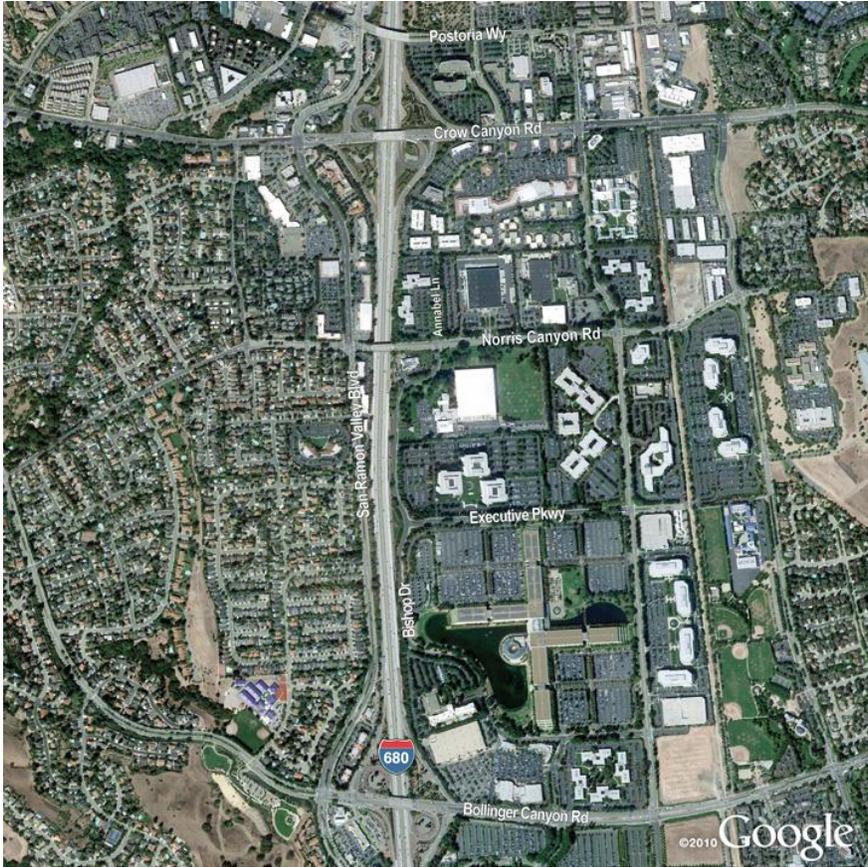


I-680 HOV Direct Access Ramps Project



Scoping Meeting Summary April 2013



I-680 HOV Direct Access Ramps Project
Scoping Meeting Summary

Table of Contents

I. PROJECT DESCRIPTION..... 3

II. NOTICING AND PUBLICITY..... 3

III. PUBLIC MEETING 4

IV. COMMENT SUMMARY 4

V. APPENDIX 11

- **Contra Costa Times Meeting Notice**
- **Direct Mailer Meeting Notice**
- **Sign-In Sheets**
- **Meeting Handout Materials**
- **Meeting Display Boards**
- **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 in San Ramon. 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 in San Ramon 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 Road HOV On- and Off-Ramp 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 HOV Direct Access 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.

Three alternatives are being studied as part of the project, including ramps at Norris Canyon Road; ramps at Executive Parkway; and a "No Build". Anticipated project improvements include providing sidewalk access on both sides of the overcrossing to enhance connectivity and safety for pedestrians and bicyclists (Norris Canyon Road alternative), 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 HOV Direct Access Ramps Project organized and facilitated a project scoping meeting to provide information about the proposed project alternatives and give the public an opportunity to provide 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 HOV Direct Access Ramps Project.

I-680 HOV Direct Access Ramps Project
Scoping Meeting Summary

The March 13 Project Scoping Meeting was noticed through a variety of means. Meeting notices were sent to 2,396 mailing addresses within 2,000 feet of the proposed project area, notifying them of a Scoping Meeting on March 13, 2013 from 7:00 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. Project materials were posted on the CCTA website after the public meeting.

III. PUBLIC MEETING

A project scoping meeting was held on March 13, 2013 from 7:00 to 8:30 pm at the San Ramon Community Center for potentially impacted property owners and businesses located near the proposed project. The meeting was staffed by representatives from Caltrans, CCTA, and the City of San Ramon. Consultant staff included representatives from CH2M HILL, DKS Associates and Circlepoint. At the meeting, the project team set up three (3) information stations and project staff was on hand to answer questions. A project fact sheet, frequently asked questions, environmental review process, and comment card handouts were given to attendees. Five (5) display boards provided at each information station included the environmental review process, Norris Canyon and Executive Parkway alternative layouts, Norris Canyon and Executive Parkway alternative cross sections, and visual simulations/example photos of each alternative. Copies of each are included in the appendix section at the end of this report.

There were 101 attendees who signed in at the meeting. They were most interested in learning more about project impacts, the environmental review process, the Norris Canyon Road and Executive Parkway alternatives, the project schedule, and how to stop the project from moving forward. Community members were encouraged to provide written comments at the meeting or by the April 16, 2013 deadline. A summary of community member comments and questions received at the meeting is included in Section IV of this report.

IV. COMMENT SUMMARY

The following is a summary of the 46 written comments received at the March 13 Scoping Meeting. In addition, two comments were received by regular mail and 10 comments were submitted by e-mail before the April 16 comment deadline. Copies of the original comment sheets submitted are included in the appendix for further review.

BIOLOGICAL/NOISE/VISUAL ISSUES

1. Concerned about the noise impact on the neighborhood.
2. Want the biological study to include the owls, falcons and kites that live and hunt in our neighborhood, they can be seen landing on the branches of the trees near both Norris Canyon overpass and along Bishop Drive at Executive Parkway.
3. What will be done about the increase in noise from vehicles on these elevated ramps?
4. The visual impact is way out of character to the quiet residential, neighborhood quality of San Ramon.

I-680 HOV Direct Access Ramps Project
Scoping Meeting Summary

5. I support the Executive Parkway option if all noise created by the new overpass is mitigated through a sound wall and noise mitigation measures are taken on the west side of 680 between Crow Canyon and Sycamore Valley where the auxiliary lane project is proceeding .
6. Concern about the added noise and air pollution right where we live if the off-ramp is built on the Norris Canyon side.
7. The HOV ramp proposal, especially at Executive Parkway, will make noise and visual intrusiveness even worse. Noise will be reflected off the ramp structure back into my neighborhood, as well as from buses.
8. The vehicles moving up/down the ramps will be visually intrusive during daytime and the vehicles lights moving up/down the ramps will be more light pollution in addition to the light pollution from the traffic control.
9. Noise walls if installed along the west edge would have to be much higher than the elevations of the HOV ramps, southbound freeway noise will be reflected westward off the ramps.
10. It is not feasible to place noise walls up/down the HOV ramps since such walls will reflect even more freeway noise back into the residential Twin Creeks neighborhood.
11. People already have enough noise at night so this will create more noise to residential neighborhoods.
12. It might harm the environment to create an onramp like this.
13. The light and sound involved in the elevated ramps are a concern and will be detrimental to residents and will decrease property values. How will this impact be mitigated?
14. It will bring too much noise pollution to our community.
15. Increased noise and fuel pollution.
16. Very concerned about noise and air impact.
17. How high up will the lights and traffic signals be? What will the impact be in terms of light pollution on the residential communities?
18. What endangered species will be affected by both alternatives?
19. What will be the effect to vegetation?
20. How will noise be alleviated for neighborhoods west of the freeway? It's ridiculous now.
21. Removing the cycle/pedestrian friendly crossing at Norris Canyon would have a significant negative environmental impact and force more people on the west of I-680 to drive.
22. Concern about noise and visual impacts.
23. I'm concerned with noise for neighbors of cars speeding on and off exits.

COST/PROCESS

1. Do not build anything! It is monumental waste of money!
2. How can we stop these ramps?
3. What is the legal ramifications to the City of San Ramon if they decided to stop the project?
4. Have not seen a cost-benefit analysis for either.
5. Would like to see a more detailed analysis of all options being considered in terms of cost, environmental and road safety impact, as well as disruption to the local community.
6. It is a \$102 million waste of taxpayer money.
7. Why build this when you have 3 other onramps within a mile.

I-680 HOV Direct Access Ramps Project
Scoping Meeting Summary

8. For \$100 million, there will be easier access for ~1000 commuters per day. That is not cost affective.
9. It is doubtful that either alternative will be built for the proposed cost. Actual costs will undoubtedly be 2 to 3 times that proposed, given Caltrans track record of performance
10. A total waste of money!
11. Why not redirect the Measure J funds to other project to eliminate congestion on 680?
12. This is a complete waste of public funds and a major detriment to the citizens of San Ramon.
13. The only beneficiaries of all this are certain business interests and the perpetuation of CCTA and the State in terms of staff employment.
14. Save the money and put it towards a needed road improvement.
15. Find something else to throw the money at.

ENVIRONMENTAL DOCUMENT

1. I want to see the EIR taking into account the difference between the two examples of HOV lanes in Bellevue and San Diego (based within Business Parks with no residential neighborhoods nearby) with the locales in San Ramon where substantial neighborhoods exist right next to the proposed HOV lanes.
2. I want to see the issue of safety factored into the report (EIR).
3. I want the study to go as far west as the Norris Canyon Road and Crow Canyon intersection in Alameda County (Castro Valley).
4. Regarding the noise impact for both the Norris Canyon and Executive Parkway alternative, I want it to go as far west as Bollinger Canyon Road and as far east as Alcosta Blvd.
5. Who carries out the EIR? Are San Ramon residents invited to be part of the EIR? How far from the proposed Norris Canyon will the EIR reach?
6. What environmental impacts will be studied?
7. Can you provide a detailed, street by street list of the full range of studies in the EIR?
8. Traffic impact needs to be studied all the way to intersection of Norris Canyon/Crow Canyon in Alameda County.
9. Noise study needs to go to Bollinger Canyon intersection.
10. How many buses currently use the existing ramp? Is the number of buses increasing?
11. Please consider surveying San Ramon citizens about this so you have their input on things.

HOV / TRANSIT

1. I'm concerned about non-HOV vehicles using the ramps off peak, what will prevent these vehicles from using the on/off ramps?
2. What about BART? Wasn't there a plan to extend BART down the middle of I-680? If the HOV lanes are built, will the BART line then be impossible?

MEETING-RELATED

1. I think you would be well served by having a scale model of the proposed access ramps. Many people have difficulty visualizing the scope of this project. Photo representations are minimally.

I-680 HOV Direct Access Ramps Project
Scoping Meeting Summary

2. Need to have a small-scale model of Norris Canyon and Executive Parkway interchanges so it is easier to visualize.
3. I'd like to see a 3D model of the 2 alternatives and a powerpoint presentation with visuals that are explained clearly.
4. I prefer a traditional meeting format to this open house gathering, I find this hard to follow, noisy and I'd like to hear ideas from others in the community.
5. 7 of the 8 neighbors I visited encouraging them to attend the meeting had no recollection of ever receiving the pink post card mailer notice for tonight's meeting.
6. Several homeowners commented that the mailer looks like junk mail and they threw it away because it looks much like requests frequently mailed for clothes and used furniture donation requests.
7. Proper notification for affected homeowners in Twin Creeks on west side of freeway should instead have an artist's rendering of the huge HOV ramp structures and a better map so homeowner's attention will be peaked.
8. A small junk mail post card with a small rudimentary line map with a small star that really indicated a \$102,000,000 huge HOV ramp structure is an inadequate way to inform homeowners, especially when the HOV ramps will devastate quality of life.

MISCELLANEOUS

1. The original plans for the Norris Canyon ramp alternative included demolishing the existing Vet Hospital and several homes and businesses at Norris Canyon and San Ramon Valley Blvd. Has the planned changes or is this just not being shown so that the Norris Canyon alternative looks more amendable? If so, such failure to disclose the actual impact to the community is totally unacceptable and a breach of public trust.

PEDESTRIAN/BICYLIST - SAFETY & ACCESS

1. With Norris Canyon, there would be a stretch of road from Montevideo to Fostoria Way without a cycle/pedestrian friendly crossing.
2. Concerned about the safety of the overpass for foot and bicycle traffic that would have to cross the path of vehicles exiting and entering the freeway.
3. Signalized light is not a safe alternative for children to cross.
4. What types of lighting would be used at the top off ramp to light the road, the signs and any warning lights?
5. Will there be flashing lights that can be seen from the neighborhood? How far will that light pollution extend?
6. Left exits are inherently more dangerous than right, what will be done to mitigate this.
7. Adults and children currently use Norris Canyon Road as the only safe cross town access while walking or biking to Iron Horse Middle School, Iron Horse Trail and San Ramon Central Park.
8. What provisions will be made for both alternatives to maintain bicycle and pedestrian safety?
9. Concern about daughter going to Iron Horse Middle School in a few years and the safety that comes with the off-ramp on Norris Canyon.
10. Concern about delay in response from emergency vehicles to the east side of San Ramon.

I-680 HOV Direct Access Ramps Project
Scoping Meeting Summary

11. Norris Canyon is used by pedestrians and cyclists, especially children on their way to Iron Horse Middle School.
12. I walk and bike ride on Norris Canyon because I feel safer with no on-ramps or off-ramps to worry about. I would never walk or bike ride on Crow Canyon or Bollinger overpass because it is not safe.
13. Wants to know the plan for pedestrian/cyclist access across the freeway at Norris Canyon.
14. Norris Canyon is the only safe route across 680 per residents of San Ramon. We chose to live in this city because our kids could/walk ride bikes safely and I see this project as taking away that freedom from our families.
15. Norris Canyon is a bike thoroughfare, HOV ramps at Executive Parkway is more practical and won't disrupt residential or biking traffic as much.
16. I want improved safety for pedestrians and cyclists on Norris Canyon, Bollinger, and Crow Canyon.
17. I am concerned about the safety of the overpass for foot and bicycle traffic that would have to cross the path of vehicles entering and exiting the freeway.
18. I do not consider a signalized light as a safe alternative for children to cross.
19. Norris Canyon is currently the only safe route to get to work because the freeway overpasses are extremely hazardous to bicyclists.
20. Concern about difficulty getting to Iron Horse Trail.

POSITION ON ALTERNATIVES

1. My first choice is No Build!
2. Neither one of HOV Ramps will solve issue, both proposed freeway ramps only serve Bishop Ranch Business Park.
3. I am against both proposals that build ramps.
4. I am in favor of "No Build" alternative.
5. My preference is with an off ramp on Executive Parkway as that is already a commercial area and will have less disruptive impact on the local community.
6. I think this project should be terminated.
7. The only acceptable option for HOV lanes is the Executive Parkway Alternative.
8. Best option is NO HOV ramps in San Ramon.
9. I want to add my voice to the opposition to any access ramps of any kind between Bollinger and Crow Canyon. This is so unnecessary and a complete waste of taxpayer money. Please protect our environment, our children, and our property values and drop this project
10. The alternative plan looks very good, since it solves the problem of combining more cars with pedestrian/cyclist traffic, put the new highway access right where it should belong – right in the middle of Bishop Ranch Complex.
11. The Executive Parkway plan is far superior. More convenient to Bishop Ranch, doesn't go through residential areas, more in line with property owner needs.
12. I think these proposals are unnecessary especially the Norris Canyon one.
13. The politicians are bowing to the Bishop Ranch powers that want this.

I-680 HOV Direct Access Ramps Project
Scoping Meeting Summary

14. Neither proposal is needed. There are many neighbors who are against this because it will bring more traffic into our community. Bollinger Canyon and Crow Canyon are just fine and can be used by the buses.
15. Do not approve of these projects.
16. I'm firmly against the Norris Canyon alternative. It will negatively and greatly impact the residential area west of I-680, especially in the evening commute.
17. I do not want either project. Norris Canyon is San Ramon's only roadway over 680 that we can use to get across town easily.
18. These freeway ramps are not needed. Why is this being considered?
19. I question the need for the HOV Access Ramp in San Ramon – the Bollinger Canyon and Crow Canyon ramps are close enough without adding the complexity of a HOV ramp in between.
20. Executive Parkway is a better option.
21. This will only benefit Bishop Ranch, not the local residents!
22. We strongly support the "Alternate" plan of putting the ramps on the east side of the 680.
23. I prefer not to have the Norris Canyon or Executive Parkway solutions. Both will cause additional traffic and noise to the community.
24. There needs to be a better solution using existing ramps on Crow Canyon or Bollinger Canyon.
25. I am in favor of the Executive Parkway ramp.
26. I oppose the Norris Canyon ramp.
27. Why do we need it? We have Crow Canyon and Bollinger 1.5 miles apart.
28. Kudos for coming up with the Executive Parkway Alternative, it is a great idea.
29. The very best alternative is NO RAMPS!
30. The best solution would be to have no direct access ramp, the existing ramps at Crow Canyon and Bollinger provide sufficient access.
31. The worst possible solution would be an access ramp at Norris Canyon Road as this would directly feed traffic into Norris Canyon west of I-680, which is currently a small residential road with a speed limit of 25 miles per hour.
32. I really don't want either build alternative but the Executive Parkway alternative is more palatable but I still don't see proof that will help anything, so prove that this helps San Ramon and its citizens.
33. Great project, need another access to/from freeway.
34. Prefer Executive Parkway alternative.
35. I am firmly against the Norris Canyon Alternative as it removes a pedestrian and cycle crossing of I-680.
36. I would support the Executive Parkway alternative as it feed HOV directly to/from the commercial area to the east of I-680, also avoid creating an east/west divide of San Ramon that the Norris Canyon alternative would create.

PROPERTY / REGIONAL CONCERNS

1. Do you have data to show the effect on house values when similar HOV ramps have fed into residential areas, as would happen with the Norris Canyon option.
2. If these ramps are installed at Norris Canyon or Executive Parkway, the quality of life in adjacent neighborhoods will be severely degraded.

I-680 HOV Direct Access Ramps Project
Scoping Meeting Summary

3. It would not only cost a fortune, but it would also have an impact on businesses on the planned construction site.
4. The Executive Parkway Alternative has the least impact on the San Ramon community and the greatest benefit to Bishop Ranch commuters.
5. The added traffic and noise will lower my property value.
6. I am very concerned about the impact of this project on the value of my home.
7. Will ruin the quality of life in residential areas west of I-680.
8. Norris Canyon is a residential street, we who use it don't want more on/off ramps. We don't want more crime, more pollution and more traffic.
9. How will property values be affected?
10. Has there been considerations about how either ramp alternative would affect the image of San Ramon?

