



Oakland Alameda Access Project

Public Hearing Summary Report

ALAMEDA COUNTY, CALIFORNIA
DISTRICT 04 – ALA – 880, (PM 30.47/31.61)
DISTRICT 04 – ALA – 260, (R0.78/R1.90)
EA 04-0G360/PROJECT ID# 0400000326A

January 2021



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1. Introduction

The California Department of Transportation (Caltrans), in partnership with the Alameda County Transportation Commission (Alameda CTC), proposes to improve safety, mobility, accessibility, , traffic operations, and bicycle and pedestrian facilities through the Oakland Alameda Access Project on State Route 260 (SR-260) (post mile [PM] realignment [R] 0.78 to R 1.90) and on Interstate 880 (I-880) (PM 30.47 to PM 31.61) in the cities of Oakland and Alameda in Alameda County, California. Caltrans District 4 is the lead agency for the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) environmental clearance. Alameda CTC is the implementing agency for the proposed project.

This report summarizes public outreach conducted for the Draft Environmental Impact Report/Environmental Assessment (EIR/EA). The circulation period of the Draft EIR/EA ran between September 29, 2020 and November 30, 2020. This report also details the live, online public hearing held on October 20, 2020 from 5:30 to 7:30 pm. Both the outreach efforts and formal hearing were intended to inform members of the public and interested agencies about the proposed project and provide an opportunity to provide feedback on the findings of the Draft EIR/EA and the Section 4(f) Evaluation. Written and recorded comments were solicited from the public throughout the formal comment period.

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2. Project Overview

Caltrans, in cooperation with Alameda CTC, proposes to improve safety, mobility, accessibility, traffic operations, and bicycle and pedestrian facilities through the Oakland Alameda Access Project on SR-260 and I-880 in the cities of Oakland and Alameda in Alameda County, California (Figure 1).

Under the Build Alternative, Caltrans and Alameda CTC propose to remove and modify the existing freeway ramps and to modify the Posey Tube exit in Oakland. The Build Alternative would improve access to northbound (NB) and southbound (SB) I-880 from the Posey Tube via a right turn-only lane from the Posey Tube to 5th Street and a new horseshoe connector at Jackson Street below the I-880 viaduct that would connect to the existing NB I-880/Jackson Street on-ramp. The existing WB I-980/Jackson Street off-ramp would be reconstructed and shifted to the south.

The Webster Tube entrance at 5th Street and Broadway would be shifted to the east to create more space for trucks to make the turn from Broadway into the Webster Tube. A bulb-out would be constructed to extend the sidewalk, reducing the crossing distance and allowing improved visibility of pedestrians on the southeast corner.

The NB I-880/Broadway off-ramp would be removed and the NB I-880/Oak Street off-ramp to 6th Street would be widened. The NB I-880/Oak Street intersection would become the main NB I-880 off-ramp to downtown Oakland and to Alameda. 6th Street would become a one-way through street from Oak Street to Harrison Street and a two-way street from Harrison Street to Broadway.

The proposed project would include the addition of a Class IV two-way cycle track on 6th Street between Oak and Washington streets and on Oak Street between 3rd and 9th streets. Bicycle and pedestrian improvements would be constructed at the Tubes' approaches in Oakland and Alameda, and the Webster Tube westside walkway would be opened to pedestrians. This would improve connectivity to existing and future planned bicycle paths in the City of Oakland and implement various "complete streets" improvements to create additional opportunities for non-motorized vehicles and pedestrians to cross under I-880 between downtown Oakland, and Jack London District, and Alameda.

The purpose of the proposed project is to:

- Improve multimodal safety and reduce conflicts between regional and local traffic.
- Enhance bicycle and pedestrian accessibility and connectivity within the project study area.
- Improve mobility and accessibility between the I-880, SR-260 (Tubes), City of Oakland downtown neighborhoods, and City of Alameda.
- Reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods.

Access between the freeway and the roadway networks between I-880 and the Tubes is limited and indirect, and access to/from the cities of Oakland and Alameda is circuitous. Existing access to I-880 from Alameda and the Jack London District requires loops through several local

streets and intersections, routing vehicles through the downtown Oakland Chinatown neighborhood, which has the following operational impacts on local streets:

- Streets in and around the downtown Oakland Chinatown area have a high volume of pedestrian activity and experience substantial vehicle-pedestrian conflicts, and the I-880 viaduct limits bicycle and pedestrian connectivity between downtown Oakland and the Jack London District.
- SB I-880 traffic heading to Alameda must exit at the Broadway/Alameda off-ramp, then travel south along 5th Street for more than a mile — through nine signalized and unsignalized intersections — before reaching the Webster Tube at 5th Street/Broadway.
- WB I-980 traffic heading to Alameda must exit at the Jackson Street off-ramp and circle back through Chinatown through seven signalized and unsignalized intersections to reach the Webster Tube.
- NB I-880 traffic heading to Alameda must exit at the Broadway off-ramp and form a queue on Broadway between 5th and 6th streets, which backs up onto the ramp. Alternatively, drivers may loop through Chinatown to access the Webster Tube.



Figure 1. Proposed Project Footprint

3. Noticing and Publicity

This section describes the public noticing and outreach activities that were completed during the Draft EIR/EA circulation period (September 29, 2020 to November 30, 2020).

3.1. Traditional Print

3.1.1. Newspaper Advertisements

Newspaper advertisements were published to inform the public about the availability of the Draft EIR/EA and the date of the public hearing. Advertisements were placed in seven publications: East Bay Times, Sing Tao, East Bay Express, Alameda Sun, Alameda Journal, El Observador, and Mo Magazine. Each advertisement ran twice: once at the beginning of the Draft EIR/EA circulation period (September 29, 2020) and a second time immediately prior to the public hearing (October 20, 2020) (Table 1). Advertisements were published in four languages: English, Chinese (Cantonese), Spanish, and Vietnamese. A copy of each newspaper advertisement is available in Appendix A.

Table 1: Summary of Newspaper Advertisements

MEDIA	DATE	RUN
East Bay Times advertisement	September 29, 2020	First
Sing Tao advertisement	September 29, 2020	First
East Bay Express advertisement	September 30, 2020	First
Alameda Sun advertisement	October 1, 2020	First
Alameda Journal advertisement	October 2, 2020	First
El Observador	October 2, 2020	First
Mo Magazine	October 3, 2020	First
East Bay Times advertisement	October 11, 2020	Second
East Bay Express advertisement	October 14, 2020	Second
Alameda Sun advertisement	October 15, 2020	Second
El Observador	October 16, 2020	Second
Alameda Journal advertisement	October 16, 2020	Second
Mo Magazine	October 17, 2020	Second
Sing Tao advertisement	October 18, 2020	Second

3.1.2. Mail Notices

Flyers were mailed via the United States Postal Service (USPS) to residents and businesses located within and adjacent to the project footprint (Appendix A). Flyers were also mailed to contacts in the project stakeholder database. These detailed the availability of the Draft EIR/EIR, the scheduled online public hearing, and options for submitting a formal comment. Each flyer had information provided in four languages: English, Chinese (Cantonese), Spanish, and Vietnamese. A total of 5,901 flyers were mailed on September 29, 2020.

3.1.3. Field Distribution

To provide another avenue of public outreach to residents and businesses within the project footprint, flyers were hand distributed along all portions of the project footprint on September 28 and September 29, 2020 (Appendix A). A total of ten locations hosted the flyer onsite, allowing further noticing of the Draft EIR/EA and scheduled public hearing.

3.2. Online Outreach

3.2.1. Project Website

A project website was created to provide the public with an overview of the proposed project and access to the Draft EIR/EA (<https://oaklandalamedaaccessproject.com/>). The website included a project overview, project videos, specific topic areas (bicycle/pedestrian, geometric design/traffic, environmental impacts, and parking), and a comment card (Appendix B). All website content was available in four languages: English, Chinese (Cantonese), Spanish, and Vietnamese. Appendix C provides statistics regarding the project website obtained during the formal comment period (September 29 to November 30, 2020).

The project website hosted the live, virtual online public hearing. A recording of the public hearing was made available on the website. The virtual public hearing was closed captioned in English.

3.2.2. Alameda CTC Website

Alameda CTC hosted a page for the proposed project on their website (<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>) (Appendix B). Under the page's "Resources" tab, the Notice of Availability, Frequently Asked Questions, and Draft EIR/EA Summary were available for review in four languages (English, Chinese [Cantonese], Spanish, and Vietnamese). The Draft EIR/EA and all non-confidential technical studies were also hosted. The "Public Meetings" tab provided information about the online public meeting and a link to the project website. Alameda CTC also maintains an up -to-date project fact sheet on their website.

3.2.3. Caltrans District 4 Website

Caltrans District 4 hosted information about the proposed project on their website (<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-aaap>) (Appendix B). This included a link to the Draft EIR/EA and links to the project website and Alameda CTC website.

3.2.4. Social Media

Caltrans, Alameda CTC, the City of Oakland, and the City of Alameda sponsor and maintain Twitter and Facebook accounts. Social media posts were distributed via those accounts in coordination with Caltrans Public Information Officer. Posts contained a link to the open house website and announced the live online public hearing. Posts were also made announcing the end of the Draft EIR/EA circulation period. A total of 33 social media posts were made between these four agencies (Table 2 and Appendix A).

Table 2: Summary of Social Media Posts

ORGANIZATION	TWITTER	FACEBOOK
Alameda CTC	10/1/20; 10/18/20; 10/19/20; 10/20/20; 11/23/20; 11/30/20	10/19/20; 10/20/20; 11/23/20; 11/30/2020
Caltrans	9/30/20; 10/18/20; 10/19/20; 11/24/20	9/30/20; 10/18/20; 10/19/20
City of Oakland	10/1/20; 10/17/20; 10/19/20; 11/23/20; 11/30/20	10/1/20; 10/17/20; 10/19/20; 11/23/20; 11/30/20
City of Alameda	10/18/20; 11/30/2020	9/29/20; 10/18/20; 10/20/20; 11/30/2020

Alameda CTC also posted an article on the “News” page of their website (Appendix A).

3.2.5. Email Notifications

Email notifications were sent to individuals and organizations on the project stakeholder distribution list (214 total emails). An initial save-the-date eblast was sent out by Alameda CTC on September 29, 2020. Alameda CTC sent out reminder eblasts prior to the public hearing (October 16 and 19, 2020) and prior to the end of the public comment period (November 29, 2020). Each email contained a relevant announcement and a link to the project website.

3.3. Oakland Chinatown Outreach

Additional outreach efforts were undertaken with the Oakland Chinatown community to overcome potential language and technology barriers that could have otherwise prevented its residents from being fully informed about the proposed project and its potential impacts.

3.3.1. Chinatown Chamber of Commerce Booth

A project information booth was hosted in front of the Oakland Chinatown Chamber of Commerce (388 9th Street, Suite 290, Oakland, CA 94707) (Appendix A). The booth was staffed on three separate occasions. On October 17, 2020, the booth was available between 11 am and 2 pm. Six individuals stopped by the booth to learn about the proposed project. On the date of the virtual public hearing (October 20, 2020), the booth was staffed between 3-5 pm with five individuals visiting the booth. The booth was hosted for a final time on October 24, 2020 between 11 am and 2 pm with 24 people visiting the booth. A total of 35 individuals visited this booth while in operation, with 22 individuals submitting formal comments for consideration in the final environmental document. All of these comments were submitted in Chinese and were translated for incorporation into the final environmental document.

Chinese-translated materials were available for distribution at the booth including the Frequently Asked Questions, Draft EIR/EA Summary, and project flyer. The booth displayed three poster boards detailing (in Chinese) proposed improvements within Chinatown.

3.3.2. TV/Radio Advertisements

Sky Link TV hosted a video in Chinese on October 20, 2020 (Appendix A). The video was also hosted on their Facebook account on October 16, 2020 (Appendix A).

A 30-second radio advertisement in Chinese was aired in Sing Tao Radio. This advertisement ran 20 times between October 20, 2020 and November 6, 2020 and informed listeners about the proposed project. It directed them to the project website for additional information as well.

3.3.3. Social Media

Information on the proposed project was posted on WeChat on October 20, 2020 (Appendix A). This included an overview of the project and a link to the project website.

3.3.4. Editorials

World Press published an article in Chinese on the Oakland Chinatown Chamber of Commerce project booth on October 18, 2020 (Appendix A). This article detailed the proposed project improvements and included a link to the project website.

The East Bay Times published an article on the proposed project on November 26, 2020 (Appendix A). It detailed the project improvements, provided a link to the project website, and noted the November 30, 2020 deadline for comments.

4. Public Hearing

Because of social distancing requirements, an in-person public hearing was not held. Caltrans and Alameda CTC hosted a pre-scheduled, live, online public hearing hosted through the open house website (<https://oaklandalamedaaccessproject.com/>). The hearing was held on October 20, 2020 from 5:30 to 7:30 pm.

Members of the public were able to view the proceedings on their computers or mobile devices. For individuals who did not have internet access, a call-in number (510-880-4195) was provided so the entire public hearing could be heard over a phone line. This included audio from the live question and answer session.

The hearing opened with a video illustrating the proposed project improvements. The facilitator introduced the hearing panelists and discussed the format of the event. Then a live question and answer session was initiated. Questions could be submitted through an on-screen chat function (120 character limit) or a dial-in option for phone users. A total of 170 questions were received during this session. Interpreters were on hand to translate questions into Chinese, Spanish, or Vietnamese. Questions were read by the facilitator and then answered by the hearing panelists.

The facilitator periodically reminded hearing attendees of the methods for formal submission. A link to the electronic comment card was provided on the project website. There was also options to call and leave a voice message, send an email (oakland.alameda.access@dot.ca.gov), or mail a comment to Caltrans.

The public hearing had a total of 241 viewers, and the average viewer was present for 25% (30 minutes) of the public hearing. Appendix C presents additional statistics from the public hearing. Appendix C includes a staff sign-in sheet and a full transcript of the hearing proceedings as well.

Following the live broadcast of the hearing, a recording of the entire event was accessible on the project website in English (with close captioning in English).

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5. Comment Summary

The open house website included a suite of tools and resources by which the public could submit comments. A comment form was prominently embedded in the website. Additional methods for submitting a formal comment were provided and included a project-specific email address (oakland.alameda.access@dot.ca.gov), physical mailing address, and phone number (510-880-4195) for leaving a recorded message. A total of 113 formal comment letters/ comment cards or emails were submitted via these methods for a total of 636 individual comments.

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6. Next Steps

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the Federal Highway Administration (FHWA), may 1) give environmental approval to the proposed project 2) undertake additional environmental studies, or 3) abandon the proposed project. If the proposed project were given environmental approval and funding were appropriated, Caltrans and Alameda CTC could design and construct all or part of the project.

Attendees of the public meeting who provided an email address were added to the project's distribution list for future project updates. Alameda CTC intends to provide project status updates on their project website, and via email as necessary. Caltrans and Alameda CTC will address all comments received during the formal public comment period in the final environmental document.

After the end of the public review period of the Draft EIR/EA and consideration of public comments, Caltrans, Alameda CTC, and the Project Development Team compared and weighed the benefits and impacts of the presented project alternatives and identified the Build Alternative as the Preferred Alternative.

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Appendix A Notices and Publicity

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Mailer

Oakland Alameda Access Project

- The public comment period is now open.
- Join us for a live, online public hearing.

Tuesday, October 20, 2020
5:30 - 7:30 pm PT
www.OaklandAlamedaAccessProject.com

「屋崙阿拉美達市進出計劃」

- 公眾諮詢期現正展開
- 請參加我們的親臨的虛擬公聽會

2020年10月20日 星期二
下午5:30分至 下午7:30分 太平洋標準時間
www.OaklandAlamedaAccessProject.com

Proyecto de acceso a Oakland y Alameda

- El período para presentar comentarios públicos ya está abierto.
- Únase a nosotros para participar en una audiencia pública en vivo y en línea.

Martes, 20 de Octubre de 2020
Entre las 5:30 p.m. y 7:30 p.m., hora del Pacífico (PT)
www.OaklandAlamedaAccessProject.com

Dự án Oakland Alameda Access

- Thời gian lấy ý kiến nhận xét của công chúng hiện đã bắt đầu.
- Tham gia buổi điều trần công khai trực tiếp, trực tuyến với chúng tôi.

Thứ Ba, ngày 20 Tháng Mười, 2020
5:30 đến 7:30 pm Giờ Thái Bình Dương (PT)
www.OaklandAlamedaAccessProject.com

How to submit comments via mail, email, phone or web

Attention: Lindsay Vivian
California Department of Transportation
111 Grand Avenue, MS-80
Oakland, California 94612
OaklandAlamedaAccess@dot.ca.gov
(510) 880-4195
www.OaklandAlamedaAccessProject.com

OAKLAND ALAMEDA ACCESS PROJECT
providing access and connections

Draft Environmental Document Now Available

Public Comment Period Now Open
SEPTEMBER 29, 2020 – NOVEMBER 30, 2020

PROJECT OVERVIEW

The Draft Environmental Impact Report and Environmental Assessment, and Draft Individual Section 4(f) Evaluation for the Oakland Alameda Access Project (OAAAP) are now available for public review and comment.

The California Department of Transportation (Caltrans) and Alameda County Transportation Commission (Alameda CTC) have been working in partnership with the cities of Oakland and Alameda to address safety, mobility, and access between the I-880 and I-980 freeways and the Webster and Possey Tubes.

The proposed features will improve safety, connectivity, and mobility for drivers, pedestrians, and bicyclists, and will reduce traffic congestion on local streets.

Join Us for the Public Hearing

Tuesday, October 20, 2020
5:30 – 7:30 pm PT

Caltrans and Alameda CTC invite you to attend a live, online public hearing where you can learn about the Oakland Alameda Access Project and comment on the Draft Environmental Document. Interpreters in Chinese, Vietnamese, and Spanish will be available.

To participate in the public hearing and provide comments please visit www.OaklandAlamedaAccessProject.com. Your participation and comments are important to us.

Flyer (front)

OAKLAND ALAMEDA ACCESS PROJECT
providing access and connections

《環境文件草案》可供索閱

公眾諮詢期現正展開
2020年9月29日—2020年11月30日

「屋崙阿拉美達市進出計劃」環境影響評估報告(即「草案」/環境評估(EA)草案)和個別備文4(f)計畫草案, 現可供公眾計劃及發表意見。

計劃概述

加州公路局(CALTRANS)和阿拉美達交通委員會(Alameda CTC)與屋崙(奧克蘭)和阿拉美達市議會合作, 改善舊灣橋880號公路、州際980號公路、Webster和Possey路海陸連通之道路交通安全、道路連接、和交通暢通。

擬議的改善將提升改善駕駛者、行人和騎單車者使用道路的安全性、連通性和流動性, 並減少當地街道的交通擠塞情況。

請參加虛擬公聽會

2020年10月20日 星期二
下午5:30分至 下午7:30分 太平洋標準時間

加州公路局和阿拉美達交通委員會邀請大家參加這次現場的虛擬公聽會, 聽取公眾對「屋崙阿拉美達市進出計劃」, 以及《環境文件草案》發表意見, 聽取並提交備文、諮詢和西班牙語的翻譯服務。

有意參加公聽會和發表意見, 隨時可以透過計畫網站參加會議。
www.OaklandAlamedaAccessProject.com

大家的參與和反應對我們十分重要!

OAKLAND ALAMEDA ACCESS PROJECT
providing access and connections

El Borrador del documento ambiental ya se encuentra disponible

El periodo para presentar comentarios públicos ya está abierto
29 DE SEPTIEMBRE DE 2020 AL 30 DE NOVIEMBRE DE 2020

DESCRIPCIÓN DEL PROYECTO

El Borrador del Informe de Impacto Ambiental, la Evaluación Ambiental y el Borrador de la Evaluación Individual de la Sección 4(f) para el Proyecto de acceso de Oakland y Alameda (OAAAP) ya están disponibles para su revisión y presentación de comentarios públicos.

El Departamento de Transporte de California (Caltrans) y la Comisión de Transporte del Condado de Alameda (Alameda CTC) han estado trabajando conjuntamente con las ciudades de Oakland y Alameda para abordar la seguridad, movilidad y acceso entre las autopistas I-880 e I-980 y los túneles Webster y Possey.

Las características propuestas mejorarán la seguridad, conectividad y movilidad de los conductores, peatones y ciclistas, y se reducirá la congestión del tráfico en las calles locales.

Únase a nosotros para participar en la audiencia pública

Martes, 20 de Octubre de 2020
Entre 5:30 p. m. y 7:30 p. m., hora del Pacífico (PT)

Caltrans y la Alameda CTC lo invitan a asistir a una audiencia pública en vivo y en línea donde podrá conocer el Proyecto de acceso a Oakland y Alameda y dar sus comentarios sobre el Borrador del documento ambiental. Habrá intérpretes disponibles en chino, vietnamita y español.

Para participar en la audiencia pública y presentar comentarios, visite www.OaklandAlamedaAccessProject.com.

¡Su participación y comentarios son importantes para nosotros!

OAKLAND ALAMEDA ACCESS PROJECT
providing access and connections

Bản Nháp Dự thảo Tài liệu Môi trường Hiện Đã Có Sẵn

Thời gian Lấy Ý kiến Nhận xét của Công chúng Hiện Đã Bắt Đầu
29 THÁNG CHÍN, 2020 – 30 THÁNG MƯỜI MỘT, 2020

TỔNG QUAN DỰ ÁN

Bản nháp Dự thảo Báo cáo Tác động Môi trường và Đánh giá Môi trường và Dự thảo Đánh giá Riêng Mục 4(f) đối với Dự án Oakland Alameda Access (OAAAP) hiện đã có sẵn để công chúng xem xét và cho ý kiến.

Sở Giao thông California (Caltrans) và Ủy ban Giao thông Quận Alameda (Alameda CTC) đã hợp tác với các thành phố Oakland và Alameda để giải quyết vấn đề an toàn, cách thức di chuyển và tiếp cận giữa các xa lộ I-880 và I-980 và các đường hầm Webster và Possey Tube.

Các điểm được đề xuất sẽ cải thiện vấn đề an toàn, cách thức di chuyển và kết hợp giữa nhiều phương tiện giao thông cho người lái xe, người đi bộ, và người đi xe đạp, đồng thời sẽ giảm tắc nghẽn giao thông trên các khu phố địa phương.

Tham gia Buổi Điều trần Công khai với Chúng tôi

Thứ Ba, ngày 20 Tháng Mười, 2020
5:30 đến 7:30 pm Giờ Thái Bình Dương (PT)

Caltrans và Alameda CTC mời quý vị tham dự buổi điều trần công khai trực tiếp, trực tuyến, để quý vị có thể tìm hiểu về Dự án Oakland Alameda Access và cho ý kiến nhận xét về Dự thảo Tài liệu Môi trường. Sẽ có thông dịch viên Tiếng Trung Hoa, Tiếng Việt và Tiếng Tây Ban Nha.

Để tham gia buổi điều trần công khai và đóng góp ý kiến nhận xét, xin vui lòng truy cập www.OaklandAlamedaAccessProject.com.

Sự tham gia và đóng góp ý kiến nhận xét của quý vị có ý nghĩa rất quan trọng đối với chúng tôi!

Flyer (back)

Field Report

The HNTB Team distributed flyers within the project footprint on September 28 and 29, 2020. The flyer was identical to the one mailed to local residents (see Appendix A-3). The purpose of this distribution was to provide another method of outreach to residents, businesses, and visitors to inform them of the Draft EIR/EA and upcoming public hearing.

Locations that agreed to host flyers are listed below and are summarized on the following pages.

- Bay Auto Center
- Won Kee Supermarket
- Shell Gas Station
- Madison Street Press
- Pacific Renaissance Plaza and Library
- Jack London Square Station
- Community board (Chinatown)
- Salvation Army
- Posey Tube
- Alameda Point (not pictured)

An attempt was made to distribute flyers at the following locations without success:

- 428 Alice Street: Doors were locked, preventing admission.
- 777 Broadway: Doors were locked, preventing admission.
- 288 3rd Street: Doors were locked, preventing admission.
- 309 4th Street: Doors were locked, preventing admission.
- 423 7th Street: Property management declined to participate.
- 119 10th Street: Owner declined to participate.

Bay Auto Center

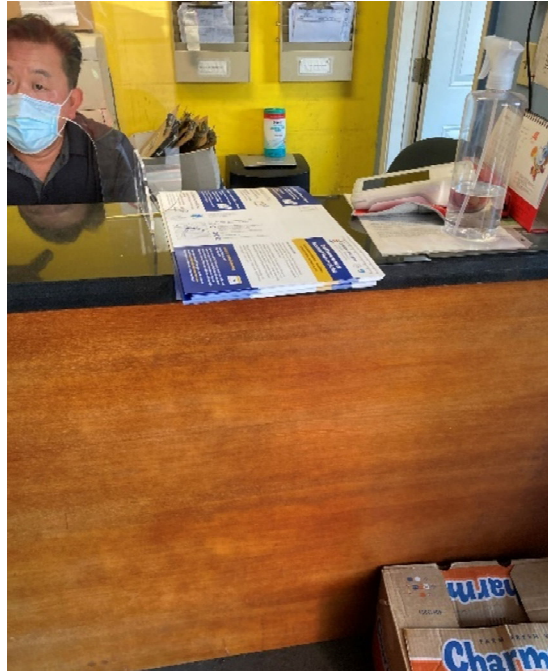
610 Oak Street, Oakland, CA 94607

9/28/2020 10:45 am

Owner agreed to host 30 flyers and post a flyer on the center's bulletin board.



