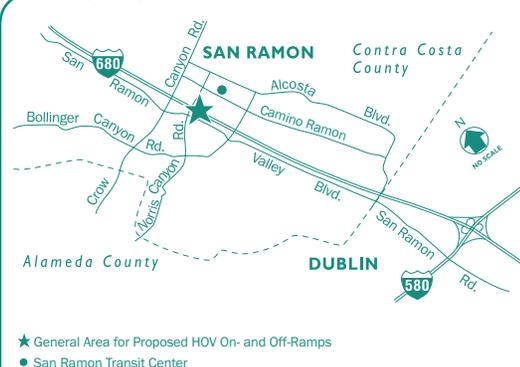
PROJECT SCOPING

A public process where agencies and the public are invited to help identify the range of issues to be considered in an environmental document for a proposed project. Scoping does not result in the ultimate decision about a project or selection of an alternative.

ENVIRONMENTAL TECHNICAL STUDIES

The various studies undertaken as part of the environmental review process to address issues such as traffic, environment and project alternatives. The period of environmental technical studies for the Norris Canyon HOV Project will continue until the Draft ED is published for public review in spring 2013. The results of these studies are incorporated into the Draft and Final ED.

PROJECT AREA:



HOW DOES THE PROCESS WORK?

The Contra Costa Transportation Authority (CCTA) is project sponsor for the environmental process. The Department of Transportation (Caltrans) is the lead agency for the Environmental Document, and the City of San Ramon is a supporting partner agency. Together, they completed a Project Study Report (PSR) for the Norris Canyon HOV Project in March 2010. A PSR does not approve a project for construction. A project scoping meeting was held in November 2011 to provide information about the proposed project and receive public input on the issues to study during the environmental process.

The next steps in the process involve conducting environmental technical studies and preparing a Draft Environmental Document (ED) for public review in spring 2013. A Final ED is anticipated to be published in summer 2013. Following approval of the Environmental Document and project design, construction of the estimated \$102 Million project would take place from winter 2016 to fall 2017, pending funding availability.

WORKSHOP 3

- Explore project alternatives
- Prepare for Draft ED



PUBLIC REVIEW PERIOD

Public review of the Draft ED for the Project will last approximately **45 days**. During this time, members of the public are encouraged to review the Draft ED and submit written comments.

PUBLIC MEETING

A public hearing to discuss the Draft ED will be held during the public review period, allowing time for additional public comments to be submitted prior to publishing the Final ED.

I-680/NORRIS CANYON

HOV DIRECT RAMP PROJECT

HOW CAN I GET INVOLVED?

Conducting an open and transparent process that provides multiple opportunities for community involvement is a key goal of the project. Members of the public are encouraged to participate during a series of three public workshops to be held over the next year.

The purpose of these workshops will be for community members to learn more about the proposed project and environmental review process, provide an opportunity to give feedback about issues of concern, and discuss potential alternatives to be studied. The first workshop is being planned for spring 2012, followed by workshops in fall 2012 and winter 2013.

WHERE CAN I GO FOR MORE INFORMATION?

Call the Contra Costa Transportation Authority (CCTA): **(925) 256-4700**

Go to: **www.ccta.net**

Email: **norriscanyonhovproject@gmail.com** to ask questions, request information, or be added to our project mailing list.



ONGOING COMMUNITY INVOLVEMENT OPPORTUNITIES

Winter 2013

Spring/Summer 2013

Summer/Fall 2013

ONGOING ENVIRONMENTAL REVIEW PROCESS

ENVIRONMENTAL TECHNICAL STUDIES

KEY ISSUES TO ADDRESS:



HOV/
Transit



Bike &
Pedestrian
Safety



Environment



Project
Alternatives



Traffic

DRAFT ED

The purpose of the Draft Environmental Document (ED) is to identify and analyze any environmental impacts that may result from the alternatives, including impacts to traffic, air quality and noise; whether they are potentially adverse or beneficial, and allow for the public to review and comment on the document. Measures to mitigate adverse environmental impacts are also studied in the Draft ED.

PUBLIC/AGENCY REVIEW OF DRAFT ED

Comments received after the Public Meeting or during the Public Review Period are analyzed and incorporated into the Draft ED.

FINAL ED

After the public comment period for the Draft ED, the next step is to prepare the Final ED. The Final ED addresses and responds to all of the comments received on the Draft ED.

In addition, the Final ED must also define the "Preferred Alternative" that the lead agency recommends among all the alternatives considered. The chosen alternative is the one that meets the project's purpose and need.



CONTRA COSTA
transportation
authority



TRAFFIC/TRANSPORTATION



COMMENTS*

HOV LANES/USAGE

1. Will it provide access to all during HOV/non-HOV hours?
2. HOV lanes are already congested during peak hours.
3. The amount of people who will use HOV's does not make the project worth the money that is spent.
4. This does not warrant an HOV on/off ramp.
5. What are the hours of HOV, Bus, Carpool & Vanpool operational access to the ramps?
6. How will the on/off ramps be monitored to "police" those vehicles that abuse them?
7. How many HOV's, Buses & Vanpools are currently in need of this on/off ramp?
8. Quantify the expected HOV traffic volume you anticipate will be using this limited access off ramp.
9. Open the HOV ramps only during weekday peak times, close rest of time.
10. How many people live in San Ramon vs how many commute to Bishop Ranch/San Ramon?
11. How many people does this impact commuters vs. community?
12. This project only benefits the commuters coming and going to San Ramon.
13. I have seen no research about how these ramps will alleviate I-680 congestion, or serve the majority of San Ramon residents, that do not car pool, and that do not use public transportation.
14. San Ramon and the surrounding communities historically do not make use of carpooling much.
15. When you study the traffic impacts of the HOV ramps at Norris Canyon crossing it is important that you not only compare the existing traffic conditions in San Ramon against the future HOV use but you need to go further.
16. HOV Ramps should be available for use by UPS trucks.