TRAFFIC

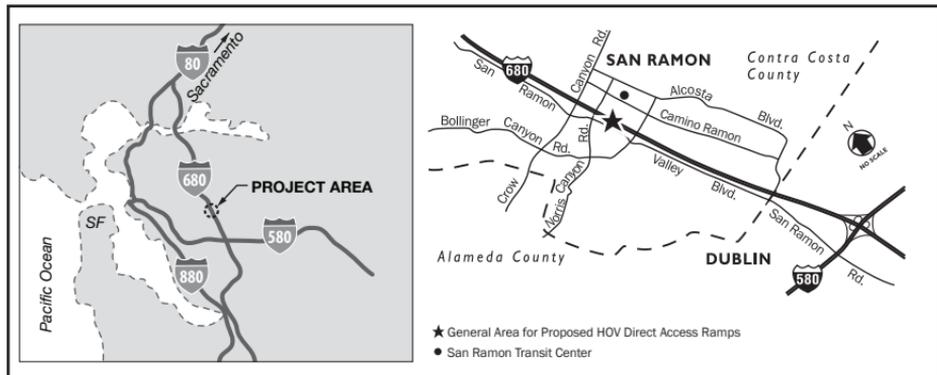
1. Wants traffic study to include traffic west to Bollinger Canyon Road.
2. If cars can more easily access the freeway, I would expect an increase in traffic through the 25mph zone on Norris Canyon.
3. What will be done concerning the increase in traffic on Norris Canyon to its impact on the neighborhood?
4. How has improving Bollinger or Crow Canyon been studied, to improve traffic flow?
5. It would create more traffic making it difficult for families to walk or play outside with all of the noise and cars.
6. The idea of increasing traffic on Norris Canyon is not good.
7. Concerned about increased traffic between Norris Canyon and Crow Canyon via Twin Creeks Drive.
8. For Norris Canyon, there is insufficient stacking room for vehicles and the traffic on San Ramon Valley Road will be worsened.
9. Putting HOV ramps on Norris is not a good solution – residential streets and already fast driving on Norris Canyon in rural areas causing accidents.
10. The traffic is worse at Crow Canyon and Bollinger in the evenings – how can off ramps help traffic when it isn't that bad in the mornings but kids and parents use Norris Canyon for school and that would make it much worse.
11. Any additional ramps will increase traffic and backups on I-680.

V. APPENDIX

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I-680 HOV DIRECT ACCESS RAMPS 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 (called Direct Access Ramps) connecting to and from the High Occupancy Vehicle (HOV) lanes along the center divider of the I-680 corridor in San Ramon. Caltrans will prepare an Environmental Impact Report (EIR) and Environmental Assessment (EA) for the proposed project.

WHY THIS AD: 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 EIR/EA documents that will be prepared.

WHERE YOU COME IN: Project information meetings were held in November 2011 and March 2012 to provide information about the proposed project and receive public input. A scoping meeting will be held to provide additional information about the proposed project, including the Executive Parkway alternative, 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 project staff available to address questions. Written comments will be accepted.

WHAT: An Open House
Project Scoping Meeting

WHEN: Wednesday, March 13, 2013
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, Tuesday, April 16, 2013. Please mail your scoping comments to:

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

FOR MORE INFORMATION: Project information can be found online at <http://www.ccta.net>. 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 Branch Chief at the address above, call (510) 622-8717, or use the California Relay Service, (800) 735-2929 (TTY) voice or 711.



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I-680 HOV DIRECT ACCESS RAMPS PROJECT

Notice of Project Scoping Meeting

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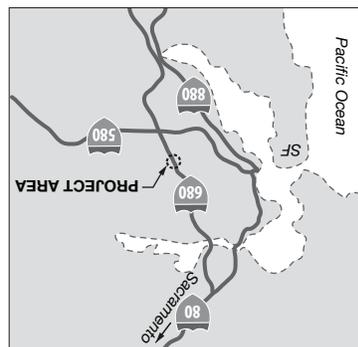
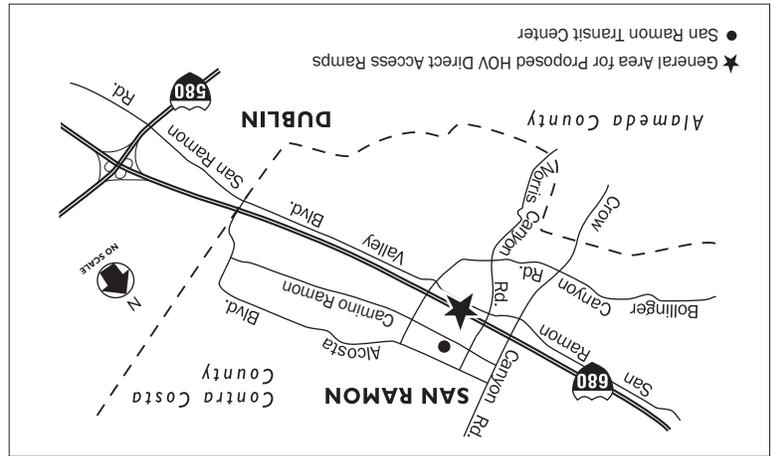
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I-680 HOV Direct Access Ramps Project

Project Scoping Meeting

Wednesday, March 13, 2013

Sign-In Sheet

San Ramon Community Center, Terrace Room



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Page 1 of 9

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
James & Julie	415 Merriwood Place Seaford	San Ramon 94582	jvet@sbglab.com
Susan Fineman	164 Vassar Cir	San Ramon 94583	Fineman@recamc.org
Ray Alkharzi	167 Canyon Green Pl	San Ramon 94582	
Mike Cantillo	2515 Paddock Dr. San Ramon CA	94583	925-519-0794 Mike@mywillaproperties.net
Thomas ALBERT	7453 HILLSBORO AVE	94583	TALIBERT 747 @GMAIL.COM
SUE TONNISON	2616 DURANGO LN	94583	STONNISON@AOL.COM
Tiffany Hoffelder	100 Cobblestone Ln	94583	tiffany@johlfelder.com
Nancy Millman	500 Catania Ct	94583	ginzoos2000@ yahoo.com
Chris Sadehian	66 Dos Rios	94583	CS@sadehian@ Cashed.com
John Larkin & Nancy Angelo	2614 Celaya Circle	94583	Larkin - John@hotmail.com Angelo - Nancy@hotmail.com

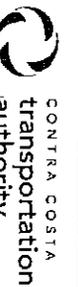
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Wednesday, March 13, 2013

Sign-In Sheet

San Ramon Community Center, Terrace Room



Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Beth Elder	2658 MENDOC GLEN DR	SR	—
JIM STEWART	PO Box 124 500	SR	—
Vine Beatty	2703 Corey Place	SR	—
Suzanne Heng	2509 Shoba MCH	SR	—
Carolyn Hiller	66 Arenas Ct	SR	conehiller@yahoo.com
Paul Hiller	"	"	carhillere yahoo.com
D. Hiller	San Ramon	SR CA	—
Wesley Lee	San Ramon	—	—
Sue Edwards	165 Coontan	SR	925-577-8789
GABRIEL VANDEBUR	9417 CHELSEA Hill	SR	—

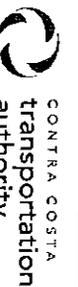
I-680 HOV Direct Access Ramps Project

Project Scoping Meeting

Wednesday, March 13, 2013

Sign-In Sheet

San Ramon Community Center, Terrace Room



Page 3 of 9

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
DAVEYN ABBEY			(925) 528-0146
JACK O'BRYAN	544 SAUNDERS DR	S/R 94583	J. O'BRYAN/O ONEBOX, OR
Harvey Riggs	3301 VERANDA DR	S/R 94583	925-825-4188
Tom Keaton	3705 ANDERSON PL	S/R 94583	925-362-8237
Alexis Boudier	1427 Merchants Dr #4	Walnut Creek 94596	510-915-0404
Harry Sachs	21 Tareyton Ct San Ramon		925-875-0944
Carl Weisiger	110 Cortina Dr, SR	SR-94582	925-735-2830
Ron & Judy Smith	219 CASCADAS CT S1	SR 94583	314-3066
Stacie Weed	2631 DELGADO CIR SPAN	SR 94583	2751417
Kathi Samec	59 Mesa Vista Ct	94583	925 867 9892
Ron Johnson	303 Alora Ct	94583	201e Rachel@i.net
Andrea Willoughby	112 Bahama Ct	San Ramon CA 94583	awill@shglobal.net

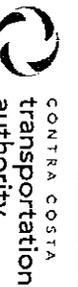
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Sign-In Sheet

San Ramon Community Center, Terrace Room



Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Judy & Bryan Bracken	3841 Aragon Lane	San Ramon 94583	brackenfamily@comcast.net
David Golub	153 Menno Street	Danville 94526	davidgolub@juno.com
John Callan	143 Diablo Ranch Ct	✓ 94504	820-1277 jcallan@golub.com
Marjo Fels	2424 Palmyra Pl.	SR 94583	marjolandstan@gmail.com
Phillip Cox	2862 SAINT DENIS DR	94503	cox.phillip@gmail.com
Mare & Karen Wenzel	94 Pioneer Ct	SR 94503	Kwoks@comcast.net
Aidan Satsyam	66 Das Rios Pl.	San Ramon 94583	aidsadeghian@att.net
Chonlavat Uthawadilok	2692 Marsh Dr.	San Ramon 94583	chon29@gmail.com
S. Beary		San Ramon	
Kyle Williams	2807 Compeche Ct	San Ramon	kwa58@comcast.net

I-680 HOV Direct Access Ramps Project

Project Scoping Meeting

Wednesday, March 13, 2013

Sign-In Sheet

San Ramon Community Center, Terrace Room



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Page 5 of 9

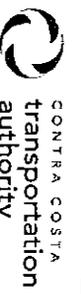
Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Wendy & Sherri Hedman	3711 Mesa Vista Dr	San Ramon 94583	925/275-8123 hedman.sherri@gmail.com
Kendra King	118 Ampara Cir	SR 94583	1King3@mac.com
Amy Johns	2568 TOLTER CIR	SR 94583	
Joan Oestreich	169 Valdivia Cir.	SR 94583	joano4611@comcast.net
Linda Woodard	2601 Tokara Ct	SR 94583	—
Shelley Shakes	15 Playa Ct	SR 94583	shellyshakes@comcast.net
Anne Wornick	94 Pioneer Ct	SR 94583	aworn@comcast.net
Cindy Adams		Sacramento CA	
Ray Akbari			Rayakbari24@hotmail.com
Charly Michie	2003 Sumphe	SR	Charlymichie@gmail.com

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Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
Esperanza Salto	2526 Padlock Dr.	San Ramon CA 94583	Esperanza Salto @ sbcglobal.net
Ruby Dymarewicz	100 Posada Ct	San Ramon 94583	248 9299 @ ATT.net
Joni Joy Dawson	596 Santander Dr.	San Ramon CA 94583	Joy Dawson @ hotmail.com 925-830-2911
Lowell D Lamb	74 Carovse Pl	San Ramon 94583	lowelldlamb @ yahoo.com 925 552 0252
Gaile Israel	629 Sulfower Ct.	San Ramon 94583	gaile.israel @ bos.ccom.net us
Suzette Keko	3705 Anderhan Place	San Ramon 94583	SKEKOA @ Comcast.net
Linda Chandler	509 Cartagen Ln	SR	925 830 2805
Mary Jo Ferris	8721 Morris Canyon Rd.	Castro Valley	510 397-6320
Gaile Larson Asm. Buchanan ofc	2694 Bishop Dr	SR	925.328.1515-
Tom Bickentaff	2416 Talarava Dr S.R.	SR	(925) 830-1929

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Page 7 of 9

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Cathy + Chris Cain	2870 Myron Dr	SR	CACSAW77@gmail
E. Riddlesmith	2445 ASCENSION	SR	srfsmom@msn.com
Suzanne + Wayne Lyon	2722 Shebear Dr.	SR	detroitlyon@msn.com
Kristin Osowski	2679 Mark Dr.	SR	goscowski@hotmail.com
Perrin Krumdoppel	3865 Aragon Ln.	SR	Perrinck@earthlink.net
DAVE BOWSALL	536 STANLDER DR-	SR	DBOW@CATERON.COM
Karen Price	174 Castleton Ct	SR	Pricesrite@comcast.net
CHRISTINE BLAKOVICH	2476 ASCENSION DR.	SR	oblakovich@msn.com
CHRIS TWEBRIDGE	200E Annabell Ln Suite 201 SR, CA	SR	chrwebri@bde@ bishopran.ch.com
Chris Weeks	799 Kirkcrest Danville	DU	CWeeks@bishopspruch.org

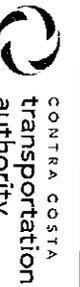
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Page 8 of 9

Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
BETHEL	3670 Norris Canyon Rd.	SR 94583	
J. ALEXANDER	2650 MENDOCINO GLEN	SR 94583	
A. NELSON	992 Canyon Lakes Place	SR 94582	
Robert Henry	181 Castleton Ct SR	94583	
Jim Poyer	612 SAUTANDEL DR	SR 94583	
Charles Mandarini	3890 ARAKEN Lane San Ramon, CA 94583		
MALE BRUBER	2608 Brydell Lane	94596 Walnut Creek	
John & Doug Hutton	2784 Marsh Dr	SR 94583	jeanistanatic@comcast.net
Jim Broth	173 Castleton Ct	SR 94583	
Gloria Hendrickson	973 SPAINVIEW Ave	SR. 94583	rehendrickson@comcast.net

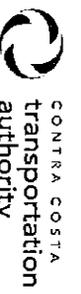
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Name and Affiliation (if applicable)	Address	City, Zip	Phone/Email
ROB NM	2703 BERRY PL.	SAN RAMON 94583	ROB_NEM@kaltura.com
Jim GIBSON	410 GREGG RD	SAN RAMON 94583	JIM.GIBSON@AT&Tworldnet.com
Karen Sandy	109 Apache Dr.	SR 94583	Kosandy@sbcglobal.net
Valerie Pennsbaker	201 Canyon Creek Ct	S.R. 94583	pennsbakerfam@yahoo.com
Barny Rath	277 Pinyon Ct	S.R. 94583	barny.rath@yahoo.com
Sharon Ford	3792 Norris Cyn	SR 94583	Wrasf4lite@aol.com
NISHIT RAWAT	2677 TWIN CREEKS DR	SAN RAMON 94583	NISHIT_RAWAT@YAHOO.COM
MARCO A. KRUMBUHSEL	3805 RAINBOW LN UNIT	SAN RAMON 94583	MKRUMBUHSEL@ATT.NET
Julie H. Perfect	2460 Palmira Pl	S.R. 94583	julieperfect@gmail.com

I-680 HOV DIRECT ACCESS RAMPS PROJECT

ENVIRONMENTAL REVIEW PROCESS

A joint Environmental Impact Report (EIR) and Environmental Assessment (EA) will be prepared for the I-680 HOV Direct Access Ramp (HOV DAR) Project to satisfy the requirements under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and, if feasible, to avoid or mitigate those impacts. NEPA is the federal equivalent to CEQA and is required for projects with federal funding, permits, or approvals. Both CEQA and NEPA establish specific steps in the process, including public involvement and review as described below.

PROGRESS TO DATE

- Completed Project Study Report, March 2010
- Held Project Information Meeting, November 2011
- Held Project Workshop, March 2012
- Held San Ramon City Council Project Briefing, April 2012
- Development of Executive Parkway Alternative
- Environmental Document Elevated to an EIR
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ENVIRONMENTAL TECHNICAL STUDIES

Technical studies being prepared for the project include;

- Traffic
- Noise
- Air Quality
- Community Impacts
- Visual Impacts
- Biology
- Cultural

Each technical study will evaluate the three proposed alternatives, including:

- Norris Canyon Road
- Executive Parkway
- No Build

DRAFT ENVIRONMENTAL DOCUMENT

The draft EIR/EA will describe:

- Proposed project alternatives
- Existing environmental conditions
- Impacts from construction and operation of each proposed alternative
- Mitigation measures to reduce or eliminate these impacts

This information will enable decision-makers, interested parties and the public to evaluate the proposed alternatives and their environmental effects.

DRAFT ENVIRONMENTAL DOCUMENT REVIEW

The draft Environmental Document (ED) will be released in its entirety for public review and comment before being finalized. The review period will be 45 days.

A public meeting will be held during the review period to obtain additional comments.

FINAL ENVIRONMENTAL DOCUMENT

The final Environmental Document will consist of:

- Revisions to address public comments
- Comments and recommendations received on the draft ED
- Responses to significant environmental points raised in the review and consultation process

TIMELINE

SPRING 2013

- Scoping Meeting on March 13

SUMMER/FALL 2013

- Conduct Environmental Technical Studies
- Prepare Draft ED

WINTER 2014

SPRING 2014

- 45 day public review period for draft Environmental Document (ED)
- Hold Public Meeting to discuss draft ED (date TBA)

SUMMER/FALL 2014

- Incorporate all public comments from draft ED
- Prepare final ED defining "Preferred Alternative" for project

NOTE:

The environmental review process provides several opportunities for public involvement. CCTA, Caltrans and the City of San Ramon have supplemented the public involvement activities required by CEQA with additional public meetings and workshops.

For more information go to: <http://www.ccta.net/EN/home/projects/I680HOVDAR.html>





I-680 HOV Direct Access Ramps
 Project Scoping Meeting
 Wednesday, March 13, 2013

COMMENT FORM

Comments must be received no later than 5:00 p.m., Tuesday, April 16.

Please mail your scoping comments to:

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

You can also email comments to: I680hovdarproject@gmail.com

Name: _____ **Date:** _____

Affiliation (if applicable): _____

Address: _____

Comment/Question: _____

Please continue on back if necessary.

For more information, contact Cristin Hallissy,
 Caltrans District 4 Branch Chief at (510) 622-8717.

WHY IS THIS PROJECT BEING CONSIDERED?

In 2004, Contra Costa voters approved Measure J, which continued the County’s half-cent transportation sales tax program to 2034.* The Measure J Expenditure Plan includes 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, called Direct Access Ramps, in San Ramon. HOVs include buses, carpools and vanpools.

** Measure J was approved by 67 percent among those who voted in San Ramon. It is recognized that voters approved Measure J as a whole, not specific projects included in the Expenditure Plan.*

WHAT IS THE PURPOSE OF THIS PROJECT?

The purpose of the I-680 HOV Direct Access Ramps (HOV DAR) 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 direct access 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 Road alternative is built.

WHO IS WORKING ON THIS PROJECT AND WHAT ARE THEIR ROLES?