Flyer Posted on Bulletin Board



Flyers Hosted on Counter

Won Kee Supermarket

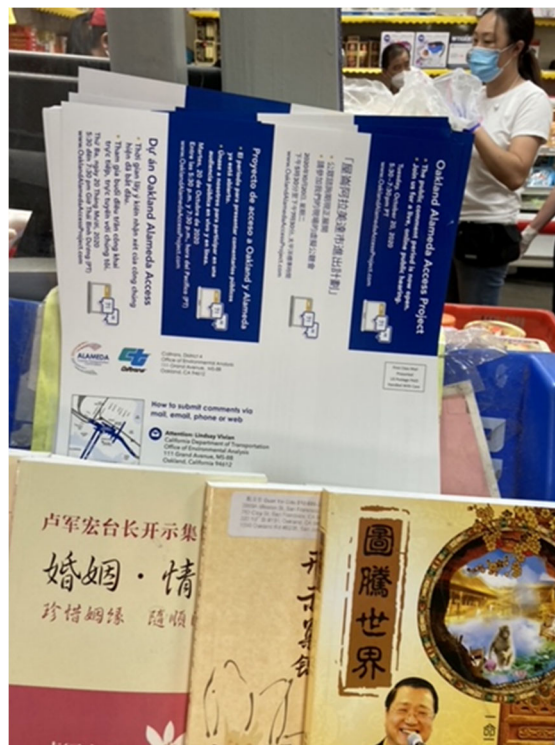
216 7th Street, Oakland, CA 94607

9/28/2020 11:35 am

The owner agreed to post a flyer on a window and bulletin board. A total of 30 flyers were also hosted in a brochure stand.



Flyer on Door Facing 7th Street



Flyers in Brochure Stand



Flyer on Bulletin Board

Shell Gas Station

105 5th Street, Oakland, CA 94607

9/28/2020 11:05 am

The attendant allowed the HNTB Team to post flyers on the cashier's booth.



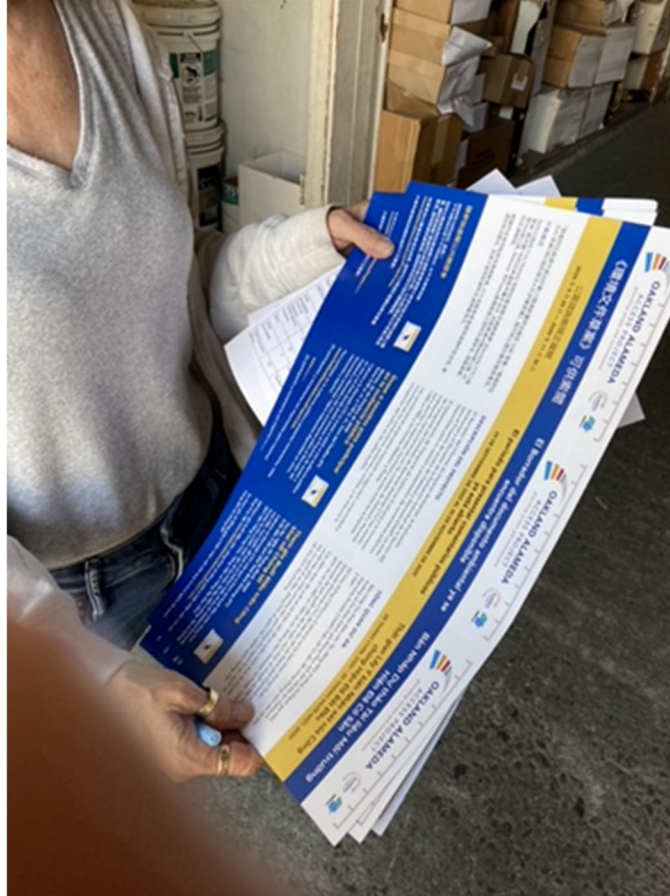
Flyers Facing 5th and Oak Streets

Madison Street Press

614 Madison Street, Oakland, CA 94607

9/28/2020 11:15 am

Owner agreed to host 30 flyers.



Owner Accepting Flyer

Pacific Renaissance Plaza and Library

388 9th Street, Oakland, CA 94607

9/29/2020 10:40 am

A librarian at the Pacific Renaissance Plaza Library agreed to host 30 flyers on an outdoor table. Flyers were also posted.



Librarian Placing Flyers on Outdoor Table



Flyers Posted on Southeast Wall

Jack London Square Station

245 2nd Street, Oakland, CA 94607

9/28/2020 2:45 pm

Station employees agreed to host 30 flyers in their brochure holder and post flyers on doors.



Flyers in Brochure Holder



Flyer Posted on West Window



Flyer Posted on Front Door

Community Board

610 Oak Street, Oakland, CA 94607

9/28/2020 12:00 pm

The HNTB Team posted a flyer on a community board.



Flyer Posted on Community Board

Salvation Army

601 Webster Street, Oakland, CA 94607

9/28/2020 3:15 pm

The business declined posting the flyer on doors or windows. The HNTB Team was given permission to leave 30 flyers near the front entrance.



Flyers Hosted Near Front Entrance

Posey Tube Entrance

438 Harrison Street, Oakland, CA 94607

9/29/2020 11:45 am

A flyer was posted at the Oakland entrance to the Posey Tube.



Flyer (arrow) Posted at Posey Tube Entrance

Alameda Point

950 West Mall Street, Alameda, CA 94501

9/29/2020 12:30 PM

The HNTB Team visited the management office for Alameda Point. The team spoke with a building representative who said she would make the flyers available inside their office. A total of 30 flyers was provided. No photographs are available.

Social Media Posts

Caltrans

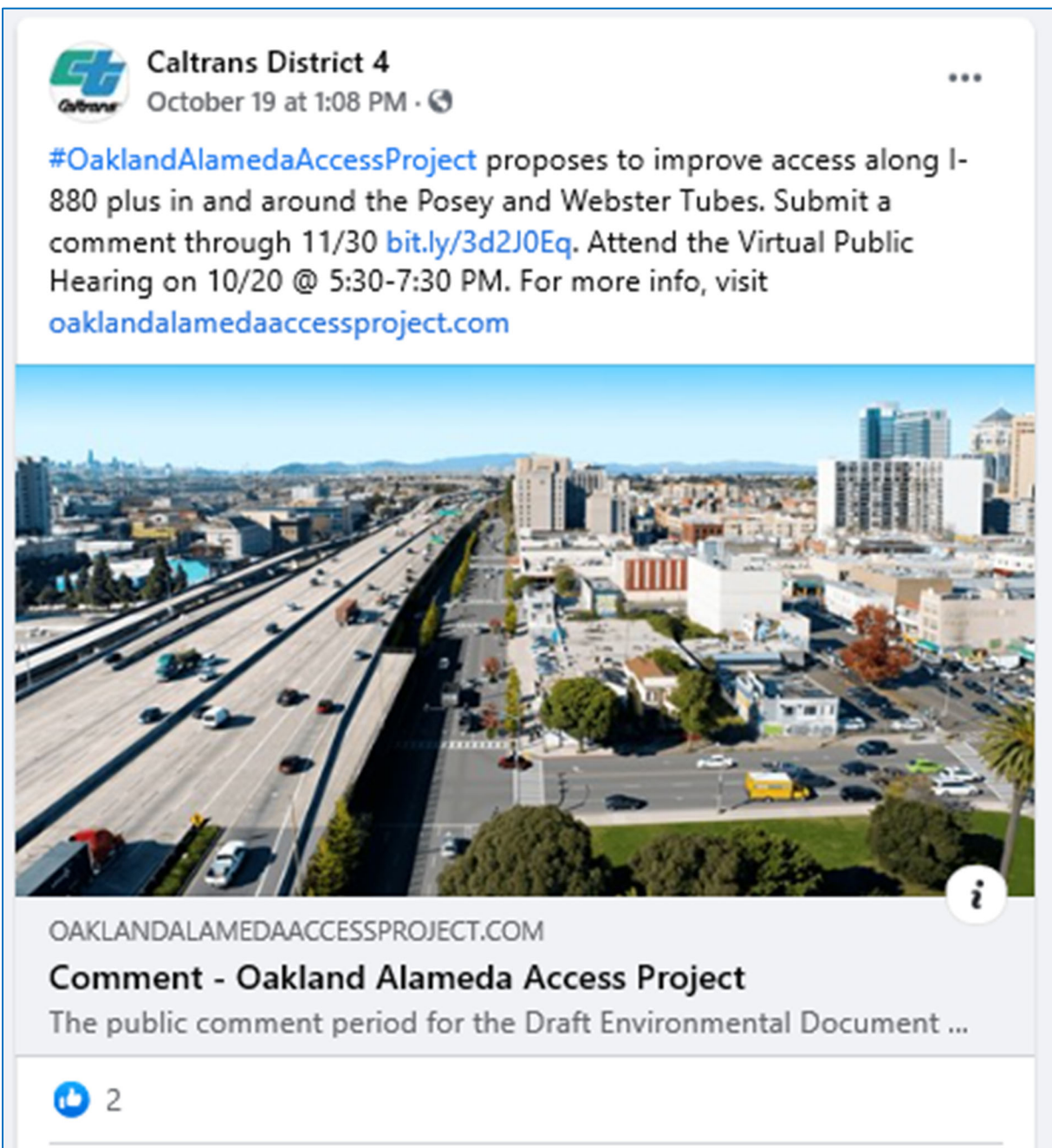
Caltrans District 4 posted seven notifications to both their Facebook and Twitter accounts during the circulation of the Draft EIR/EA.



Caltrans Facebook account (9/30/2020)



Caltrans Facebook account (10/18/2020)



Caltrans Facebook account (10/19/2020)



Caltrans Twitter Account (9/30/2020)



Caltrans Twitter Account 10/18/2020)



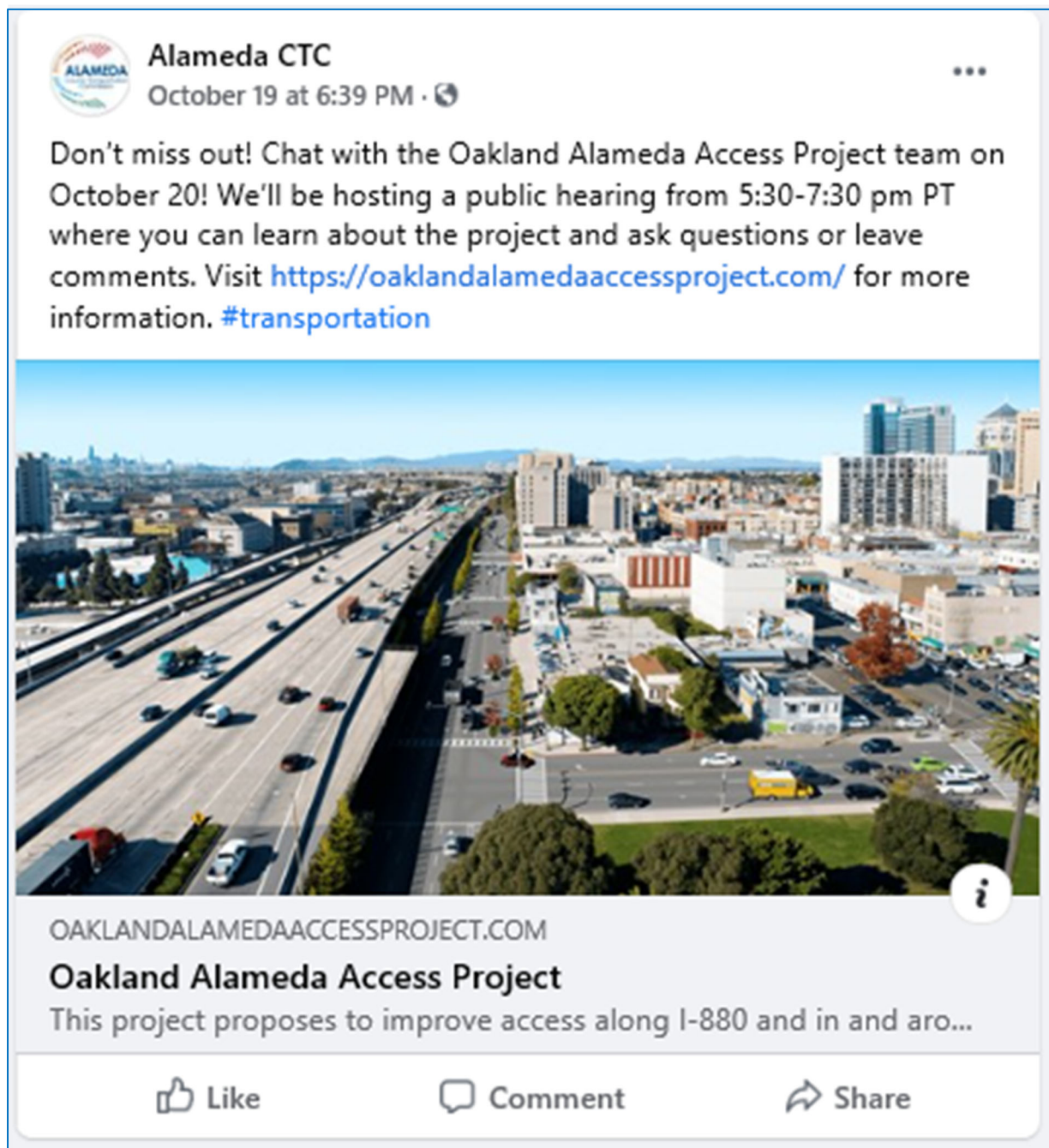
Caltrans Twitter Account (10/19/2020)



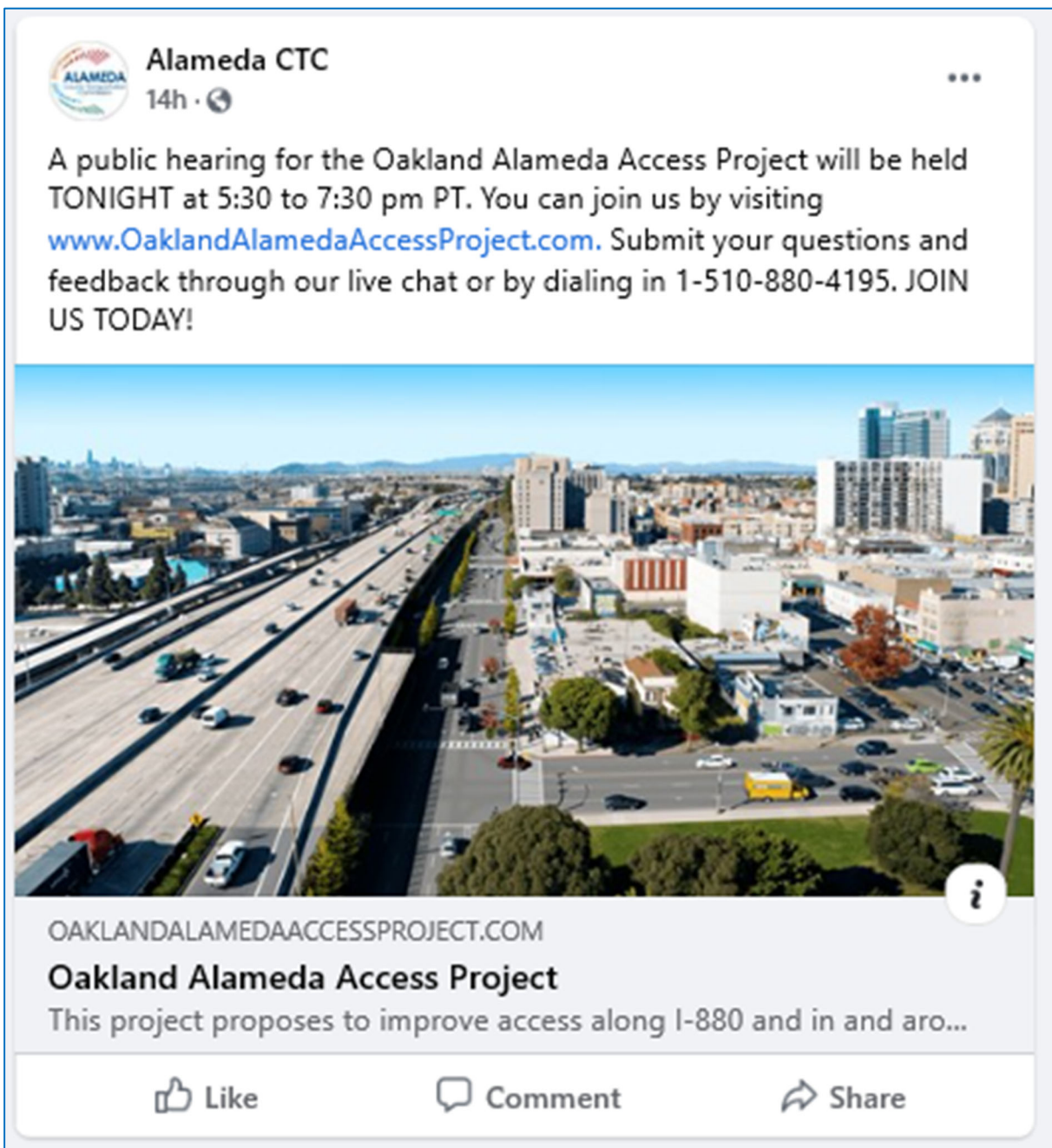
Caltrans Twitter Account (11/24/2020)

Alameda CTC

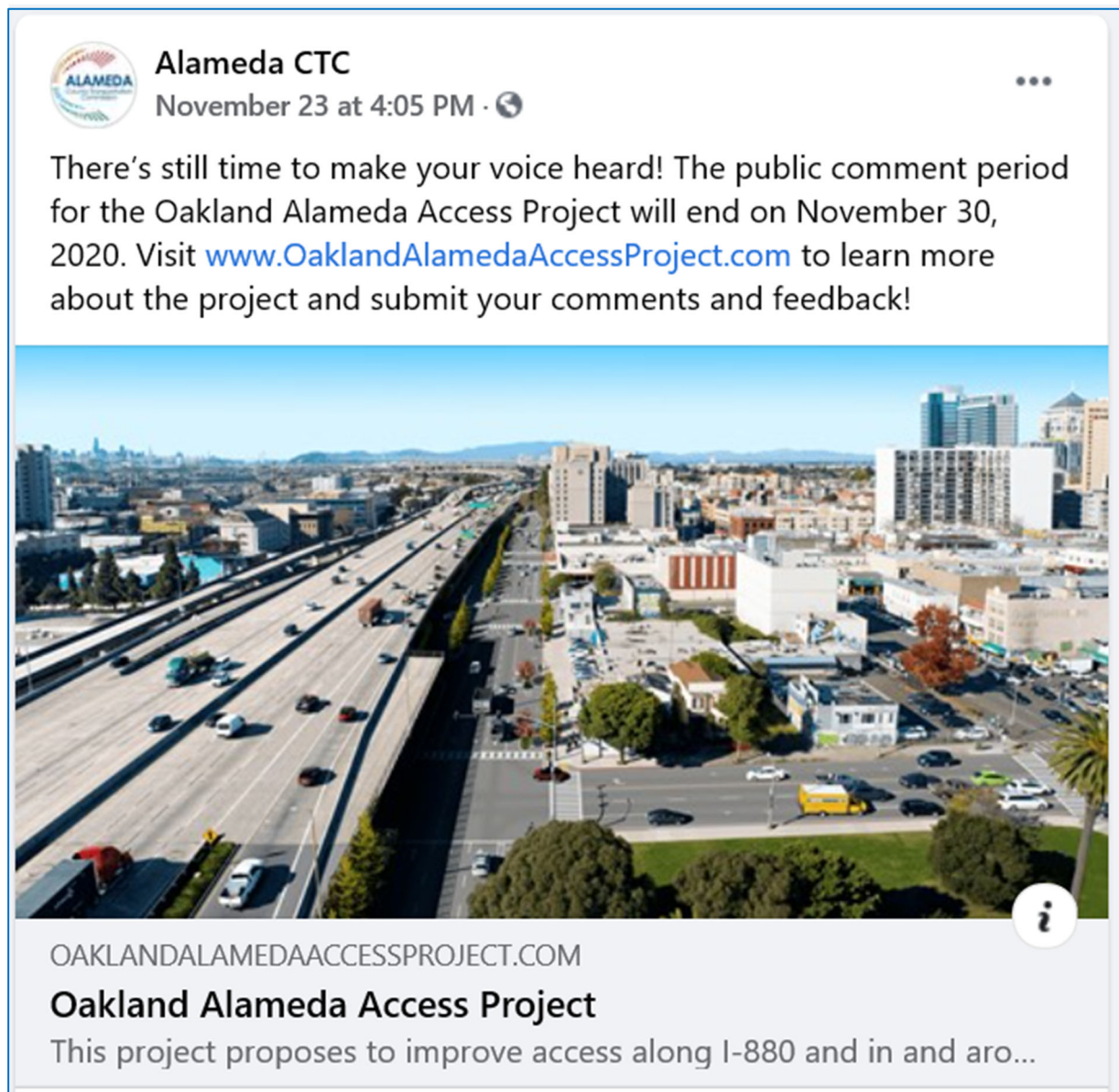
Alameda CTC posted ten notifications to both their Facebook and Twitter accounts during the circulation of the Draft EIR/EA. Alameda CTC also posted a news release on their website.



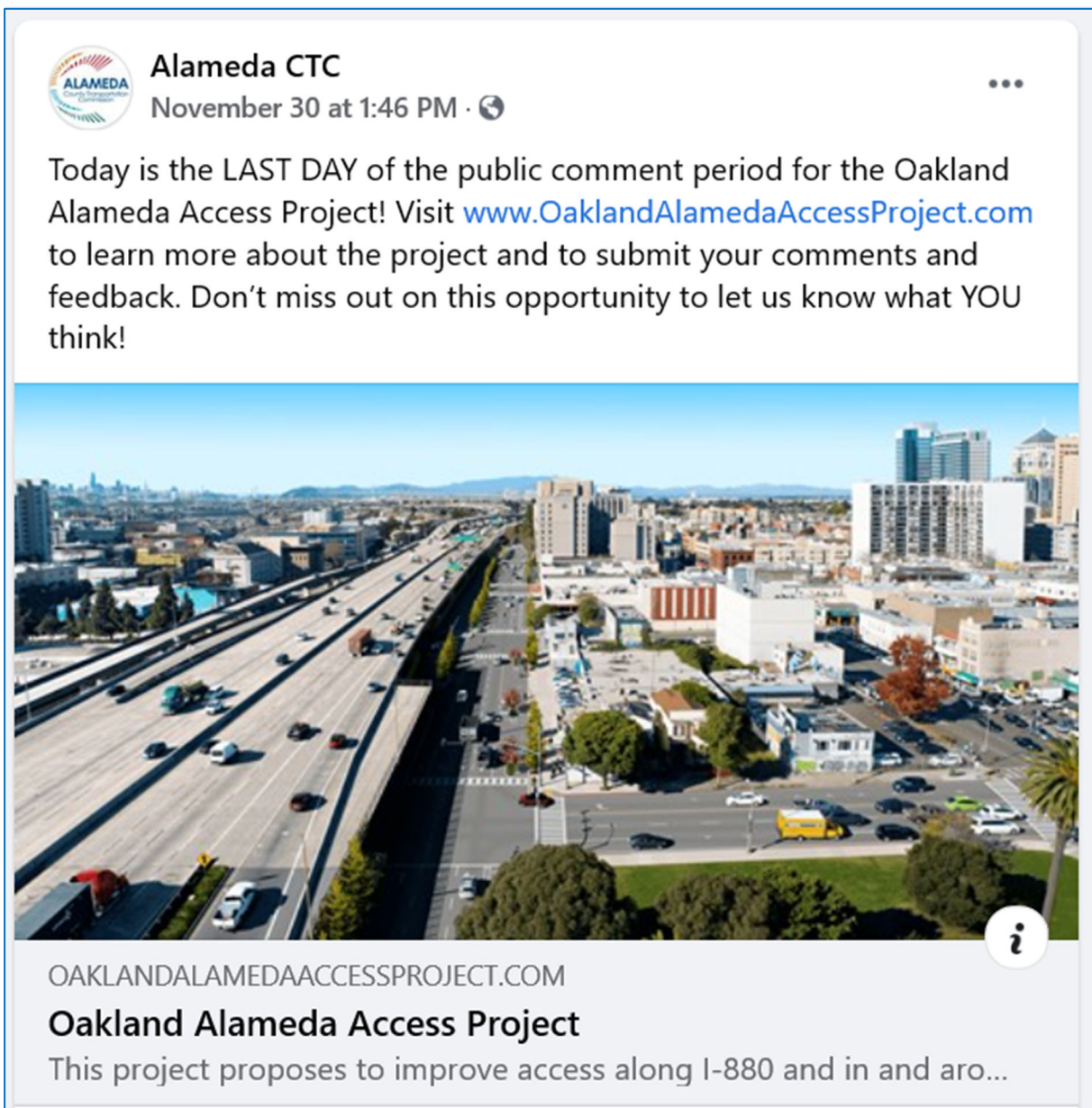
Alameda CTC Facebook post (10/19/20)



Alameda CTC Facebook post (10/20/20)



Alameda CTC Facebook post (10/23/20)



Alameda CTC Facebook post (10/30/20)



Alameda CTC Twitter post (10/1/20)



Alameda CTC Twitter post (10/18/20). Note this was a re-tweet of the Caltrans post.



Alameda CTC Twitter post (10/19/20)



Alameda CTC Twitter post (10/20/20)



Alameda CTC Twitter post (11/23/20)



Alameda CTC Twitter post (11/30/20)

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Oakland Alameda Access Project to Hold Virtual Public Hearing

OAKLAND ALAMEDA ACCESS PROJECT TO HOLD VIRTUAL PUBLIC HEARING

Posted on [August 19, 2020](#)

Since 2015, Alameda CTC, in partnership with the California Department of Transportation (Caltrans), has worked with the cities of Oakland and Alameda to identify and plan for potential freeway access and local roadway improvements between Interstate 880 (I-880), Interstate 980 and the Posey and Webster Tubes connecting the two cities. Proposed features for the [Oakland Alameda Access Project](#) will improve multimodal safety and reduce conflicts between regional and local traffic, including:

- Enhancement of bicycle and pedestrian accessibility and connectivity within the project area
- Improvement of accessibility between I-880, State Route 260 (the Posey and Webster Tubes), City of Oakland downtown neighborhoods and the City of Alameda
- Reduction of freeway-bound regional traffic and congestion on local roadways and in project area neighborhoods.