ADDITIONAL STUDIES/ INFORMATION

Carpools*

On I-680 through San Ramon:

- Morning Rush Hour = 2,020 carpools (4,848 people)
- Evening Rush Hour = 2,420 carpools (5,808 people)

Going through Local Interchanges:

- Crow Canyon in the Morning = 750 carpools (1,800 people)
- Crow Canyon in the Evening = 1,100 carpools (2,640 people)
- Bollinger Canyon in the Morning = 640 carpools (1,536 people)
- Bollinger Canyon in the Evening = 720 carpools (1,728 people)

Vanpools*

- Between 40 – 50 vanpools serving San Ramon businesses
- Carry 500+ people to and from San Ramon every morning and evening rush hour

* Source: I-680/Norris Canyon Road HOV PSR, 2009 (2005/2006 data)

TRAFFIC/TRANSPORTATION



COMMENTS

ADDITIONAL STUDIES/ INFORMATION

TRAFFIC

1. Will prevent access for San Ramon residents.
2. Ramps should be open to all vehicles.
3. In the presentations it was said the hardest thing for a bus driver to do is to move right to get off an off ramp from the HOV lane and that is absurd. They should be taught how to better drive to exit on the right!
4. There are safety issues which 'exist' from other than the right-most lane.
5. The ramp design is inherently dangerous in for freeway traffic because vehicles will be entering the ramp from the center lane at high speed and come to a stop at the top in order to turn right or left onto Norris Canyon Road.
6. Traffic flow testing should be done; ask businesses to do survey about change.
7. Add one or two more off-ramp lanes and better traffic light timing.
8. Add metering lights at Bollinger and Crow Canyon to reduce the high volume of cars exiting.
9. Limit the access to the east side, minimizing the impact on the residential neighborhoods and making it less dangerous for pedestrians to cross the freeway ramps.
10. Only allow traffic from off ramp to run onto Norris Canyon toward office park.
11. High capacity infrastructure (if done well) such as HOV lanes, bike lanes, or rail can get many more people per hour through the same corridor.
12. Our valley needs better transportation infrastructure and leaving things unchanged or adding more of the same will not make things better.
13. Have you considered adding the lanes to the existing exits - Crow Canyon or Bollinger?
14. Suggest you put a large scale, bird's eye view of what the Norris interchange will look like and the flow of traffic on the web site. Where will passenger cars be for those just going from SRV Blvd to Alcosta be?

The traffic study will:

- Look at AM, mid-day and PM operating conditions on I-680 from north of Crow Canyon to south of Bollinger Canyon
- Include all ramps at the Crow Canyon, Bollinger Canyon, and proposed interchange
- Be expanded to include portions of Crow Canyon, Norris Canyon, Executive Parkway, Bollinger Canyon, San Ramon Valley Boulevard, Bishop Drive, Camino Ramon and Alcosta

Existing conditions data comes from:

- Collecting new (or compiling from other sources) traffic volumes for the freeway, ramps, arterial and intersections
- Carpool data collected for selected ramps
- Annual vanpool and transit ridership data
- A count of UPS vehicles has been conducted
- Current approach to looking at proposed project impacts assumes no change in travel mode choice and redistributes the route taken by transit and carpools

Future conditions data will:

- Look at 2020 and 2040 traffic forecasts using CCTA's countywide travel demand model and regionally agreed-upon population and employment growth numbers

TRAFFIC/TRANSPORTATION



COMMENTS

BUS USAGE

1. Buses in the area are empty in the lunch hour.
2. Will slow down buses.
3. I drive the carpool lane to W.C. Bart each morning and do not observe many people on the buses.
4. How many buses does this serve?
5. The people taking the buses do not live here and don't care.
6. If the transit center moves closer to 680 does the Norris Canyon Ramp become obsolete?
7. There are not that many buses that go by.
8. How many buses travel to and from SR on any given day?
9. Implement a citywide bus system to get more cars off road during peak hour.
10. Add more buses during peak driving times (multiple smaller buses)

ADDITIONAL STUDIES/ INFORMATION

Buses/Transit*

Three main bus lines through San Ramon:

- Carry about 275,000 people every year
- Carry 1,000+ people every weekday
- Recommended HOV and Express Bus improvement strategy included in Measure J approved by 67% of San Ramon voters

Future conditions data will:

- Look at 2020 and 2040 traffic forecasts using CCTA's countywide travel demand model and regionally agreed-upon population and employment growth numbers

* Source: I-680/Norris Canyon Road HOV PSR, 2009 (2005/2006 data)

TRAFFIC/TRANSPORTATION



COMMENTS

ADDITIONAL STUDIES/ INFORMATION

BART/LRT ALTERNATIVES

1. Ramp will eliminate possibility of light rail.
2. Adding this ramp structure in the middle of I-680 will eliminate any possibility of using the corridor median for a light rail transit system in the future.
3. The I-680 Investment Options Analysis Final Report included an option #5 for a “Light Rail in the I-680 Median.”
4. The fourth alternative would be the e-BART system down the center of I-680.
5. The EIR has to look at other alternatives if you are interested in real solutions to our future traffic in San Ramon. The e-BART system is such an alternative solution.