CCTA is the project sponsor, and is working in cooperation with the California 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 THIS PROJECT ALREADY BEEN APPROVED?

No. CCTA, Caltrans and the City of San Ramon are beginning the project development and environmental review process that will take place through fall 2014. Once project development and environmental review are complete, CCTA, Caltrans and the City of San Ramon will decide whether to proceed with the project. The project design would only proceed after the final Environmental Document is released and approved. Project construction would potentially begin in 2017 at the earliest, pending the availability of funding.

HOW IS THIS PROJECT BEING FUNDED?

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.

DOES MEASURE J MANDATE THE MONEY BE SPENT ON HOV RAMPS/LANES?

Yes, the proposed HOV Direct Access Ramps are one component of several individual projects included in the Measure J Expenditure Plan. Should a “No Build” alternative be chosen for the proposed project, Measure J requires that the funds would be spent on other HOV improvements within the I-680 corridor.

WHAT PROJECT ALTERNATIVES ARE BEING STUDIED?

Three project alternatives are being studied. They 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.

WILL THE EIR LOOK AT IMPACTS FOR EACH ALTERNATIVE EQUALLY?

Yes. The environmental document prepared for this project will study alternatives at both Norris Canyon Road and Executive Parkway as well as the “No Build” alternative and will address the impacts identified for each equally.

WHAT HAPPENS WITH THE PUBLIC QUESTIONS AND COMMENTS RECEIVED FOR THIS PROJECT?

All written comments received at meetings (via regular mail or e-mail) are part of the administrative record. Each will be compiled following completion of the environmental review process. Comments submitted in response to the draft Environmental Document when it is circulated will be responded to in the final Environmental Document and can influence which alternative is chosen.

WHAT HAS HAPPENED SO FAR?

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.

A public workshop was held in March 2012 to provide additional information about the proposed project, alternatives being studied and feedback received to date, and to receive public input on the range of issues to study during the environmental analysis.

The next public workshop is anticipated to occur in spring 2013.

HAS THE ORIGINAL PROJECT SCHEDULE CHANGED?

Yes. The timeline for release of the I-680 HOV DAR Project, draft Environmental Document (ED) has been extended from spring 2013 to spring 2014. This extended period of time is required due to several project-related factors, including:

- Adding the Executive Parkway alternative for further study.
- Incorporating data from the recently updated Travel Demand Model into the environmental document for further study.
- Preparation of a full Environmental Impact Report (EIR) for the project.

After the draft ED has been released for review, a public meeting will be held to receive comments. Release of the final ED is anticipated in fall 2014.

WHAT IS AN NOP?

The Notice of Preparation (NOP) is a document notifying public agencies regarding the scope of the environmental report. This allows regulatory agencies to anticipate and schedule their review. The NOP will be posted on the CCTA website when it is released in spring 2013.

WHAT HAPPENS NEXT?

Engineering and environmental technical studies will be conducted 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 (ED), which will be made available to the public for review and comment (anticipated in spring 2014). 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 at Norris Canyon Road or Executive Parkway or the “no action” (No Build) alternative. Publication of the final ED is anticipated to occur in fall 2014.

HOW CAN I GET INVOLVED?

Conducting an open process that provides multiple opportunities for community involvement is a key goal of CCTA, Caltrans and the City of San Ramon. Public meetings will be held 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.

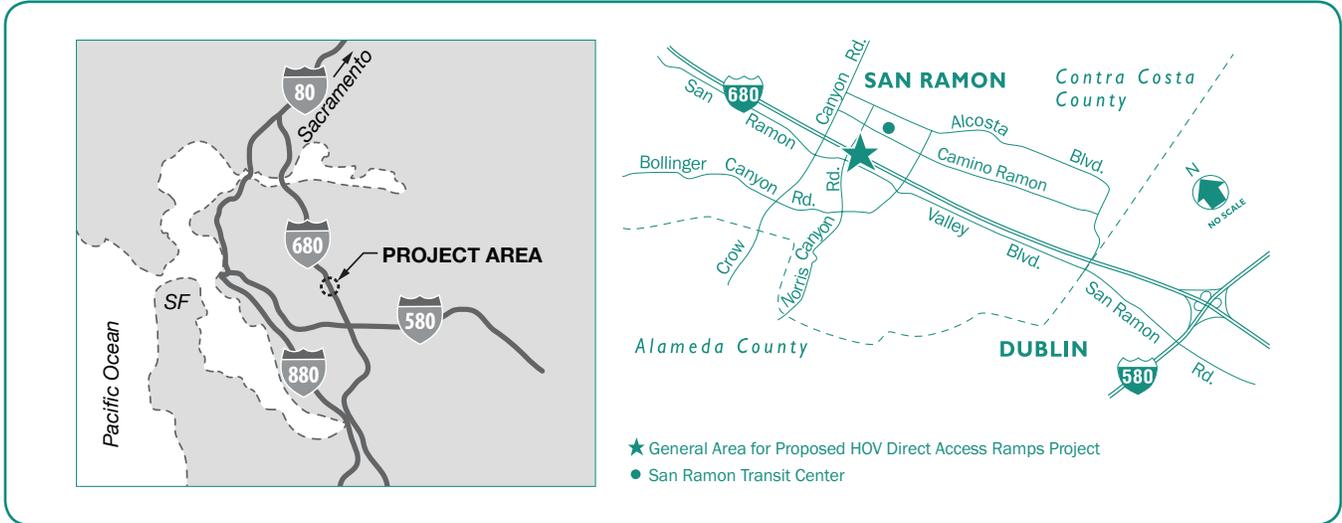
WHERE CAN I GO FOR MORE INFORMATION?

Go to www.ccta.net

Call the CCTA at (925) 256-4700

Email I680hovdarproject@gmail.com to ask questions, request information, or be added to our project mailing list.

FACT SHEET



In 2004, Contra Costa voters approved Measure J, which continued the County's half-cent transportation sales tax program to 2034. 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, called Direct Access Ramps, in San Ramon.

PROJECT BENEFITS:

- ★ More convenient and 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
- ★ Reduction in the number of transit vehicles and HOVs traveling through the congested Crow Canyon and Bollinger Canyon Road intersections
- ★ Improved local and regional transit/HOV links
- ★ Consistent with local and regional transportation plans

The Contra Costa Transportation Authority (CCTA), in concert with the City of San Ramon and Caltrans, completed a Project Study Report (PSR)* for the I-680 HOV Direct Access Ramps (HOV DAR) Project in March 2010 that studied Norris Canyon and a "No Build" alternative. Executive Parkway is currently being studied in addition to Norris Canyon and a "No Build" alternative. The project cost estimate at the time of the PSR was \$102 million (escalated dollars) for the Norris Canyon HOV DAR alternative. This cost estimate will be updated during the environmental process.

*A PSR is an engineering planning document that confirms the scope, schedule and estimated cost of a project.

PROJECT SCHEDULE:

ACTIVITY:	DATES:
Community Outreach	Ongoing throughout project
Complete Project Study Report	Spring 2010
Community Workshops	Spring 2012/Spring 2013/Spring 2014
Prepare Environmental Document	Summer 2011- Fall 2014
Project Design*	Fall 2014 - Fall 2016
Project Construction*	Winter 2017 - Fall 2018

*Pending funding availability

MORE INFORMATION:

Go to www.ccta.net

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

Email: 1680hovdarproject@gmail.com to ask questions, request information and be added to our project mailing list to receive project updates and upcoming meeting announcements.

I-680 HOV DIRECT ACCESS RAMPS PROJECT

ENVIRONMENTAL REVIEW PROCESS

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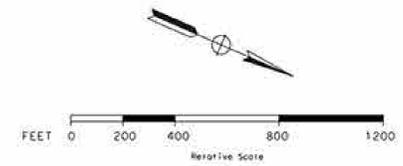
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NOTE:

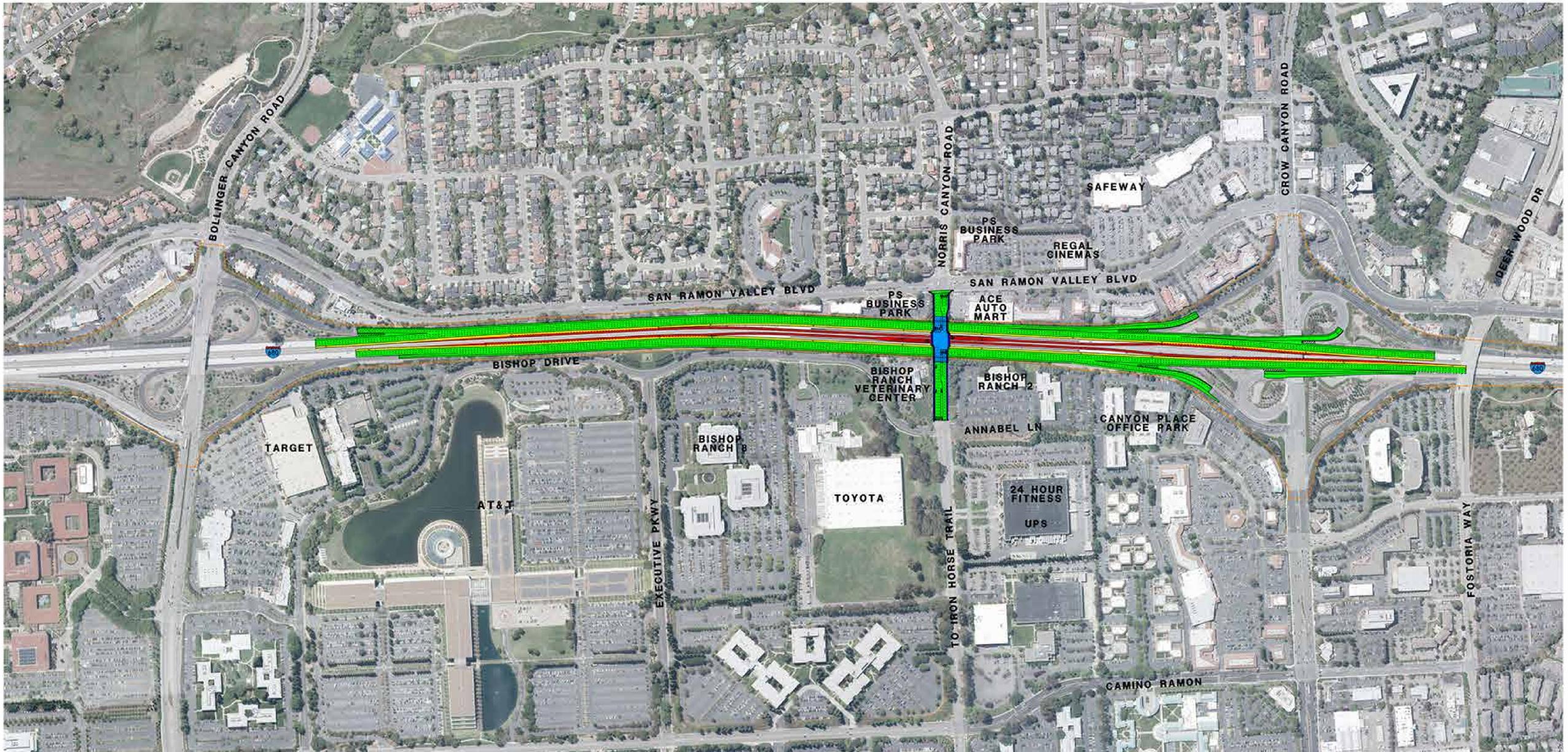
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- LEGEND:**
- PROPOSED OVERCROSSING STRUCTURE
 - PROPOSED HOV DIRECT RAMP
 - PROPOSED HOV LANE
 - PROPOSED ROADWAY WORK
 - PROPOSED PEDESTRIAN/BICYCLE PATH
 - PROPOSED LANE LINES
 - EXISTING CALTRANS RIGHT OF WAY

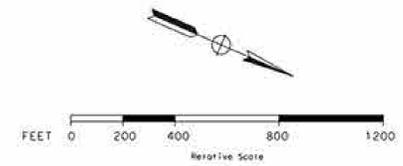


NORRIS CANYON ROAD ALTERNATIVE

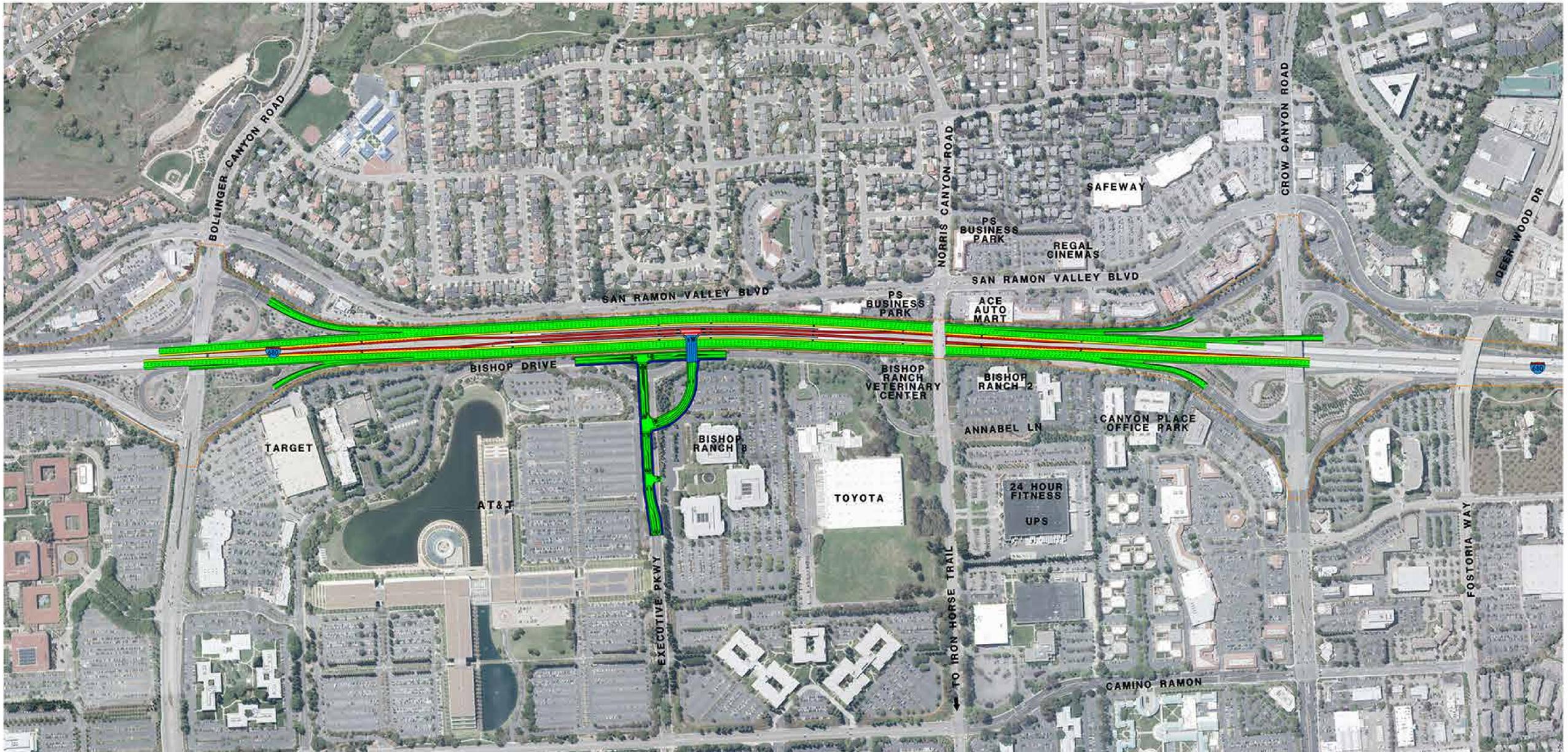


PRELIMINARY CONCEPT

- LEGEND:**
- PROPOSED OVERCROSSING STRUCTURE
 - PROPOSED HOV DIRECT ACCESS RAMP
 - PROPOSED HOV LANE
 - PROPOSED ROADWAY WORK
 - PEDESTRIAN/BICYCLE PATH
 - PROPOSED LANE LINES
 - EXISTING CALTRANS RIGHT OF WAY



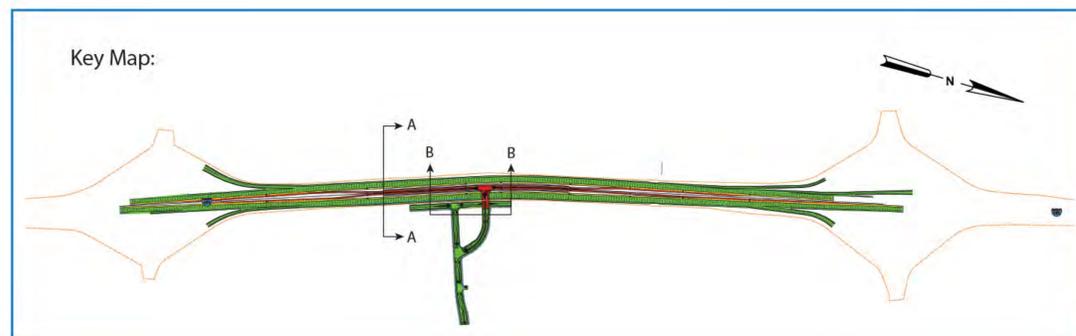
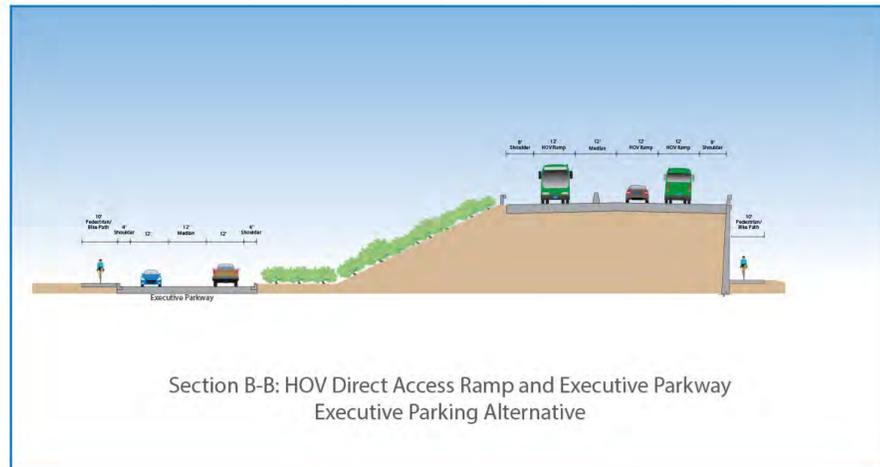
EXECUTIVE PARKWAY ALTERNATIVE