Recently completed technical studies for the Oakland Alameda Access Project have been completed and the project [Draft Environmental Document](#) is available for 60 days of public review and comment, from September 29 through November 30, 2020. To view the technical studies, go to the Resources tab on the [project web page](#).

To learn more about the project, review the Draft Environmental Document and detailed instructions about the various ways in which to submit comments, please visit www.OaklandAlamedaAccessProject.com.

VIRTUAL PUBLIC HEARING

The virtual public hearing will be held on **Tuesday, October 20, 2020, 5:30 to 7:30 pm (PT)**.

This event, hosted at www.OaklandAlamedaAccessProject.com, will include a presentation and question and answer session with representatives from Caltrans and Alameda CTC. You may also dial into the hearing via telephone by dialing [510.880.4195](tel:510.880.4195).

We look forward to your participation!



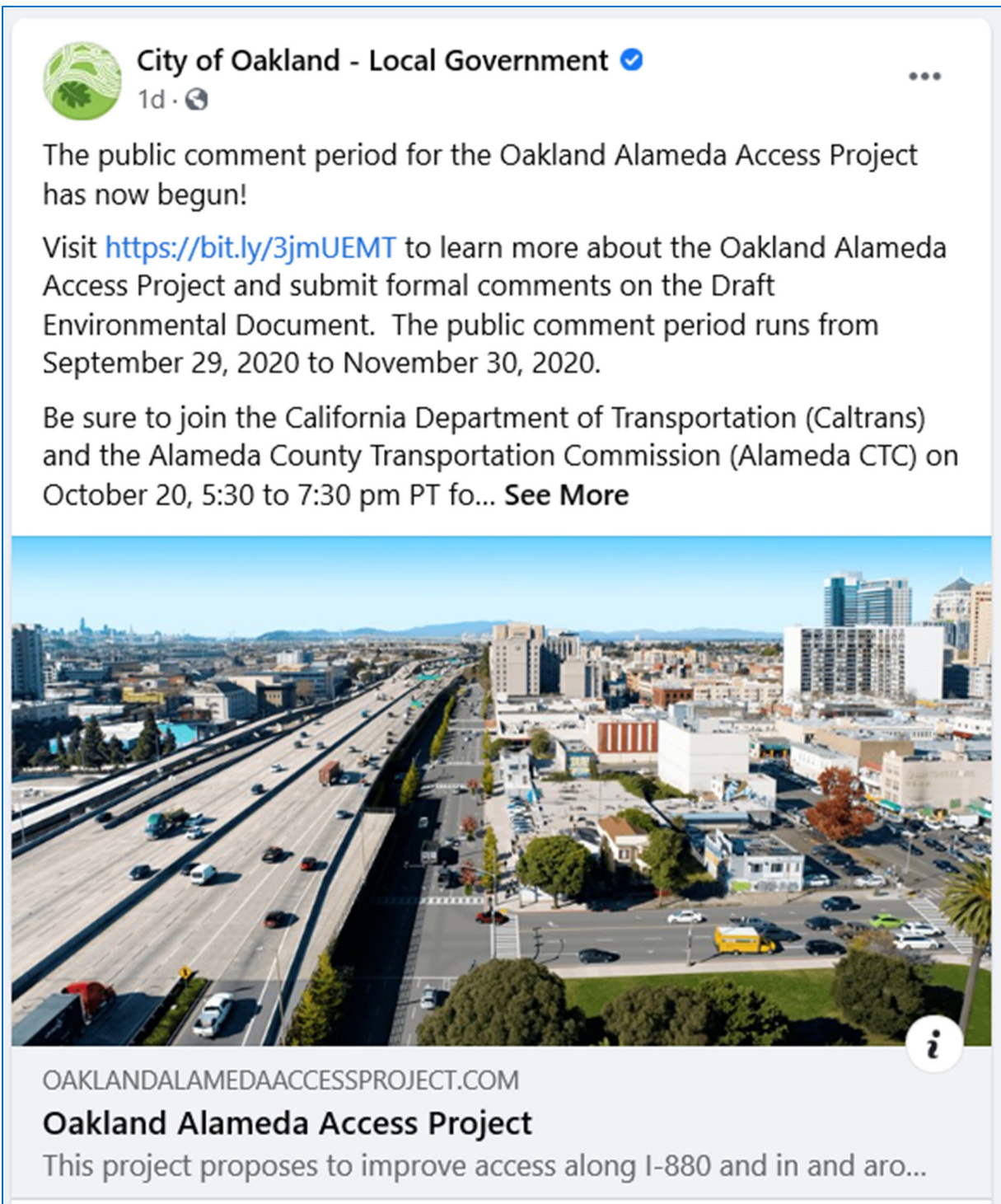
Posted in [News](#)

Alameda CTC Website News Release (10/19/2020)

INTENTIONALLY LEFT BLANK

City of Oakland

The City of Oakland posted ten notifications to both their Facebook and Twitter accounts during the circulation of the Draft EIR/EA.



City of Oakland Facebook post (10/1/20)

**City of Oakland - Local Government** 

October 17 at 9:29 AM · 

Don't miss out - chat with the Oakland Alameda Access Project team on October 20! We'll be hosting a public hearing 5:30 -7:30 pm where you can learn about the project and ask questions or leave comments. Visit [for more information.](https://oaklandalamedaaccessproject.com)



[OAKLANDALAMEDAACCESSPROJECT.COM](https://oaklandalamedaaccessproject.com)

Oakland Alameda Access Project

This project proposes to improve access along I-880 and in and aro...

 4

1 Comment 4 Shares

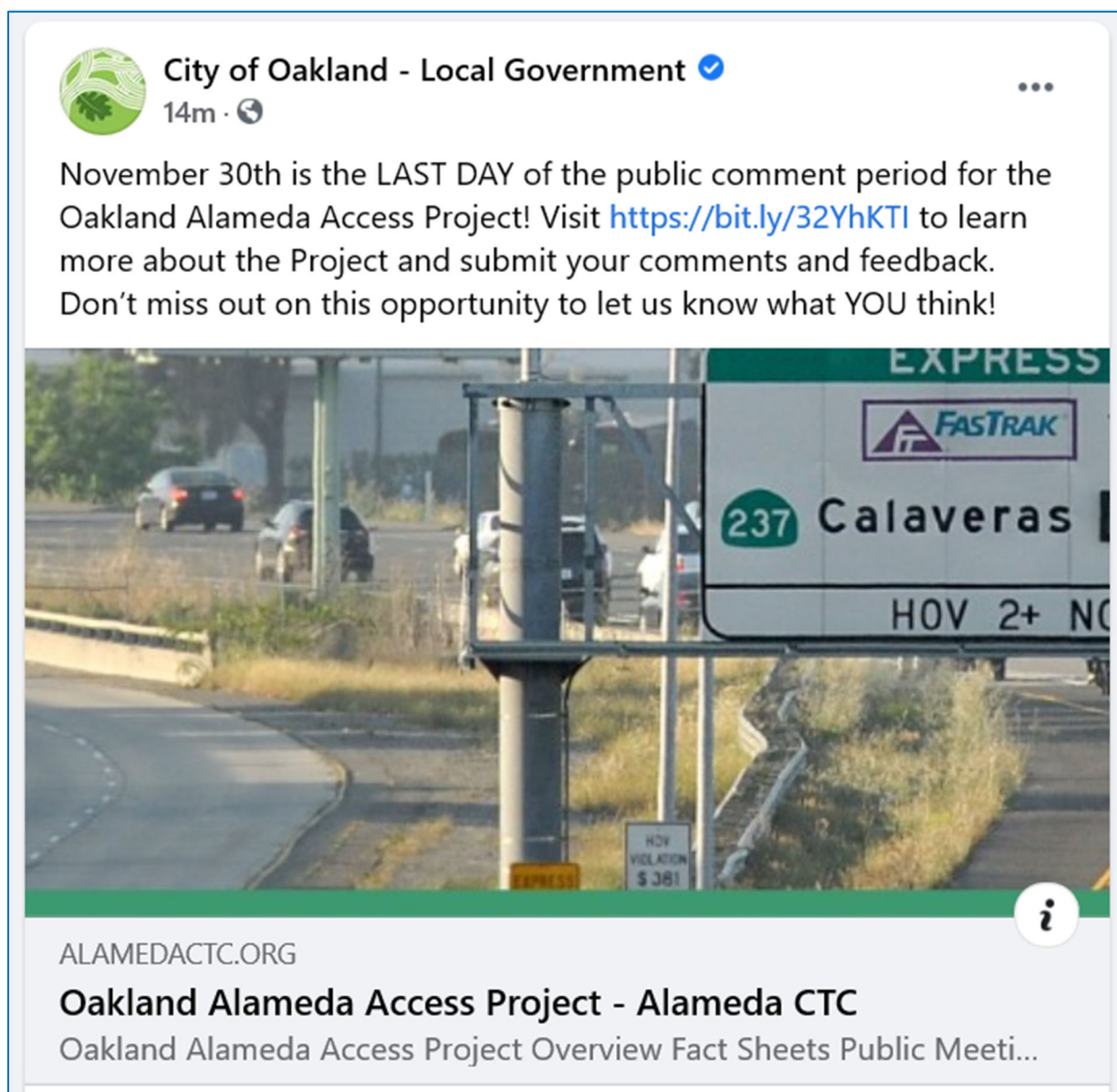
City of Oakland Facebook post (10/17/20)



City of Oakland Facebook post (10/19/20)



City of Oakland Facebook post (11/23/20)



City of Oakland Facebook post (11/30/20)



City of Oakland Twitter post (10/1/20)



City of Oakland Twitter post (10/17/20)



City of Oakland Twitter post (10/19/20)



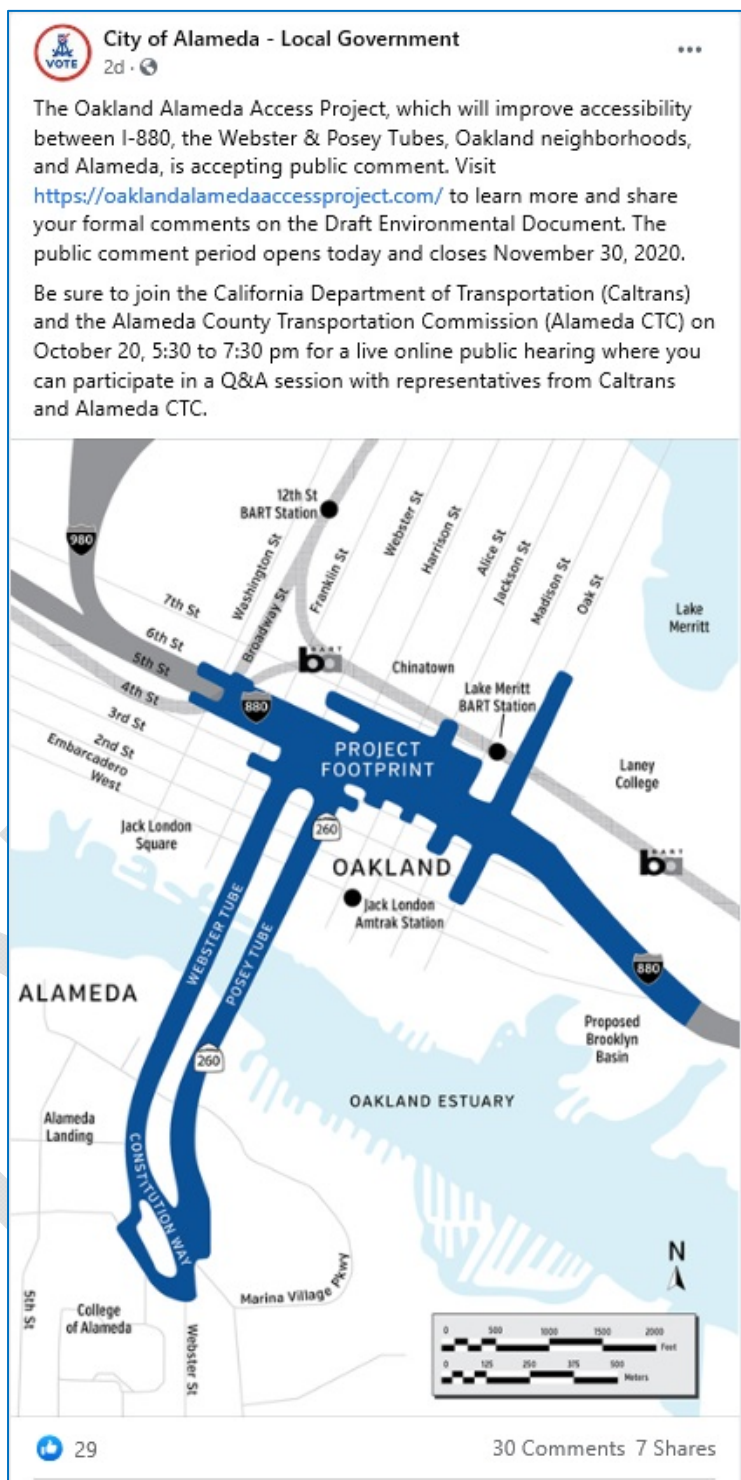
City of Oakland Twitter post (11/23/20)




City of Oakland Twitter post (11/30/20)

City of Alameda

The City of Alameda posted six notifications to both their Facebook and Twitter accounts during the circulation of the Draft EIR/EA.



City of Alameda Facebook post (9/29/20)

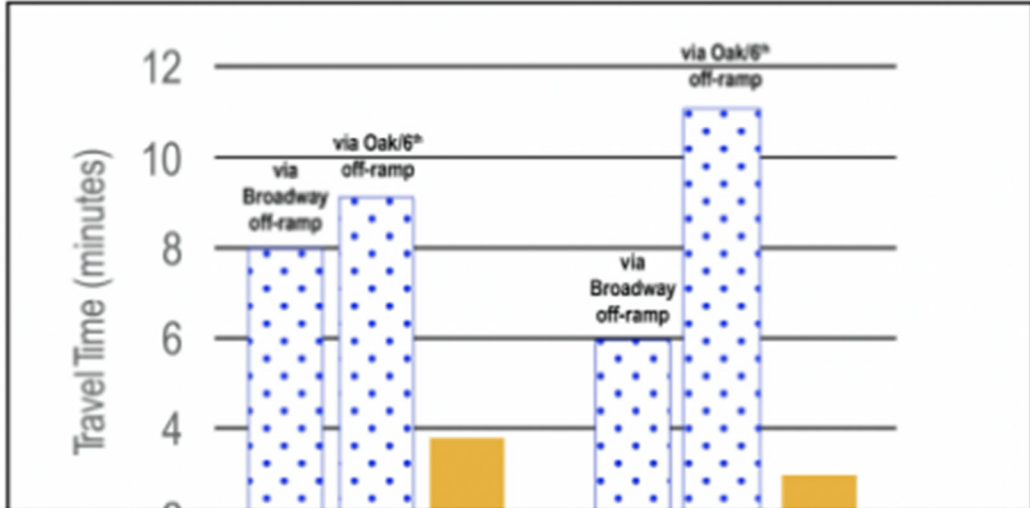


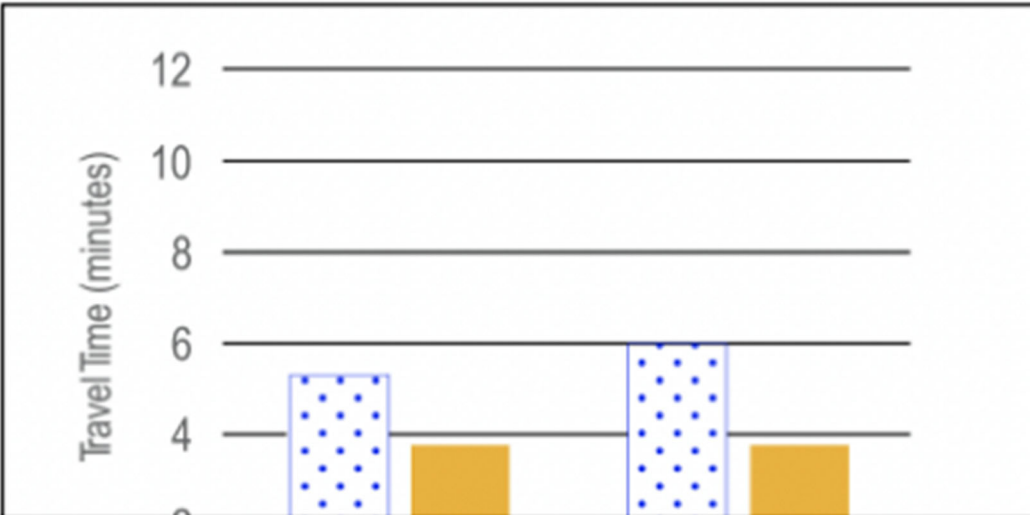
City of Alameda - Local Government
 October 18 at 3:59 PM · 🌐


...

The Oakland Alameda Access Project is projected to be complete in 2025 and will improve traffic for vehicles traveling between Alameda, downtown Oakland, and Chinatown. This Tuesday night, October 20, from 5:30-7:30pm, the Oakland Alameda Access Project team is hosting a public hearing where you can learn about the project and ask questions or leave comments.

Caltrans analyzed what traffic in 2025 and 2045 could look like with the changes in place and without. If no change... [See More](#)

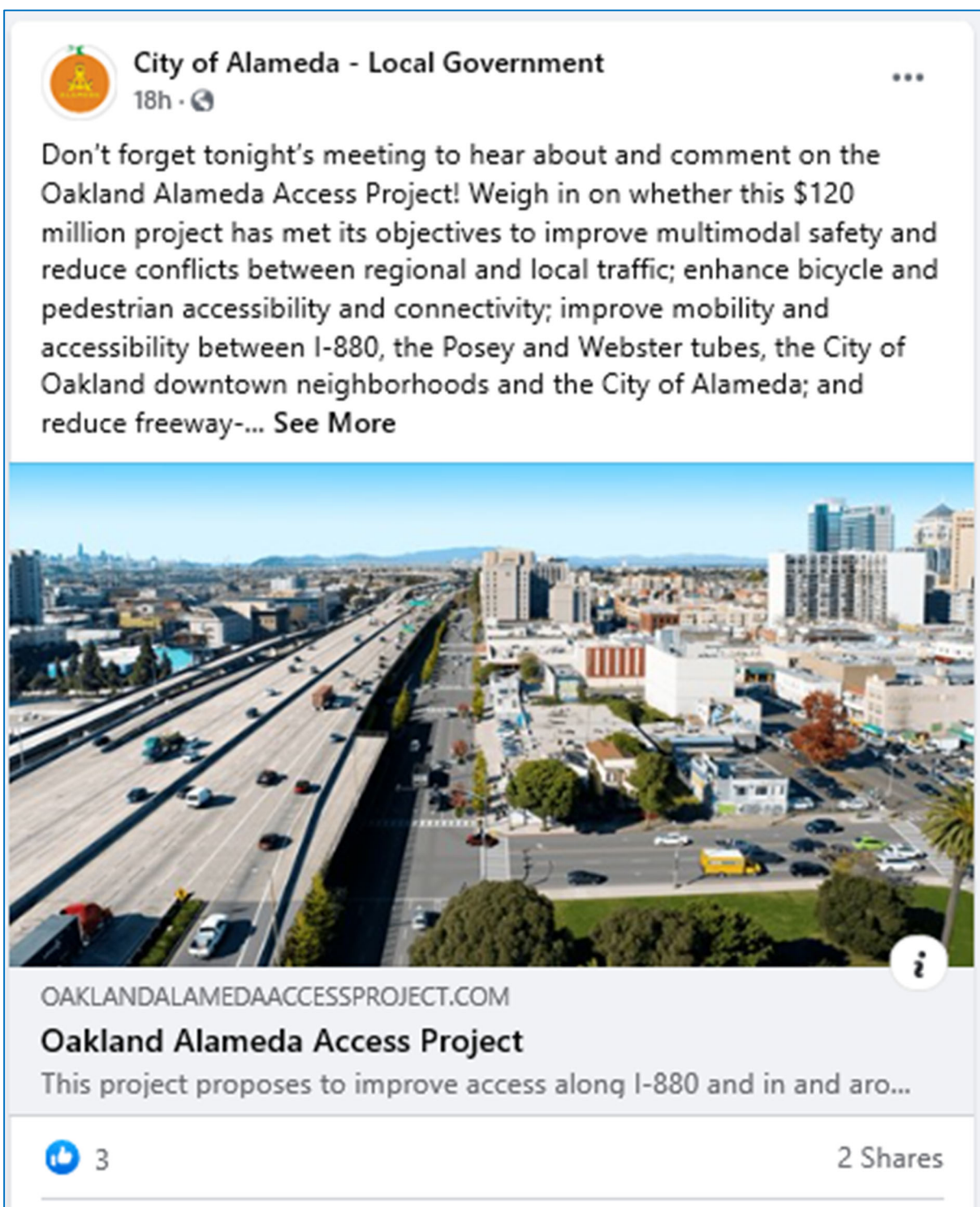




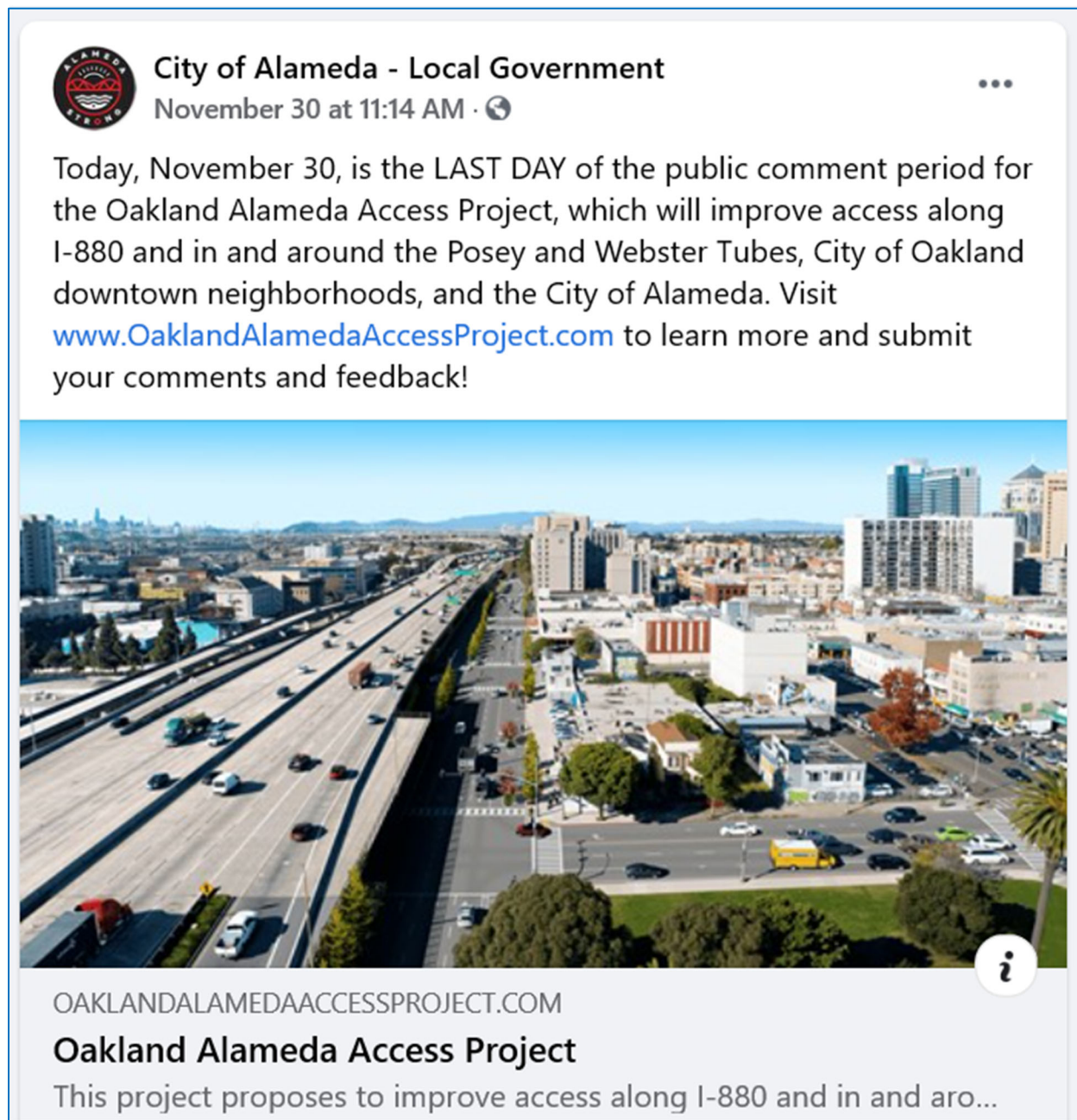
 7

3 Comments 4 Shares

City of Alameda Facebook post (10/18/20)



City of Alameda Facebook post (10/20/20)



City of Alameda Facebook post (11/30/20)



City of Alameda Twitter post (10/18/20)



City of Alameda Facebook post (11/30/20)

Oakland Chinatown Coordination

Oakland Chinatown Booth



Poster Boards at the Oakland Chinatown Booth



Staff Discussing the Proposed Project at the Oakland Chinatown Booth



Oakland Chinatown Booth staffed by Trinity Nguyen from Alameda CTC

WeChat Post

出行Alameda要過擁擠隧道? 新計劃將緩解交通 居民可參加 10/20聽證會提意見

Original 天下衛視 天下衛視 3 days ago

新朋友 點擊上方藍色 "天下衛視" ↑免費訂閱

老朋友 點擊右上角按鈕 "分享到朋友圈"

(天下衛視記者三藩市報導)



点击播放视频

04:23

住在東灣Alameda市的居民，如果要上高速或往來三藩市，必須要經過Posey和Webster過海隧道。然而當所有的車輛，都必須要走這一條路的時候，交通就會變的格外擁擠，甚至高峰時段要