- BART/LRT options estimated to cost \$3.5 – 5.3 Billion (2003 \$)*

**(See alternatives and options initially considered and evaluated)*

OTHER ALTERNATIVES

1. Relocate Transit Center closer to an existing freeway access point.
2. Better on/off ramp at Alcosta and SRV Blvd.
3. Ramp at Executive Parkway.
4. Center ramp system at Fostoria Way.
5. Alternative directing only HOV traffic east to Executive Parkway/Transit Center.
6. You should be looking at alternatives such as a better smooth on/off ramp at Alcosta and SRV Blvd.
7. No alternative. Most viable option.

- Executive Parkway alternative will be studied in the environmental document

Bike/Pedestrian Safety



COMMENTS

1. Major concern is the safety of Jr. High students crossing at Norris Canyon.
2. Concerns are for the impact on N.C. road for pedestrians and bike lanes.
3. Safety to peds and bikes.
4. I am concerned that the only access from the west side of SRV Blvd to the east side will become more dangerous for pedestrians + bicyclists.
5. Impact of safe pedestrian and bicycle lanes along Norris West to East.
6. Adversely affect students/children who use road to go to school.
7. Will be dangerous for crossing, walking, riding bike.
8. Is already a safe road now.
9. Install pedestrian/bicycle overpass bridge over the HOV ramp system.
10. Build a pedestrian bridge near Norris Canyon Road or Executive Parkway for children who walk to Iron Horse Middle School, bicyclists traveling to the Iron Horse Trail, and other pedestrians.

ADDITIONAL STUDIES/ INFORMATION

- The traffic study will examine existing and projected bike/pedestrian usage
- A Norris overcrossing bike/pedestrian count will be conducted in spring



Noise, Air and Visual



COMMENTS

1. Air quality will be affected.
2. Cause more pollution.
3. Concerns for noise.
4. Appearance does this diminish the views/value of the roads and surrounds?
5. Will alter Norris Canyon Rd/I-680 view shed.
6. Vegetation line on bridge over I-680 will be negatively affected.
7. The off-ramp is extremely unsightly.
8. Aesthetics for the road?
9. Will need different view-points of 'streetscape' visual impacts.
10. Do not want to lose trees and congest traffic for buses that are not used.
11. San Ramon's air quality has diminished and I now have severe asthma due to the air pollution. Promote teleconferencing and telecommuting, not more commuting.

ADDITIONAL STUDIES/ INFORMATION

- The noise study will analyze temporary (construction-related) and permanent noise and vibration impacts that may be associated with both project alternatives
- The air quality study will look at existing and future air pollutant emissions (with and without the project), including an analysis of proposed and projected growth
- The project area is located in a designated non-attainment area for PM 2.5 and a hot spot analysis will be conducted
- A Visual Impact Assessment will include visual simulations of what both project alternatives would look like after construction

Community Impacts



COMMENTS

1. Will bring more crime/criminal activity.
2. Trees will be cut down.
3. There are homes on the west side!!
4. Will reduce property values.
5. Will cause more development everywhere.
6. Projected growth of valley warrants this project?
7. There will be serious growth inducing impacts.
8. Smart growth planning needed.
9. Project will change local community/quality of life.
10. Should focus on creating more jobs.
11. This project will result in serious consequences for our city.
12. Project aimed to help businesses only.
13. Is the consideration more for Bishop Ranch?
14. I would much rather see my tax dollars spent on repaving all of 680.
15. Those of us who live near Norris Canyon will be adversely affected by this.
16. Net economic benefit needs to be analyzed and verified.
17. Need a "community impact study".
18. How many people in San Ramon will this project help?
19. What study has been conducted on potential new crime brought into the neighborhood because of this new access?
20. Afraid of easy access for criminals to enter San Ramon into residential neighborhoods.
21. When will schematics of the plans be made available to the public?

ADDITIONAL STUDIES/ INFORMATION

Employment Estimates*

San Ramon is a major employment center in the East Bay

- Current San Ramon Employment = 40,000
- Future San Ramon Employment = 50,000 +

**Source: ABAG 2009*

Community Impact Assessment (CIA) will:

- Examine community impacts that may result from the project. Areas to be studied include socioeconomic impacts, community character and community cohesion
- Examine existing crime and see what information is available to determine potential crime as it relates to the project if such information is available and obtainable

Alternatives and Options Initially Considered

I-680 INVESTMENT OPTIONS ANALYSIS (2003)

- Policy Advisory Committee of local elected officials provided input and reviewed recommendations
- SWAT forwarded recommended investment option to CCTA for inclusion in Measure J