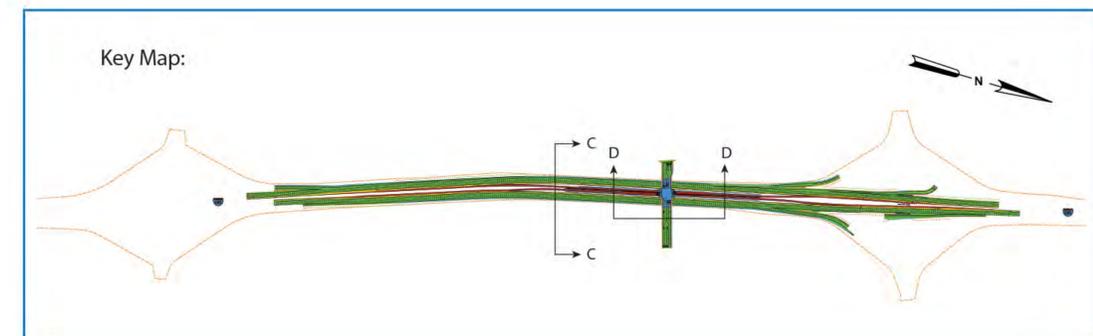
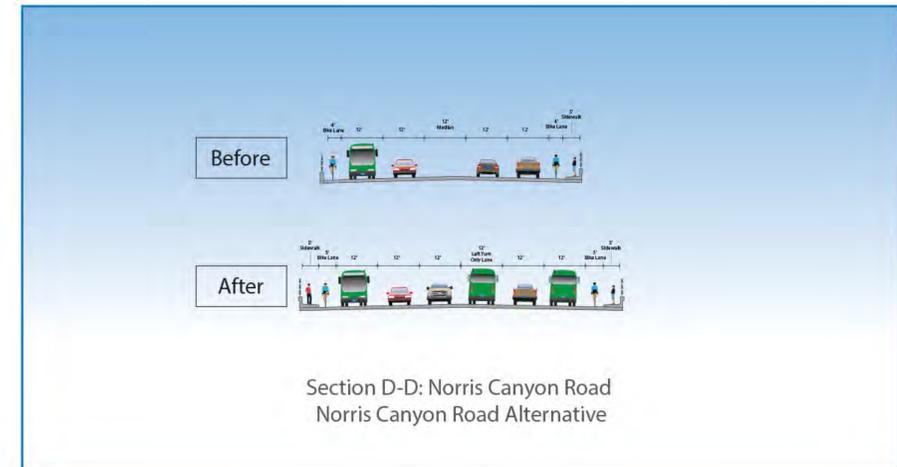
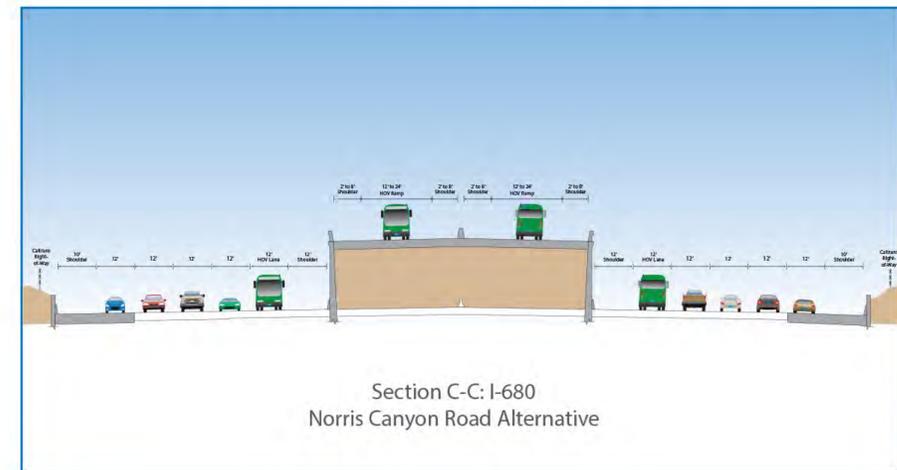
PRELIMINARY CONCEPT

Preliminary Cross-Sections

Executive Parkway Alternative



Norris Canyon Road Alternative



POTENTIAL VIEWPOINTS FOR VISUAL SIMULATIONS

I-680 HOV Direct Access Ramps Project
San Ramon, CA

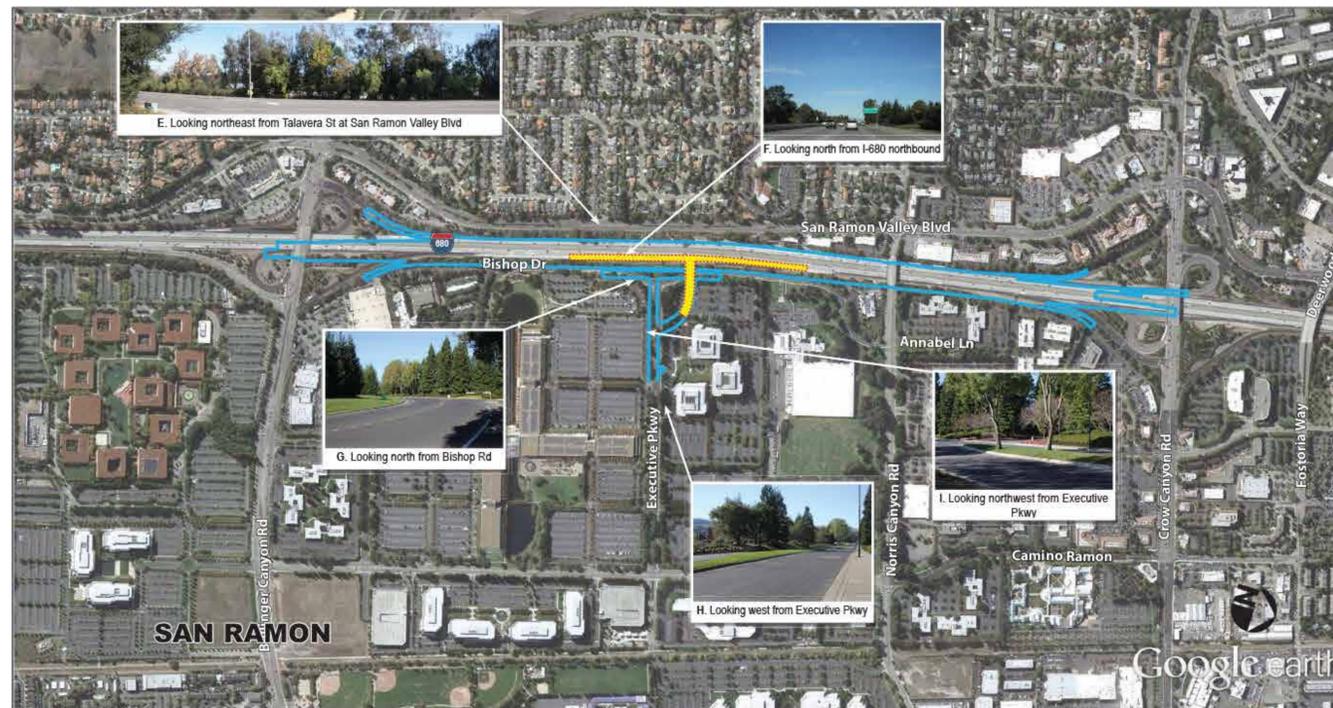


Norris Canyon Road Alternative

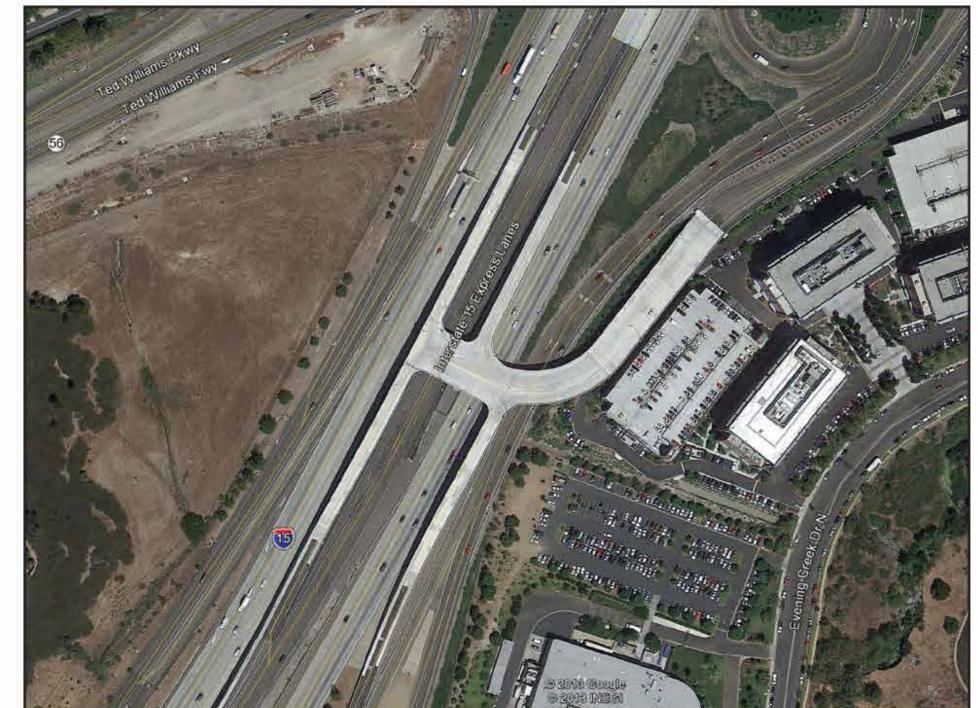
HOV DIRECT ACCESS RAMP EXAMPLES



I-90 at 142nd Place SE, Bellevue, WA



Executive Parkway Alternative



I-15 near SR 56, San Diego County, CA

Norris Canyon Road Alternative
 Executive Parkway Alternative
 Location of proposed structures



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 Caltrans District 4 Branch Chief
 111 Grand Avenue P.O. Box 23660, MS-8B
 Oakland, CA 94623-0660

You can also email comments to: I680hovdarproject@gmail.com

Name: CHONLAVAT UDTAMADILOK **Date:** 3-13-13

Affiliation (if applicable): _____

Address: 2692 MARSH DR. SAN RAMON

Comment/Question: NEITHER ONE OF HOV RAMP'S WILL SOLVE

THE ISSUE. BOTH PROPOSED FREEWAY RAMP'S ONLY SERVE BISHOP BRANCH

BUSINESS PARK. I HAVE BEEN LEAVING IN SAN RAMON FOR 30 YEARS.

THE PLANNING NEVER WORKS.

Please continue on back if necessary.

For more information, contact Cristin Hallissy,
 Caltrans District 4 Branch Chief at (510) 622-8717.

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111 Grand Avenue P.O. Box 23660, MS-8B
Oakland, CA 94623-0660

You can also email comments to: I680hovdarproject@gmail.com

Name: JIM STEWART Date: 3/13/13

Affiliation (if applicable): HOMEOWNER IN TWIN CREEKS

Address: 2471 TALAVERA DR. SAN RAMON

Comment/Question: LAST NIGHT, I VISITED 8 DIFFERENT
NEIGHBORS/HOMEOWNERS WITH THE INTENT
OF ENCOURAGING THEM TO ATTEND
TONIGHT'S
~~TODAYS~~ MEETING. IT UNEXPECTEDLY
TURNE D OUT THAT 7 OF THE 8
NEIGHBORS HAD NO RECOLLECTION
OF EVER RECEIVING THE PINK
POST CARD MAILER NOTICE FOR TONIGHT'S
MEETING. I SHOWED THEM MY COPY
OF THE POST CARD NOTICE & SEVERAL

Please continue on back if necessary.

For more information, contact Cristin Hallissy,
Caltrans District 4 Branch Chief at (510) 622-8717.

(OVER)

- (continued) -

HOMEOWNERS COMMENTED THAT IT LOOKS LIKE A PIECE OF JUNK MAIL & THEY JUST THREW IT OUT. (THE POST CARD LOOKS ^(SAME SIZE) MUCH LIKE THE REQUESTS FREQUENTLY MAILED THAT REQUEST DONATIONS FOR CLOTHES & USED FURNITURE.)

~~THE~~ PROPER NOTIFICATION FOR THE AFFECTED HOMEOWNERS IN TWIN CREEKS ON W. SIDE OF FREEWAY SHOULD INSTEAD HAVE AN ARTIST'S RENDERING OF THE HUGE HOV RAMP STRUCTURES & A BETTER MAP ~~SO~~ HOMEOWNERS ATTENTION WILL BE PEAKED.

A SMALL "JUNK MAIL" POST CARD WITH A SMALL RUDIMENTARY LINE MAP WITH A SMALL (★) STAR THAT REALLY INDICATES A \$102,000,000 HUGE HOV RAMP

STRUCTURE, ~~AND~~ INADEQUATE WAY TO INFORM HOMEOWNERS, ESPECIALLY WHEN THE HOV RAMP WILL DEVESTATE QUALITY OF LIFE.

Thank you for your participation.

I-680 HOV Direct Access Ramps
Project Scoping Meeting
Wednesday, March 13, 2013

COMMENT FORM

Comments must be received no later than 5:00 p.m., Tuesday, April 16.

Please mail your scoping comments to:

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

You can also email comments to: I680hovdarproject@gmail.com

Name: Andrew Weiss Date: 3/13/2013

Affiliation (if applicable): self

Address: 200 Marsh Ct. San Ramon

Comment/Question: In regards to Narvic I am against both proposals that build ramps. What will be done concerning the increase in traffic on the Narvic (W), & its impact on the neighborhood. What will be done about the increase in noise from vehicles on these elevated ramps. Left exit are inherently more dangerous than right, what will be done to mitigate this. How has improving Ballistics or Crow Canyon been studied, to improve traffic flow?
How can we stop these ramps?

Please continue on back if necessary.

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You can also email comments to: I680hovdarproject@gmail.com

Name: Susan Friedman Date: 3-13-13

Affiliation (if applicable): _____

Address: 164 CORRAL CIRCUS, SAN RAMON

Comment/Question: I am in favor of the "NO BUILD" alternative.
• What is the legal ramifications to the city of San Ramon
if they decided to stop the project?
• Have there been considerations about how either ramp
alternative would affect the image of San Ramon? The
visual impact is way out of character to the quiet
residential, neighborhood quality of this town. What will be
done to keep that quality @ San Ramon residents moved
here in?

Please continue on back if necessary.

over
↓

For more information, contact Cristin Hallissy,
Caltrans District 4 Branch Chief at (510) 622-8717.

- (continued) -

' What provisions will be made for both alternatives to ~~over~~ maintain bicycle and pedestrian safety? Adults and children currently use Nevins Canyon Rd as the only safe cross town access while walking or biking to Iron Horse Middle School, Iron Horse Trail, San Ramon Central Park.

Thank you for your participation.



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Name: Chris Sadeghian Date: 3/13/13
 Affiliation (if applicable): Resident (Dos Rios Place)
 Address: 66 Dos Rios Place

Comment/Question: I support the executive
park way option if: (1) all noise created
by the new overpass is mitigated through
a sound wall and (2) ~~at~~ noise
mitigation measures are taken on
the west side of 680 between Crow
Canyon and Sycamore Valley where
the auxillary lane project is proceeding -
the removal of tall/mature trees

Please continue on back if necessary.

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- (continued) -

from the shoulder area has, possibly due to change in wind patterns from the true removal, significantly increased noise perceived in my neighborhood. While the auxiliary lane project is considered separate from the HOV direct access project, City of San Ramon approval could be made contingent of the HOV project upon the additional sound mitigation measures being taken between Crow Canyon and Sycamore, as described above.

Thank you for your participation.

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Name: NISHIT RAWAT Date: 3/13/2013

Affiliation (if applicable): _____

Address: 2677 TWIN CREEKS DR, SAN RAMON, CA 94583

Comment/Question: I have the following concerns:

① Added noise and air pollution right where we live if the off-ramp is built on the Norris Canyon side.

② My daughter will be going to Iron Horse Middle school in a few years, and I am concerned about the commute for her along with road safety with the off ramp on Norris Canyon.

Please continue on back if necessary.

For more information, contact Cristin Hallissy,
Caltrans District 4 Branch Chief at (510) 622-8717.

- (continued) -

- ③ Delay in response from emergency vehicles (or additional costs) to the east side of San Ramon
- ④ Difficulty in getting to Iron Horse Trail
- ⑤ I have not seen a cost-benefit analysis for either option.

In general, I would like to see more detailed analysis of all options being considered in terms of cost, environmental and road safety impact, as well as disruption to the local community. My preference is with an off ramp on Executive Parkway as that is already a commercial area and will have less disruptive impact on local community.

Thank you for your participation.

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Name: JIM STEWART Date: 3-13-13

Affiliation (if applicable): HOMEOWNER IN TWIN CREEKS

Address: 2471 TALAVERA DR, SAN RAMON

Comment/Question: I'VE LIVED @ 2471 TALAVERA DR

FOR 21+ YRS. OVER THAT TIME THE FREEWAY
NOISE & VISUAL INTRUSIVENESS HAS GOTTEN MUCH
WORSE. THE HOV RAMP PROPOSAL, ESPECIALLY @
EXECUTIVE PARKWAY WILL MAKE THE NOISE
& VISUAL INTRUSIVENESS EVEN WORSE. NOISE
WILL BE REFLECTED OFF THE RAMP STRUCTURE
BACK INTO MY NEIGHBORHOOD. NOISE FROM BUSES
& OTHER VEHICLES MOVING UP/DOWN THE RAMP
WILL FURTHER NOISE POLLUTE MY NEIGHBORHOOD.
BUSES STARTING/STOPPING AT THE TRAFFIC CONTROL
LIGHTS ON TOP OF THE RAMP STRUCTURE WILL
FURTHER ADD TO NOISE POLLUTION. THE

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Caltrans District 4 Branch Chief at (510) 622-8717.