WeChat Post (10/20/2020) page 1

多花比平常多兩倍的時間才能到達目的地。為改變這一現象，下週二10/20下午5點半到晚上7點半，『屋崙阿拉美達市進出計劃』將召開網上聽證會採納居民的意見，感興趣的居民可以通過網址在線收看：www.OaklandAlamedaAccessProject.com，或是撥打電話（510）880-4195 加入聽證會。屋崙華埠商會主席陳錫澎就說，現況是除了擁擠以外，還有安全問題。他提到：“當居民回家的時候，或者是上班的時候，還發生了好幾次交通意外。”



因此現屋崙阿拉美達市進出計劃，除了是讓進出州際880號公路更暢順，改善Posey和Webster過海隧道和附近屋崙市中心與Alameda市的交通，還有一個很重要的原因。陳錫澎表示：“因為好多老人家或者是小朋友是在路上走的多，所以就變成如果交通有危險的時候，是會影響到我們所有的居民的，除此以外還更加影響到我們的小商戶。”

因此新的計劃方案，就不單只是改變隧道出入口的情況，還包括了擴建華埠附近街道，增加高速出入口坡度，保障行人 騎單車人士以及司機的道路交通時間，例如新方案將首先調整I-980高速路Jackson街的出口，同時重建5街。在Posey隧道的出口，980高速公路下新增一個U形車道連接北行的Jackson街，擴增北行880號高速公路Oak街出口，重建6街等等。



不過改建後居民仍要通過隧道，該計畫的社區推廣負責人賴燕屏就說：“這個其實沒有辦法，因為Alameda其實是一個島，因為Alameda從屋崙過來就一定要經過隧道，或者是另外三條橋。”

因此改善周圍的環就變得至關重要，而如果居民對於這一計畫有自己的意見，那就可以前往聽證會表達自己的意見。賴燕屏提到：“所以我想說的居民可以在網站www.OaklandAlamedaAccessProject.com，可以在11月30號之前提及自己的意見，另外就是可以撥打電話（510）880-4195，就可以進行留言。”

現該方案已經進入環境審查階段，分析潛在的環境影響。如果順利的話該計畫會在2021到2022年初決定最終的設計方案，並在2023年年中到2026年年中完成施工，如果一旦動工的話，對於居民是否也會有影響？陳錫澎就說：“整體上在這個建設當中，不可能是沒有影響的。當然影響當中，也有正面影響和負面影響。所以我為什麼叫大家加入聽證會，就是看看負面影響的情況，有沒有辦法降低。”



而經費方面則已經通過之前的稅收籌得了7900萬的資金。而如果居民對於該計畫仍有疑問的話，就可以在下週二，10/20下午5點半到晚上7點半，參加屋崙阿拉美達市進出計畫的網上聽證會，感興趣的居民可以通過網址在線收看www.OaklandAlamedaAccessProject.com，或是撥打電話 (510) 880-4195，加入聽證會，屆時會有中文翻譯。



關心天下時事，請鎖定天下衛視三藩市週一至五晚上6:30播出的《天下新聞》。

投票支持李爾德

成為三藩市第三區市參事

李爾德是和金美倫堂合作的非牟利組織負責人

他就租住在北岸區。

而為了更好地服務華埠

他正積極上堂學習廣東話。

WeChat Post (10/20/2020) page 5

SkyLink



Sky Link TV Spot (October 20, 2020)



Sky Link TV Facebook Post (October 16, 2020)

Editorials

World Journal

「屋崙—阿拉米達市計畫」8改善要點 將大大省時

SF地方 10-18 04:38



賴燕屏每周六在富興中心二樓屋崙華埠商會門口設置攤位講解計畫細節。(記者黃少華 / 攝影)



計畫有八項改善工程要點。(記者黃少華 / 攝影)

記者黃少華/屋崙報導

「屋崙 (Oakland, 又譯奧克蘭) — 阿拉米達市進出計畫」的環評報告已經出爐。曾任阿拉米達縣縣議員長達十年的專案社區聯絡員賴燕屏 (Alice Lai-Bitker) 從17日起, 每周六早上11時至下午2時, 在富興中心二樓屋崙華埠商會門口擺設攤位, 向商戶和居民解釋這項計畫。公眾也可以前往這個攤位填寫意見卡。

Editorial that provided details on Chinatown outreach efforts (10/18/2020) page 1

這項計畫由加州公路局和阿拉米達縣交通委員會制定，牽涉到880公路匝道改道，六街、七街所有進出阿拉米達市的車輛和路線規畫，對緩解華埠至阿拉米達市通道的交通壓力影響重大。住在阿拉米達市的居民，如果要上高速公路甚至往返舊金山，必須要經過Posey和Webster過海隧道，交通擁堵，高峰時段要花上比平時多兩倍的時間才能到達目的地。

計畫有八項改善工程要點（可參照配圖的8個編號）：

- 1、重新調整州際980號公路積臣街的出口匝道，五街的一段將會重建；
- 2、新建Posey隧道右轉上積臣街北行入口匝道的「馬蹄鐵」U型匝道；
- 3、拓寬880公路北行屋崙出口匝道，拆除880公路北行百老匯街出口匝道，重建六街作為多模式交通道路（屋崙與華盛頓街之間）；
- 4、七街重新畫線和改進沿線的道路交匯處；
- 5、麥迪遜街重新畫線於四街和六街之間改為雙向行駛，積臣街於五街和六街之間改為單向行駛；
- 6、屋街重新畫線作為多模式交通道路（於三街和九街之間增加雙線單車專用道）；
- 7、重新調整五街與百老匯街和六街與百老匯街的道路交匯處；
- 8、改善現有的百老匯街和積臣街入口匝道。

不過，這項計畫也有被屋崙華埠商家詬病的部分。Harrison街至積臣街之間七街路段，以及百老匯街至屋街之間的6街路段，將有150個停車位被減掉，對華埠商家的經營造成衝擊。

Editorial that provided details on Chinatown outreach efforts (10/18/2020) page 2

賴燕屏解釋，這些停車位暫時減少之後，將來會在其它地方補充上去。而減少停車位的路段，將拓寬行車道和單車線，有助於緩解交通壓力。

20日下午5時30分至晚上7時30分，這項計畫將召開線上公聽會，採納商戶和居民意見。公眾可登錄網站www.OaklandAlamedaAccessProject.com，或致電 (510) 880-4195參加。

Editorial that provided details on Chinatown outreach efforts (10/18/2020) page 3

East Bay Times

I-880 ramp plan moving forward

Goal is to improve
traffic access for
Oakland and Alameda

By Peter Hegarty

phegarty@bayareanewsgroup.com

ALAMEDA » A plan that has been decades in the works to reconfigure the ramps of Interstate 880 in Oakland's Chinatown — and that thousands of Alameda commuters use daily — to help ease traffic congestion is moving forward.

Known as the Oakland Alameda Access Project, the plans for around I-880 include the creation of a right-turn-only lane onto Fifth Street at the exit of the Posey Tube, which carries traffic from Alameda into Oakland, to provide almost direct access to the freeway both north and south.

The project also calls for widening the interstate's northbound Oak Street offramp and removing the northbound Broadway offramp.

Madison Street will be restriped to allow for two-way travel between Fourth and Sixth streets. It currently is one-way for traffic traveling west. Jackson will be restriped for one-way travel between Fifth and Sixth.

The changes also include increas-

INTERSTATE » PAGE 8

Editorial that provided project details and a link to the project website (11/26/2020) page 1

Interstate

FROM PAGE 1

ing the width of a maintenance walkway in the Webster Tube, which carries traffic from Oakland under the Oakland Estuary into Alameda, from 3 to 4 feet to better support pedestrians and cyclists.

Work on the \$120 million project by the Alameda County Transportation Commission is expected to begin in the middle of 2023 and be finished in three years.

"It's a project to improve the connections between Alameda, the city of Oakland and the Interstate 880 freeway," Andrew Thomas, Alameda's director of planning, building and transportation, told the Alameda City Council last week, when it unanimously agreed to send a letter to the Alameda County Transportation Commission backing the massive undertaking.

The council also asked that the commission make building a bike and pedestrian bridge across the Oakland Estuary within the next 10 years a priority.

Other parts of the plan

include new sidewalks on Fifth and Sixth streets in Oakland, a sidewalk that encircles the Chinese Garden Park on Seventh Street in Chinatown and a two-way bicycle path on Oak and Sixth streets in Oakland.

Thomas said efforts to improve traffic patterns in the neighborhood, where it can get especially congested during commute hours because vehicles must loop through several streets to reach the interstate, have been in the works since 1997.

"It's been a tough, tough project," he said at the Alameda City Council meeting. "Some of us have been working on this for almost 20 years. It's a difficult project because you've got an old freeway running through a densely populated urban area, and we have many stakeholders. They're obviously the city of Oakland, the city of Alameda, the Jack London Square neighborhood, the Chinatown neighborhood and all sorts of interest groups — bike and pedestrian groups, landmark groups."

Alameda Councilwoman Malia Vella said the council could be losing its ability to garner re-



gional backing for a future bicycle bridge by not linking the goal directly with its support for the Chinatown project.

"With supporting this project, we ultimately are losing our leverage to support what is deemed a separate project," Vella said. "Or at least that's how it's feeling to some of our bike and multimodal transit advocates."

A future bridge is projected to cost \$200 million, funds that are not now available, Thomas said.

Linking the bridge could bog down the interstate project, he said.

The letter to the commission says Alameda

wants "a permanent, long-term solution to improve bicycle and pedestrian access across the estuary," which would include a bridge.

"Ultimately, the goal for our cities, county and region must be to reduce automobile vehicle miles traveled and encourage and support non-single-occupant vehicle modes of travel," the letter says.

Among those who welcomed the council's decision to back the interstate project was Serena Chen, a 23-year Alameda resident.

The construction of the interstate meant the loss of 2,000 homes in Chinatown, Chen said, and the neighborhood still struggles economically. Reconfiguring the streets will help revitalize the neighborhood, she said.

"I really want to see this project go forward," Chen told the council.

Money from Measure BB, a half-cent sales tax to improve transportation in Alameda County that voters approved in November 2014, will pay for much of the freeway project.

An additional \$33 million needs to be secured, said Tess Lengyel, the commission's executive director. Where that money

will come from has yet to be determined, according to the commission.

To learn more about the project, review the draft environmental document and submit com-

ments, go to OaklandAlamedaAccessProject.com. The deadline for comments is Tuesday.

Contact Peter Hegarty at 510-748-1654.

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Editorial that provided project details and a link to the project website (11/26/2020) page 8

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Newspaper Notices

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FRIDAY, OCTOBER 2, 2020

400 BAY AREA NEWS GROUP A5

PROJECT HOMEKEY

Newsom seeks more money for novel homeless housing program

By Marisa Kendall
mkendall@
bayareanews.com

As Project Homekey funds begin to dry up, Gov. Gavin Newsom is seeking an extra \$200 million to help more cities and counties convert property into homeless housing.

If approved by the state's Joint Legislative Budget Committee, the request would increase the innovative program's buying power by a third, allowing it to fund 20 more projects currently on a waitlist. So far, Project Homekey has allocated \$449.9 million of its \$600 million budget, funding 3,351 new housing units. Newsom announced 19 new projects — including one in Alameda County — on Monday.

"Not only is Homekey unprecedented in providing capital to house people experiencing homelessness, but we are moving with unprecedented speed," Newsom wrote in a news release. "Most of these projects will be ready to house people very soon after the acquisitions are complete, providing immediate help to our most vulnerable residents."

Among the \$137 million awarded in the third round of funding Monday, nearly \$14.5 million went to Alameda County to purchase a Comfort Inn in Oakland and turn it into permanent supportive housing for formerly homeless residents.

The 104-room hotel has been operating since March as an isolation and quarantine site for COVID-19 patients who have nowhere else to go. But recently, demand for that service has dwindled. Lately, the county's two quarantine hotels have been no more than 30% full, said Kerry Abbott, director of Alameda County's Office of Homeless Care and Coordination. As the Comfort Inn transitions to long-

term housing, COVID patients will move to the hotel next door.

"We're really excited about it," Abbott said about turning the hotel into long-term housing. "It's an amazing opportunity because the price is very reasonable. So the amount that we're able to acquire the site for ends up being under \$150,000 per room ... Supportive housing typically costs three times that or more."

Newsom launched Project Homekey earlier this year as a way to provide long-term housing for homeless residents who had been moved off the street and into temporary hotel rooms and other shelters during the coronavirus pandemic.

But it quickly became apparent that \$600 million wouldn't be nearly enough to fund all the applications that came flooding in from throughout the state. Project Homekey received 138 applications requesting nearly \$1.06 billion.

Alameda County submitted four applications in all, and just one has been approved so far. Another is on the governor's waitlist, and could be funded if the Newsom gets his extra \$200 million.

"We'll keep our fingers

crossed," Abbott said.

Projects in the five-county Bay Area have won more than \$150 million. Local buildings that will be turned into homeless housing with Homekey funds include a college dormitory in Oakland, and hotels and motels in Milpitas, San Jose, Pittsburg and San Francisco. The funds also will go toward a modular home development in Mountain View.

Additional awards announced Monday include nearly \$4.3 million to the city of Stockton to buy and renovate a 39-unit motel and turn it into permanent housing. The Sacramento Housing and Redevelopment Agency won almost \$12.5 million to convert a hotel into interim housing for households that are homeless or at risk of becoming homeless, and have been impacted by COVID-19.

The Housing Authority of the City of Los Angeles won \$48.5 million for five projects totalling 269 units, and funds also went to Long Beach, Scotts Valley, and Santa Barbara, Sutter, Humboldt, Los Angeles, Tulare, Tehama, Del Norte, Lake and Mariposa counties.

Contact Marisa Kendall at 408-929-5009.

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THE HISTORIC MOUNTAIN VIEW CEMETERY IN OAKLAND AND PIEDMONT, IS PROUD TO ANNOUNCE THE OPENING OF PIEDMONT FUNERAL SERVICES, A FULL SERVICE MORTUARY.

Public Notice
Notice of Availability (NOA) of a
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Section 4(f) Evaluation for the Oakland Alameda Access
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Robbery

FROM PAGE 1

hicle and drove off. Police recovered surveillance-camera footage of the incident and shared it on social media Monday, including a warning to residents that Friday's incident was the second theft-turned-robbery in the last two weeks. "The Alameda Police Department is discouraging confrontations during any in-progress property crime," police said in part. "Any crime, big or small, can quickly escalate, potentially compromising your safety and/or the safety of


others." Instead of confrontation, residents were asked to call police during crimes, give dispatchers information including suspect and vehicle descriptions, license plate numbers, locations and directions of flight, and to take photos or film incidents from safe distances for evidence. Residents with mobile phones should call police first before taking pictures, police said. A check of city police logs found at least 10 other catalytic-converter theft cases since Sept. 29. In the first of two thefts that day, investigators learned a suspect cut metal strips linking a fence to a pole, peeling back a parking-lot fence at the Mastick Senior Center, 1155 Santa Clara Ave., before stealing a catalytic converter from a city-owned vehicle. In another incident, police arrived on Blanding Avenue soon after 2 p.m. Oct. 1 and found a man taking a catalytic converter from a vehicle. When questioned, police said the man gave a false identity but soon identified him as a probationer. The man, identified as Jarell Potter, 33, was arrested on suspicion of grand theft, as well as false identification and probation violation.


Contact George Kelly at 408-859-5180.



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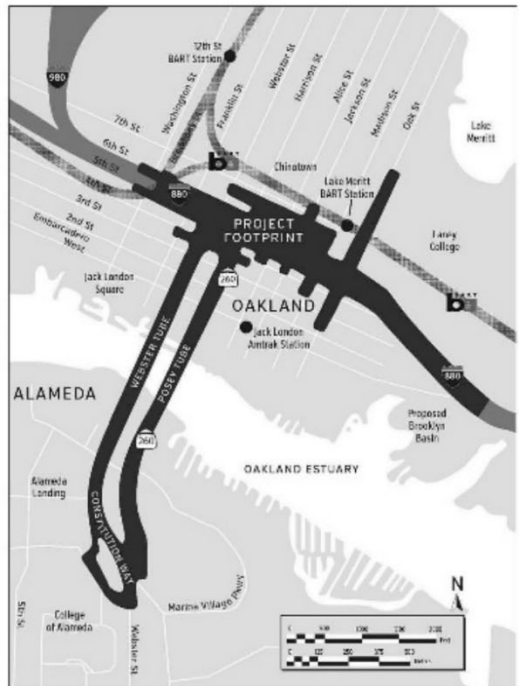


Stanford MEDICINE



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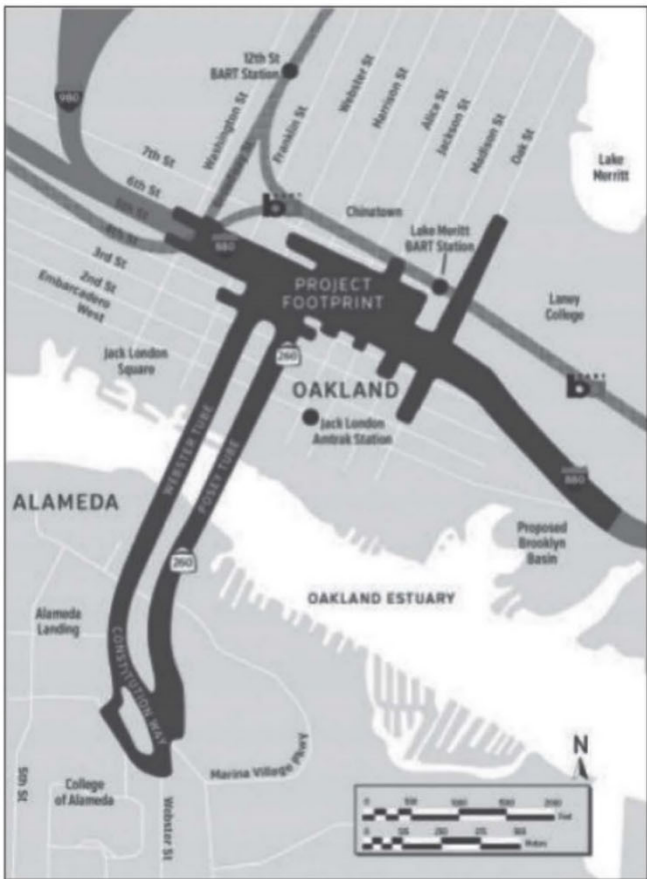
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AFD FIRE WIRE

Compiled by AFD Deputy Chief Jim Colburn and Jackson Quinn
Friday, Aug. 28
Requests for lift assist: 7:19 a.m. Otis Drive and 7:59 a.m. Central Avenue.
Dispatched and canceled en route: 8:20 a.m. Eagle Avenue and 9:04 a.m. McKay Avenue.
Report of structure fire: 9:17 a.m. 2300 block of Lincoln Avenue.
Request to assist with defective elevator, no occupants: 10:15 a.m. Atlantic Avenue.
False alarms: 1:50 p.m. 500 block Buena Vista Avenue and 1:50 p.m. 1100 block of Atlantic, unspecified types, malfunctions.
Emergency medical responses: 10:12 a.m. Fifth Street; 10:28 a.m. Pacific Avenue; 3:03 p.m. Mariner Square Drive; 3:43 p.m. Santa Clara Avenue; 5:26 p.m. Corpus Christi Road; 10:52 p.m. Central.
Reporting gone when paramedics arrived: 10:36 a.m. Webster Street at Willie Stargell Avenue.
Medical response, care refused: 10:49 a.m. Pacific.
Saturday, Aug. 29
Report of water problem: 8:21 a.m. 1900 block of Monarch Street, unspecified type.
Medical response, care refused: 10:49 a.m. Pacific.
Sunday, Aug. 30
Report of commercial building fire: 3:02 p.m. 1900 block of Shore Line Drive.
Emergency medical responses: 2:10 a.m. Willow Street; 2:28 a.m. and 3:44 a.m. Clement Avenue; 6:25 a.m. College Avenue; 6:57 a.m. Central Avenue; 7:04 a.m. Paru Street; 8:52 a.m. Park Street; 12:04 a.m. College Avenue and 2:13 p.m. Baywalk Road.
False alarm: 12:47 p.m. 400 block of Ironwood Road, carbon-monoxide detector, malfunction.
Dispatched and canceled en route: 1:18 p.m. 400 block of Ironwood.
No incidents found at dispatch addresses: 3:14 p.m. 900 block of Taylor Avenue; 6:57 p.m. 900 block of Pearl Street; 9:44 p.m. 1600 block of Bay Street.
Emergency medical responses: 1:50 a.m. Corpus Christi Road; 10:30 a.m. Lincoln Avenue; 12:47 p.m. Pacific Marina; 5:31 p.m. Main Street; 7:34 p.m. Pacific Avenue; 9:11 p.m. Broadway; 10:08 p.m. Buena Vista Avenue; 10:45 p.m. Shorepoint Court.
Medical responses, care refused: 10:59 a.m. Constitution Way at Atlantic Avenue and 12:02 p.m. Mariner Square Drive.
Monday, Aug. 31
Request for lift assist: 4:50 a.m. Cook Lane.
Dispatched and canceled en route: 1 p.m. 1100 block of Camino Del Valle.
False alarms: 3:56 p.m. 200 block of Singleton Avenue and 11:09 p.m. 500 block of Buena Vista Avenue, both maliciously activated.
Emergency medical responses: 6:53 a.m. Lincoln Avenue; 8:51 a.m. Melrose Avenue; 9:50 a.m. Willow Street; 10:24 a.m. Tipperary Lane; 11:11 a.m. Beach Road; 2:37 p.m. Haight Avenue; 2:41 p.m. Fountain Street; 3:08 p.m. Central Avenue; 3:22 p.m. Broadway; 3:50 p.m. Webster Street; 11:24 p.m. Encinal Avenue; 11:53 p.m. Island Drive.
Emergency aircraft standby: 10:57 a.m. Airport Drive, Oakland.
Medical response, care refused: 3:04 p.m. Fifth Street.

FIRE: Page 10

The Sun Shines Everywhere



Alameda Sun enthusiast Mr. Teo L. relaxes in the desert outside of Las Vegas to enjoy a recently delivered edition of the paper as he waits for the apocalypse and some delivered food. This Bay Area veteran and currently escaped Area 51 test subject urges preparation, self-defense training and overall safety for everyone in the days leading up to the impending fake alien invasion. You will want this man to be your friend when "they" land, ladies and gentlemen.


"The Sun Shines Everywhere" attempts to show the Alameda Sun in every state of the Union, and every country in the world. Submit a small descriptive paragraph along with your photo via email to editor@alamedasun.com.

Diana Redding Attorney-at-Law



Diana Redding, J.D., L.L.M., M.B.A., is an Attorney who practices law in the areas of Estate Planning, Probate, Trust and Probate Litigation. Diana offers practical advice to assist her clients. Diana is a member of the Alameda County Bar Association's Lawyer Referral Service (LRS). Most LRS referrals are low income which gives Diana an opportunity to give back to her local community. Diana provides a free initial half hour consultation. Diana attended Golden Gate University in San Francisco, where she received her J.D., M.B.A. and L.L.M. degrees. Diana holds a black belt in Karate and is also an avid runner.

Diana Redding Law • 426-8744
2500 Santa Clara Ave. • diana@dianareddinglaw.com



INDIA PALACE

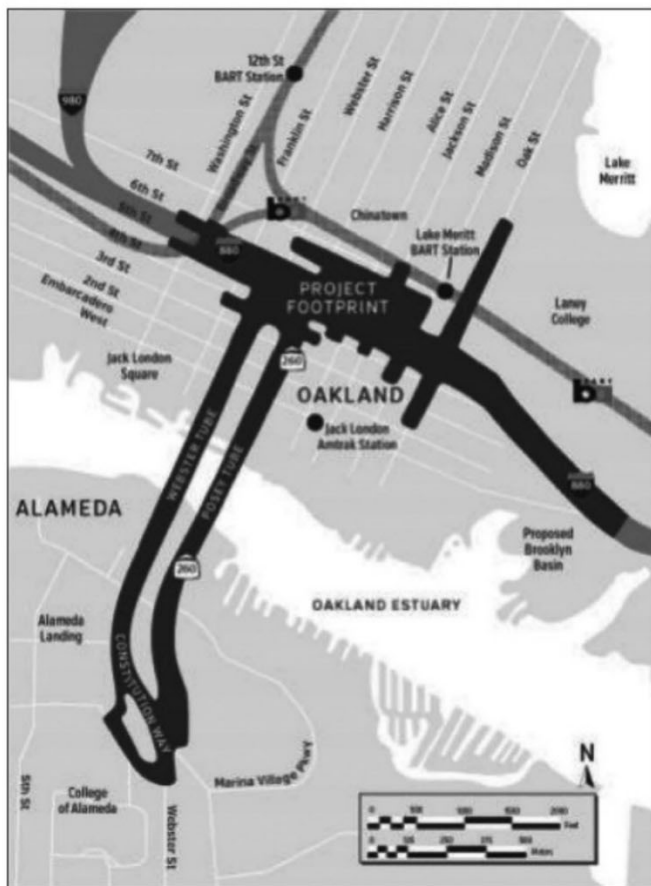
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AFD FIRE WIRE

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Monday, Sept. 14

No incidents found at dispatch addresses: 9:40 a.m. 1600 block of Stanton Street and 8:05 p.m. 1200 block of Regent Street.

Report of outside rubbish fire: 2:37 p.m. 2200 block of Webster Street.

Dispatched and canceled en route: 6:39 p.m. 600 block of Central Avenue.

Emergency medical responses: 5:01 a.m. Volberg Court; 8:24 a.m. Island Drive; 10:15 a.m. Webster; 10:36 a.m. Willow Street; 12:21 a.m. Westline Drive; 1:40 p.m. Park Street; 2:08 p.m. Southwood Drive; 2:18 p.m. 2:59 p.m. and 8:31 p.m. Mariner Square Drive; 11:57 p.m. Marina Village Parkway.

Medical responses, dispatched and canceled en route: 2:13 p.m. Mariner Square Drive and 9:50 p.m. Pacific Marina.