OPTION PACKAGE	DESCRIPTION	EVALUATED FURTHER/SCREENED OUT
1. BART Underground	Connecting Pleasant Hill and West Dublin BART Stations. Generally underneath the Iron Horse Trail.	Refined package further evaluated.
2. BART in I-680 Median	Connecting Walnut Creek and West Dublin BART Stations. Combination of underground, at-grade and elevated structure.	Screened out. No support for elevated structure in San Ramon Valley due to noise and visual impacts.
3. BART Above Ground	Connecting Walnut Creek and West Dublin BART Stations. Alignment on arterial streets, mostly to the west of I-680.	Screened out. Concerned about arterial impacts, noise, and visual.
4. BART DMU in I-680 Median	Same alignment as Option Package 2. Above ground.	Screened out. Same as Option Package 2.
5. Light Rail in I-680 Median	Same alignment as Option Package 2.	Refined package further evaluated
6. Light Rail West of I-680	Same alignment as Option Package 3.	Screened out. Concerned about arterial impacts, noise and visual.
7. Light Rail East of I-680	Connecting Walnut Creek and Dublin/Pleasanton BART Station. Mostly to the east of I-680, except for a portion in Danville.	Refined package further evaluated.
8. Phased Busway to Light Rail	Similar configuration to Option Package 9, but with no direct ramps.	Screened out. Full light rail option preferred for cost level.
9. Busway in I-680 Median	Connecting Pleasant Hill and West Dublin BART Stations. Includes bus-only direct access ramps.	Screened out. Medium high cost, and not anticipated to have as much impact on ridership.
10. I-680 Bus Lane on Shoulder	Dedicated bus-only lane on outside shoulder from S. Main Street to Dublin Boulevard.	Screened out. Lower cost, but not anticipated to have much impact on ridership. Potential traffic safety conflicts at off-ramps.
11. Express Bus Focus Package	Closes HOV gaps through the SR 24 interchange and to the Sunol Grade on I-680. New intermodal stations, HOV ramps and TDM/ITS strategies in the corridor.	Combined with HOV Focus Package and further evaluated.
12. HOV Focus Package	Similar to Option Package 11, with park-and-ride lots and a new HOV connector at the I-580/I-680 interchange.	Combined with Express Bus Focus Package and further evaluated.
13. HOT Lanes in I-680 Median	Addition of new HOT lanes in the I-680 median between Walnut Creek and Dublin. Portions would be an aerial structure.	Screened out. Concerned about noise and visual impacts of elevated structure.
14. HOV to HOT Lane Conversion	Convert the existing I-680 HOV lane to a HOT lane with entrance/exit ramps near S. Main Street, Norris Canyon Road and Dublin Boulevard.	Refined package further evaluated.

Refined Options Evaluated

I-680 INVESTMENT OPTIONS ANALYSIS (2003)

- Policy Advisory Committee of local elected officials provided input and reviewed recommendations
- SWAT forwarded recommended investment option to CCTA for inclusion in Measure J

OPTION PACKAGE	DESCRIPTION	EVALUATED FURTHER/SCREENED OUT
1. BART Rail	Underground BART line connecting Walnut Creek and West Dublin BART Stations. Generally underneath the Iron Horse Trail with 3 underground stations including San Ramon Transit Center.	Cost of \$4.0 to \$5.3 billion (2003 \$). Greatest environmental and construction impacts. Difficult to construct.
2. Light Rail in I-680 Median	Light rail line primarily in the I-680 median. Connecting Walnut Creek and West Dublin BART Stations. Combination of underground, at-grade and elevated structure with 8 stops/stations, including 2 in San Ramon.	Cost of \$3.8 to \$4.5 billion (2003 \$). Very high environmental and construction impacts. Difficult to construct.
3. Light Rail east of I-680 Median	Light rail line in the I-680 median through Danville, and on surface streets through San Ramon. Connecting Walnut Creek and Dublin/Pleasanton BART Station. Combination of underground, at-grade and elevated structure with 11 stops/stations, including 4 in San Ramon.	Cost of \$3.5 to \$4.2 billion (2003 \$). Very high environmental and construction impacts. Traffic impacts to arterials. Difficult to construct.
4. HOV Facilities/Express Bus Package	I-680 HOV lanes that would close the gap through the SR 24 interchange and extend to the I-580 interchange. Adds HOV direct ramps, expanded park-and-ride lots and express bus enhancements.	Recommended Option: Lower cost, \$240 to \$300 million (2003 \$). Can be phased as funding becomes available. Fewer environmental and construction impacts. Reduces freeway weaving.
5. HOV to HOT Lane Conversion	Convert the existing I-680 HOV lane to a HOT lane between Walnut Creek and Dublin.	Cost of \$2 to \$4 million (2003 \$) assuming no widening needed. Lesser impact on mode shift and intermodal connectivity. May result in shift to SOVs. Travel time benefits focused on SOVs.

PROJECT STUDY REPORT (2010)

- Focused on HOV Direct Ramp in San Ramon, which was specifically included in Measure J
- Caltrans document received by CCTA

OPTION PACKAGE	DESCRIPTION	EVALUATED FURTHER/SCREENED OUT
1. Norris Canyon Overcrossing	Selected	Refined package further evaluated.
2. Crow Canyon Interchange	Not selected	Would require complete replacement of the interchange More construction impacts Greater cost Congestion on Crow Canyon Road would erode HOV/Bus travel time savings
3. Bollinger Canyon Interchange	Not selected	Would require complete replacement of the interchange More construction impacts Greater cost Congestion on Bollinger Canyon Road would erode HOV/Bus travel time savings

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



Sign-In Sheet

Page 1 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Sally German ^{CCTA}	Danville		
Al [unclear]	S. Ramon		
Charles Chaudron	San Ramon		
Suzanne Heng	San Ramon		
Jim Stewart	SAN RAMON		
James Booth	San Ramon		
Karen Price	San Ramon		
C & UOR LARKE	San Ramon		
Roxanne Williams	San Ramon		
Barbara Moby	San Ramon		