(OVER PLS)

~~FREE~~ VEHICLES MOVING UP/DOWN THE RAMP
RAMP WILL BE VISUALLY INTRUSIVE DURING DAYTIME & ~~THE~~ THE VEHICLES LIGHTS MOVING UP/DOWN THE RAMP^(continued) WILL BE MORE LIGHT POLLUTION IN ADDITION TO THE LIGHT POLLUTION FROM THE TRAFFIC CONTROL LIGHTS AT THE TOP OF THE HOV RAMP.
IF INSTALLED ALONG THE ~~WEST~~ WEST EDGE ~~OF THE~~ FREEWAY, NOISE WALLS WOULD HAVE TO BE ~~SIGNIF~~ HIGHER THAN THE ELEVATIONS OF THE HOV RAMP. SOUTHBOUND FREEWAY NOISE WILL BE REFLECTED WESTWARD OFF THE RAMP, DIRECTING EVEN MORE FREEWAY NOISE INTO THE TWIN CREEKS NEIGHBORHOODS. (IT IS NOT FEASIBLE TO PLACE NOISE WALLS UP/DOWN THE HOV RAMP SINCE SUCH ~~WALLS~~ WALLS WILL REFLECT EVEN MORE ^{FREEWAY} NOISE BACK INTO THE RESIDENTIAL TWIN CREEKS ~~NEIGHBORHOOD~~ NEIGHBORHOOD. ANY NOISE WALLS THEREFORE ^{NEED} ~~MUST~~ BE INSTALLED ON WEST SIDE OF FREEWAY.

I THINK THIS PROJECT SHOULD BE TERMINATED. IT IS A \$102MM WAST OF TAXPAYER MONEY. IF THESE RAMP ARE INSTALLED @ NORRIS OR @ EXECUTIVE PKWY. THE QUALITY OF LIFE IN ADJACENT NEIGHBORHOODS WILL BE SEVERELY DEGRADED.

Thank you for your participation.

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You can also email comments to: I680hovdarproject@gmail.com

Name: Aidan Sudgenian Date: W 3/13/13

Affiliation (if applicable): I live with my family in Twin Creeks

Address: 66 Dos Rios Place, San Ramon, CA 94583

Comment/Question: People already have enough noise at night when they are going to bed, so this will create more noise to residential neighborhoods. It would also create more traffic making it difficult for families to walk or play outside with all of the noise and cars. It would not only cost a fortune, but it would also have an impact on businesses on the planned construction site. What will happen to those buildings when the major

Please continue on back if necessary.

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Caltrans District 4 Branch Chief at (510) 622-8717.

- (continued) -

project comes into play, how would you feel if someone plowed through your neighborhood with a project as big as this one. It might also harm the environment to create an onramp like this. Why build this when you have 3 other onramps within a mile away. I may be a kid, but I know my facts and how to deal with situations like this. Please consider surveying San Ramon citizens about this so you have their input on things, this is a democracy after all right? Thank you, and good luck.

Thank you for your participation.



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Name: Paul Hiller Date: 3-13-13

Affiliation (if applicable): San Ramon Homeowner

Address: 66 Arenas Ct, San Ramon

Comment/Question: ① What about BART? Wasnt there a plan to extend BART down the middle of I-680? If the HOV lanes are built, will the BART line then be impossible?
② The only acceptable option for HOV lanes is the Executive Parkway Alternative. That has the least impact on the San Ramon community, and the greatest benefit to Bishop Ranch commuters. However, the light and sound involved in the elevated ramps are a concern and will be detrimental to residents and will decrease property values. How will this impact be mitigated?

Please continue on back if necessary.
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 Caltrans District 4 Branch Chief at (510) 622-8717.

- (continued) -

③ The original plans for the Norris Canyon ramp alternative included demolishing the existing Vet Hospital and several homes ~~and~~ and businesses at the intersection of Norris Canyon and San Ramon Valley Blvd. This seems to be missing from the proposed alternatives we see tonight. Has the plan changed? Or, is this just not being shown so that the Norris Canyon alternative looks more amenable? ~~The ~~same~~ ~~is~~ ~~unacceptable~~~~ If so, such failure to disclose the actual impact to the community is totally unacceptable and a breach of public trust.

④ Cost! For \$100 million (proposed), there will be easier access for ~1000 commuters/day. That is not cost effective! Plus, it is doubtful that either alternative will be built for the proposed cost. Actual costs will undoubtedly be 2 to 3 times that proposed, given Cal Trans track record of performance.

⑤ Best option is NO HOV Ramps in San Ramon.

Thank you for your participation.

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Name: Sue Tomlinson Date: 3.13.13

Affiliation (if applicable): _____

Address: 2616 Durango Ln

Comment/Question: _____

I want to add my voice to the opposition
to any access ramps of any kind
between Ballinger and Crow Canyon.
This is so unnecessary and a complete
waste of taxpayer money.

Please protect our environment, our
children and our property value
and drop this project.

Please continue on back if necessary.

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Name: BRYAN BRACKEN Date: 3-13-13

Affiliation (if applicable): _____

Address: 3841 ARAGON LANE, SR, CA 94583

Comment/Question: The idea of increasing traffic on Norris is not good. Norris is used by pedestrians + cyclist (especially children on the way to Iron Horse M.S.). The added traffic + noise[Ⓢ] will, I believe, lower my property value. The alternate plans looks very good. Solves the problem of combining more cars with pedestrian/cyclist traffic put the ^{new highway} access right where it should belong: right in the middle of Bishop Ranch Complex.
x because of backed up traffic on Norris at rush hour.

Please continue on back if necessary.

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Name: CARL BACKE Date: MAR 13, 2013

Affiliation (if applicable): LONG TIME RESIDENT (42 yrs)

Address: 78 CAROUSEL PLACE

Comment/Question: Project Model

I think you would be well served by having a scale model of the proposed access ramps. Many people have difficulty visualizing the scope of this project. Photo representations are minimally visual projections but are not as effective as an actual model. I am a retired engineer and found models to be invaluable as early as possible in developing a project. Thank you.

Please continue on back if necessary.

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You can also email comments to: I680hovdarproject@gmail.com

Name: CARL BACKE Date: MAR. 13. 2013

Affiliation (if applicable): LONG TIME RESIDENT (42 yrs)

Address: 78 CAROUSEL PLACE

Comment/Question: TRAFFIC ON NORRIS CANYON RD. (FUTURE)

I CAN SEE TRAFFIC DURING THE AM RUSH HOUR HEADING
EAST ON CROW CANYON RD - TURNING RIGHT ONTO BALLINGER
CANYON ROAD AND THEN LEFT ON NORRIS CANYON ROAD
TO AVOID CONGESTION ON CROW CANYON AS IT APPROACHES
HIWY 680. NORRIS CANYON WILL BECOME A MAJOR ARTERY
FEEDING THE ACCESS RAMPS. NOT A SAFE ENVIRONMENT
FOR RESIDENTIAL AREAS IMPACTED THIS WAY. SAME THING
WILL OCCUR AT THE EVENING RUSH HOUR.

Please continue on back if necessary.

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You can also email comments to: I680hovdarproject@gmail.com

Name: CARL BACKE Date: MAR. 13, 2013

Affiliation (if applicable): LONG TIME RESIDENT (42 YRS)

Address: 78 CAROUSEL PLACE

Comment/Question: SCOPING MEETING

IN MY OPINION, THE SCOPING MEETING WOULD HAVE SERVED
THE SAN RAMON COMMUNITY BETTER BY HAVING AN OPEN
DIALOGUE SO WE COULD ALL HEAR THE OPINIONS OF THE
ATTENDEES. NOT NECESSARILY A DEBATE, BUT A
HEALTHY Q & A MEETING. AS IT STOOD, I DIDN'T
GET MUCH OUT OF IT. NO OFFENSE MEANT.

Please continue on back if necessary.

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Name: Romy Judy Smith Date: 3/13/13

Affiliation (if applicable): Resident SR

Address: 219 CASCADAS CT

Comment/Question: The Executive Pkwy plan is FAR superior. More convenient to Bishop Ranch, doesn't go through residential areas more in line with property owners needs

Please continue on back if necessary.

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Name: ELLSWORTH HEDMAN Date: 3/13/13

Affiliation (if applicable): _____

Address: 3711 MESSEURISTA DR SAN RAMON CA 94583

Comment/Question: NEED TO HAVE A ^{SMALL} SCALE MODEL

OF NORTON CANYON & EXECUTIVE PKWY INTERCHANGES

SO IT IS EASIER TO VISUALIZE!!!

I THINK THESE PROPOSALS ARE UNNECESSARY

ESP THE NORTON CANYON ONE.

THE POLITICIANS ARE BOWING TO THE BISHOP

PRINCIPAL POWERS THAT WANT TOLLS.

A TOTAL WASTE OF \$ 1.1 !!

Please continue on back if necessary.

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Name: Camille Kekoa Date: 3/13/13

Affiliation (if applicable): _____

Address: 3705 Anderhan Place, San Ramon

Comment/Question: Neither proposal is needed. Why?
There are many neighbors who are
against this because it will bring more
traffic into our community. Pottinger
Covey and Crow Covey are just
fine and can be used by the buses.
DO not approve of these projects.

Please continue on back if necessary.

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Name: Barry Reih Date: 3/13/2013

Affiliation (if applicable): _____

Address: 27 Playa Ct San Ramon CA 94583

Comment/Question: I'm concerned about
non-HOV vehicles using the ramps off peak:
non-HOV can use the #1 lanes off peak, so what
will prevent these vehicles from using on/off ramps?

I'm firmly against the Norris Canyon alternative.
It will negatively and greatly impact the residential
area W of I-680 especially on the evening commute

Please continue on back if necessary.

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Name: Suzette Kekoa Date: 3-13-13

Affiliation (if applicable): _____

Address: 3705 Anderhan Place, San Ramon

Comment/Question: I do not want either project. Norris Canyon is San Ramon's only roadway over 680 that we can use to get across town easily. I walk and bike ride on Norris Canyon because I feel safer with no on-ramps or off-ramps to worry about. I would never walk or bike ride on Crow Canyon or Bolliger Overpass, it

Please continue on back if necessary.

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- (continued) -

is not safe. Also these freeway ramps are not needed. Why is this being considered? It will bring too much noise pollution to our community.

Thank you.



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Name: Carl Weisiger Date: 3/13/2013

Affiliation (if applicable): San Ramon Citizen

Address: 110 Cortona Dr.

Comment/Question: _____

Comments:

① I question the need for the HOV Access Ramp in San Ramon. The Bolinger Canyon and Crow Canyon Ramps are close enough without adding the complexity of a HOV ramp in between.

② Why not redirect the measure J funds to other projects to eliminate congestion on 680?

③ If the will of San Ramon Citizens is taken in to account, the Executive Parkway ^{Please continue on back if necessary.} is a better option.

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Name: CHARLES CHAVDARIAN, PH.D. Date: 3-13-13

Affiliation (if applicable): RESIDENT

Address: 3890 ARAGON LANE, SR 94582

Comment/Question: IT IS QUITE TELLING THAT THE TWO EXAMPLES
OF HOV LANES IN BELLEVUE AND SAN DIEGO (PHOTOGRAPHS)
ARE BASED WITHIN BUSINESS PARKS WITH NO RESIDENTIAL
~~AA~~ NEIGHBORHOODS NEARBY. NOW CONTRAST THAT WITH
THE LOCALS IN SAN RAMON WHERE SUBSTANTIAL
NEIGHBORHOODS EXIST RIGHT NEXT TO THE PROPOSED
HOV LANES. I REALLY WANT TO SEE THE ETK TAKING
THIS INTO ACCOUNT. ALSO, I WANT TO SEE THE ISSUE
OF SAFETY FACTORED INTO THE REPORT (ETK). AT THE →

Please continue on back if necessary.

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- (continued) -

END OF THE DAY THIS IS A COMPLETE WASTE OF
PUBLIC FUNDS, AND A MAJOR DETRIMENT TO THE
CITIZENS OF SAN RAMON (~~WHO WOULD~~ ^{WHOSE} ~~TO COME~~ INTERESTS
NEED TO COME BEFORE THOSE OF BUSINESS).

THE ONLY BENEFICIARIES OF ALL THIS ARE CERTAIN
BUSINESS INTERESTS AND THE PERPETUATION OF
CCTA AND THE STATE IN TERMS OF STAFF
EMPLOYMENT.

Chang EM

Thank you for your participation.

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You can also email comments to: I680hovdarproject@gmail.com

Name: JOY ALEXANDER Date: 3/13/13

Affiliation (if applicable): _____

Address: 2650 MEADOW GLEN DR S. RAMON

Comment/Question: CONCERNED ABOUT INCREASED
TRAFFIC BETWEEN MORRIS CANYON & CROW
CANYON VIA TWIN CREEKS DR. WITH
INCREASED TRAFFIC BETWEEN THOSE TWO STS.
I WILL NEVER GET OUT OF MY DRIVEWAY
FROM MEADOW GLEN DR ONTO TWIN CREEKS
ALSO I INCREASED NOISE POLLUTION & FUEL
POLLUTION. THERE IS ANOTHER WORLD BESIDE
BISHOP RANCH !!

Please continue on back if necessary.

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Oakland, CA 94623-0660

You can also email comments to: I680hovdarproject@gmail.com

Name: Betty ELDER Date: 3/13/13

Affiliation (if applicable): _____

Address: 2658 MEADOW GLEN DR

Comment/Question: WHY DOES CHART SHOW PART
OF OVERPASS EXTEND ONTO MORRIS CANYON
WEST? VERY CONCERNED ABOUT
NOISE & AIR IMPACT. THIS WILL
ONLY BENEFIT BISHOP RANCH, NOT
THE LOCAL RESIDENTS!!

Please continue on back if necessary.

For more information, contact Cristin Hallissy,
Caltrans District 4 Branch Chief at (510) 622-8717.



I-680 HOV Direct Access Ramps
 Project Scoping Meeting
 Wednesday, March 13, 2013

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Please mail your scoping comments to:

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 Caltrans District 4 Branch Chief
 111 Grand Avenue P.O. Box 23660, MS-8B
 Oakland, CA 94623-0660

You can also email comments to: I680hovdarproject@gmail.com

Name: Chris & Linda Chandler **Date:** March 13, 2013

Affiliation (if applicable): _____

Address: 509 Cartagena Lane

Comment/Question: Since we live in a
neighborhood very close to Norris &
SRV Blvd, we strongly support the
"Alternate" plan of putting the ramps on
the east side of the 680.

Please continue on back if necessary.

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 Caltrans District 4 Branch Chief at (510) 622-8717.



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Name: Valerie Pennsbaker Date: 03/13/2013

Affiliation (if applicable): _____

Address: 201 Canyon Creek Ct., San Ramon, CA 94583

Comment/Question: Regarding the traffic impact of the Norris alternative: I want the study to go as far ~~to~~ west as the Norris Cyn Rd. & Crow Cyn. Rd. ^{intersection} in Alameda County (Castro Valley).

Regarding the noise impact for both the Norris alternative & the Executive Parkway alternative: I want it to go as far west as Bollinger Cyn. Rd. & as far east as Alcosta Blvd.

Please continue on back if necessary.

For more information, contact Cristin Hallissy,
 Caltrans District 4 Branch Chief at (510) 622-8717.

(COVER →)

- (continued) -

⊗ When I say traffic I don't just mean automobiles & SUV's & trucks, etc., I mean also how does it affect pedestrian traffic & bike traffic.

• For both the Norris & Exec. Pkwy. - How high up will the ramps be & how high up will the lights & traffic signals be? - What will the impact be in terms of light pollution on the residential communities? Will there be flashing lights?

• What endangered species will be affected by both the Norris & Executive Pkwy. alternatives? What about the affect to vegetation?

Thank you for your participation.



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Name: Jon Kekoa Date: 3/12/13

Affiliation (if applicable): _____

Address: 3705 ANDERHART PLACE

Comment/Question: I prefer not to have the
Norris Canyon or Exec. Parkway solutions. Both
will cause ADDITIONAL TRAFFIC & Noise to
the community. There needs to be a better
solution using existing Ramps on Crow Canyon
or Bollenyer Canyon.

Please continue on back if necessary.

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You can also email comments to: I680hovdarproject@gmail.com

Name: CHRISTINE BLAGOYEVICH **Date:** 3-13-13

Affiliation (if applicable): _____

Address: 2470 ASCENSION DRIVE, SAN RAMON CA 94583

Comment/Question: I WOULD LIKE TO BE NOTIFIED / INFORMED
DURING ALL PHASES OF THIS PROJECT

EMAIL ADDRESS IF APPROPRIATE

cblagoyevich@msn.com

Please continue on back if necessary.

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You can also email comments to: I680hovdarproject@gmail.com

Name: HARVEY RIGGS Date: 3-13-2013

Affiliation (if applicable): Member City TAC.

Address: 3301 VERACRUZ DR, SAN RAMON, CA.

Comment/Question: NORRIS CANYON - ON THE WEST SIDE OF

NEW OVERPASS THERE IS INSUFFICIENT STACKING ROOM FOR

VEHICLES AND THE TRAFFIC ON SAN RAMON, VALLEY BLVD

WILL BE DEGRADED AT PEAK PERIODS TO A LEVEL

(F). THE RESUMPTION OF ACTIVITIES COMPLETE RECONSTRUCTION

AND THE DISLOCATION AND BUSINESS INTERRUPTION WILL

ADD (IN THE CASE OF BRU CENTER) 20 TO 30 MILLION

DOLLARS TO THE PROJECT.

OVER,

Please continue on back if necessary.

- (continued) -

Norris Canyon HOV Project will have a negative impact on Future Egress to the North and West from the future Civic/City Center.

Executive Parkway will be least impactful on westerly traffic flow to Twin Creeks and be least disruptive for direct access to San Ramon Regional Hospital from the Twin Creeks Area.

Executive Parkway provides direct access to the Transportation Center and has the least negative impact on traffic circulation and major business in San Ramon. BRU Center, United Parcel, 24 hour Fitness and Toyota all have minimum curbside for ingress and egress and they may well require further traffic controls for commute traffic hours.

Thank you for your participation.



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You can also email comments to: I680hovdarproject@gmail.com

Name: Suzanne Lyon. **Date:** 03/13/2013.

Affiliation (if applicable): _____

Address: 2722 Sherbear Drive San Ramon, CA 94583.

Comment/Question: I would like to know the plans for pedestrian/cyclist access across the freeway at Norris Canyon if this project goes ahead. My children use this route to get to school every day and it is currently the only 'safe' route across 680 for residents of San Ramon. We chose to live in this city because our kids could walk/ride bikes safely, and I see this project as taking away that freedom for our families. Tell me exactly how my kids will cross 680 at Norris Canyon safely with vehicles leaving the freeway at 70 MPH+.

Please continue on back if necessary.

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You can also email comments to: I680hovdarproject@gmail.com

Name: Suzanne Lyon **Date:** 03/13/2013

Affiliation (if applicable): _____

Address: 2722 SHERBEAR DRIVE, SAN RAMON, CA 94583

Comment/Question: The two photo examples of existing intersections appear to feed into purely commercial areas. Do you have data to show the effect on house values when similar projects have feed into residential areas - as would happen with the Norris Canyon option. I am very concerned about the impact of this project on the value of my home which would be within 0.5 mi of the Norris Canyon option.