Tuesday, Sept. 15

Report of water problem: 2:35 p.m. 600 block of Waterview Isle, unspecified type.

Request for lift assist: 4:12 p.m. Atlantic Avenue.

No incident found at dispatch address: 9:00 p.m. Eastshore Drive at Central Avenue.

Report of gas leak: 10:28 p.m. Central at Everett Street, unspecified type.

Emergency medical responses: 12:46 a.m. San Antonio Avenue; 2:37 a.m. High Street; 7:16 a.m. Willow Street; 7:38 a.m. Santa Clara Avenue; 8:55 a.m. Liberty Avenue; 10 a.m. Union Street; 2:03 p.m. Cove Road; 3:13 p.m. Oak Street; 3:14 p.m. Jervis Bay; 5:18 p.m. Pacific Avenue; 5:50 p.m. Fountain Street; 6:31 p.m. Park Street.

Medical response, care refused: 2:57 p.m. Mosley Avenue at Ralph Appenzato Memorial Parkway.

Wednesday, Sept. 16

Requests for lift assists: 1:28 a.m., 4:50 a.m. and 8:03 a.m. Leeward Lane.

Mutual aid standby: 9:30 a.m. 700 block of Webster Street in Oakland.

False alarms: 10:51 a.m. 2700 block of Buena Vista Avenue, detector, unspecified type, unintentionally activated; 11:36 a.m. 1400 block of Webster and 12:04 p.m. 1800 block of Santa Clara Avenue, smoke detectors, unintentionally activated; 11:41 a.m. 300 block of Jack London Avenue, alarm system, unspecified type, malfunction.

No incidents found at dispatch addresses: 12:20 p.m. Constitution Way at Webster; 7:37 p.m. Grand Street at Otis Drive; 7:50 p.m. 2200 block of South Shore Center.

Dispatched and canceled en route: 6:56 p.m. Earhart Road in Oakland.

Report of electrical problem: 11:43 p.m. Central Avenue at Ballena Boulevard, unspecified type.

Emergency medical responses: 3:48 a.m. Oak Street; 4:59 a.m. Cleander Avenue; 7:31 a.m. Park Street; 9:59 a.m. Melrose Avenue; 10:17 a.m. Marina Village Parkway; 11 a.m. San Jose Avenue; 11:27 a.m. and 7:53 p.m. Lincoln Avenue; 3:24 p.m. Central at Webster; 4:28 p.m. Central; 4:33 p.m. Maple Way; 4:44 p.m. and 6:10 p.m. Willow Street; 5:15 p.m. Oak Street; 6:25 p.m. Harvard Drive; 6:51 p.m. Ninth Street; 9:33 p.m. Central.

Medical response, dispatched and canceled en route: 1:08 p.m. Glenwood Isle.

Medical response, care refused: 4:55 p.m. Shore Line Drive.

Thursday, Sept. 17

Report of heat detector malfunction: 4:31 p.m. 500 block of Pacific Avenue.

Dispatched and canceled en route: 5:31 p.m. Fifth Street at Lincoln Avenue; 5:39 p.m. 600 block of Laguardia Lane.

Request for lift assist: 9:05 p.m. Madison Street.

Emergency medical responses: 3:16 a.m. South Loop Road; 7:40 a.m. Neptune Gardens Court; 10:46 a.m. Union Street; 11:27 a.m. Robert Louis Stevenson Avenue; 12:57 p.m. Webster Street; 1:47 p.m. Fifth at Wilver Stargell Avenue; 3:42 p.m. Willow Street; 5:18 p.m. and 10:16 p.m. Fifth; 6:54

p.m. Island Drive; 8:33 p.m. Santa Clara Avenue.

Medical responses, care refused: 2:40 p.m. Webster at Buena Vista Avenue and 5 p.m. Santa Clara.

Friday, Sept. 18

No incident found at dispatch address: 6:57 a.m. Garden Road.

Report of commercial building fire: 7:18 a.m. West Hornet Avenue. False alarm: 8:29 a.m. 500 block of Pacific Avenue, smoke detector, malfunction.

Report of smoke: 8:41 a.m. Grand Street at Otis Drive, nothing found.

Report of residential building fire: 10:14 a.m. Taylor Avenue.

Dispatched and canceled en route: 4:42 p.m. Garden and 6:46 p.m. 600 block of Westline Drive.

Emergency medical responses: 2:14 a.m. Liberty Avenue; 4:17 a.m. Stanton Street at Santa Clara Avenue; 8:48 a.m. Fernside Boulevard; 11:21 a.m. Castlebar Place; 1:38 p.m. Pacific; 1:51 p.m. Park Street; 6:23 p.m. Clinton Avenue; 6:40 p.m. San Antonio Avenue; 6:45 p.m. Santa Clara Avenue.

Medical responses, care refused: 12:26 a.m. Bainbridge Square and 11:03 p.m. Westline.

Saturday, Sept. 19

False alarm: 12:29 a.m. 3500 block of Norman Lane, unspecified type, unintentionally activated.

Report of gas leak: 10:04 p.m. 300 block of Pacific Avenue, unspecified type.

Emergency medical responses: 9:19 a.m. Beaufort Harbor Landing; 10:56 a.m. Webster Street; 2:28 p.m. Willow Street; 4:11 p.m. Westline Drive; 4:21 p.m. Pacific; 5:24 p.m. Dolphin Court; 10:08 p.m. Encinal Avenue at Hanson Avenue; 10:27 p.m. Monarch Street.

Medical response, care refused: 11:03 p.m. Atlantic Avenue.

Sunday, Sept. 20

Dispatched and canceled en route: 8:49 a.m. 900 block of West Ranger Road; 11:52 a.m. Pearl Street at Buena Vista Avenue; 1:34 p.m. 400 block of Pacific Avenue; 1:37 p.m. 2400 block of Central

© FIRE Page 10

The Sun Shines Everywhere



Alamedans Holly Johnson and Juan Vargas and their chocolate lab, Rio, caught up on hometown news while relaxing with the Alameda Sun in the natural hot springs on the San Miguel river near Rico, Colorado.

"The Sun Shines Everywhere" attempts to show the Alameda Sun in every state of the Union and every country in the world. Submit a small descriptive paragraph along with your photo via email to editor@alamedasun.com.



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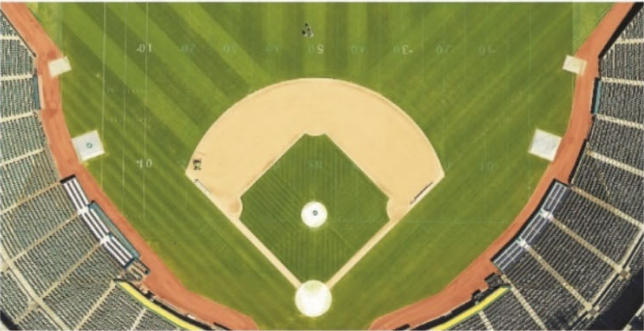
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SEVEN DAYS



PLAY BALL The Oakland Q's are back in the playoffs in a series against the Chicago White Sox, but fans will be forced to watch from afar during the pandemic. PHOTO FROM 2018 BY MICHAEL ESTIGOV, VIA FLICKR

Fires, Fear and Baseball without Fans

BY JOSH KOEHN AND STEVEN TAVARES

Strong winds and dry vegetation fueled wildfires in Napa Valley that quickly spread to tens of thousands of acres and forced nearly 70,000 to evacuate their homes. The destruction of North Bay wineries has been substantial and many structures still remain under threat. The impact on air quality, however, won't be like early September, when the sky turned an apocalyptic orange before giving way to a pall of white that lasted a week.

California public health officials warned last week that a surge in coronavirus hospitalizations could spike in October. Large gatherings and a loosening of health orders could fuel the increase. What officials did not say—and have not said nearly enough—is that the federal government's failure to develop a national testing plan and issue adequate safety guidelines on masks is the main reason more than 200,000 people have died on the road to November's elections.

BART temporarily shut down in San Leandro over a suspected looting

plot. Police believed a plan to loot Bayfair Center was afoot Saturday after seeing word of a "meet-up" posted on social media. Law enforcement was apparently on edge after dozens of cars were stolen from a Dodge dealership in an unprecedented car heist on June 1 that took advantage of the protests over the killing of George Floyd by Minneapolis police. On the bright side, the heavy-handed response by police affected hardly anyone as BART ridership has dipped more than 90 percent during the pandemic.

The A's are back in the playoffs for a best-of-three series against the Chicago White Sox. All games will be played at the Coliseum, which, as fans remain barred during the pandemic, offers the smallest sliver of a home-field advantage: The Sox have to use the visitors' porta-potty locker room. Oakland has already lost the Warriors to San Francisco and then the Raiders to Las Vegas, so the A's winning a World Series without long-suffering fans in attendance to collectively celebrate—before the team likely leaves for a new home—would be peak 2020. But that's a nightmare for a later date. ●

“The best way to get compliance is to give people what they need to comply,” said Victoria Fierce, a transit rider and candidate for an AC Transit director-at-large seat.

Another controversial element of the draft plan was its recommendation that transit riders maintain at least three feet of social distancing, despite the six-foot social distancing recommendation from the federal Centers for Disease Control and Prevention, along with the state of California. The three-foot recommendation was based on World Health Organization guidelines and the experiences of some European countries.

Jovanka Beckles, a director candidate for AC Transit’s District 1 seat, echoed other speakers when she said the three-foot recommendation was “a huge insult to transit workers and working-class people who ride transit.”

The main objection to the plan was that it would “fail to provide concrete standards or specific requirements,” said Monica Mallon, a bus rider and member of Silicon Valley Youth Climate Action who has become a leader of Voices for Public Transportation.

Commissioner Jim Sperling, who represents Solano County, responded that MTC has “neither the authority nor the expertise to dictate specific health and safety standards.” He also told advocates, “This is a first step. We want to continue to work with you on this.”

‘AN INCREDIBLE VICTORY’

At the following meeting in September, MTC staff presented a draft online “dashboard” with a five-star rating system to score local transit agencies’ performance. The social-distancing standard had been changed to six feet, but there was no mention of providing PPE to riders.

The MTC plan was still “not good enough, but it was an incredible victory,” Currier said. “They wouldn’t have written the plan if we hadn’t pushed.”

Randy Rentschler, director of legislation and communications at the MTC, disagreed with that conclusion. MTC wrote the plan because it needs “customers to come back to public transit,” he said. “We need to do everything we can [to get] people feeling confident riding public transit.”

However, Rentschler conceded that the advocacy “resulted in a better plan.”

Two weeks later, AC Transit announced a stronger health-and-safety plan, including providing masks and hand sanitizer for passengers as well as workers, plexiglass shields separating drivers from passengers, six feet of social distancing, new and stronger air filters, and disinfectant fogging added to the nightly cleaning of buses.

Board Director Chris Peeples said these efforts had been in the works for months but were held up by practical challenges such as designing the shields and finding the right kind of plexiglass. Yvonne Williams, AC Transit’s union president, challenged those statements, saying both the MTC and the AC Transit plans were “the result of pressure they got from riders, Bike East Bay, Democratic Socialists of America, Urban Habitat, and Genesis,” among others, including the union.

BART, meanwhile, received high marks for safety from its union president, Jesse Hunt, as well as from public health experts.



Dean Winslow, a Stanford University infectious disease specialist, told Berkleyside that riding BART is “probably somewhat less risky” than going to the grocery store. BART’s ventilation system fully replaces the air in each car every 70 seconds, far less time than it takes to infect someone with coronavirus. Hunt said six-foot social distancing—made possible by BART’s decision to make all trains 10 cars long during the pandemic—is also key.

BART, however, gets an unusually large percentage of its income from riders—around 65 percent—so the drop in ridership blew a big hole in its budget. Many other agencies are heavily dependent not only on fares, but also on sales tax revenue, both of which have plummeted since March.

THE BIG PROBLEM

For this fiscal year, Bay Area transit agencies are getting by with money from the CARES Act, which gave MTC \$1.3 billion to distribute among them. But next fiscal year, starting in July 2021, many agencies face budget deficits that could lead to “drastic service cuts and job

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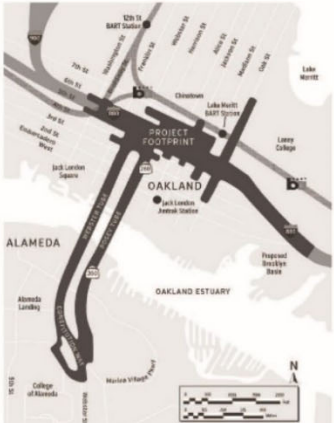
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TUESDAY, SEPTEMBER 29, 2020

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OBITUARY

Nobel laureate Arthur Ashkin, 98, was 'tractor beam' inventor

By Dylan Loeb McClain
The New York Times

Arthur Ashkin, a physicist who was awarded a 2018 Nobel Prize for figuring out how to harness the power of light to trap microscopic objects for closer study, calling his invention optical tweezers, died on Sept. 21 at his home in Rumson, New Jersey. He was 98.

His daughter, Judith Hersen, confirmed the death on Monday.

Optical tweezers — optical traps, as they are more properly known — use the pressure from a highly focused laser beam to manipulate microscopic objects, from atoms to living organisms, like viruses and bacteria.

As the Nobel committee wrote, Ashkin had “invented optical tweezers that grab particles, atoms, molecules, and living cells with their laser beam fingers.”

Trapping biological material proved to have groundbreaking practical applications in research and in understanding the behavior of the basic building blocks of life, like DNA, and other biological systems. Today, optical tweezers are widely manufactured and sold to researchers.

Ashkin’s “tweezer” is created by shining a laser — a beam of coherent monochromatic light — through a tiny magnifying lens. The lens creates a focal point for the laser, and, by a strange twist of nature, particles are drawn near that focal point and trapped there, unable to move up or down or backward or forward.

Steven M. Block, a professor of biology and applied physics at Stanford University, compared optical tweezers to the kind of immobilizing technology postulated in “Star Trek” and “Star Wars,” calling them “the closest thing to a tractor beam that humans have ever produced.”

Ashkin’s discovery was serendipitous.

In 1966, he was head of the laser research department at Bell Labs, the storied New Jersey laboratory founded by the Bell Telephone Co. in 1925, when he went to a scientific conference in Phoenix. There, in a lecture, he heard two researchers discuss something odd that they had found while studying lasers, which had been invented six years earlier: They had noticed that dust particles within the laser beams came back and forth. They theorized that light pressure might be the cause.

Ashkin did some calculations and concluded that this was not the cause — it was most likely thermal radiation. But his work reignited a childhood interest in the subject of light pressure.

Light pushes against everything, including people, because it comprises tiny particles called photons.

Most of the time the pressure is utterly insignificant; people, for one, feel nothing. But Ashkin thought that if objects were small enough, a laser might be used to push them around.

He experimented with a tiny transparent glass sphere through which the photons of the laser could pass, and found that he was indeed able to push it around. But unexpectedly the sphere gravitated toward the center of the beam, where it became trapped.

The reason had to do with one of the immutable laws of physics: the conservation of momentum. As the photons passed through the sphere and were deflected by it, the sphere moved in the opposite direction of the deflected photons. Since there were more photons at the center of the beam, the sphere was driven toward the center.

Ashkin realized that by using two beams pointed at each other, it would be possible to trap tiny objects and move them around. A landmark article about his discovery was published in Physical Review Letters in 1970.

Ashkin continued to research the subject along with his colleagues at Bell Labs, and in 1980 he came up with a way to use optical traps to measure the charge of an electron.

Then, in 1986, he and several colleagues, notably Steven Chu, achieved the first practical application of optical tweezers when they sent a laser through a lens to manipulate microscopic objects. Their results were published in another paper in Physical Review Letters. Chu began using the tweezers to cool and trap atoms, a breakthrough for which he was awarded a one-third share of the Nobel Prize in physics in 1997.

Ashkin, it was clear, was irked that the Nobel committee had not recognized his foundational work in awarding the prize. But he had already begun to use the tweezers for a different purpose: trapping live organisms and biological material.

Other scientists thought this application would not work, as he explained in an interview with the Nobel Institute after he awarded the prize in 2018.

“They used light to heal wounds, and it was considered to be deadly,” he said. “When I described catching living things with light, people said, ‘Don’t exaggerate, Ashkin.’”

Among the things Ashkin was able to trap were subcellular structures of the single-celled paramecium and a small virus that attacks tobacco plants. Through his trapping method it also became possible to observe DNA being replicated.

Ashkin was awarded one-half the 2018 physics

prize, sharing it with Gérard Mourou of France and Donna Strickland of Canada, who each received a quarter of it. In so doing he became, at 96, the oldest recipient of a Nobel Prize at the time. (The next year, John B. Goodenough received the Nobel in chemistry at 97.)

Unable to attend the Nobel ceremony in Stockholm, Ashkin delivered his Nobel lecture from the Nokia Bell Laboratories in New Jersey. Arthur Ashkin was born on Sept. 2, 1922, in Brooklyn, one of four children of Isadore and Anna Ashkin, who were of Ukrainian-Jewish heritage. His older brother, Julius, also became a physicist and played an important role in the Manhattan Project, the secret effort during World War II to develop the atomic bomb.

After graduating from James Madison High School, Arthur followed Julius to Columbia University. He worked in the Columbia Radiation Laboratory on magnetrons, which produced microwaves and were a precursor to the laser. Two other future Nobel laureates were working in the lab at the time.

Ashkin graduated from Columbia in 1947 and studied nuclear physics at Cornell, where he worked with Hans Bethe and Richard Feynman, both future Nobel laureates as well. He joined Bell Labs after obtaining his Ph.D. from Cornell in 1952 and worked there until his retirement in 1992. He led the lab’s laser science department from 1983 to 1987.

In addition to optical tweezers, Ashkin was credited with discovering the photorefractive effect, which temporarily alters how materials, notably crystals, scatter or bend light. The practical uses of the effect include creating temporary holograms. Scientists believe that it could lead to more powerful computers that would use light, rather than electricity, to store data.

Ashkin held 47 patents and was inducted into the National Inventors Hall of Fame in 2013.

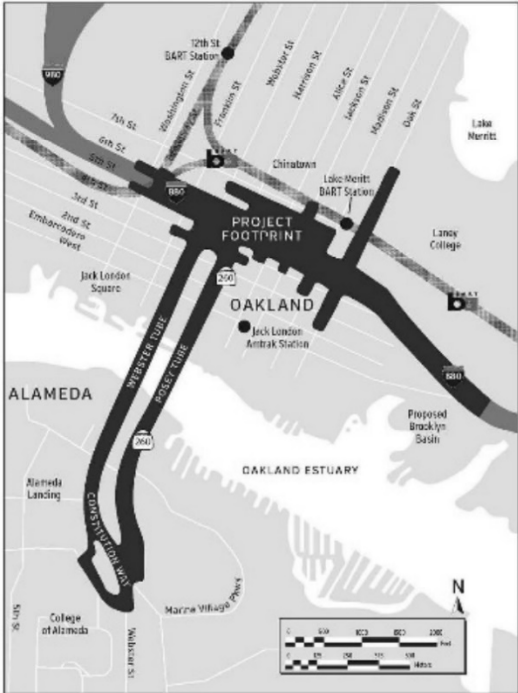
In addition to his daughter, Judith, he is survived by his wife, Aline Ashkin, a former high school chemistry professor who taught many of the children of Bell Labs employees; their sons, Daniel and Michael, an artist whose work has appeared in biennials at the Whitney Museum of American Art in New York; five grandchildren; and two great-grandchildren.

Ashkin’s retirement from Bell Labs did not stop him from continuing his research. When he received word of his Nobel Prize, he was working on a project in his basement to improve solar energy collection. Asked if he was going to celebrate, he said: “I am writing a paper right now.



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WHEN AND WHERE: Based on the Governor’s Executive Order and Department of Public Health recommendations to stay at home, except as needed, in-person public hearings will not be held to maintain social distancing requirements. Please join a live public hearing with Q&A via the project website: OaklandAlamedaAccessProject.com or phone (510) 880-4195 on **October 20, 2020 at 5:30-7:30 PM**. Individuals who require special accommodations are requested to contact the Project team at (510) 880-4195 at least 72 hours prior to the scheduled presentation date.

For more information, please contact us at (510) 880-4195 or OaklandAlamedaAccessProject.com. Thank you for your interest in this project!

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BayArea NewsGroup

CRIME

Two arrested by Richmond police after tip leads to vehicle chase to Vallejo

By Harry Harris
hharris@bayareanews.com

RICHMOND » A community member's tip Friday night about seeing a man with a gun led to the arrest of two men, one who led police on a two-hour high speed multi-city vehicle chase to Vallejo, authorities said Saturday.

No gun was recovered, however, and police were still looking for it.

Police said about 8 p.m. Friday a community member reported seeing a man with a gun in the area of Fourth Street and Nevin Avenue and also gave a description of an associated vehicle, a gray Dodge Charger. Police said a celebration of life was being held at a park in the area for popular rapper Lamunta "Tay Way" Butcher, who was fatally shot in Richmond on Sept. 18.

When officers attempted to stop the Charger, it sped off. One man got out of the vehicle near Sixth Street and Barrett Avenue and escaped on foot.

The Charger continued driving and another man, identified as Zachary Williams, 26, got out of the vehicle in the area of Andrade Avenue and 32nd Street and was apprehended as he ran away, Sgt. Aaron Pomeroy said. He was cited and released for delaying a police officer, authorities said.

The Charger got onto eastbound Interstate 80, then eastbound Highway 4 where the chase was turned over to the California Highway Patrol, which

lost the Charger in Pittsburg, authorities said.

Richmond officers returning from Pittsburg spotted the Charger near the Interstate 680 and Highway 4 interchange and again tried to stop it, authorities said.

The Charger went over the Benicia Bridge and through Benicia and Vallejo before getting back on I-80, crossing over the Carquinez Bridge and going westbound on I-80 into Berkeley where the CHP took over the pursuit again, authorities said.

At high speeds, the Charger drove on I-80, eastbound Interstate

580, eastbound Highway 24 and onto northbound I-680 and back onto westbound Highway 4 to westbound I-80 and back into Richmond, authorities said.

Eventually the Charger got back on eastbound I-80 and drove to Vallejo where it crashed about 10 p.m. in the area of Redwood and Tuolumne streets. The driver, identified as Zante Daniel, 37, was arrested on charges related to the lengthy pursuit, but no gun was recovered, authorities said.

Contact Harry Harris at 510-208-6443.

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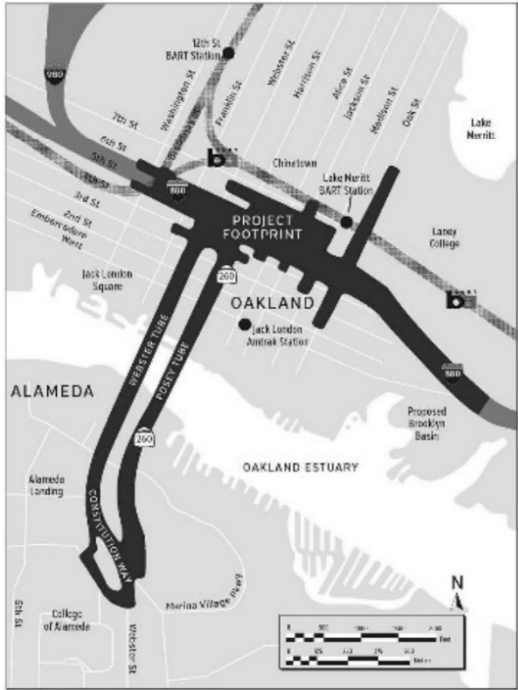
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Public Notice

Notice of Availability (NOA) of a Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) and Draft Individual Section 4(f) Evaluation for the Oakland Alameda Access Project with Opportunity for Virtual Public Hearing



WHAT'S BEING PLANNED: The California Department of Transportation (CALTRANS), in partnership with Alameda County Transportation Commission (Alameda CTC), proposes the Oakland Alameda Access Project, formerly known as the I-880/Broadway-Jackson Interchange Improvements Project, to improve motorist, pedestrian, and bicyclist safety and reduce conflicts between regional and local traffic, and enhance bicycle and pedestrian accessibility and connectivity within the project area. The project will improve mobility and accessibility between Interstate 880, State Route 260, City of Oakland downtown neighborhoods, and the City of Alameda. The proposed project is located within the cities of Oakland and Alameda on State Route 260 (between post miles [PM] realignment [R] 0.78 and PM R 1.90) and Interstate 880 (PM 30.47 to PM 31.61) in Alameda County, California.

The proposed work will have an adverse effect on historic properties listed and/or eligible for listing on the National Register of Historic Places. The proposed project will also result in a "use" under Section 4(f).

Project-level conformity analysis shows that the proposed project will conform to the State Implementation Plan (SIP), including localized impact analysis with interagency consultation for particulate matter (PM_{2.5}) required by 40 Code of Federal Regulations (CFR) 93.116 and 93.123. This proposed project is not considered a project of air quality concern regarding particulate matter (PM_{2.5}) as defined in 40 CFR 93.123(b)(1). A detailed PM_{2.5} hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The proposed project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.

WHY THIS AD: CALTRANS has studied the effects this proposed project may have on the environment. The results of these studies are summarized in an environmental document known as a Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) and Draft Individual Section 4(f) Evaluation. The Draft EIR/EA and technical studies, as well as printed copies of the aforementioned reports, are available upon request. The purpose of this notice is to inform the public of the availability of these draft documents to any interested individuals, to provide the public an opportunity to comment, and to notify the public of an online presentation and Q&A (details below).

WHAT'S AVAILABLE: You can review an electronic version of the Draft EIR/EA and Draft Individual Section 4(f) Evaluation at the Project website: (OaklandAlamedaAccessProject.com), the Caltrans District 4 website (https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap/), or via the Alameda CTC website (https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/).

WHERE YOU COME IN: Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. Note: Questions submitted for the live presentation with Q&A will not be part of the official comment record. Please submit your written comments anytime from September 29, 2020 until November 30, 2020 to CALTRANS at the following e-mail, phone number, or mailing address.