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



Sign-In Sheet

Page 2 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Harvey Riggs	3301 Veracruz Dr	San Ramon	—
Judy Hescx	2695 Durango Ln	San Ramon	—
Sharon Ford	3742 Norris Cyn	San Ramon	
CRAIG BENDER	2608 Bridle Lane	Walnut Creek	craig@benderville.com
BARBARA MAIER	2602 MEADOW GLEN DR	S.R.	bfm2602@pacbell.net
Andrea Retamal	2666 Derby St	SA 94583	925 875 9606 Retamal@AOL.com
Cheng-Hsin Chang	182 Castleton Ct	94583	—
Thom Sharti	2531 Paddock Dr	94583	925-202-3342 thom.sharti@gmail.com
ROBERT VANDERLIP	9417 Cherry Hills	SAN RAMON	
Michael Kitchens	481 Blanco Ct.	San Ramon	925 820-3289 michaelkitchens2@sbcglobal.net

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



Sign-In Sheet

Page 3 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Joyce M. Gregory	359 Cardona Circle	94583	925-275-0659
Jean Baliste	389P Magow Ln	94583	925-830-1897
Chachy Michie	2003 Campeche	94583	925 275 8082
Brenda Plotner	2949 Fountainswood Dr	94583	925-685-4773
Deanne Kuning	321 Murieta Pl	94583	925-820-2325
Chris Chandler	509 CARTAGENA LN	94583	925-216-9328 " 830-2805
Linda Chandler	509 Cartagena Ln	94583	925 830 2805
Lowell Lamb	74 Carousel Pl	94583	925 552 0292
Debbie Wyne	345 Cardona Circle	SR 94583	WyneCountry@sbcglobal.net
Dan Lister	2025 Celaya Cir	SR 94583	925-285-7289

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



CONTRA COSTA
transportation
authority



Sign-In Sheet

Page 4 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
ERNEST S. FORD	3742 NORRIS CANYON RD	SAN RAMON CA	925-820-6301
Bill Clarkson	2966 Ascot Dr	San Ramon CA	200-5380
Betty Eden	2658 Meadow Plex Dr	San Ramon	925-831-073
Tom Piggott	3064 Sombreno Circle	San Ramon	989-3572
Ausan Leonard	2778 Camino Venadillo	San Ramon 94583	820-3495
Valerie Pennebaker	201 Canyon Creek Ct.	San Ramon 94583	552-0795
Tom Gill	333 Whitcliffe Ct	San Ramon 94583	(510) 703-1166
Suzette Kekoa	3705 Anderhan Place	San Ramon 94583	362-8237
Joe Nelson	100 Canyon Woods tp #192	SR 94582	Joe @ cwastedirect. com
Peter Radmann	2951 Ascot Dr	SAN RAMON 94583	pradmann@ yahoo.com

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



Sign-In Sheet

Page 5 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Richard HARDY	2780 MARSH Ln.	San Ramon	8370159
Wesley Law	611 Santander Dr	SR	925 830-5101
Roz Rogoff	9913 Mangos	SR	925-828-1805
Jon Keenan	3705 ANDERHAMP	SR	925-362-8237
Amy Johns	2568 Toltec Cir	SR	amy@johnsfamily.org 925-275-9101
P. Buschini	450 Blanco Ct	SR.	
B. Reik	27 Playa Ct	SR	925-820-4041
L. Cohen Reik	"	"	"
Kyle Callone	2807 Compeche Ct San Ramon CA 94583	SR	925 355-1321
Nancy Millman	500 Catanio Ct	SR	925-855-0509

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



CONTRA COSTA
transportation
authority



Sign-In Sheet

Page 6 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Boyer Thomas	3700 ANDERHAM PL	SAN RAMON 94583	
Robin Vanni	3882 Aragon Ln	San Ramon 94583	
Mike CALL	2551 Aranda Dr	San Ramon 94583	
TIM FAHEY	2063 Dinanbo	94583	
Les Fogelman	311 ANADZA LN	94583	@sb49@yahoo LL FOGELMAN@net
Jeff Belmont	67 MESA VISTA COURT	San Ramon	Jrackmila@comcast.net
FIONA WATKINS	232 LASSO CIR	SR	
Bekki Livingston	601 Bali Ct	SR	vinbek@comcast.net
Alison Rinehart	208 Lasso Cir. SR	SR	alison_rinehart@yahoo.com
Vim Poyer	612 SANTANDER DR	94583	jimpoyer@comcast.net

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



Sign-In Sheet

Page 7 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
James Atkinson	59 Mesa Vista Ct, #	San Ramon 94583	norrishov@atkinsons.net
Joyce Carr	2730 Sherbear Dr	S.R. 94583	Joyceee@aol.com
Ed PAUL	116 marsh fl	San Ramon	
Connie Book	2313 Talavera Dr.	San Ramon	wongbook@covad.net
Suzanne Lyon	2722 Sherbear Dr	San Ramon 94583	detroitlyons@gmail.com
Cynthia Sevin	2587 Shadow Mountain	San Ramon 94583	cynjeong@yahoo.com
RUDY BEZMARJEVICH	100 POSADA CT	SAN RAMON	BEZMARJEVICH@COMCAST.NET
Melissa Cohen	2524 TOLTEC Cir	SR 94583	misslissa_98@yahoo.com
Bob Bouchet	313 Norris Ct	94583	cember1@hotmail.com
Lynn Ashley	2896 Sombrero Cir	94583	lashley56@rocketmail.com