Please continue on back if necessary.

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Name: A. S. MELOY Date: 3/13/2013

Affiliation (if applicable): _____

Address: 222 CANYON LAKES PLACE, San Ramon, CA 94582

Comment/Question: _____

I am in favor of the Executive Parkway Ramp.

I oppose the Norris Canyon Ramp

Please continue on back if necessary.

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You can also email comments to: I680hovdarproject@gmail.com

Name: Mary Jo Ferris Date: 3/13/2013

Affiliation (if applicable): _____

Address: 8721 Norris Canyon Rd. Castro Valley, CA 94552

Comment/Question: Putting HOV ramps on Norris Canyon is not a good solution -- residential streets + already fast driving on Norris in rural areas causing accidents. Also Norris is a big bike thoroughfare HOV ramps a Executive Pkwy is more practical and won't disrupt residential or biking traffic as much.

But my real question is why do we need it? We have Crow Canyon + Bolinger 1.5 miles apart. Traffic at those is not that terrible. Save the money and put it towards a needed road improvement or better yet - Education

Please continue on back if necessary.
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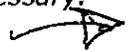
Name: (Mrs) Perrin Krumbuegel Date: 3/13/13

Affiliation (if applicable): _____

Address: 3865 Aragon Ln. San Ramon, CA 94583

Comment/Question: Sincerely, Kudos! For coming up with the Executive Parkway Alternative. As I've sat on Norris waiting to go west at 5pm waiting in a long line of traffic I've wondered how in the heck this will work if the HOV lanes are added. In the Am, going the other way, in a similarly long line, I've wondered the same thing. In my office, which overlooks the corner of SRVB & Norris, watching Fire Trucks and Paramedics rushing thru with sirens

Please continue on back if necessary.



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- (continued) -

at full blast I've wondered if they be able to get through. Seeing the idea of having the HOV lanes feed only into the business park and AT Executive Parkway is a brilliant way to fulfill the spirit and purpose of the HOV ramps! Plus SRV Blvd. does NOT need more traffic - especially when there are problems on 680.

BUT, the very best alternative is NO RAMPS!

Thank you for your participation.



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Name: Rathi Samee Date: 3-13-13

Affiliation (if applicable): _____

Address: 59 Mesa Vista Ct

Comment/Question: Who is going to pick up the tab?

How does this help the people who live in SR?

The traffic is worse at Crow Canyon & Bollinger in the evenings; How can off ramps help traffic when it isn't that bad in the mornings but kids & parents use Norris for school and that would make that much worse.

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You can also email comments to: I680hovdarproject@gmail.com

Name: Suzanne Lyon Date: 3/13/2013

Affiliation (if applicable): _____

Address: 2722 Sherboor Drive, San Ramon, CA 94583

Comment/Question: Who comes out the E.I.R. Ave San Ramon
Residents invited to be part of the E.I.R.? How far from
the proposed intersection (Norris Canyon) will the E.I.R. reach?
1 mile? 2 miles? What environmental impacts will be
studied? - noise, traffic times, speed of traffic, level of
traffic. Your information states where traffic studies will
look beyond the intersection - the streets mentioned are very
limited - can you provide a detailed, street by street list of
the full range of traffic studies/ E.I.R.

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You can also email comments to: I680hovdarproject@gmail.com

Name: MARCO A. KRAMBUFEL Date: 3/13/2013

Affiliation (if applicable): _____

Address: 3865 ARAGON LANE

Comment/Question: _____

The best solution would be to have no direct access ramp in addition to the already existing ramps on Bollinger Canyon Road and Crow Canyon Road. The ~~staff~~ existing ramps provide sufficient access. Any additional ramps will increase traffic and backups on I-680 and ruin the quality of life in residential

Please continue on back if necessary.

- (continued) -

areas west of I-680.

The worst possible solution would be an access ramp at Norris Canyon Road as this would directly feed traffic into Norris Canyon Road west of I-680, which is currently a small residential road with a speed limit of 25 mi/h.

Thank you for your participation.



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Name: Kathi Samec Date: 3-13-13

Affiliation (if applicable): _____

Address: 59 Mesa Vista Ct

Comment/Question: How will noise be alleviated for the neighborhoods west of the freeway? It's ridiculous now.

Norais Canyon is a ~~local~~ RESIDENTIAL STREET, We who use it don't want more ^{off} on ramps. We don't want more crime and more pollution and more traffic.

Please continue on back if necessary.

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 Caltrans District 4 Branch Chief at (510) 622-8717.

- (continued) -

I really don't want either build alternative but the Executive Parkway Alternative is more palatable but I still don't see proof that will help any thing. I don't see many multi person vehicles or car pools exiting Bellingee ever. So prove that this help SR & it's citizens.

With the Morris Canyon Build, you will actually create a west side and east side of the city. How will property values be affected?

Thank you for your participation.



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Name: Ray Alkawi Date: 3/13/2013

Affiliation (if applicable): _____

Address: 167 Canyon Green pl

Comment/Question: Concave project / Need another access
to/from Fwy. Prefer Executive Park alternative

Please continue on back if necessary.

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Name: WAYNE LYONS Date: 3/13/13

Affiliation (if applicable): NA

Address: 2727 SHERBORN DRIVE, SAN RAMON, CA 94583

Comment/Question: I AM FIRMLY AGAINST THE NORRIS CANYON ALTERNATIVE AS IT REMOVES A PEDESTRIAN AND CYCLE CROSSING OF I-680 AND ALSO ~ 50% OF THE EFFORT / COST APPEARS WASTED AS IT FEEDS HOV. TO A RESIDENTIAL AREA TO THE WEST OF I-680. I WOULD SUPPORT THE EXECUTIVE PARKWAY ALTERNATIVE AS IT FEEDS HOV DIRECTLY TO / FROM THE COMMERCIAL AREA TO THE ~~WEST~~ EAST OF I-680. THIS OPTION WOULD AVOID CREATING AN EAST/WEST DIVIDE OF SAN RAMON THAT THE NORRIS CANYON ALTERNATIVE WOULD CREATE.

Please continue on back if necessary.

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- (continued) -

WITH THE NORRIS CANYON ALTERNATIVE THE PEDESTRIAN AND CYCLE FRIENDLY CROSSING OF I-680 WOULD BE LOST.

THIS WOULD CREATE A STRETCH OF ROAD FROM MONTEVIDEO TO FOSTORIA WAY WITHOUT A CYCLE/PEDESTRIAN FRIENDLY CROSSING.

RESIDENTS TO THE WEST OF I-680 MAKE EXTENSIVE USE OF IRON HORSE TRAIL AND THEIR CHILDREN ATTEND MIDDLE AND HIGH SCHOOLS TO THE EAST OF I-680.

REMOVING THE CYCLE/PEDESTRIAN FRIENDLY CROSSING AT NORRIS CANYON WOULD HAVE A SIGNIFICANT NEGATIVE ENVIRONMENTAL IMPACT AND FORCE MORE PEOPLE ON THE WEST OF I-680 TO DRIVE.

Thank you for your participation.

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Name: STACIE Date: 3/13/13

Affiliation (if applicable): NO BUILD COMMITTEE

Address: SAN RAMON - TWIN CREEKS AREA

Comment/Question: Traffic - impact needs to be studied all the way to intersection of Norris Canyon / Crow Canyon in Alameda County

- Noise impact - high levels of car noise coming into neighbors -
- Visual impact - HOW FAR INTO RESIDENTIAL AREA WILL RAMP - BE SEEN -

Please continue on back if necessary.

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Name: Andrea Willoughby Date: 3/13/13

Affiliation (if applicable): _____

Address: 112 Bohama Ct

Comment/Question: _____

- I prefer a traditional meeting format to this open house gathering. I find this hard to follow, noisy, and I'd like to hear ^{ideas from} ~~that~~ others in the community.
- I'd like to see a 3D model of the 2 alternatives, a power point presentation with visuals that are explained clearly.
- I want improved safety for pedestrians & cyclists on Norris Canyon Bolinger, & Crow Canyon
- I'm concerned w/noise for neighbors of cars speeding on & off exits.

Please continue on back if necessary.

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Name: Charity Micnele Date: 3/13/13

Affiliation (if applicable): STOP NORRIS HOV

Address: _____

Comment/Question: It is my understanding that there is 100 million dollars of funding to be awarded to transportation projects w/in the BA. This along with another 200 million from OneBay Area for BUI ^{SB} ~~AT~~ It seems to me that you had this project snowed ready! It appears that 1/2 the funding has been allocated and another 40 million is sitting in discretionary funds —

Please continue on back if necessary.

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FIND SOMETHING ELSE TO THROW

- (continued) -

the money at! I also see that
the funding has also been
approved to make the HOV lanes
from the Runicia Bridge to
Alcosta. BIVD HOT LANES —
this defeats the whole purpose
of reducing green house emissions
and basically goes against
everything we have been spoon
fed by CAL-TRANS REPS stating
that they want to encourage
carpooling, reduce traffic and
encourage use of public transpor-
tation. What a crock!



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Name: Amy Johns Date: 3/13/13

Affiliation (if applicable): _____

Address: 2568 Toltec Circle, San Ramon

Comment/Question: I am concerned about the safety of the overpass for foot and bicycle traffic that would have to cross the path of vehicles exiting and entering the freeway. I do not consider a signalized light as a safe alternative for children to cross. I want the traffic study to include traffic west to Bollinger Canyon Road. Alameda County has been in the newspaper lately dealing with dangerous traffic conditions on Crow Canyon Road and Norris Canyon Road coming

Please continue on back if necessary.

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- (continued) -

From Castro Valley. These cars are coming through San Ramon to bypass the 580/680 interchange. If they can more easily access the freeway, I would expect an increase in traffic through the 25mph zone on Norris Canyon. What types of lighting would be used at the off ramp to light the road, the signs, and any warning lights. Will there be flashing lights that can be seen from the neighborhood? How far will that light pollution extend? I want the biological study to include the owls, falcons, and kites that live and hunt in our neighborhood. They can be seen landing on the branches of the trees near both Norris Canyon overpass and along Bishop Dr. at Executive Parkway. I am also concerned about the noise impact on the neighborhood I'd like that studied as far west as Bollinger Canyon Road and Norris Canyon Road.

↑
The intersection
at...

MY FIRST CHOICE IS NO BUILD!!!
Thank you for your participation.



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Name: Kyle Vallone Date: 03/13/2013

Affiliation (if applicable): _____

Address: _____

Comment/Question: Do not build anything! It is
monumental waste of money!

Please continue on back if necessary.

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You can also email comments to: I680hovdarproject@gmail.com

Name: Thomas ALBERT Date: 13-MARCH-2014

Affiliation (if applicable): _____

Address: 7453 HILLSBORO AVE 94583

Comment/Question: SEE ATTACHED

Please continue on back if necessary.

For more information, contact Cristin Hallissy,
 Caltrans District 4 Branch Chief at (510) 622-8717.

CCTA Project Scoping Meeting Regarding the I-680 HOV Ramps Project

As a bicyclist-commuter, Norris Canyon is the only safe route for me to get to work because the freeway overpasses are extremely hazardous to bicyclists. And I see many children bicycling to school on this route. Would any parent want their child crossing the something similar to Crow Canyon or Bollinger Canyon freeway overpass on a bicycle? For example, to get to Iron Horse Middle school. How many 12-year bicyclists dying in an automobile collision is this project worth?

Is one argument against the Norris Canyon HOV Ramp/Executive Parkway HOV Ramp that freeway exits already exist at Bollinger and Crow Canyon? Does anyplace in California have three freeway ramps in such tight proximity to each other?

Also, how many buses currently use the existing ramps? Is the number of buses increasing? What would make anything believe this project would make sense?

Who would gain from this project? A construction company? Would it help Sunset Development? Who thought up this project? Why did this project get proposed in the first place? Certainly not the residents of San Ramon.

Is a valid argument against the ramp that it would impede or block an eventual BART or light-rail corridor along 680 that would link Dublin BART with Walnut Creek BART? How ironic that in the name of public transit, great harm would be done to public transit!

Finally, might we have, paradoxically, an ally in Tea-Party adherents insofar as we can ask that taxpayer money, in a time of recession, not be wasted on something the taxpayers are not asking for?

Will this project benefit UPS and Toyota, and if so, in precisely what way(s)?

Thomas ALBERT
7453 Hillsboro Avenue
San Ramon, CA 94583
talbert747@gmail.com



I-680 HOV Direct Access Ramps
 Project Scoping Meeting
 Wednesday, March 13, 2013

COMMENT FORM

Comments must be received no later than 5:00 p.m., Tuesday, April 16.

Please mail your scoping comments to:

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

You can also email comments to: I680hovdarproject@gmail.com

Name: Jeff Rackmil Date: 3/13/13

Affiliation (if applicable): _____

Address: 67 MESA VISTA COURT SAN RAMON

Comment/Question: See ATTACHED

Please continue on back if necessary.

For more information, contact Cristin Hallissy,
 Caltrans District 4 Branch Chief at (510) 622-8717.

EIR AND GENERAL QUESTIONS

- (1) The *Notice of Preparation of a Draft Environmental Impact Report for the I-680/ HOV Direct Access Ramps Project* (page 2, *Project Scoping*) contains the following **commitment** by the CCTA:

*“... A formal scoping meeting, in an Open House format, has been scheduled for March 13, 2013 from 7-8:30 PM at the San Ramon Community Center ... **The Project Development Team will be present to answer questions.**”*

EIR QUESTION: For any questions not answered directly and fully by the Project Development Team during the 13 March 2013 meeting, how can a citizen obtain copies of written responses to the unanswered questions? What is the CCTA's committed date for providing these written responses?

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- (2) The *Notice of Preparation of a Draft Environmental Impact Report for the I-680/ HOV Direct Access Ramps Project* (page 2, *Environment Effects*) contains the following statement:
*“... . A public meeting was held as part of this scoping process on November 29, 2011. After taking all comments into consideration, the document level was elevated from an Initial Study to an Environmental Impact Report (EIR) in response to **potential public controversy...**”*

EIR QUESTION: Please describe the CCTA's understanding of the response of the San Ramon community to the proposed ramps. How can a citizen obtain a copy of any CCTA report or memo that discusses the reaction of the San Ramon community to the proposed ramps?

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- (3) CCTA's *Fact Sheet Exceptions to Mandatory Design Standards* states on page 2, paragraph C (Safety Improvements):

The purpose of the proposed project is to provide direct access and reduce travel times for express buses and high occupancy vehicles (HOVs) along I-680 between Crow Canyon Road and Bollinger Canyon Road.

EIR QUESTION: To balance out all of the negative effects of this project, what positive benefits will the citizens of San Ramon enjoy? How can a citizen obtain copies of any CCTA reports or studies that specifically describe the benefits of the proposed ramps to the citizens of San Ramon?

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- (4) CCTA's *Fact Sheet Exceptions to Mandatory Design Standards* states on page 2, paragraph C (Safety Improvements):

The purpose of the proposed project is to provide direct access and reduce travel times for express buses and high occupancy vehicles (HOVs) along I-680 between Crow Canyon Road and Bollinger Canyon Road.

EIR QUESTION: Where are the studies that show the number of buses that will use the HOV ramps per day and what the occupancy is of these buses? What was the design of the studies and the metrics used? How can a citizen obtain copies of any CCTA reports or studies regarding measured bus-ridership and HOV-ridership into and out of Bishop Ranch?

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- (5) CCTA's *Fact Sheet Exceptions to Mandatory Design Standards* states on page 2, paragraph C (Safety Improvements):

The project is not expected to directly improve safety on I-680.

EIR QUESTION: If the project does not improve safety, then what is the expected impact on safety? How can a citizen obtain copies of any CCTA reports or studies that specifically describe the impact of the proposed ramps on I-680 safety and San Ramon surface-street safety?

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- (6) **EIR QUESTION:** What will be the effect of ramps designed for heavy bus traffic on San Ramon noise pollution? What are the metrics used to study this?

(7) The proposed HOV ramps will be elevated well above the height of ordinary freeway sound barriers, hence the bus noise from the ramps will be readily audible in the surrounding neighborhoods without special mitigation.

EIR QUESTION: The EIR should study what the increased sound noise will be from what it is now. What will the special mitigation be for this noise? How can a citizen obtain copies of any CCTA study or report that describes (a) the special noise mitigation measures that CCTA proposes to deal with this problem, and (b) a description of the visual appearance of such mitigation?

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(8) The Traffic Operations Analysis Report (page 42, Section 5.2) states:
The project will add a signalized intersection at Norris Canyon Boulevard and create a condition of three closely spaced intersections (at San Ramon Valley Blvd, at the new ramps, and at Bishop Drive). Specific potential concerns include queue spillback from the Norris Canyon Road / HOV Ramp intersection to the I-680 mainline, and queue spillback between intersections or out of the turn bays along Norris Canyon Road.

In other words, CCTA is stating that the entire Norris Canyon ramp area, including surface streets, will suffer gridlock during rush hours.

EIR QUESTION: The EIR should address and answer the question of surface-street traffic impact as a result of adding a new traffic light on Norris Canyon Road at the HOV Ramp site which is just seconds away from the current light at Norris and San Ramon Valley Blvd. In particular what is the safety and travel-time impact on San Ramon citizens attempting to use the surface streets during these gridlock periods, and (b) the safety impact on school children bicycling to school across Norris Canyon during these gridlock periods? How can a citizen obtain copies of any CCTA study or report that is used to answer this question?

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(9) As stated in the I-680/Norris Canyon HOV Direct Ramps Project Public Workshop Summary April 2012: "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".

EIR QUESTIONS:

- By "*promote and facilitate carpooling, vanpooling and transit use,*" do you mean that the HOV ramps will increase the use and/or utilization of these 3 transportation options?
- If the answer to the preceding question is yes, then what metrics or data are you using to show this will increase and by what amount are you suggesting it will increase? What level of traffic increase warrants building the proposed HOV ramps? Please describe the quantitative model, associated traffic thresholds, and policies that are used to determine whether a specific, projected increase in a particular traffic category or categories justifies the construction of the proposed HOV ramps. How can a citizen obtain copies of any CCTA study, report, or policy that might be used to answer this question?

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(10) It is stated in the CCTA documents that one of the justifications of this project is to cut down on buses weaving when they enter/exit the interstate in San Ramon.