You can submit written comments via mail at: Lindsay Vivian, Office Chief, Office of Environmental Analysis, Caltrans District 4, 111 Grand Avenue, MS-8B, Oakland CA, 94612. Attn: Oakland Alameda Access Project.

Or email comments to Oakland.Alameda.Access@dot.ca.gov (preferred method due to COVID-19) Or call (510) 880-4195 to leave your comments.

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For more information, please contact us at (510) 880-4195 or OaklandAlamedaAccessProject.com. Thank you for your interest in this project!



AVISO PÚBLICO

Aviso de Disponibilidad (NOA) de un Borrador del Informe de Impacto Ambiental (EIR), de la Evaluación Ambiental (EA) y del Borrador de la Evaluación Individual de la Sección 4 (f) para el Proyecto de acceso de Oakland y Alameda (Oakland Alameda Access Project) y una audiencia pública virtual

QUÉ SE ESTÁ PLANEANDO: el Departamento de Transporte de California (CALTRANS), en colaboración con la Comisión de Transporte del Condado de Alameda (Alameda CTC), propone el **Proyecto de Acceso de Oakland y Alameda**, conocido anteriormente como el Proyecto de mejoras de la interconexión vial de la I-880/Broadway-Jackson, con el objetivo de mejorar la seguridad de los conductores, peatones y ciclistas; disminuir los conflictos entre el tráfico local y regional; y mejorar el acceso y la conectividad de bicicletas y peatones dentro del área del proyecto. El proyecto mejorará la movilidad y el acceso entre la autopista Interestatal 880, la Ruta Estatal 260, los vecindarios del centro de la ciudad de Oakland, y la ciudad de Alameda. El proyecto se ubica dentro de las ciudades de Oakland y Alameda en la Ruta Estatal 260 (entre el realineamiento [R] a nivel del cartel de señalización de las millas [PM] 078 y el R del PM 190) y la Interestatal 880 (desde el PM 30.47 hasta el PM 31.61) en el condado de Alameda, California.

Esta propuesta tendrá un efecto adverso en las propiedades históricas que sean incluidas o sean elegibles para ser incluidas en el Registro Nacional de Lugares Históricos. El proyecto también se considerará como un "uso" bajo la Sección 4(f) del Department of Transportation Act of 1966.

El análisis de conformidad de la calidad del aire de las fases del proyecto que este se ajusta al Plan de Implementación Estatal (SIP), el cual incluye un análisis local de impacto con consulta entre agencias acerca de la materia particulada (PM2.5) como es requerido en las secciones 93116 y 93123 del Título 40 del Código de Regulaciones Federales (CFR). Este proyecto no es considerado un proyecto que afecte la calidad del aire con respecto a la materia particulada (PM2.5) según se define en la Sección 93123 (b) (1) del Título 40 del CFR. No se realizó un análisis detallado de áreas clave para PM2.5 porque los requisitos del Clean Air y del Título 40 del CFR, Sección 93116, se cumplen sin necesidad de un análisis explícito de áreas clave. El proyecto está incluido en el Plan de Transporte Regional (RTP) y en el Programa de Mejoramiento de Transporte (TIP) los cuales se ajustan a los requisitos de calidad de aire. Se están solicitando comentarios sobre el análisis de conformidad de aire de las diferentes fases del proyecto.

POR QUÉ SE PUBLICA ESTE ANUNCIO: el CALTRANS ha estudiado los efectos que este proyecto pueda tener en el medio ambiente. Los resultados de estos estudios se resumen en un documento ambiental conocido como Borrador del Informe de Impacto Ambiental (EIR)/Evaluación Ambiental (EA) y Borrador de la Evaluación Individual de la Sección 4(f). El Borrador del EIR/EA y los estudios técnicos, así como las copias impresas de los informes antes mencionados, están disponibles bajo solicitud. El propósito de este aviso es informar al público sobre la disponibilidad de los borradores de los documentos para las personas que estén interesadas en revisarlos; brindar al público la oportunidad de comentar; y notificar al público sobre la existencia de una presentación en línea y preguntas y respuestas (ver los detalles a continuación).

QUÉ ESTÁ DISPONIBLE: el Borrador del EIR/EA y el Borrador de la Evaluación Individual de la Sección 4 (f) pueden ser revisados en el sitio web del proyecto: ([OaklandAlamedaAccessProject.com](https://www.alamedactc.org/projects/04-oaap/)), el sitio web del Distrito 4 del Caltrans (<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/04-oaap/>), o a través del sitio web de la Alameda CTC (<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>).

SU PARTICIPACIÓN: ¿Se han abordado los impactos previstos? ¿Tiene información que deba incluirse en estos estudios y borradores? Sus comentarios formarán parte del registro público. Nota: las preguntas enviadas para la presentación en vivo con preguntas y respuestas no formarán parte del registro oficial de comentarios. Para que sus preguntas o comentarios sean considerados en el registro público, por favor envíe sus comentarios por escrito en cualquier momento **a partir del 29 de septiembre de 2020 hasta el 30 de noviembre de 2020** a CALTRANS al siguiente correo electrónico, número de teléfono o dirección postal.

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CUÁNDO Y DÓNDE: de acuerdo con la Orden Ejecutiva del Gobernador y las recomendaciones del Departamento de Salud Pública de permanecer en el hogar, excepto cuando sea necesario, no se llevarán a cabo audiencias públicas en persona para poder mantener los requisitos de distanciamiento social. **Participe en una audiencia pública en vivo con preguntas y respuestas a través del sitio web del proyecto: [OaklandAlamedaAccessProject.com](https://www.alamedactc.org/projects/04-oaap/) o llame al (510) 880-4195 el 20 de octubre de 2020 entre 5:30 p. m. y 7:30 p. m.** Las personas que requieran adaptaciones especiales deben comunicarse con el equipo del proyecto al (510) 880-4195 al menos 72 horas antes de la fecha de la presentación programada.

Para obtener más información, comuníquese con nosotros al (510) 880-4195 o a través de [OaklandAlamedaAccessProject.com](https://www.alamedactc.org/projects/04-oaap/). ¡Gracias por su interés en este proyecto!

CIVIL-RIGHTS GROUPS SLAM TRUMP'S "PROUD BOYS" COMMENT



ENGLISH

Suzanne Potter Public News Service

HARTFORD, Conn. -- Civil-rights groups are criticizing President Donald Trump's remarks at Tuesday night's debate, where he called on the right-wing group "Proud Boys" to "stand back and stand by."

On Wednesday he amended that to "stand down," but the group, which has been involved in violent confrontations at anti-racism rallies, welcomed the shout-out.

Melvin Medina, public policy and advocacy director for the American Civil Liberties Union of Connecticut said the president's initial comments were extremely divisive.

"Donald Trump, he's touting the line of law and order," Medina said. "And I think he has weaponized the rhetoric around law and order to be targeted against a movement that values Black lives."

The Proud Boys posted ecstatic responses on social media and began raising money off it by selling T-shirts emblazoned with the president's

words. But late Wednesday Amazon stopped selling merchandise with the "Stand back and stand by" message.

The Proud Boys deny ties to white nationalism and self-identify as "western chauvinists".

The Southern Poverty Law Center, which tracks hate groups, said Proud Boys do have a presence in the Nutmeg State.

Medina noted last year a police officer in East Hampton retired early and resigned from the Proud Boys after it was revealed that he was a dues-paying member of the group.

"His reasoning for leaving the Proud Boys membership was because he believed that the Proud Boys would be attacked by the left wing, and not recognizing that actually the Proud Boys espouse an ideology that is harmful and hateful," Medina added.

A 2001 report on extremism in Connecticut found a small presence of other extremist groups, including the Klan, The World Church of the Creator, The Council of Conservative Citizens and the National Alliance.

GRUPOS DE DERECHOS CIVILES CRITICAN EL COMENTARIO DE TRUMP SOBRE "PROUD BOYS"

ESPAÑOL

Suzanne Potter Public News Service

HARTFORD, Conn. - Los grupos de derechos civiles están criticando los comentarios del presidente Donald Trump en el debate del martes por la noche, donde pidió al grupo de derecha "Proud Boys" que "se mantenga al margen".

El miércoles lo enmendó para "retirarse", pero el grupo, que ha estado involucrado en enfrentamientos violentos en manifestaciones antirracistas, acogió con agrado el grito.

Melvin Medina, director de políticas públicas y defensa de la Unión Estadounidense de Libertades Civiles de Connecticut, dijo que los comentarios iniciales del presidente fueron extremadamente divisivos.

"Donald Trump, está promocionando la línea de la ley y el orden", dijo Medina. "Y creo que ha armado la retórica en torno a la ley y el orden para atacar a un movimiento que valora la vida de los negros".

Los Proud Boys publicaron respuestas extasiadas en las redes sociales y comenzaron a recaudar dinero vendiendo camisetas con las palabras del

presidente. Pero el miércoles por la noche, Amazon dejó de vender mercadería con el mensaje "Retírate y espera".


Los Proud Boys niegan vínculos con el nacionalismo blanco y se identifican a sí mismos como "chovinistas occidentales".

El Southern Poverty Law Center, que rastrea los grupos de odio, dijo que Proud Boys tiene presencia en el estado de Nutmeg.

Medina señaló el año pasado que un oficial de policía en East Hampton se retiró temprano y renunció a los Proud Boys después de que se reveló que era un miembro del grupo que pagaba cuotas.

"Su razonamiento para dejar la membresía de Proud Boys fue porque creía que los Proud Boys serían atacados por el ala izquierda y no reconocer que en realidad los Proud Boys defienden una ideología que es dañina y odiosa", agregó Medina.

Un informe de 2001 sobre el extremismo en Connecticut encontró una pequeña presencia de otros grupos extremistas, incluido el Klan, la Iglesia Mundial del Creador, el Consejo de Ciudadanos Conservadores y la Alianza Nacional.



AVISO PÚBLICO



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Joe Biden y Kamala Harris están de acuerdo

Vote No en Prop 22

Uber y Lyft escribieron la engañosa Proposición 22 para comprarse una nueva ley que le niegue a sus conductores el derecho a licencia por enfermedad, compensación laboral, y beneficios de desempleo.

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60% AMI	\$4,483	\$5,125	\$5,766	\$6,404	\$6,916	\$7,429	\$7,941
74% AMI	\$5,529	\$6,320	\$7,108	\$7,900	\$8,533	\$9,162	\$9,795



Building Amenities will include an inner courtyard, a community room, laundry room; a rooftop urban farm that will provide free produce to residents; and two units are reserved for on-site family daycare providers. Rent will include water, trash, and sewer.

Application and preference information found on the SF Housing Portal - DAHLIA at housing.sfgov.org. Due to COVID-19 we are only accepting online applications. Applications due by 5pm on November 3, 2020. Please contact Tenderloin Neighborhood Development Corporation for building information at 415-358-3941 or ComplianceTeam@tndc.org.

A lottery will be held on November 18, 2020. Results will be posted on housing.sfgov.org.

Units available through the San Francisco Mayor's Office of Housing and Community Development and are subject to monitoring and other restrictions. Visit www.sfmohcd.org for program information.





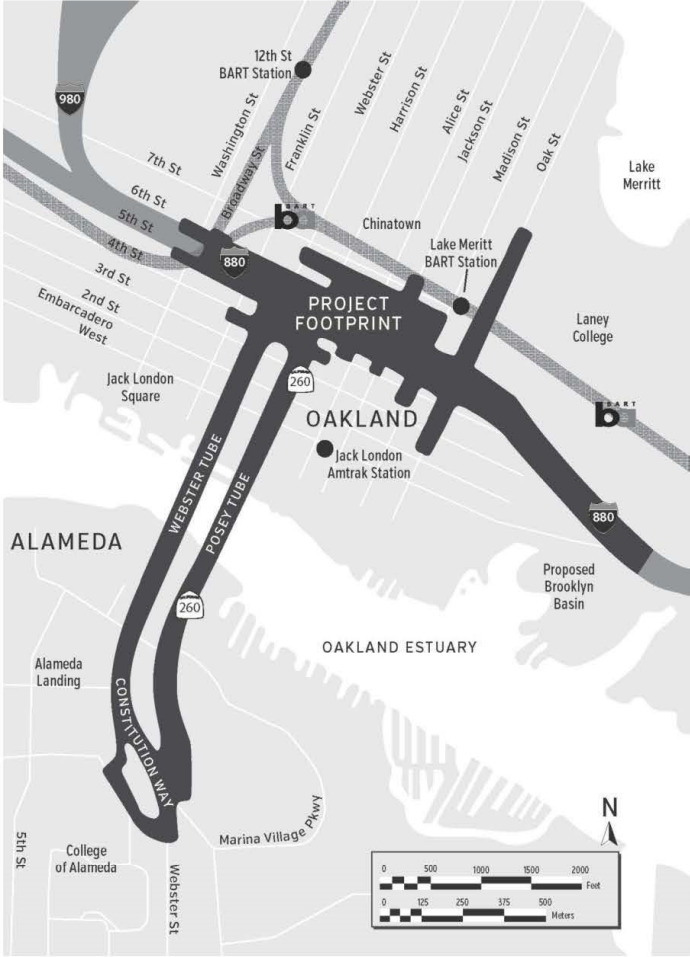
Thông Báo

Thông Báo Công Khai (NOA)

**về Dự thảo Báo cáo Tác động Môi trường (EIR) và Đánh giá Môi trường (EA)
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Dự án được đề xuất sẽ ảnh hưởng đến các di tích lịch sử có tên và/hoặc đủ điều kiện để được nêu tên trong Danh Sách của Quốc gia về các Địa điểm có giá trị Lịch sử. Dự án được đề xuất cũng sẽ dẫn đến “việc sử dụng” theo Mục 4 (f).



Phân tích tiêu chuẩn ở cấp độ dự án cho thấy rằng dự án được đề xuất sẽ tuân thủ theo Kế hoạch Triển khai của Tiểu bang (SIP), bao gồm các phân tích cùng với tham vấn liên ngành về vật chất dạng hạt (PM2.5) theo yêu cầu số 40 Bộ luật Quy định Liên bang (CFR) 93.116 và 93.123. Dự án được đề xuất này không được coi là một dự án gây ảnh hưởng đến môi trường liên quan đến vật chất dạng hạt (PM2.5) như được định nghĩa trong số 40 CFR 93.123(b)(1). Phân tích về đề tài PM2.5 chi tiết chưa hoàn tất vì Đạo luật về Không khí Sạch (Clean Air Act) và các yêu cầu 40 CFR 93.116 được đáp ứng mà không có sự phân tích rõ ràng. Dự án được đề xuất xuất phát từ Kế hoạch Giao thông Khu vực (RTP) và Chương trình Cải thiện Giao thông (TIP) phù hợp với tiêu chuẩn. Cần có thêm sự nhận xét liên quan đến phân tích phù hợp với tiêu chuẩn ở cấp độ dự án.

TẠI SAO CÓ THÔNG BÁO NÀY: CALTRANS đã nghiên cứu những tác động lên môi trường có thể xảy ra bởi dự án được đề xuất này. Kết quả của các nghiên cứu này được tóm tắt trong một tài liệu môi trường được gọi là Dự thảo Báo cáo Tác động Môi trường (EIR)/Đánh giá Môi trường (EA) và Dự thảo Đánh giá Riêng Mục 4(f). Dự thảo EIR/EA và các tài liệu nghiên cứu kỹ thuật, cũng như các bản sao được in ra của các báo cáo nói trên sẽ được cung cấp theo yêu cầu. Mục đích của thông báo này là để thông báo công khai về các tài liệu dự thảo này cho bất kỳ cá nhân nào muốn quan tâm, nhằm tạo cơ hội cho công chúng đóng góp ý kiến nhận xét, và để thông báo công khai về một buổi trình bày và Hỏi Đáp Thắc Mắc (Q&A) trực tuyến (Xem chi tiết bên dưới).

CÁC TÀI LIỆU HIỆN CÓ: Quý vị có thể đọc phiên bản điện tử của Dự thảo EIR/EA và Dự thảo Đánh giá Riêng Mục 4(f) tại Trang web của Dự án: (**[OaklandAlamedaAccessProject.com](https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap/)**), trang web Caltrans Quận 4 (**<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap/>**), hoặc qua trang web Alameda CTC (**<https://www.alamedaactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>**).

CẦN GỬI Ý KIẾN ĐẾN ĐỊA CHỈ NÀO: Các hậu quả có thể xảy ra đã được giải quyết chưa? Quý vị đã có thông tin cần thiết chưa? Ý kiến nhận xét của quý vị sẽ được đưa vào trong hồ sơ phổ biến công khai. Lưu ý: Các câu hỏi được gửi đến buổi trình bày trực tiếp kèm phần Hỏi Đáp Thắc Mắc sẽ không được đưa vào hồ sơ ý kiến chính thức. Vui lòng gửi ý kiến nhận xét của quý vị vào bất cứ lúc nào **từ ngày 29 Tháng Chín, 2020 đến ngày 30 Tháng Mười Một, 2020** cho CALTRANS theo e-mail, số điện thoại, hoặc địa chỉ dưới đây.

Quý vị có thể gửi ý kiến qua thư theo địa chỉ:



Lindsay Vivian, Office Chief
Office of Environmental Analysis
Caltrans District 4
111 Grand Avenue, MS-8B
Oakland CA, 94612
Attn: Oakland Alameda Access Project

Hoặc gửi ý kiến nhận xét qua email tới **Oakland.Alameda.Access@dot.ca.gov** (ưu tiên gửi theo cách này do tình trạng COVID-19)

Hoặc gọi (510) 880-4195 để nêu ý kiến nhận xét của quý vị.

THỜI GIAN VÀ ĐỊA ĐIỂM: Căn cứ vào Sắc Lệnh của Thống đốc và các khuyến nghị của Sở Y tế Công cộng yêu cầu người dân ở nhà, tránh ra ngoài trừ khi cần thiết, các cuộc điều trần trực tiếp tại các địa điểm trong quận hạt sẽ không được tổ chức để duy trì các yêu cầu về giãn cách xã hội. **Vui lòng tham gia buổi điều trần công trực tiếp trên mạng internet với phần Hỏi Đáp Thắc Mắc thông qua trang web của dự án: [OaklandAlamedaAccessProject.com](https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap/) hoặc điện thoại (510) 880-4195 vào ngày 20 Tháng Mười, 2020 lúc 5:30-7:30 PM.** Những cá nhân có nhu cầu nhận trợ giúp đặc biệt được yêu cầu liên hệ với nhóm Dự án theo số (510) 880-4195 ít nhất 72 giờ trước ngày trình bày dự kiến.

Để biết thêm thông tin, vui lòng liên hệ với chúng tôi theo số **(510) 880-4195** hoặc **[OaklandAlamedaAccessProject.com](https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap/)**. Cảm ơn quý vị đã quan tâm đến dự án này!



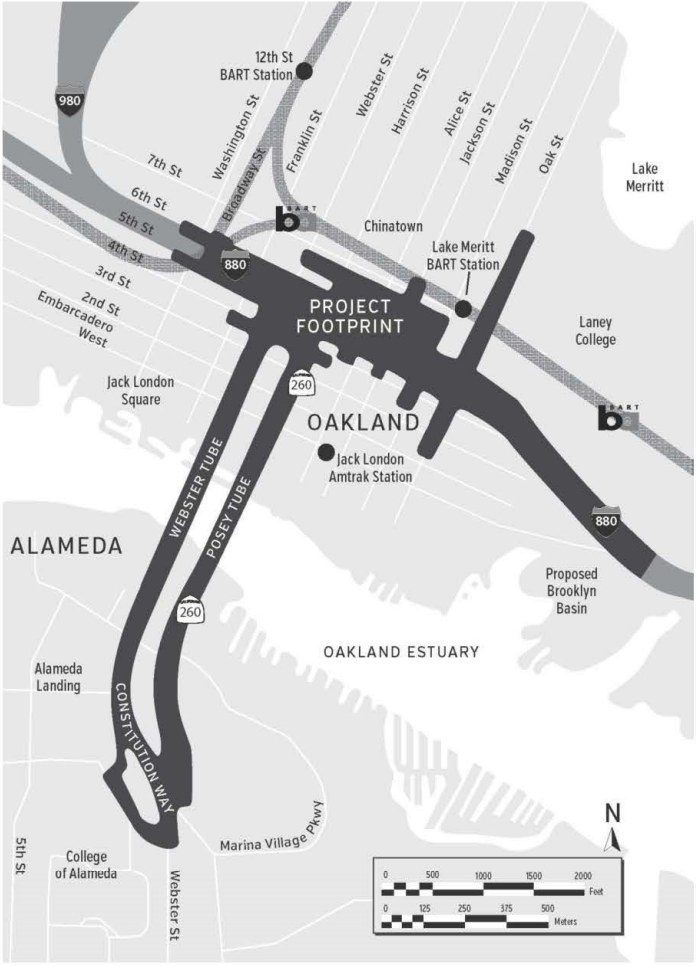
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報料熱線：
650-808-8822

南加

2020年9月29日 星期二

星島日報 B6
SINGTAO DAILY

女嫌潛入
雙方對峙
展開扭打
驚險奪回

孫子自宅中被偷抱走 球星智退偷嬰女疑犯



洛杉磯訊

美國職業橄欖球大聯盟(NFL)的傳奇巨星喬·蒙塔納(Joe Montana)26在馬里布(Malibu)家中遭過了一名不速之客，一名女疑犯試圖將蒙塔納夫婦9個月大的孫子抱走，好在二人及時發現並制止，疑犯目前因涉嫌綁架和入室盜竊被登記在案。

根 據馬里布警局，事件發生在26日週六下午5時左右，一名女性疑犯進入了位於太平洋海岸公路22100號附近的蒙塔納家中。疑犯從嬰兒室抱走了蒙塔納年僅9個月大的孫子後來到二樓，並在樓上遇到了蒙塔納和他妻子。

警方稱，蒙塔納和妻子遭遇抱走孫子的疑犯後雙方展開對峙。蒙塔納大膽試圖緩和緊張的局勢，但還是發生了一場不可避免的扭打，最後在千鈞一髮之際，蒙塔納的妻子找到機會，從疑犯懷中奪回孩子。

根據警方表示，事情敗露後疑犯立即逃離蒙塔納家，最後在附近的一戶人家處被巡邏的警員逮捕。被捕的女性疑犯名為Sodai Dabrell，目前已經因涉嫌綁架和入室盜竊等罪名被登記在案。疑犯的作案動機尚不得而知。

事後，蒙塔納在社交網站上發生感謝各界人士的關心。他稱「當時的情況很危急，好在大家都平安無事」。警方表示案件還在調查中，任何知道此事有關信息的民眾可以撥打818-878-1808致電馬里布警局。

喬·蒙塔納於1979年出道，是已退役的美國職業橄欖球大聯盟選手。分別在1982年、1985年、1990年美國國家橄欖球聯盟超級碗比賽中被選為最有價值球員(MVP)，他是三藩市49人的四分衛，效力三藩市49人長達14年。



前美國職業橄欖球員喬·蒙塔納在馬里布家中成功逼退前來偷嬰兒的女疑犯。

洛杉磯時報



洛杉磯民眾戴口罩排隊等待搭乘地鐵。

被砍12億元預算 洛交通局縮減20%服務

洛杉磯大都會交通局本週宣布削減12億預算，即削減百分之20的公車、地鐵服務。

《洛杉磯時報》報導，交通局董事會本週投票結果通過2021財政年度60億預算，較2020年減少12億，將削減公車、地鐵服務，以及許多路邊和幕後規劃工作等。

疫情爆發後，隨著企業關閉，居家隔離，交通局收入來源直線下降，每個月虧損超過一億。

交通局官員坦承，目前乘車人數雖略有回升，但仍徘徊在疫情前水平的一半左右。

反對民眾認為，削減乘車服務後，低收入乘客必須在更長的時間等候，公車也會變得越來越擁擠，更難保持社交距離。

搭乘地鐵26年的梅德蘭諾(Elizabeth Medrano)則強調，交通局若要增加乘客量，應該先要加強服務水平。

當局指出，本週批准預算計劃在兩年內會逐步恢復服務，但導者導線心，削減措施將有可能無法復原，因為即使經濟改善，但大規模修路減少公車服務也從未完全恢復。

交通局將透過國會3月通過的疫情刺激法案獲得8億7500萬補助，但當局表示，該筆撥款仍無法彌補運營損失，也無法支付大型建設項目成本。

資深財務長梅利莎(Melissa Wang)表示，地鐵官員預計經濟從9月底開始回升，並在明年6月前恢復疫情前的水平，但若加州經濟復甦過程變得更慢或更漫長，很可能會再面臨進一步削減。

主說：「我們必須堅強起來，動緊腰帶，因為與去年收入相比，損失超過百分之20。」

該局預估2021年票價收入將會下降近百分之79，從2020年的2億8450萬降至六千萬。

但削減預算並非要求裁員或加價。首席執行長華盛頓(Phil Washington)指出，依據合約，工會代表仍將加薪幅度提高至百分之4.5，但建議將加薪費削減百分之40.4，即可節省近3600萬。

洛杉磯訊

衝撞群眾傷兩人 女駕駛被控企圖謀殺

據紐約巴林達市(Yorba Linda)26日下午一場聲援「黑人的命也是命(BLM)」示威活動中，傳出汽車衝撞群眾意外，導致一名男子雙腿骨折，另名女子受到中度至嚴重傷勢。該名肇事女駕駛情懷以企圖謀殺和使用致命武器之罪名逮捕。

根據警員布魯克納(Dennis Breckner)表示，由「城市組織者聯盟」(Urban Organizers Coalition)和「大篷車正義」(Caravan for Justice)組織所集結的BLM示威民眾，在26日下午兩點於帝國大道

街(Imperial Boulevard)的約巴林市圖書館停車場集合，為抗議系統種族主義、社會不公和反警暴進行遊行，而就在集合地點附近，也有一組人馬是由特朗普總統支持者所組織的反示威(counter-demonstration)活動。