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



CONTRA COSTA
transportation
authority



Sign-In Sheet

Page 8 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Sue Edwards	165 Castleton Ct. SR	SR 94583	925-577-8789
Tiffany Hollfelder	100 Cobblestone Ln	SR 94583	925 838 0684 thollfelder@gmail.com
Gail Paul	116 Marsh Pl	SR 94583	925-831-1309 gail.paul@liberty Mutual.com
Cindy & Gary Alpert	20 Cree Court	SR 94583	925-829-7813 alpert@pacbell.net
Judy & Ken Zinbarez	2728 Sherbear Dr.	SR 94583	
Terry Koehn	409 Fernando Ct.	SR 94583	925-552-0555 tkoehn@srvusd.net
DENA FREEMAN	2626 Meadow Glen Dr	SR 94583	925-236-2237 DENA.FREEMAN@YAHOO.COM
Kathi Samec	59 Mesa Vista Ct	94583	925 867 9892
BOB HOWE JAN HOWE	2730 MARSH DR	94583	925 837 8972
KEVIN LING	PO Box 2781 Danville, CA	94506	925/413 8956

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



Sign-In Sheet

Page 9 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Elaine Schmitz	2718 Sherbear Dr.	San Ramon 94583	925-831-0169 Schmitz2@padell.net
Patricia Boom	2567 Shadow Mt. Dr.	San Ramon 94583	925-837-1048 pboom@comcast.net
Jim Blickenstaff (CONCOR)	2410 Tolaver Ct.	"	830-1929
Scott Kouns	2575 Derby Dr.	SAN RAMON	srkouns@comcast.net
Lisa Sears	2458 2405 Camino de Juglar	San Ramon 94583	sears-family@sbcglobal.net
Kevin L Howard	32114 Fosteric way	S.R. 94583	
Bill Gozette	2621 Meador Ct	San Ramon 94583	925-683-3608
Judy Bracken	3841 Aragon Lane	SR 94583	925-830-4788
Debbie Maggio	3716 Mesa Vista Dr.	SR 94583	925-830-249
DENNIS VIERS	25 MARILYN PL.	S.R. 94583	925-963-5919

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



CONTRA COSTA
transportation
authority



Sign-In Sheet

Page 10 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
MARTIN WATERHOUSE	232 LASJO CIR S.R.	SAN RAMON 94583	925-867-4477
MARJO FELS	2421 PALMIRA PL	S.R.	
Lianne Hills	2943 marsh Dr	SR	
Julie Perfect	2460 Palmira Pl	SR	julieperfect@comcast.net
Scott Perfect	2460 Palmira Pl	SR	Sperfect@comcast.net
Shelley Shakes	15 Playa Ct	SR	shelleysshakes@comcast.net
Pamela Crean	Patch. Cen	SR	
DAVE HALL	157 Castleton	SR	
E. Kiddle Smith	2443 ABCEN DR	SR	
SUE TONNISON	2616 DURANGO LN	SR	

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

San Ramon Community Center, Fountain Room



CONTRA COSTA
transportation
authority



Sign-In Sheet

Page 11 of 11

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Arpana Warren	PO Box 3042	San Ramon 94583	arpana@arpanalaw.com
Ken Puth	MARSH DR	SAN RAMON 94583	Kputh@yahoo.com
JACK BAPTISTA	2469 TALAVERA DRIVE	SAN RAMON 94583	(925) 830-9356
E Riddlesman	2473 ASCENSION PK SAN RAMON		s of smem@msn.com

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Jon Howe Date: 3/22/12

Affiliation (if applicable): I live on Marsh Dr. 2 blocks
2730 Marsh Dr. from Norris Canyon
Address: SK

Comment/Question: 94583
Please have a non-partisan
moderator/facilitator would help w/ chaos.
(This is how we will conduct this... if we can't do it
this way... meeting over, ie. League of Women Voters.)

The mtg. = much better taking questions from
audience. Get X2 more microphones w/
monitors to "que-up" speakers.

This is a very educated, verbal, opinionated com-
munity expect w/ meetings, so Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

"dictating" format riles up already frustrated attendees.
(over)

- (continued) -

The Primary plan should go to Ballinger Canyon if the Transit Center is to move there. If Executive Parkway becomes the place, it doesn't go to the transit ctr. in the future. It will, however, continue to be used despite 1 trip by buses, car-pools to the transit ~~side~~ center.

Future land use is a concept to bear in mind here.

Norris Canyon between Bollinger and San Ramon Uly. Blvd. should never have been only 2 lanes, with residential homes (+ driveways, mail boxes, side streets) all along this corridor. There is no ~~residential~~ "development" of those homes. Keep the traffic off Norris all together.

Thank you for your participation.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Bob Howe Date: 3/22/12

Affiliation (if applicable): _____

Address: 2730 MARSH DR, SAN RAMON

Comment/Question: IT SEEMS TO ME THAT

THE EXIT TO EXECUTIVE PARKWAY IS THE

MOST DIRECT FROM 680 TO THE BISHOP RANCH,
AT & T AND THE ^{EXISTING} TRANSIT CENTER,

I TOOK THE BUS TO TRAIN IN PLEASANT FOR

4 YRS. AN EXIT AT EXECUTIVE PARKWAY

WOULD REDUCE THE BUS COMMUTE TIME &

WOULD REDUCE BUS TRAFFIC ON SAN RAMON BLVD.

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

- (continued) -

I'M NOT SURE THAT THE BOS &
COMMUTER CAR TRAFFIC (HOV) WOULD
JUSTIFY THE COST OF THE EXCHANGE -
^ THE COMMUTE TO
CHRYSLER IS NOT AFFECTED BY THIS
EXIT (OTHER THAN REDUCING TRAFFIC ON
BOLLINGER CYN RD.