EIR QUESTION:

Since the same problem exists in Walnut Creek, what will be done to mitigate that situation at the northern end of the route? How can a citizen obtain copies of any CCTA study or report that is used to answer this question?

(11) Two of the three goals of the project relate directly to bus access and travel times. Regarding buses, bus routes and ridership:

EIR QUESTION:

Will there be a section in the EIR devoted to presentation and assessment of the following?

- a. Current bus routes (including schedules) identified;
- b. Historical, current and projected ridership by route and time;
- c. Number of riders affected during HOV hours that will experience a decrease in their travel time from the construction of these ramps?

How can a citizen obtain copies of any CCTA study or report that is used to answer this question?

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(12) The Notice of Preparation of a Draft Environmental Impact Report for the I-680/ HOV Direct Access Ramps Project (page 1, Project Description) contains the following statement:

"... The project would construct HOV (carpool, vanpool, bus, etc.) on- and off-ramps..."

This statement represents an expansion of the purpose described in earlier CCTA documents, which state that use of the ramps would be restricted to carpools, vanpools and buses.

EIR QUESTION: Please state explicitly what categories of vehicles would have access to the proposed ramps. Please state explicitly whether single-occupant UPS vans or any other single-occupant commercial vehicles would have access to the ramps. How can a citizen obtain copies of any CCTA report or policy that provides a complete enumeration of the categories of vehicles that would have access to the proposed ramps?

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(13) The Notice of Preparation of a Draft Environmental Impact Report for the I-680/ HOV Direct Access Ramps Project (page 1, Project Description) contains the following statement:

"... The proposed ramps would comply with current highway design standards..."

This statement represents a substantial change from the original project description, which required several major waivers of the current highway design standards (See *Fact Sheet Exceptions to Mandatory Design Standards*).

EIR QUESTION: Is the CCTA now committing to build the proposed ramps without applying for Exceptions to the Mandatory Design Standards? How can a citizen obtain copies of any CCTA report or study that provides a complete description of any Exceptions the CCTA plans to apply for with regards to construction of the proposed ramps?

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(14) The Notice of Preparation of a Draft Environmental Impact Report for the I-680/ HOV Direct Access Ramps Project (page 1, Project Description) contains the following statement:

"... Temporary construction easements would need to be acquired from several properties abutting the freeway..."

EIR QUESTION: How can a citizen obtain a full list of the impacted properties and a description of the required easement?

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(15) Goal number three as stated in the Chem2Hill and CCTA pro-forma is to improve local and regional transit/HOV system linkages. This is a nebulous statement. Would you please explain the "bigger picture" in regards to "regional transit"? How can a citizen obtain copies of any CCTA study or report that is used to answer this question?

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(16) Please address the role of this project as it relates to any and all current and future plans of the MTA (that have been discussed between the MTA & CCTA). Please ask the MTA to provide a written response to this question that can be printed in the draft EIR.

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(17) Regarding pay lanes in the I680 corridor. Please address MTA's target goal of when and how they expect to achieve this. Included in that response – please address, in concert with the MTA, if a No Build, presents a roadblock to the development of Pay Lanes through the San Ramon Valley/I680 corridor.

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(18) Is the City concerned about air, noise, and light pollution associated with the proposed ramps

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(19) CCTA's *Fact Sheet Exceptions to Mandatory Design Standards* states on page 2, paragraph C (Safety Improvements):

The purpose of the proposed project is to provide direct access and reduce travel times for express buses and high occupancy vehicles (HOVs) along I-680 between Crow Canyon Road and Bollinger Canyon Road.

QUESTION: Only buses and HOVs are explicitly mentioned in this statement. Will access to the proposed ramps be limited strictly to these two categories, or will other vehicles, such as single-occupant UPS vans, also be allowed to use the proposed ramps? How can a citizen obtain copies of any CCTA reports or other documents that explicitly state what categories of vehicles will have access to the proposed ramps?

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(20) Given the \$100,000,000.00 to \$140,000,000.00 (if there is full compliance with State and Federal safety requirements) of public funds expenditure; a comprehensive Cost/Benefit analysis must be done. The analysis must estimate a real dollars overall benefit OR loss for the City and residences of San Ramon vs the total expenditures (incl., full mitigation compliance, and reimbursements to negatively impacted small businesses) necessary for the HOV Ramp construction.

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(21) The stated goals of the project seem to be focused on the freeway, with potential adverse impact to local streets written off as an improvement because some un-cited studies indicate there will be "reduced overall congestion". Both the Norris Canyon and Executive Parkway options will adversely impact Norris Canyon, which is the only safe haven pathway for local residents. Please add Crow Canyon and/or Bollinger Canyon roads as project alternatives. These options should have no impact to Norris Canyon road with minimal impact to the existing traffic patterns on Crow Canyon and Bollinger Canyon roads, while still achieving all freeway stated goals of the project.

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(22) Computer generated pictorials and models demonstrating BEFORE and AFTER views of the Ramp configuration (including signage) must be prepared to inform the citizens of San Ramon of the negative visual impact of the proposed ramps. These views should be from at least 4 key locations within San Ramon, and from a short distance both north and south on I-680. Night views should be included to demonstrate signage and other night lighting visual blight.

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(23) Residential areas and small businesses such as the Bishop Ranch Veterinary Clinic would suffer a significant negative impact from the HOV ramps. At the same time, certain private interests, such as UPS, would realize a direct and significant financial benefit from the \$100 Million plus expenditure of tax-payer's money. What is the CCTA's position on the ethics of this projected outcome? Please include an analysis of this issue in the EIR.

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(24) What is the process for stopping the ramps? How can a citizen obtain a copy of the CCTA process that is being followed for the proposed ramps?

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(25) If the City of San Ramon withdraws support, will that stop the ramps? How can a citizen obtain copies of any CCTA documentation that describes the roles and decision-making authority of the various governmental agencies involved in approving or cancelling the proposed ramps?

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(26) As stated in the I-680/Norris Canyon HOV Direct Ramps Project Public Workshop Summary April 2012: "**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.

Question: If the City Council of San Ramon votes not to proceed with the Project does that end it? In other words, does the City of San Ramon have or does it not have the authority to stop this project? If the answer is that it does have the authority, can the City of San Ramon exercise that authority at any time in the EIR process before it is completed?

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(27) Traffic data was collected and used as input for the *Traffic Operations Analysis Report*. All data sets contain errors – this is expected. How can a citizen obtain copies of CCTA's analysis of the estimated or actual error-rate of the collected traffic data used for the *Traffic Operations Analysis Report*?

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(28) How can a citizen obtain copies of CCTA's policies and procedures regarding quality assurance of manually collected traffic data?

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(29) Does the CCTA use contractors to manually collect traffic data? If so, how can a citizen obtain copies of CCTA's policies and procedures regarding the qualification, approval, and selection of such contractors

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(30) How can a citizen obtain copies of CCTA's policies and procedures regarding the training of personnel tasked with manual traffic data collection?

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(31) What are the plans for sound-pollution and light-pollution mitigation for the proposed ramps?

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(32) Please explain in detail the results of any existing cost / benefit analysis for this project, or provide details regarding future plans for such a study.

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(33) How do you plan to protect the Iron Horse Middle School children who reside on the west side of the freeway?

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(34) The citizens of San Ramon are being asked to decide between two unacceptable choices: ramps at Norris Canyon or ramps at Executive Parkway. Without consulting the public the CCTA has rejected other options.

The *Fact Sheet Exceptions to Mandatory Design Standards*, Page 3
B. Design Exception Feature #2 – Interchange Spacing – Nonstandard Feature:
Reason for Requesting Exception:
The interchange is located at Norris Canyon Road to best meet the project purpose and need, as opposed to Crow Canyon Road or Bollinger Canyon Road. It is not feasible, nor would the project purpose and need be met, if access were located at either of these existing interchanges...

Added Cost to Make Standard:

Summarized as follows is the added cost above the proposed project cost that would be required to meet the design standard for which the exception is requested:

- Roadway Items \$ 24 M
- Structure Items \$ 15 M
- Right-of-Way \$ 0 M
- Total \$ 39 M

This would involve constructing the HOV direct ramps at Crow Canyon Road in lieu of Norris Canyon Road. Major items included in this additional cost are replacements of both the Crow Canyon Road Overcrossing and Norris Canyon Road Overcrossing, significant modifications to all the ramps at Crow Canyon Road interchange, and raising the vertical alignment of Crow Canyon Road.

Question A: How can a citizen obtain copies of any CCTA study or report, comparable in technical detail to the current studies of the Norris Canyon option, that demonstrate that upgrading the Crow Canyon intersection would not meet the stated project purpose and need?

Question B: How can a citizen obtain copies of any CCTA study or report, comparable in technical detail to the current studies of the Norris Canyon option that support the estimated additional cost of \$39M to upgrade the intersection at Crow Canyon for the purpose of meeting the stated project purpose and need?

Question C: How can a citizen obtain copies of any CCTA study or report, comparable in technical detail to the current studies of the Norris Canyon option, that explain the reason for replacing the Norris Canyon overcrossing as part of upgrading the intersection at Crow Canyon?

Question D: How can a citizen obtain copies of any CCTA study or report, comparable in technical detail to the current studies of the Norris Canyon option, that demonstrate that upgrading the Bollinger Canyon intersection would not meet the stated project purpose and need?

Question E: How can a citizen obtain copies of any CCTA study or report, comparable in technical detail to the current studies of the Norris Canyon option, that provide a cost estimate of upgrading the intersection at Bollinger Canyon for the purpose of meeting the stated project purpose and need?

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(35) When does the HOV ramp EIR study become available?
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(36) Does the report show how today traffic backs up from the San Ramon Valley Blvd intersection well into the center of the Norris over-crossing during high traffic times? Will the proposed ramps improve or further worsen this problem?
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(37) What actual value does the City feel the HOV lanes offer the San Ramon citizens (not the businesses)?
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(38) How many cars will be taken away from the Bollinger Canyon and Crow Canyon ramps?
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(39) How will the effects of additional noise and light from the elevated ramps be mitigated? There will be a negative impact on residents of Twin Creeks South and beyond.
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- (40) What is the HOV ridership today and how exactly will addition of these ramps alleviate traffic at the Bollinger Canyon exit? Today, single-commuter cars dominate the rush-hour traffic at Bollinger Canyon and Crow Canyon.
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- (41) What is the benefit of this project to our local community?
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- (42) How will students get to Iron Horse Middle School from the West Side?
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- (43) Why is CalTrans spending this exorbitant amount for an un-needed and un-wanted project? Given the State's fiscal problems, this money would be better spent for road maintenance within the county.
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- (44) The newspaper has been reporting that Alameda County is having safety problems on Crow Canyon road and Norris Canyon road from Castro Valley to San Ramon. Have you taken these issues into account when looking at plans for this project?
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- (45) How do these ramps benefit the residents of SAN RAMON? As designed, they are for out-of-town commuters, not the local community.
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- (46) What are the plans to ensure bicyclist and pedestrian safety crossing 680 at Norris Canyon? How will the EIR study noise impact on the adjacent neighborhood? What are the plans for sound-wall requirements to deal with HOV/bus traffic noise?
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- (47) Does the report mention the child who was struck by a car and almost killed last year while trying to cross the SB680 on ramp at Bollinger Canyon?
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- (48) Is there a need for these ramps?
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- (49) How will safe pedestrian access be maintained for pedestrians and bicycles, especially children going to and from school on Norris Canyon Rd?
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- (50) Please explain in detail how the number of car pool and bus riders that may use the ramps will be estimated.
=====
- (51) The do-nothing option is not a real alternative. The existing traffic patterns must be known in order to identify the problem the project is trying to solve. Will or did any money from Measure J go to past studies initiated before Measure J passed? How much money will the project spend on studying the do-nothing alternative?
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- (52) If the project were moved to Executive Parkway, will the Norris Canyon road overpass require any changes?
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- (53) My children walk to Iron Horse Middle School and I am concerned about their safety. How would you address the kids and pedestrian safety (recall the accident on Bollinger Canyon Road last year that involved a child.)
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- (54) Does the report include an actual study of the time savings provided by the proposed? How does the value of that time compare with the cost of these ramps?
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- (55) Studies have shown that areas near freeway-access ramps tend to invite more crime and danger. Is the city aware of this?
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- (56) Why is Cal Trans starting with Bishop Ranch exits instead of Sycamore?
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(57) Are there any corporate interests in this additional access? Will UPS or Toyota be using the proposed ramps?

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(58) What will be done to prevent traffic from backing up onto SRVB or along Norris Canyon Rd? Bollinger Canyon Road and Crow Canyon Road are already "highways". Why do we have to do the same with Norris Canyon Road? It is the only way we "locals" can get around without getting caught in traffic.

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(59) All examples of the HOV exit ramps CCTA has given as examples of where they have been successful are in business/industrial areas. These are not relevant examples. Can the CCTA provide any examples where similar ramps were installed in existing residential areas?

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(60) These ramps will provide an easy access from I680 via Norris Canyon Road directly into a residential area, which likely will cause the crime rate to increase. How would you address this issue?

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(61) Exactly how are the concerns of the local community considered in the decision to cancel or proceed with this project? What weight are they given?

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(62) Home prices in the Twin Creek Area likely will fall if the proposed ramps are built. How would you address this problem?

What are the plans for sound mitigation for the new lanes?
Does HOV ramp EIR study available?
None of us can miss the fact that CalTrans has removed nearly every tree, bush, and other vegetation that lined the freeway and frontage roads between the Crow Canyon and Sycamore over crossings. Noise has increased significantly; in addition, the new "look" is stark, unappealing and industrialized. Is this what we would see happening if the HOV ramps go in?
Does the report show how traffic backs up from the San Ramon Valley Blvd intersection well into the center of the Norris over crossing during high traffic times?
What actual value does the city feel the HOV lanes offer the SR citizens (not the businesses)?
How many cars will be taken away from Bollinger Canyon and Crow Canyon ramps?
Given the \$100,000,000.00 to \$140,000,000.00 {if there is full compliance with State and Federal safety requirements} of public funds expenditure; a comprehensive Cost/Benefit analysis need to be done. The outcome being; a real dollars overall benefit OR loss for the City and residences of San Ramon, vs the total expenditures (incl., full mitigation compliance, and reimbursements to negatively impacted small businesses) necessary for the HOV Ramp construction.
How will the effects of noise and light from the elevated ramps be mitigated? There will be a negative impact on residents of Twin Creeks South and beyond.
What is the HOV ridership and how exactly will addition of these ramps alleviate traffic at the Bollinger Canyon exit? From what I see, there are single commuter cars backed up at Bollinger Canyon.
Please explain in detail how the cost / benefit analysis for this project has been or will be performed?
What is the benefit of this project to our local community?
Please do not make this ramp so close to our community.
Where will the students go to get to Iron Horse from the West Side?
Is this a done deal?
Why is CalTrans putting out this exorbitant amount for an un-needed and un-wanted project. Given the State's fiscal problems, this money would be better spent for road maintenance within the county.
Why can't an HOV Direct ramp be placed to lead off and on from the industrial park, in this case, Bishop Ranch rather than feeding onto the sideroads which can only cause more traffic than we already have and increase danger to our children heading to and from school and any other pedestrians? Ramps going directly into and out of Bishop Ranch would ease traffic at both intersections at Crow Canyon and Bolinger Canyon.
The stated goals of the project seem to be focused on the freeway, with potential adverse impact to local streets written off as an improvement because some uncited studies indicate there will be "reduced overall congestion". Both the Norris Canyon and Executive Parkway options will adversely impact Norris Canyon, which is the only safe haven pathway for local residents. Why not add on or on-off ramps to Crow Canyon and/or Bollinger Canyon roads as project alternatives? These options should have no impact to Norris Canyon road with minimal impact to the existing traffic patterns on Crow Canyon and Bollinger Canyon roads, while still achieving all freeway stated goals of the project. [Submitted by charles.lombardi@gmail.com 3-9-2013]
The newspaper has been reporting that Alameda county is having safety problems on Crow Canyon road and Norris Canyon road from Castro Valley to SR. Have you taken these issues into account when looking at plans for this project?
I feel that it is a waste of money as the next exit of bollinger and crow canyon is so close by. Who is really benefitting from this project? Better use the money for building san Ramon downtown.
Since Norris Canyon is the only safe non-freeway-ramp bicycle freeway overpass for several miles. If

HOV freeway access is placed on Norris Canyon will an independent bicycle crossing bridge be built to alleviate this serious safety concern BEFORE proceeding with any construction on Norris Canyon?
How do these ramps benefit the residents of SAN RAMON? (in my opinion, they are designed for people out of our area commuting to San Ramon, not the local community - am I wrong?)
What are the plans to ensure bicylist and pedestrian safety crossing 680 at Norris Canyon?
How is EIR study for noise impact on adjacent neighborhood? Any future wall requirements in dealing with HOV/bus traffic?
Does the report mention the child who was struck by a car and almost killed last year while trying to cross the SB680 on ramp at Bollinger Canyon?
Why is there a need for these ramps?
Will Carpools be included?
Computer generated pictorials and models demonstrating BEFORE and AFTER views of the Ramp configuration {incl., signage} will be needed to best appreciate the negative visual impacts that will result. These views should be from at least 4 key locations within San Ramon, and from a short distance both north and south on I-680. Night views should be included to demonstrate signage and other night lighting visual blight.
How will safe pedestrian access be maintained for pedestrians and bicycles, especially children going to and from school, on Norris Canyon Rd.
Has stoplight timing been reviewed at Bollinger Canyon, especially heading eastbound near the Chevron station? Light on the overpass doesn't change often enough to alleviate back up on SRV and Bollinger Canyon (in front of park).
Please explain in detail how the number of car pool and bus riders that may use the ramps will be estimated.
How do you plan to protect the Iron Horse Middle school children who reside on the west side of the freeway?
The do nothing option is not a real alternative. The existing traffic patterns must be known in order to identify the problem the project is trying to solve. Will or did any money from Measure J go to past studies initiated before Measure J passed? How much money will the project spend on studying the do nothing alternative? [Submitted by charles.lombardi@gmail.com 3-9-2013]
If the project were moved to executive parkway, will the Norris Canyon road overpass require any changes?
My kids walk to ironhorse school and I am concerned about their safety. How would you address the kids and pedestrian safety (refer to one accident in bollinger canyon last year about a kid)
Why shouldn't City of San Ramon approval of the HOV project be conditioned on improved sound mitigation (i.e. sound walls) to replace the trees removed as part of the auxillary lane project occurring between Sycamore and Crow Canyon which has substantially increased noise from 680 in the Twin Creeks neighborhood?
Does the report include an actual study of the time saved allowing HOV's to exit the center of the freeway instead of using the current exits? How does the value of that time compare with the cost of these ramps.
Studies have shown that the area near the ramps tend to invite more crime and danger. Is the city aware of this?
While residential areas, and small businesses such as Bishop Ranch Veterinary Clinic, will likely realize an overall negative impact from the HOV Ramps; will certain private interests, such as U.P.S., realize a direct financial benefit from the \$100 Million plus expenditure of PUBLIC funds? Please evaluate the proprietary social ethic involved.
Why is Cal Trans starting with Bishop Ranch exits instead of Sycamore?