根據《華盛頓郵報》報導，兩國體在示威遊行不久後即開始相互對峙叫罵，一個大喊「Black Lives Matter」，另一個則回應「U.S.A.」。活動中，特朗普總統的反示威活動群眾越過六線道的帝國大道。



據紐約巴林達市26日40歲女子特納(Tatiana Turner)開車衝撞示威民眾，至少兩人受傷。



據紐約巴林達市26日BLM抗議群眾和特朗普支持者的反示威者群眾陣營對峙叫罵，警方部署大批警力將兩邊隔開。

與BLM抗議者直接衝突。布魯克納表示示威活動30分鐘後當局收到了多起兩團體發生肢體衝突的報告，有人用胡椒噴霧(bear mace)噴灑對方陣營，有人公開秀出武器。在此期間雙方陣營都增加到250人左右。

根據社交媒體視頻顯示，約於下午三點當局已開始小範圍疏散。一輛白色轎車突然駛進約巴林市圖書館停車場中，揮舞著「Trump 2020」和美國國旗的群眾裡，許多特朗普總統的支持民眾因此受傷。憤怒民眾追打著這輛汽車，其前後擋風玻璃都遭砸毀。警方見狀宣布為非法集會，開始驅散人潮。約於下午四點半左右已無人集結在示威現場，街道重新對外開放。

警方表示活動中逮捕兩人，開車衝撞民眾者為長堤市40歲女子特納(Tatiana Turner)，為「大篷車正義」的組織成員之一，以企圖謀殺和使用致命武器罪名逮捕。目前被拘留在聖塔安娜的拘留所，保釋金訂為100萬元。另一名安納罕市46歲男子曼庫索(Jason Mancuso)因不遵守驅散令而遭逮捕。受傷兩人雖無生命危險，但傷勢嚴重。

洛杉磯綜合報導



通告

「屋崙阿拉美達市進出計劃」《環境影響評估報告(EIR)草案》、
《環境評估(ER)草案》及《個別條文4(f)評審草案》
「可供查閱通知」(NOA)，以及虛擬公共聽證會召開通知



計劃內容：加州公路局(CALTRANS)和阿拉美達縣交通委員會(Alameda CTC)合作擬定了名為「屋崙阿拉美達市進出計劃」的交通改善工程計劃。本計劃前稱「州際880號公路/百老匯街-橫街交通改善計劃」，主要目的是改善駕駛者、行人和騎單車者的安全，減少區域和地區交通之間的競爭，以及加強計劃範圍內的單車徑和行人道的可用性及連通性。建議計劃的另一目的是，改善貫通州際880號公路、州260號幹道、屋崙(奧克蘭)市中心區、和阿拉美達市之間的道路連接和交通暢通。其工程範圍是在加利福尼亞州、阿拉美達縣、位於屋崙(奧克蘭)市和阿拉美達市內的州260號幹道(英里程標[PM] 30.47至[PM] 31.61)的路段。

這個建議計劃將會對已登記或符合「國家歷史地標名冊」登記資格的歷史建築造成一些負面影響。因此，計劃屬於《個別條文4(f)》的「使用」類別，即對建築物的不利影響或佔用。

計劃層面的符合性分析顯示，這個建議計劃符合《州實施計劃》(SIP)的要求，包括符合《聯邦管制法規》第40篇93條116款和123款的要求。至於針對微粒子(PM2.5)的跨部門對地方影響的諮詢及局部影響分析，因為已經符合《聯邦管制法規》第40篇93條123(b)(1)款的規定，故此本計劃不屬於微粒子(PM2.5)相關的「空氣質量關注項目」，所以無需進行詳細的PM2.5熱點分析報告。這個建議計劃屬於合格的「地區運輸計劃」(RTP)和「運輸改進計劃」(TIP)，並已經向有關政府部門提出，對此計劃層面的符合性分析作評論。

刊登通告的目的：加州公路局因應建議計劃對環境的影響進行研究。這些研究結果已經總結在一份環境文件當中。該文件就是《環境影響評估報告(EIR) / 環境評估(ER)草案》及《個別條文4(f)評審草案》。此文件和相關的技術研究報告的副本可供民眾索取。此通告是告訴大家，任何對建議計劃有興趣的人士均可查閱上述文件、藉此徵集民意，並向民眾公告一場網上介報及答問會(請參見下面的詳細信息)。

可供查閱文件：大家可以在本計劃網站：(OaklandAlamedaAccessProject.com)、加州公路局第4區的網站(https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-map/)，以及阿拉美達縣交通委員會的網站(https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/)查看《環境影響評估報告(EIR) / 環境評估(ER)草案》及《個別條文4(f)評審草案》的電子版本。

民眾如何參與意見：例如潛在影響是否已獲解決？大家是否有當局應該採納的資訊？民眾提交的意見將成為公共記錄的一部分。注意：在網上講解及答問會上所提出的問題，不會成為官方意見記錄的一部分。正式公眾諮詢期為2020年9月29日至2020年11月30日。敬請大家就環境文件發表意見，民眾可以透過電子郵件、電話、及郵寄方式向加州公路局遞交意見。

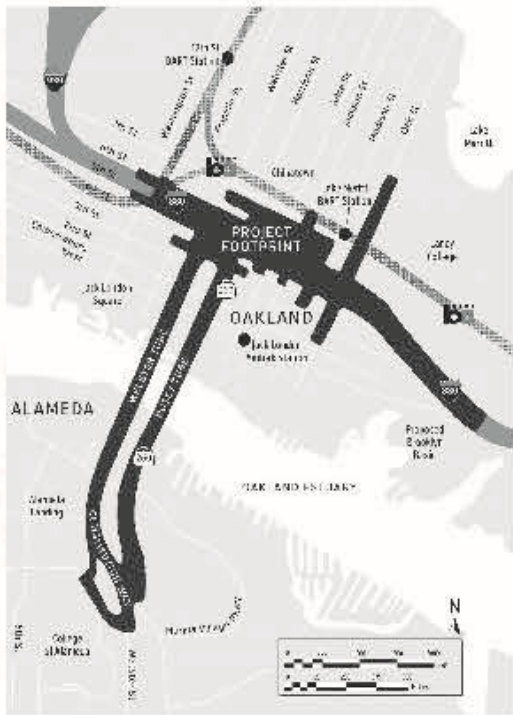
遞交意見信件，可郵寄予加州公路局：
Lindsay Vivian, Chief, Office of Environmental Analysis, Caltrans District 4, (加州公路局第四區環境分析辦公室主任，兼兼：維維安女士) 111 Grand Avenue, MS-8B, Oakland, CA 94612. Reference: Oakland Alameda Access Project. 註明：「屋崙阿拉美達市進出計劃」

或電郵可發送至：OaklandAlamedaAccess@dot.ca.gov (因應新冠肺炎疫情流行的首選聯絡方法)

或致電(510)880-4195，在留言信箱留下意見。

時間和地點：按照州長紐森的行政命令，以及州公共衛生局的居家抗疫的勸告，因為未能確保民眾能保持社交距離，當局不會在實體場地舉行公共會議。不過，大家可以透過互聯網，參與這次有關計劃的現場介紹和答問會。時間是2020年10月20日下午5時30分至7時30分。網址是OaklandAlamedaAccessProject.com。民眾亦可致電(510)880-4195參加會議。任何人如需要特殊便利設施或服務，請在預定講座日期，最少72小時之前與計劃團隊聯繫，電話：(510)880-4195。

民眾可以去計劃網站OaklandAlamedaAccessProject.com或致電(510)880-4195查詢更多的資訊。感謝大家對這項計劃的興趣！



長達37米
非常古老

秘魯發現貓形地畫

秘魯文化部當地時間16日宣布，在著名的納斯卡沙漠地區發現了新的地畫，為貓科動物圖案，尺寸長37米，屬於帕拉卡斯文化晚期，比著名的納斯卡地畫還要古老。

許多納斯卡地畫由於自然侵蝕的作用面臨消失的風險，秘魯的考古學家和技術人員此前在納斯卡沙漠地區進行地畫重鑒工作，偶然發現了這幅新地畫。據秘魯RPP新聞報道，根據其特徵，學者認為該地畫屬於帕拉卡斯文化晚期，距今有2000多年的歷史，該貓科動物圖案在帕拉卡斯社會的陶瓷和紡織品中很常見。

納斯卡地畫位於秘魯納斯卡沙漠，這裏是世界上最為乾燥的地區之一，每年最多只下半小時雨。這些地畫有的平行延伸數千米，有的則呈波浪形，縱橫交錯，形成了約300多種不同的圖案，其中70種為植物和動物圖案，1994年被聯合國教科文組織列入世界遺產。

這些地畫的尺寸較為巨大，有些甚至長達300多米。從地面上看，納斯卡地畫似乎只是一些曲折的小徑。分布在沙漠中的圖形多達800多幅，其中，有些代表動物如猴子、蜘蛛和蜂鳥。

1926年，秘魯考古學家Toribio Mejia Xesspe首次系統研究了納斯卡地畫，但這些地畫卻無法直接從地面上被識別出來。直到1930年代商用飛機出現之後，納斯卡地畫才首次引起公眾的注意。1939年，美國教授保羅·何索乘飛機沿著古引水系統飛行時，



圖為秘魯最新發現的貓形地畫，尺寸長達37米。

網上圖片

發現了這個令人驚歎的世界第八大奇觀。

關於納斯卡地畫究竟被誰創造、為何被創作一直無人能解，且眾說紛紜。一種猜測來自德國學者瑪麗亞·賴歇，她終其一生都在潛心研究和保護納斯卡地畫，並提出了一個天文曆法假說，認為這些圖形標誌著不同的太陽周期；線條代表了星球的運動，而動物圖形則代表了星座。她發現古代當地人會在堅硬、乾燥的土地上挖

出溝壑，然後用從遠處運來的石頭將其填充，而該地區存在的天然石膏成分則幫助將這些圖形保存至今。另一種猜測則認為這些地畫是一種標識進入重要場所通道的地圖，比如祭祀儀式場所或地下灌溉系統。

研究發現，地畫之所以能保存兩千年不受損壞，是因為高原上的碎石吸收並保留了陽光的熱能，從而形成一層具有保護作用的乾燥暖空氣，致使本地幾乎全年無風，大大降低了地



秘魯工作人員在現場考察。

網上圖片

畫被風蝕的危險。

為了使納斯卡地畫能一直被保存下去，秘魯已經採取了一些相關的保護措施，禁止遊客步行或乘車前往。

疑山林食物短缺 日本頻傳熊傷人事件

日本部分地區今年「熊出沒」頻繁，造成多人死傷，也有溫泉旅館泡湯客遇襲受傷。熊直接到人群居住地覓食，顯示山裏食物可能不足，地方政府籲民眾出門攜帶能發出聲音的物品。

石川縣加賀市政府等單位表示，近日發生兩名女性相繼遭熊襲，頭部受傷，所幸兩人意識清楚無生命危險；另外還接獲通報一名男性也遭熊襲。據綜合媒體報道，石川縣的白山市16日也發生4人相繼遭熊襲事件，一名住在白山市的90歲男性，被家

人發現頭部流血倒臥田中，而住在附近的一名60多歲女性回遇熊襲，兩人都身受重傷。這頭熊後來躲進民宅倉庫，兩名負責捕獵的獵友會男性，也在圍捕過程中受到輕傷。當地居民猜測，熊可能是為了吃柿子而來，「最近到處都有熊出沒」。

而在秋田縣，有一名83歲女性日前遭熊襲，造成頭蓋骨骨折等重傷，14日在秋田市内醫院傷重不治，這是該縣今年以來第一名遇熊襲死亡者。因此，秋田縣已將原先的熊出沒注意情報，提升到「警報」等級。

秋田縣警方表示，今年到本月14日止，已有8人因熊襲受傷，雖然比去年同期的11人來得少，但日擊熊出沒的件數多達810件，較去年同期的619件增加不少。

由於熊相繼在住宅區等地出沒並造成民眾受傷，秋田縣政府自然保護課人員呼籲，熊在接近睡眠時期會為了覓食頻繁活動，民眾外出時最好攜帶能夠發出聲音的收音機或鈴鐺等物品。

在群馬縣，自從入秋以來，熊出沒人類居住的村落危險性愈來愈高，

主因可能是熊平常吃的食物大量減少，為了覓食選擇擴大出沒範圍，甚至16日還出現在水上町知名的寶川溫泉區，攻擊一名住宿溫泉旅館的旅客，讓群馬縣政府等單位疾呼民眾多加留意。

當地的沼田警署表示，被熊襲的是一名61歲男性，事發當時正在溫泉旅館戶外通達準備前往露天浴場泡湯，結果被熊攻擊造成手部及腳部多處受傷，所幸都是輕傷。這頭體長約1米的熊在溫泉旅館腹地內吃野生核桃，附近散落大量核桃殼。



示威者17日闖入位於伊拉克巴格達的庫民黨總部並縱火，現場濃煙滾滾。

新華社

伊拉克庫民黨總部示威者闖入縱火

伊拉克庫爾德自治區(庫區)兩大執政黨之一的庫爾德斯坦民主黨(庫民黨)位於首都巴格達的總部17日遭示威者闖入並縱火。庫區領導人當天發表聲明予以強烈譴責。

庫民黨政治局委員、伊拉克前外長霍希亞爾·茲巴里日前要求什葉派民兵武裝「人民動員組織」撤出巴格達「綠區」。這一言論引發不滿，示威者17日闖入位於巴格達卡拉達區的庫民黨總部，毀壞部分設施並縱火。據新華社報道，內政部一名官員透露，事發後當地民防和消防部門及時將大火撲滅，事件未造成人員傷亡。

庫區主席內奇爾萬·巴爾紮尼當天發表聲明強烈譴責縱火事件，認為它損害了社會與政治和平，破壞了各政治團體和平共處。庫區總理馬斯羅爾·巴爾紮尼發表聲明，要求伊拉克總理穆斯塔法·卡達米立即下令對事件展開調查，將破壞分子繩之以法。

韓國選「慰藉食物」辣炒年糕奪冠軍

韓國首爾市政府16日宣布，9月份在網上以問卷調查全國10000多人，結果顯示辣炒年糕被民眾選為疫情下「慰藉食物」之冠，第二至第十位依次為炸雞、泡菜湯、烤肉、參雞湯、拉麵、大醬湯、蛋糕、牛肉、雞爪。

據悉，此次參加投票的人，女性佔57%，男性佔43%。參與投票者的年齡主要以20至30多歲(61%)的年輕人為主。首爾市還表示，在以居住在首爾的50名外國人為對象進行的問卷調查中，辣炒年糕、泡菜湯、炸雞和參雞湯等也入選前幾位，外國人和韓國人的喜好大致相同。該市預定於11月11至15日舉行「首爾美食周」，此次調查也是該項活動的一環。



通告

「屋崙阿拉美達市進出計劃」《環境影響評估報告(EIR)草案》、
《環境評估(ER)草案》及《個別條文4(f)評審草案》
「可供查閱通知」(NOA)，以及虛擬公共聽證會召開通知

計劃內容：加州公路局(CALTRANS)和阿拉美達縣交通委員會(Alameda CTC)合作擬定了名為「屋崙阿拉美達市進出計劃」的交通改善工程計劃。本計劃前稱「州際880號公路/百老匯街—積臣街交匯處改善計劃」，主要目的是改善駕駛者、行人和騎單車者的安全，減少區域和地區交通之間的競爭，以及加強計劃範圍內的單車徑和行人道的可用性及連通性。建議計劃的另一目的是，改善貫通州際880號公路、州260號幹道、屋崙(奧克蘭)市市中心區、和阿拉美達市之間的道路連接和交通暢通。其工程範圍是在加利福尼亞州、阿拉美達縣，位於屋崙(奧克蘭)市和阿拉美達市內的州260號幹道(英里程標[PM]複校準[R] 0.78至R 1.90)和州際880號公路(英里程標[PM] 30.47至PM 31.61)的路段。

這個建議計劃將會對已登記或符合「國家歷史遺跡名冊」登記資格的歷史建築造成一些負面影響。因此，計劃屬於《個別條文4(f)》的「使用」類別，即對建築物的不利影響或佔用。

計劃層面的符合性分析顯示，這個建議計劃符合《州實施計劃》(SIP)的要求，包括符合《聯邦管制法規》第40篇93條116款和123款的要求，至於針對微粒子(PM2.5)的跨部門對地方影響的諮詢及局部影響分析。因為已經符合《聯邦管制法規》第40篇93條123(b)(1)款的規定，故此本計劃不屬於微粒子(PM2.5)相關的「空氣質量關注項目」，所以無需進行詳細的PM2.5熱點分析報告。這個建議計劃屬於合格的「地區運輸計劃」(RTP)和「運輸改進計劃」(TIP)，並已經向有關政府部門提出，對此計劃層面的符合性分析作評論。

刊登通告的目的：加州公路局因應建議計劃對環境的影響進行研究。這些研究結果已經總結在一份環境文件當中。該文件就是《環境影響評估報告(EIR)/環境評估(ER)草案》及《個別條文4(f)評審草案》。此文件和相關的技術研究報告的副本可供民眾索取。此通告是告訴大家，任何對建議計劃有興趣的人士均可查閱上述文件，藉此徵集民意，並向民眾公告一場網上介紹及答問會(請參見下面的詳細信息)。

可供查閱文件：大家可以在本計劃網站：(OaklandAlamedaAccessProject.com)、加州公路局第4區的網站(https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap/)、以及阿拉美達縣交通委員會的網站(https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/)查看《環境影響評估報告(EIR)/環境評估(ER)草案》及《個別條文4(f)評審草案》的電子版本。

民眾如何參與意見：例如潛在影響是否已獲解決？大家是否有當局應該採納的資訊？民眾提交的意見將成為公共記錄的一部分。注意：在網上請解及答問會上所提出的問題，不會成為官方意見記錄的一部分。正式公眾諮詢期為2020年9月29日至2020年11月30日。敬請大家就環境文件發表意見，民眾可以透過電子郵件、電話、及郵寄方式向加州公路局遞交意見。

遞交意見信件，可郵寄加州公路局：

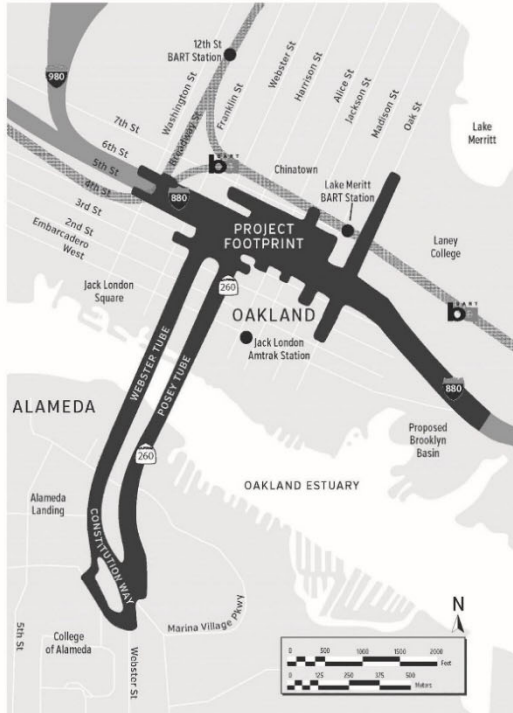
Lindsay Vivian, Chief, Office of Environmental Analysis, Caltrans District 4, (加州公路局第四區環境分析辦公室主任、琳賽·維維安女士) 111 Grand Avenue, MS-8B, Oakland, CA 94612. Reference: Oakland Alameda Access Project. 註明：「屋崙阿拉美達市進出計劃」

或電郵可發送至：Oakland.Alameda.Access@dot.ca.gov (因應新冠肺炎大流行的首選聯絡方法)

或致電(510)880-4195，在留言信箱留下意見。

時間和地點：按照州長紐森的行政命令，以及州公共衛生局的居家抗疫的勸告，因為未能確保民眾能夠保持社交距離，當局不會在實體場地舉行公共會議。不過，大家可以透過互聯網，參與這次有關計劃的現場介紹和答問會，時間是2020年10月20日下午5時30分至7時30分。網址是OaklandAlamedaAccessProject.com。民眾亦可致電(510)880-4195參加會議。任何人如需要特殊便利設施或服務，請在預定講座日期，最少72小時之前與計劃團隊聯繫，電話：(510)880-4195。

民眾可以去計劃網站OaklandAlamedaAccessProject.com或致電(510)880-4195查詢更多的資訊。感謝大家對這項計劃的興趣！



Appendix B Public Meeting Materials

DRAFT

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Comment Card

COMMENT CARD

Oakland Alameda Access Project

The Oakland-Alameda Access Project will improve multimodal safety and connectivity between I-880, I-980, the Posey and Webster Tubes (SR-260), and the cities of Oakland and Alameda.

The California Department of Transportation (Caltrans) is the state lead agency for the California Environmental Quality Act (CEQA) and the federal lead agency for the National Environmental Policy Act (NEPA). Alameda County Transportation Commission (Alameda CTC) is the project sponsor. Caltrans and Alameda CTC have prepared a draft Environmental Impact Report and Environmental Assessment and Draft Individual Section 4(f) Evaluation ("Draft Environmental Document") for the project. Caltrans and Alameda CTC welcome the public's comments on this Draft Environmental Document. The formal public comment period is from September 29, 2020 through November 30, 2020. Please provide your comments anytime during this period.

Name and zip code are required to submit a formal comment on the Draft Environmental Document. Formal comments will be addressed in the Final Environmental Document.

First name and last name (required)

Organization (as applicable, optional)

Email (optional)

Phone number (optional)

Mailing address (optional)

Zip code (required)

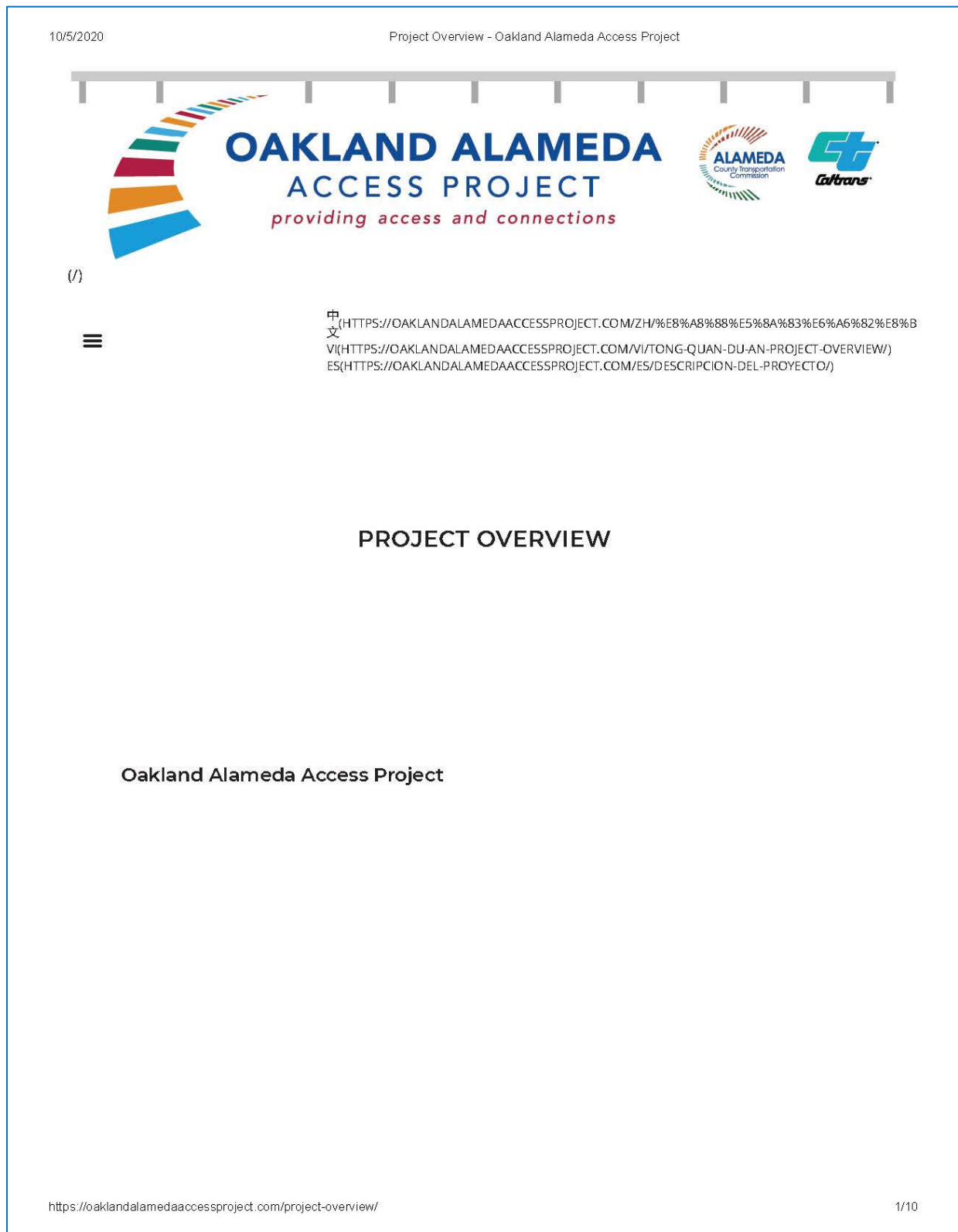
Comments: _____

Other ways to submit comments:

- Mail a letter, or this comment card, to Caltrans, Attn: Lindsay Vivian, Office of Environmental Analysis, Caltrans District 4, 111 Grand Avenue **MS-8B**, Oakland, CA 94612. Include your name and zip code in the letter.
- Email comments to **Oakland.Alameda.Access@dot.ca.gov**. Include your name and zip code in the email.
- Call our project phone number (510-880-4195) and leave a voicemail with your name, zip code, and comment.
- During the public hearing (October 20, 2020, 5:30-7:30 pm), call the project phone number (510-880-4195) and leave your comment with a court reporter.