I DO NOT THINK USING NORRIS CYN
INTERCHANGE WOULD BE AS DIRECT FOR
THE COMMUTER FROM 680, BUT WOULD
INCREASE TRAFFIC ON NORRIS CYN. (WEST)

I'VE BEEN LIVING IN SAN RAMON 36 YRS

& HAVE READ ABOUT THE DEATHS ON NORRIS CYN,

I ALSO AVOID NORRIS CYN FROM DUSK TO
DAWN - I'VE SEEN TOO MANY DEER ON
OR NEAR THE ROAD. ITS NOT SAFE.

IF THE EXIT IS MADE AT EXECUTIVE PARKWAY
I THINK IT SHOULD GO FAST ONLY (NOT WORST
TO SAN RAMON BLVD.)

Thank you for your participation.



**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Ken Linhares Date: 3/22/12

Affiliation (if applicable): Resident of San Ramon

Address: N/A

Comment/Question: Answer

~~Measure J~~ Measure J was supported by most for most of the components but not all of them. This Norris Cyn off ramp appears to ^{be a} ~~be a~~ bad rider on the measure. Thank you for looking at an alternative plan. Suggestion is to work with small groups of "local" residents and then have them report back to the larger group.

~~Ken Linhares~~

Please continue on back if necessary.

I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: JAMES STEWART Date: 3/22/12
Affiliation (if applicable): RESIDENT *(Signature)*
Address: 2471 TALAVERA DR.
Comment/Question: I DO NOT WANT
HOV ON/OFF RAMPS AT NORRIS
CANYON. NO STUDY IS NEEDED!

ALSO THE EXECUTIVE
PARKWAY IDEA IS FLAWED
— WILL RESULT IN MORE NOISE
VISUAL IMPACT & POLLUTION IN
THE TWIN CREEKS (WEST SIDE) AREA
WHICH ALREADY IS EXCESSIVE.

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Lowell Lamb Date: 21 March 2012

Affiliation (if applicable): _____

Address: 74 Carousel Pl

Comment/Question: _____

Please supply:

- 1) Analysis of Crow Canyon option, with costs
- 2) " " Bollinger Canyon option, with costs

~~SA~~

lowelldlamb@yahoo.com

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Tom Piggott Date: 3/22/12

Affiliation (if applicable): _____

Address: 3064 Sombreno Circle San Ramon, CA 94583

Comment/Question: Concerned about traffic impact
on school commute for Iron Horse Middle
School students who live west of I-680,
Concerned about congestion in general, particularly
since the Bollinger Canyon Road/I-680 area
is such a mess with blocked
intersections. Include Iron Horse Middle
School in traffic (including bike & pedestrian
use) analysis,

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: S. Chavdarian, Ph.D. Date: 3-22-12

Affiliation (if applicable): _____

Address: 3890 Aragon Lane, San Ramon, CA 94583

Comment/Question: Thank you for holding this workshop.

Two questions:

① When there is no money to educate our children how can you justify spending \$100,000,000 for something that is totally unnecessary.

② If the Bishop Ranch employees want to get to work ten minutes earlier and CCA wants the buses to get to the transit center easier, then why not build one HOV ramp

Please continue on back if necessary.

- (continued) -

from Executive Parkway, there are no homes there. It goes directly to the transit center. That way, you don't have to tear down Norris Canyon which is our only safe crossing to Iron Horse school, the hospital and the post.

Norris Canyon and SRVP is already congested. We don't need any children getting hurt or killed by increasing traffic.

People who plan these projects don't live here and don't care for the residents of San Ramon.

SR is emphatically against
this project.

PS, I also realize that sometimes unnecessary projects are created

Thank you for your participation.

so that the members of CCA + Caltrans can keep their jobs.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Ed & Gail Paul Date: 3/22/2012

Affiliation (if applicable): _____

Address: 116 Marsh Pl, SR 94583

Comment/Question: _____

We do not want the HOV overpass on
Norris Canyon. It would ~~be~~ have a negative
impact on our community.

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.



**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Joyce Gregory Date: 3/22/12

Affiliation (if applicable): _____

Address: 359 Cardona Circle San Ramon CA

Comment/Question: First (#1) Meeting should start later - (7:00) so more people could attend.

#2 - Having an HOV lane will not create more carpooling - (Car pool lanes have not done that) so why should money be spent for exclusive use of a few.

#3 - More congestion on Norris Canyon. As 2 lanes going West - turn into one left turn lane, one straight & one right

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

- (continued) -

lane going over the freeway, (the left turn lane was extended because ~~the~~ cars blocked ~~the~~ ^{center} lane - from going forward and still does as workers want to turn left to get on freeway -

#4 Single car drivers will use this HOV lane to enter the freeway and then move over to fast lane - (because traffic on Bollinger & Crow Canyon are ~~at~~ ^{at} a standstill during morning & evening commutes) so will only add congestion also to Norris Canyon.

#5 - Said benefits to drivers - No real benefit to people in San Ramon who stay, work & live here.

#6 - Use all this money to somehow fix traffic problem over freeway - 3 lanes going over the freeway now (left lane must turn left - middle lane is "stopped" trying to ^{sneak} ~~get~~ into right lane to ^{access} ~~access~~ the freeway. Need - for pollution's sake - a solution to this problem first

Thank you for your participation.



**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Shelley Shakes Date: 3/22/12

Affiliation (if applicable): _____

Address: 15 Playa Ct.

Comment/Question: _____

How do we STOP this project?

If the City of San Ramon does not participate in this project, will it be stopped? All we wanted was ~~a~~ a carpool lane through San Ramon, not another on/off ramp in our city.

Please continue on back if necessary.