Are there any corporate interests in this additional access? Will UPS or Toyota be using the Norris Canyon access?
What will be done to prevent traffic from backing up onto SRVB or along Norris Canyon Rd?
Bollinger Cyn Rd and Crow Cyn Rd are already "highways". Why do we have to do the same with Norris Canyon Rd? It is the only way we "locals" can get around without getting caught in traffic.
All examples of the hov exit ramps ccta has given as examples of where they have been successful are in business/industrial areas. How can these be considered similar situations for use, given we have residential areas directly adjacent to the road?
This ramp will provide an easy access from I680 to Norris directly to residential area, we are worried about the crime rate to increase. How would you address it?
Exactly how are the concerns of the local community considered in the decision to cancel or proceed with this project? What weight are they given.
Is the City concerned about pollution associated with this?
It doesn't seem that there are that many people using HOV lanes. Why go through all this and still have traffic issues at Crow Canyon and Bollinger Canyon?
How will safety of pedestrians and bicyclists on Norris Canyon Rd & SRVB be protected?
Home prices on twin creek area may fall due to this ramp. Would you address this concern?

CCTA Project Scoping Meeting Regarding the I-680 HOV Ramps Project

As a bicyclist-commuter, Norris Canyon is the only safe route for me to get to work because the freeway overpasses are extremely hazardous to bicyclists. And I see many children bicycling to school on this route. Would any parent want their child crossing the something similar to Crow Canyon or Bollinger Canyon freeway overpass on a bicycle? For example, to get to Iron Horse Middle school. How many 12-year bicyclists dying in an automobile collision is this project worth?

Is one argument against the Norris Canyon HOV Ramp/Executive Parkway HOV Ramp that freeway exits already exist at Bollinger and Crow Canyon? Does anyplace in California have three freeway ramps in such tight proximity to each other?

Also, how many buses currently use the existing ramps? Is the number of buses increasing? What would make anything believe this project would make sense?

Who would gain from this project? A construction company? Would it help Sunset Development? Who thought up this project? Why did this project get proposed in the first place? Certainly not the residents of San Ramon.

Is a valid argument against the ramp that it would impede or block an eventual BART or light-rail corridor along 680 that would link Dublin BART with Walnut Creek BART? How ironic that in the name of public transit, great harm would be done to public transit!

Finally, might we have, paradoxically, an ally in Tea-Party adherents insofar as we can ask that taxpayer money, in a time of recession, not be wasted on something the taxpayers are not asking for?

Will this project benefit UPS and Toyota, and if so, in precisely what way(s)?

Thomas ALBERT
7453 Hillsboro Avenue
San Ramon, CA 94583
talbert747@gmail.com

I-680 HOV Direct Access Ramps
San Ramon, CA

March 15, 2013

Attachment to Comment Form

Name: Ronald C. Johnson

Affiliation: None

Address: 303 Alora Court, San Ramon, CA 94583

Comment/Question:

1. I completely oppose ramps on Norris Canyon. It is one of the very few crossings of I-680 in San Ramon that does not have on/off ramps. In my car, I avoid Crow Canyon and Bollinger crossing like the plague – way too many traffic signals. I also use the Norris crossing a number of times a week to ride my bike to the Iron Horse Trail. I absolutely will not bike over on Crow Canyon nor Bollinger due to the high amounts of traffic, and lack of pedestrian/bicyclist's safety protection.
2. I do not think I would be opposed to the Executive Parkway additions of ramps into Bishop Ranch, if you must waste the money.
3. How can this state afford to spend over \$100,000,000 to accommodate so few, when the state is in such severe financial status. Taxes, taxes, taxes. No other state is so heavily taxed as we are (when you add all taxes, such as city, county, special districts, sales tax, income tax, gas tax, etc.). This is crazy!

I-680 HOV Direct Access Ramps
Project Scoping Meeting
Wednesday, March 13, 2013

COMMENT FORM

Comments must be received no later than 5:00 p.m., Tuesday, April 16.

Please mail your scoping comments to:

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

You can also email comments to: I680hovdarproject@gmail.com

Name: Joy Dawson & Jim Dawson Date: April 10, 2013

Affiliation (if applicable): _____

Address: 596 Santander Dr. San Ramon

Comment/Question: my family and I are 100% against All 3
plans proposed with regard to the I-680 HOV Direct
Access Ramps Projects. The impact of these aggressive
invasive projects is unwanted and unacceptable by our
community and by our neighborhood! We continue to
voice our opinion and we continue to be ignored. The
traffic congestion, pollution, loss of future home values,
increased noise, and the demise of our quiet
neighborhoods would destroy the community that we have

Please continue on back if necessary.

For more information, contact Cristin Hallissy,
Caltrans District 4 Branch Chief at (510) 622-8717.

- (continued) -

lived in for over 30 years. To say that our community is against these projects is a gross understatement! We have a voice and you have asked to hear it. We do NOT want this project coming to San Ramon Valley Blvd by Exec. Parkway or between Crow Canyon & Bollinger Canyon Rd. None of the plans respect or protect our rights and privacy. You are paving over every space we have of land it seems, with little regard for the families who call "Twin Creeks" home. Please stop this project and find another access ramp further south of Bollinger Canyon.

Thank you,

Joy Dawson & Jim Dawson

Thank you for your participation.

From: Lowell Lamb <lamb@broadcom.com>
To: "I680hovdarproject@gmail.com" <I680hovdarproject@gmail.com>
cc: "jrackmil@comcast.net" <jrackmil@comcast.net>,
"joyciee@aol.com" <joyciee@aol.com>,
"jim.gibbon@safeway.com" <jim.gibbon@safeway.com>,
"jimployer@comcast.net" <jimployer@comcast.net>,
Lowell Lamb <lamb@broadcom.com>,
"jdvet1@gmail.com" <jdvet1@gmail.com>,
"jpblick@comcast.net" <jpblick@comcast.net>
Date: Thu, Mar 14, 2013 at 10:01 AM
Subject: I-680 HOV Direct Access Ramps

To: Ms. Cristin Hallissy
Caltrans District 4 Branch Chief
111 Grand Avenue – PO Box 23660, MS-8B
Oakland, CA 94623-0660

Dear Ms. Hallissy,

We met at the meeting in San Ramon yesterday evening.

Per our discussion, attached please find a list of written questions regarding the proposed project.

Please send me an email:

- Ø Confirming receipt of this message;
- Ø Stating a date by which CalTrans will provide written answers to the questions.

Very truly yours,

Lowell D. Lamb
74 Carousel Pl
San Ramon, CA 94583

From: Rob <rob_liem@yahoo.com>
To: "I680hovdarproject@gmail.com" <I680hovdarproject@gmail.com>
Cc: Avie <abdivinity@yahoo.com>
Date: Thu, Mar 14, 2013 at 2:52 PM
Subject: I-680 HOV Direct Access Ramps

Attn: Cristin Hallissy
Caltrans District 4 Branch Chief

Dear Ms. Hallissy,

I'm a resident of San Ramon, and live less than 1 mile from either of the two proposals that're being considered right now for an HOV access ramp. I'm vehemently against either proposals for the following reasons:

- 1) the proposals will be disruptive to the immediate community. During the building phase, it would add additional noise pollution and create unnecessary traffic jams on the already congested freeway and side streets. After implementation, the HOV access will be confusing to the general public and cause additional accidents.
- 2) the proposals will not benefit anybody. The additional HOV access ramp will not encourage more people to carpool. I work in San Ramon, and I could count on one hand how many cars are actually parked in the carpool spots on a daily basis.
- 3) the proposals are dangerous to bicyclist and pedestrians since they will affect streets that usually experience slow traffic due to congestion. The Norris canyon proposal is extremely dangerous since it will essentially turn the street to yet another 3 to 4 lane megastreet with freeway access. Norris canyon is used by bicyclists and students at the Iron Horse elementary school for most of the week. This is the only street that's considered "safe" for kids to cross coming from houses located to the West of the school. There are no other street that these kids can utilize to safely cross the 680 freeway. The other option to exit on Executive Pkwy/Bishop Dr. would be equally unsafe since it will essentially turn this quiet speed restricted street into a highway for commuters to speed on.
- 4) the proposals are also counter to any attempt at conservation. Both proposals would require the destruction and removal of mature trees that currently line both Norris and Executive Pkwy/Bishop Dr.
- 5) the proposals are a waste of money, we could use the money allocated based on measure J to maintain and improve local streets, expand public transportation like BART and improve bike and pedestrian safety by adding traffic lights, improve signs and building freeway crossovers.
- 6) last but not least, my complete and utter disagreement against these two proposals are personal. My son was 13 last year when he was hit on the crosswalk at the freeway entrance off Bollinger Canyon Rd. by a car going 45 mph. He has Traumatic Brain Injury, and still recuperating. He was hit because of the utter negligence of the driver. The same type of drivers that will be accessing the new HOV access ramps. For the sake of all of the children in this community, do not build these access ramps. We don't need them, and we don't want them.

Sincerely,
Rob Lim

From: Doug Marshall <Douglas_Marshall@comcast.net>
To: i680hovdarproject@gmail.com
Date: Sat, Mar 16, 2013 at 5:45 AM
Subject: I-680 HOV Scoping Comments

Cristin Hallissy,

My comments on building I-680 HOV Access Ramps in San Ramon are as follows:

1. For a cost of millions of dollars, it does NOT have an equivalent benefit as it is NOT going to magically cause people to convert to HOV usage just because there is a special access ramp. People want to use their own cars for the flexibility it offers.
2. Adding more "concrete" to our beautiful valley only places it one step closer to a looking like a "Los Angeles" which will ruin our reason for having moved here in the first place.
3. Adding yet a "third" bottleneck of congestion (1st and 2nd are Crow Canyon and Bollinger Canyon) will make traveling through our city that much more troublesome. It will take a ridiculous and frustrating amount of time just to get from the South side of San Ramon to the North side. I'd rather keep the bottlenecks to a minimum.
4. Any benefits at all would, for the most part, flow to "non-residents" leaving "residents" with all the added negatives.
5. HOV users are NOT going to "backtrack" down the boulevard to some special HOV access ramp if they are already at another regular 680 on-ramp; it's just not worth it because traversing across 4 lanes of traffic to get to the HOV lane is really not that big of a deal.
6. There is "significant" traffic affecting the current surface streets of Crow Canyon, Norris Canyon and Bollinger Canyon due to each and every child of a "resident" being driven to school by their parents. From Iron Horse Middle School in the heart of Bishop Ranch to California High School just down the road, the Bishop Ranch "rush hour" is compacted even more by all these local parents dropping kids off at school. It would be much cheaper to just buy the school district a couple of school buses ; this would help "significantly" and reducing congestion IS what you are ultimately looking for – right?

My choice would be to say "No" to any HOV Access Ramps in the Tri-Valley along I-680.

Sincerely,

Doug Marshall
23 year San Ramon Resident (near California High School)

From: melissa fields <misslissa_98@yahoo.com>
Date: March 22, 2013, 7:49:05 PM PDT
To: <smiller@ccta.net>
Subject: Survey - Norris Canyon HOV ramps

Hi - I was wondering if I could get a copy of the survey you did of the neighborhoods surrounding Norris Canyon? I live just under a mile from the Norris Canyon overpass and was never involved in a survey - nor were my neighbors. So, I am very curious about the survey. Please send me a copy or a link to access the results and who was surveyed.

Thank you,
Melissa Cohen

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From: King Linda <lking3@me.com>
To: i680hovdarproject@gmail.com
Date: Tue, Apr 2, 2013 at 4:31 PM
Subject: San Ramon I 680 project

Cristin

We are 26 year residents of San Ramon living in the same home in the Bollinger Hills subdivision. We are opposed to any new off ramps in San Ramon.

Linda King
118 Arapaho Circle
San Ramon, CA

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From: Phillip Cox <coachphillip@gmail.com>
To: i680hovdarproject@gmail.com
Date: Fri, Apr 12, 2013 at 3:11 PM
Subject: Route 680 HOV Direct Access Ramps

Regardless of location, this project would be a tremendous waste of funds. It provides a miniscule benefit to busses and HOVs in exchange for a huge cost.

Phillip Cox
2862 Saint Denis Drive
San Ramon, CA 94583

From: Laurel Singer <laurelsinger@pacbell.net>
To: I680hovdarproject@gmail.com
Date: Fri, Apr 12, 2013 at 6:28 PM
Subject: HOV Direct Access Ramps

To Cristin Hallissy:

I have lived in San Ramon since 1985 and retired here in 2000. I've invested quite a bit of money to maintain and remodel my home, because I like the town and neighborhood and don't want to leave. Many of my neighbors are also long time residents. I live on the west side of the freeway between Bollinger Canyon and Norris Canyon roads.

Please, please, please don't build anything in this area that is going to bring even more noise and pollution to our Twin Creeks neighborhood. Noise has been constantly increasing over the years, and we have had no relief. We have no sound walls and we have been saddled with a concrete freeway surface that is not going to be covered with any noise-deadening asphalt. We seem to be left out when it comes to California's official policy that "excessive noise is a serious hazard to the public health and welfare" and that "all Californians are entitled to a peaceful and quiet environment."

I understand you are considering a tall overpass that would actually be visible, which I anticipate would mean a huge increase in noise.

Will you please consider the residents, many of whom are retirees like myself? Please select the "No Build" alternative, and absolutely do not consider the Executive Parkway plan.

Thank you,

Laurel Singer
540 Santander Dr.
San Ramon

From: Tiffany Hollfelder <thollfelder@gmail.com>
To: i680hovdarproject@gmail.com
Date: Tue, Apr 16, 2013 at 1:31 PM
Subject: I-680 HOV DAR comments

Hello,

I am opposed to the proposed HOV off ramps exiting on Norris Canyon Road.

We live on the west side of San Ramon, and we have been homeowners here for twenty years.

When I travel east across the freeway in San Ramon, I choose to drive on the Fostoria and Norris Canyon overpasses if possible because the Crow Canyon and Bollinger Canyon crossings are very congested. I travel these routes daily for shopping and school pick up/drop off. I feel that the HOV access on Norris Canyon would be detrimental not only to locals (non-commuters) using these roads, but also to students who ride their bicycles to and from school.

Given the choice, I would prefer there be no HOV ramps in San Ramon, due to the proximity to both Crow Canyon and Bollinger exits. I think there would be increased traffic in the residential areas if there were an exit at Norris Canyon. I have concerns about increased traffic, increased wait time at signals, speeding violations on Norris Canyon west of the freeway (where there is a 25 mph limit), increased noise, and safety of students who travel there. I also have a teenage driver, and Norris Canyon is a "safer" freeway crossing. That would disappear with HOV ramps at Norris.

I also have questions about how the access on and off the HOV ramps would be set up. Would they only be accessible during HOV lane hours --3-4 hours in the mornings and evenings only? Or would they be open 24 hours a day? How would usage for only HOV be enforced?

If the HOV on/off ramps are open 24 hours, I think there will be increased traffic on Norris Canyon originating from Crow Canyon Road (in Castro Valley). Seeing as the neighborhood along Norris Canyon from Crow Canyon to I-680 is all residential, I think that is an unfair burden for those residents to bear. It is hard enough to have some commuters speed through the neighborhood now. I can only imagine how much worse it will get with increased ease of freeway access.

Having lived in San Ramon for so many years, we have seen the city grow from a medium-sized city with a "small town" feel to a large, impersonal city with business interests taking over those of the residents. I understand the need and desire to balance the needs of both the corporate tenants and the residents of the city, but I feel that inserting the HOV access ramps at Norris Canyon is forsaking the needs of residents.

The option of the HOV access at Executive Parkway is an interesting idea, and perhaps is a better option than no build. However, I think that the noise impacts to residents along San Ramon Valley Boulevard and westward could be negative.

I appreciate your consideration.

Tiffany Hollfelder
thollfelder@gmail.com

From: pricesrite@comcast.net
To: l680hovdarproject@gmail.com
Cc: mail@change.org
Date: Tue, Apr 16, 2013 at 3:14 PM
Subject: oppose Norris Canyon HOV ramps

My name is Karen Price, My husband and I have lived at 174 Castleton Court in San Ramon since 1979.

Naturally, we are opposed to the on and off ramps suggested for Norris Canyon. If the residents of Twin Creeks and Castleton Square had known of this possibility, I would guess that Measure J would NOT have passed. Your argument against choosing Sycamore Valley also applies to our (the west side) of 680. No need!! Waste of money!!

This plan does not make sense and the rumor that one San Ramon city councilman has already decided that he'll vote to mess up our side of the freeway sickens me!



James DeLano
<jdvet@sbcglobal.net>

04/16/2013 03:35 PM

To 'Cristin Hallissy' <cristin_hallissy@dot.ca.gov>

cc <smiller@ccta.net>, 'Craig Jung' <craig_jung@dot.ca.gov>

Subject RE: FW: Norris Canyon Overpass AKA --> I-680 HOV Direct
Access Ramps Project

Hi Cristin:

In December, 2011 we provided an initial document detailing the concerns of the property owners and the businesses located at 2000 Bishop Drive, San Ramon, CA, 94583. In January, 2012 a group of Caltrans and CCTA staffers gathered to address the questions of the document.

While we appreciate the attempts of the CCTA staff and Caltrans to address our concerns at that meeting, our expectation is that the questions within that document will be addressed within the body of the Draft EIR. While the title of the project has changed - our questions remain. I've attached the document we presented to you in December, 2011.

Because an alternate location is being considered, please also review the document and place the following phrase (concept) before each question or request for information: "Should construction of the ramps take place at Executive Parkway...."

For example: Should construction of the ramps take place at Executive Parkway - Will Caltrans consider pre-drilling to reduce the amount of pile driving? If so, what is the proposal as it relates to pre-drilling?

Our concerns remain for the project whether it occurs at Norris Canyon or Executive Parkway.

I am also forwarding an additional document that addresses other concerns I have as a property owner, business owner, taxpayer and resident of San Ramon.

I look forward to seeing responses to all questions in the Draft EIR.

Jim DeLano