**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Robin Vanni Date: 3/22/12

Affiliation (if applicable): _____

Address: 3882 Aragon Ln., SR

Comment/Question: I live in Twin Creeks and I work in San Ramon. I don't feel it is necessary to put these HOV ramps at Norris Canyon.

This is a project that is only benefitting the Bishop Ranch commuters. I use the 680 freeway during commute times. The # of FULL buses does not even begin to justify this project. The ramp on Crow Canyon is more than sufficient to handle current & future traffic flows.

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

- (continued) -

Just because the \$ is available, does
NOT make it mandatory to build it.*

I believe that this will also add
UNSAFE conditions for this community.

I completely OPPOSE this project
for all of those reasons and many
others; too numerous to mention, but
have been brought up by others.

* I voted for Measure J - but I do NOT
approve of HOV ramps ^{being} installed at
Norris Canyon.

Robert Oarm

3882 Aragon Ln.

830-1782(H)

San Ramon (925) ~~785-1~~

Thank you for your participation.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Suzette Kekoa Date: 3-23-12
Affiliation (if applicable): Resident
Address: 3705 Anderhan Pl. San Ramon
Comment/Question: We don't want it!
stop now!

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: ERNEST/SHARON FORD Date: 03/22/2012

Affiliation (if applicable): _____

Address: 3742 NORRIS CANYON Rd San Ramon

Comment/Question: _____

We do not want the project.
It is not cost effective
It reduces the "quality of life" in San Ramon
It is not necessary.
Measure "5" was sold to the public via the "4.2" bond which benefits
all of contra costa county. This project only benefits Bishop Ranch.

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Brenda Plotner Date: 3/23/12

Affiliation (if applicable): _____

Address: 2949 Fountainhead Dr San Ramon CA 94583

Comment/Question: I am in support of HOV on/off ramp at executive parkway. This option is the best solution for the HOV entering and exiting Bishop Ranch and the "so-called" dilemma that currently exists. This option keeps Bishop Ranch traffic in Bishop Ranch.

Do not develop Norris Canyon overpass to deal with HOV traffic. This overpass is the only overpass that is safe for pedestrians and

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

- (continued) -

Cyclists into Bishop Ranch. Many kids use this overpass to go to school at Iron Horse Middle School. This option would also increase traffic on the Westside of the Freeway. The properties values would also be adversely affected as they are close to the intersection already.

Ideally no tax dollars will be spent on this project. This supposed problem does not need the \$102 million proposed budget to solve it. I have no interest in my tax dollars being wasted on this. I prefer my tax dollars going toward programs that aide the citizens and animals in need (food, shelter, medical).

This project has no benefit to residents, especially the ones that use the current Morris Canyon Rd.

Thank you for the meeting and answering some of the questions.

Thank you for your participation.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Debbie Maggio Date: 03/22/12

Affiliation (if applicable): _____

Address: 3716 Mesa Vista Dr.

Comment/Question: _____

I do not want these ramps.

How can we stop this?

Why are we wasting this money?

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Alison Rinehart Date: 3/22/12

Affiliation (if applicable): Chevron

Address: 208 Lasso Circle, San Ramon CA

Comment/Question: _____

- Sadly, there is no evidence/measurable case that shows a HOV ramp at Norris Cyn will alleviate traffic. Measure J did not include agreement to build this ^{specific} ramp.
- If the objective is to help HOVs in and out of Bishop Ranch and

Please continue on back if necessary.

- (continued) -

the business case exists, Executive Parkway is a more viable/relevant/acceptable ~~process~~ option. There is not a critical reason to connect to a residential area.

Thank you for your participation.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: ~~_____~~ H.D. Hescot Date: 3/22/11

Affiliation (if applicable): _____

Address: 2695 Durango Ln, SR 94583

Comment/Question: _____

A project of this scope should NOT
take 2 yrs to build -

How many buses are used during
commute time? 4 - 14 - 40?

For the sake + safety of our KIDS -
Please do not do this to Norris -
Put it in Antioch, we don't want it

Please continue on back if necessary.

**I-680/Norris Canyon HOV Direct Ramps Project
Public Workshop
Thursday, March 22, 2012**

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Judy Hescor Date: 3/22/11

Affiliation (if applicable): ERIK'S Deli

Address: 2695 Duango LN

Comment/Question: _____

For the Safety of all our children -
Please do not change Norris Canyon -
I call Norris Canyon "The Safe & Sane"
way to get over the free way -
Ballinger & Crew concepts are CRAZY
Budy - Please don't change anything

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.

I-680/Norris Canyon HOV Direct Ramps Project

Public Workshop

Thursday, March 22, 2012

COMMENT FORM

Please leave your comments with staff during the public workshop or mail to:

I-680/Norris Canyon HOV Direct Ramps Project
c/o 135 Main Street, Suite 1600
San Francisco, CA 94105

You can also email comments to norriscanyonhovproject@gmail.com. Be sure to include your name, affiliation (if applicable) and address along with your comments.

Name: Lon Lute Date: 3-22-12

Affiliation (if applicable): _____

Address: 2625 Celaya Ave

Comment/Question: I am not for a m. D lane HOV
in any respect. But I do feel an ON-OFF
ramp at Executive Parkway would substantially
reduce traffic @ Crow & Ballinger exits.
The On-off ramp should only be at the
North bound lanes of I-680. Call if
you would like to further discuss
Measure J funds are available and can best
be used in this fashion

Please continue on back if necessary.

For more information, call CCTA at (925) 256-4700 or visit www.ccta.net.