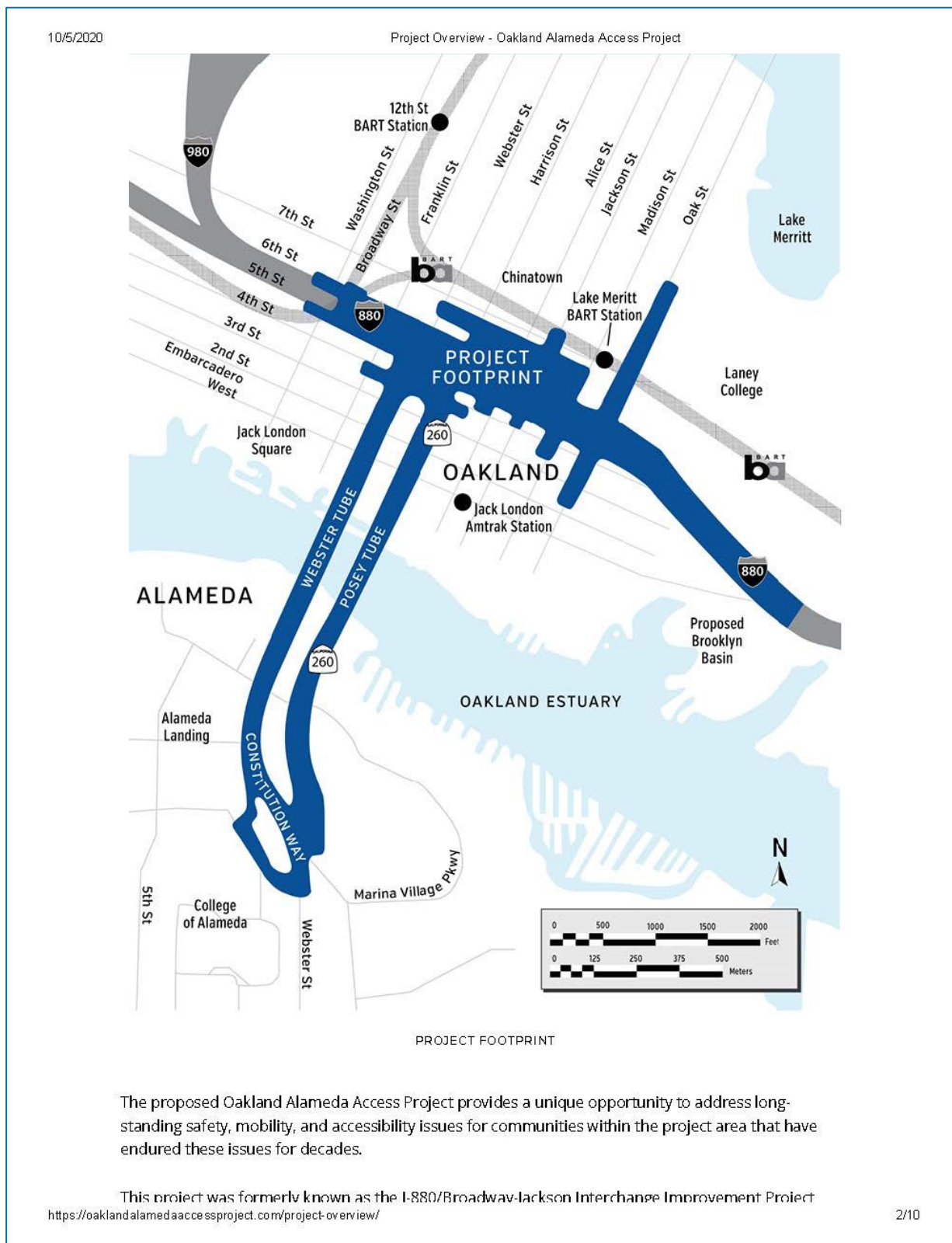
Oakland Alameda Access Project Comment Card

OAAP Website



Overview Tab

Oakland Alameda Access Project



Overview Tab (continued)

10/5/2020

Project Overview - Oakland Alameda Access Project

This project was formerly known as the I-880 Broadway Jackson Interchange Improvement Project.

The Oakland Alameda Access Project is intended to improve multimodal safety and reduce conflicts between regional and local traffic. It will also improve accessibility between I-880, SR-260 (the Webster and Posey Tubes), City of Oakland downtown neighborhoods, and the City of Alameda. Lastly, the project will reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods.

The Oakland Alameda Access Project will also increase safety, accessibility, and connectivity for bicyclists and pedestrians between Chinatown, downtown Oakland, the Jack London District, and Alameda. Adding new bike lanes and sidewalks will increase foot and bike traffic and decrease car use in these crowded neighborhoods.

Select Design Features



- Relocation of westbound Jackson Street off-ramp to the west along 5th Street (looking west from Jackson)

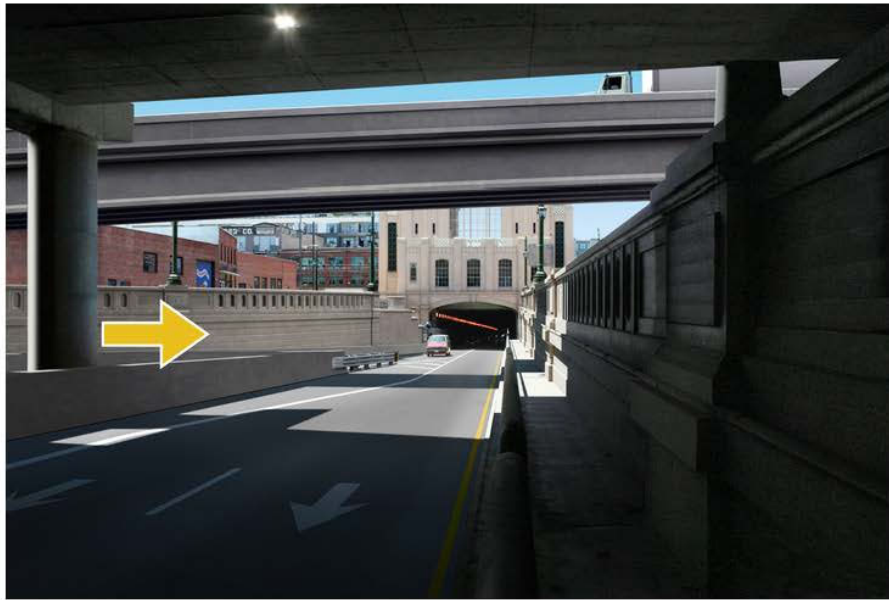
<https://oaklandalamedaaccessproject.com/project-overview/>

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Overview Tab (continued)

10/5/2020

Project Overview - Oakland Alameda Access Project



- Relocation of east wall to construct right-turn from the Posey Tube onto Northbound Jackson Street on-ramp (Harrison Street looking south at the Posey Tube)



- Extension of 6th Street looking west from Chinese Garden Park
- Removal of the northbound I-880 off-ramp

<https://oaklandalamedaaccessproject.com/project-overview/>

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Overview Tab (continued)

10/5/2020

Project Overview - Oakland Alameda Access Project



- Cycle Track (6th Street looking west toward Jackson Street)
- Removal of the northbound I-880 off-ramp



- Horseshoe connector under I-880 (Corner of 5th Street and Jackson Street looking west)

Purpose and Need Statement

<https://oaklandalamedaaccessproject.com/project-overview/>

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Overview Tab (continued)

10/5/2020

Project Overview - Oakland Alameda Access Project

All federally funded transportation projects have a purpose and need statement. "Need" is typically defined as a transportation deficiency. "Purpose" is typically defined as the objectives that will be met to address the transportation deficiency.

For the Oakland Alameda Access Project, Caltrans and Alameda CTC have developed the following purpose and need statement:

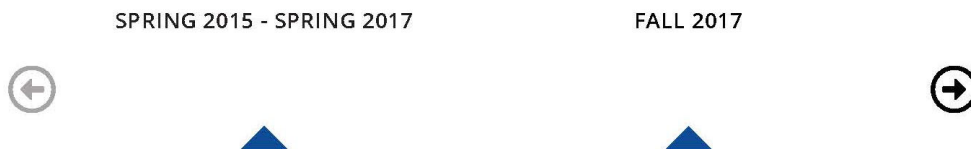
Project Purpose

- Improve multimodal safety and reduce conflicts between regional and local traffic
- Enhance bicycle and pedestrian accessibility and connectivity within the project study area
- Improve mobility and accessibility between I-880, SR-260 (Tubes), City of Oakland downtown neighborhoods, and the City of Alameda
- Reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods

Project Need

- Access between the freeway and the roadway networks between I-880 and the SR-260 (Tubes) is limited and indirect and access to/from the cities of Oakland and Alameda is circuitous
- Oakland Chinatown has a high volume of pedestrian activity and experiences substantial vehicle-pedestrian conflicts
- I-880 viaduct limits bicycle and pedestrian connectivity between downtown Oakland and the Jack London District

History of the Project



<https://oaklandalamedaaccessproject.com/project-overview/>

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Overview Tab (continued)

10/5/2020

Project Overview - Oakland Alameda Access Project

PROJECT SCOPING/CONCEPT DEVELOPMENT

- Concept
- Development
- Traffic Analysis
- Stakeholder Engagement

SCOPING

- Develop Reasonable
Alternative(s)
- Stakeholder Meetings
- Public Scoping Meeting
- Solicit Feedback on Project
Scope

PROJECT TIMELINE AND MILESTONES

I-880, including on- and off-ramps, was originally constructed in 1957. In the last 25 years, there have been several unsuccessful attempts to address various safety, congestion, and connectivity issues related to vehicular, bicycle, and pedestrian movements in the area. Although progress was made with each effort, no project was able to garner enough consensus to move forward.

Starting in 2014, Alameda CTC embarked on a concerted effort to address the complex safety, traffic, and connectivity issues and constraints in the project area.

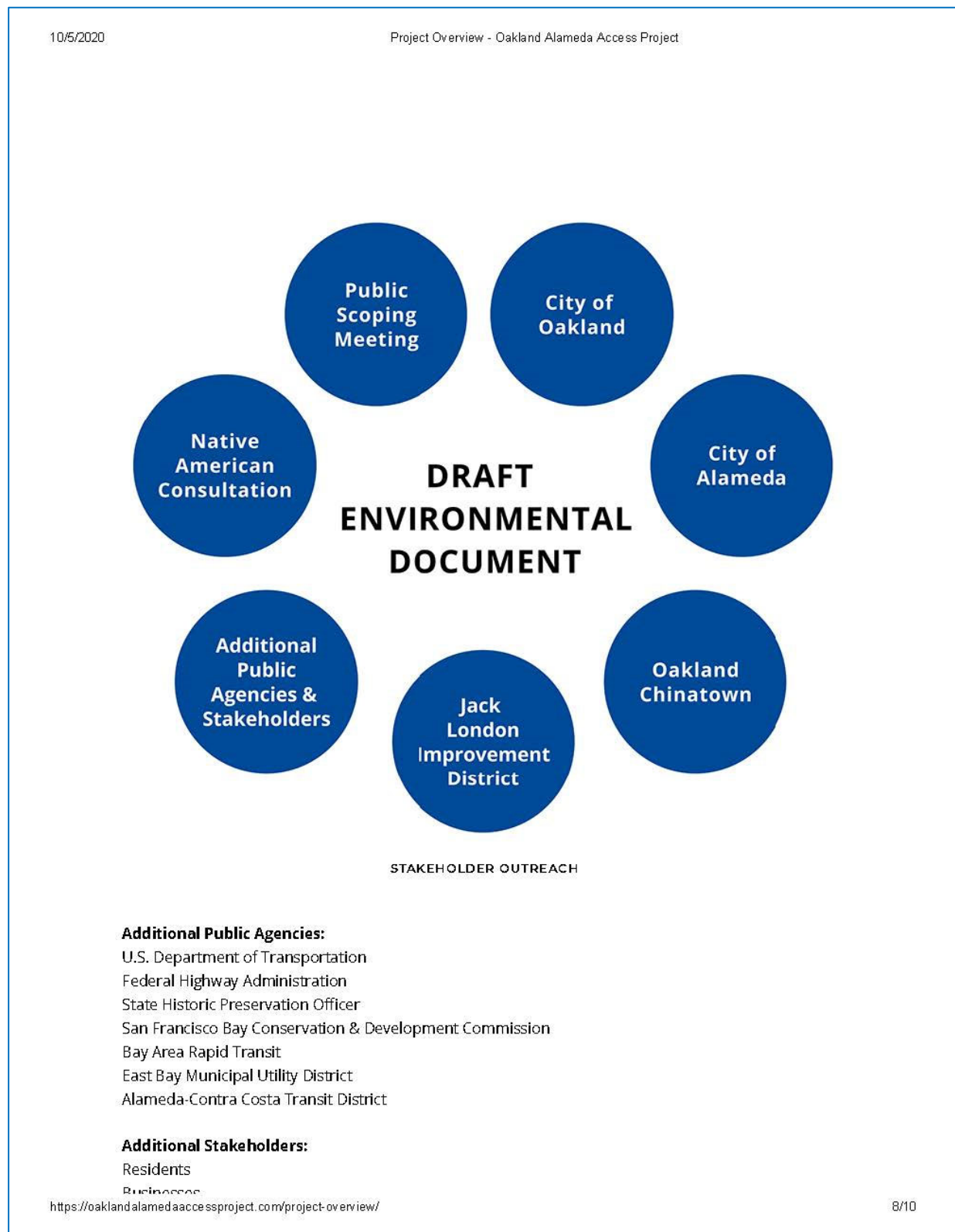
Stakeholder Outreach

Since 2015, the Oakland Alameda Access Project team has conducted extensive engagement and public outreach on the proposed project. The Team has held over 250 meetings with a diverse group of stakeholders. Essential design elements have been incorporated into the project to address stakeholders' comments and concerns.

<https://oaklandalamedaaccessproject.com/project-overview/>

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Overview Tab (continued)



Overview Tab (continued)

10/5/2020

Project Overview - Oakland Alameda Access Project

businesses
 Developers
 Landmark Historic Boards
 Bike East Bay
 Bike Walk Alameda

Where We Are Now

Technical studies for the Oakland Alameda Access Project have been completed and summarized in the Draft Environmental Impact Report and Environmental Assessment and Draft Individual Section 4(f) Evaluation ("Draft Environmental Document").

DOWNLOAD DRAFT ENVIRONMENTAL DOCUMENT
 (HTTPS://OAKLANDALAMEDAACCESSPROJECT.COM/DRAFT-ENVIRONMENTAL-DOCUMENT/)

The Draft Environmental Document has been prepared in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans and Alameda CTC are now welcoming the public's comments on the Draft Environmental Document.

The Draft Environmental Document is also available on the Alameda CTC website (<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>) and the Caltrans website (<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap/>).

Project Funding

The total project cost is \$119.9 million. The estimated cost of approximately \$83 million for planning and construction of the Oakland Alameda Access Project has been secured through a number of sources, including federal, state, regional, and local funds such as Measures B and BB. Funding for remaining \$34 million has yet to be secured.

Phase	Cost	Funding* (Secured)	Funding* (TBD)
Scoping	\$2,172	\$2,172	\$0
Environmental	\$13,101	\$13,101	\$0
Other Support	\$18,628	\$18,628	\$0

<https://oaklandalamedaaaccessproject.com/project-overview/>

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Overview Tab (continued)

Oakland Alameda Access Project

10/5/2020

Project Overview - Oakland Alameda Access Project

Phase	Cost	Funding* (Secured)	Funding* (TBD)
Subtotal	\$33,901	\$33,901	\$0
Right of Way and Support	\$4,800	\$4,800	\$0
Construction	\$81,210	\$47,399	\$33,820
Total	\$119,920	\$86,100	\$33,820

* \$ times 1,000

COST AND FUNDING SUMMARY

Project Sponsors

Caltrans

District 4 – Bay Area
111 Grand Ave
Oakland, CA 94612

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

LANGUAGE

中文([HTTPS://OAKLANDALAMEDAACCESSPROJECT.COM/ZH/%E8%A8%88%E5%8A%83%E6%A6%82%E8%BF%B0/](https://oaklandalamedaaccessproject.com/zh/%E8%A8%88%E5%8A%83%E6%A6%82%E8%BF%B0/))

VI([HTTPS://OAKLANDALAMEDAACCESSPROJECT.COM/VI/TONG-QUAN-DU-AN-PROJECT-OVERVIEW/](https://oaklandalamedaaccessproject.com/vi/tong-quan-du-an-project-overview/))

ES([HTTPS://OAKLANDALAMEDAACCESSPROJECT.COM/ES/DESCRIPCION-DEL-PROYECTO/](https://oaklandalamedaaccessproject.com/es/descripcion-del-proyecto/))

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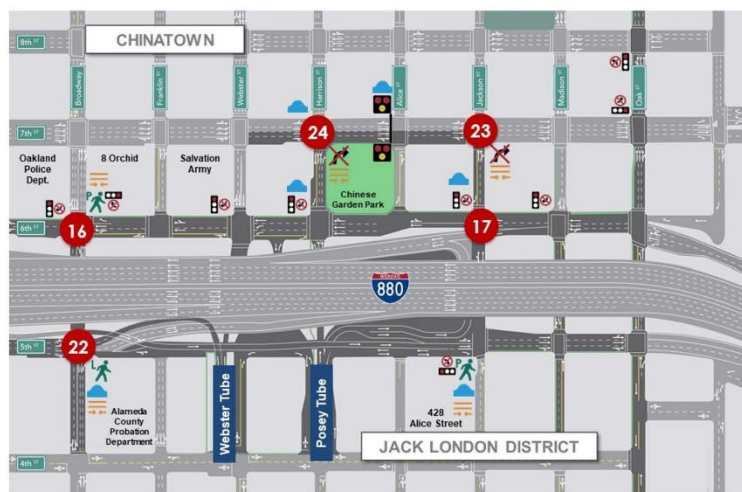
<https://oaklandalamedaaccessproject.com/project-overview/>

10/10

Overview Tab (continued)

10/5/2020

Bicycle & Pedestrian - Oakland Alameda Access Project



OAKLAND COLLISION DATA AND SAFETY IMPROVEMENTS

LEGEND

-  Pedestrian Hybrid Beacon
-  Removed free right turn
-  Shortened crosswalk
-  No left on red
-  No right on red
-  Bulb out
-  **Lead** pedestrian phase
-  **Protected** pedestrian crossing phase
-  **Total Collisions**
2016-2018

The proposed project will include many safety features to improve pedestrian safety. Some of the safety features include:

- Restricting cars from turning on red to avoid bicycle and vehicle collisions
- Reducing pedestrian crossing distances with installation of bulb-outs
- Removing two free right turns on 7th Street and constructing a pedestrian hybrid beacon at 7th and Alice Street

Proposed Bicycle/Pedestrian Improvements – Oakland

<https://oaklandalamedaaccessproject.com/bicycle-pedestrian/>

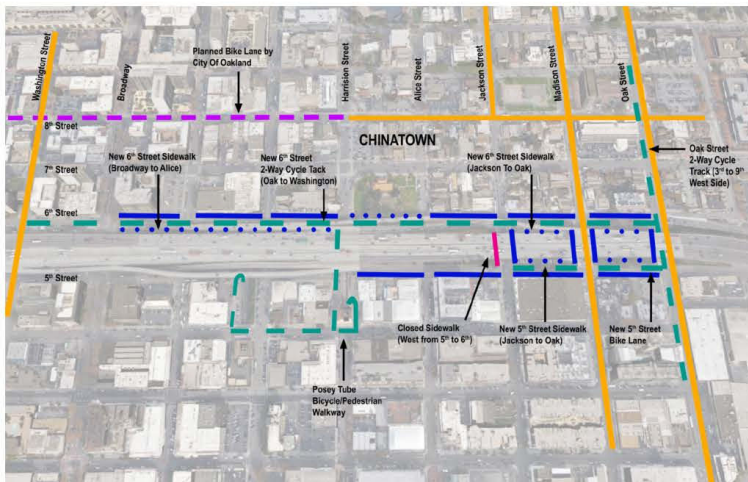
2/5

Bicycle and Pedestrian Improvements Tab (continued)

10/5/2020

Bicycle & Pedestrian - Oakland Alameda Access Project

The proposed project provides enhanced connections between Alameda and Oakland, between downtown Oakland and the Jack London District, and across downtown Oakland for cyclists and pedestrians. In addition to the pedestrian safety features described above, this project will add approximately 1.52 miles of new bicycle facilities in the project area.



PROPOSED BICYCLE/PEDESTRIAN IMPROVEMENTS - OAKLAND

LEGEND

- Existing bike lanes
- New bicycle facility from OAAP
- Planned bike lane by Oakland
- Existing sidewalk
- New sidewalk from OAAP
- Closed sidewalk

Proposed Bicycle/Pedestrian Improvements – Alameda

The existing walkway within the Webster Tube will be widened, improved, and opened for pedestrians and bicyclists traveling from Oakland to Alameda. The existing Posey Tube walkway will connect bicyclists and pedestrians from Alameda to Oakland. New paths, crosswalks, and sidewalk extensions will be built in Alameda to improve connectivity to the Tubes.

<https://oaklandalamedaaccessproject.com/bicycle-pedestrian/>

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Bicycle and Pedestrian Improvements Tab (continued)

10/5/2020

Bicycle & Pedestrian - Oakland Alameda Access Project

PROPOSED BICYCLE/PEDESTRIAN IMPROVEMENTS - ALAMEDA

LEGEND

- 1** **Widen** walkway through Webster Tube and path along Webster Street connecting to Mariner Square Loop
- 2** **Construct** Crosswalk to connect Posey Tube stairs and existing bicycle/pedestrian path
- 3** **Construct** Crosswalk to connect bicycle/pedestrian paths
- 4** **Realign and widen** path to 8 feet
- 5** **Extend** Sidewalk extension on Mariner Square Loop

Project Sponsors

<https://oaklandalamedaaccessproject.com/bicycle-pedestrian/>

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Bicycle and Pedestrian Improvements Tab (continued)

10/5/2020

Bicycle & Pedestrian - Oakland Alameda Access Project

Caltrans

District 4 – Bay Area
111 Grand Ave
Oakland, CA 94612

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

LANGUAGE

中文([HTTPS://OAKLANDAMEDAACCESSPROJECT.COM/ZH/%E5%96%AE%E8%BB%8A%E5%BE%91%E5%8F%8A%E4%BA%BA%E8%A1%8C%E0%81%93/](https://oaklandalamedaaccessproject.com/zh/%E5%96%AE%E8%BB%8A%E5%BE%91%E5%8F%8A%E4%BA%BA%E8%A1%8C%E0%81%93/))

V([HTTPS://OAKLANDAMEDAACCESSPROJECT.COM/VI/XE-DAP-VA-NGUOI-DI-BO-BICYCLE-PED/](https://oaklandalamedaaccessproject.com/vi/XE-DAP-VA-NGUOI-DI-BO-BICYCLE-PED/))

ES([HTTPS://OAKLANDAMEDAACCESSPROJECT.COM/ES/MEJORAS-PARA-BICICLETAS-Y-PEATONES/](https://oaklandalamedaaccessproject.com/es/MEJORAS-PARA-BICICLETAS-Y-PEATONES/))

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<https://oaklandalamedaaccessproject.com/bicycle-pedestrian/>

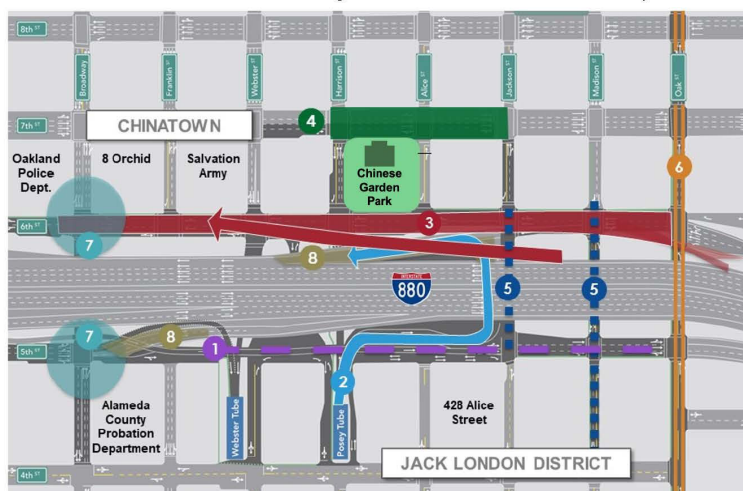
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Bicycle and Pedestrian Improvements Tab (continued)

Geometric Design and Traffic Tab

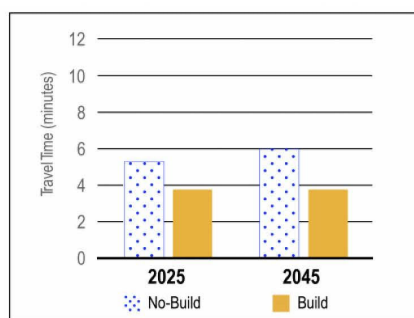
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Geometric Design & Traffic - Oakland Alameda Access Project



LEGEND

- 1 **Realign** WB I-980 Jackson Street off-ramp and reconstruct 5th Street
- 2 **Construct** right turn from Posey Tube onto Horseshoe to NB Jackson Street on-ramp
- 3 **Widen** NB I-880 Oak Street off-ramp, **remove** NB I-880 Broadway off-ramp, **reconstruct** 6th Street for multimodal access (Oak to Washington)
- 4 **Restripe** 7th Street and improve intersections
- 5 **Restripe** Madison Street for 2-way travel between 4th to 6th Street and Jackson Street for 1-way between 5th to 6th Street
- 6 **Restripe** Oak Street for multimodal access (2-way cycle track from 3rd to 9th)
- 7 **Reconfigure** intersections at Broadway and 5th and 6th Streets
- 8 **Restripe** Broadway and Jackson Street on-ramps



TRAVEL TIME: POSEY TUBE TO NB I-880 (AM)

Existing and Future Traffic Conditions

<https://oaklandalamedaaccessproject.com/geometric-design-traffic/>

2/4

Geometric Design and Traffic Tab (continued)

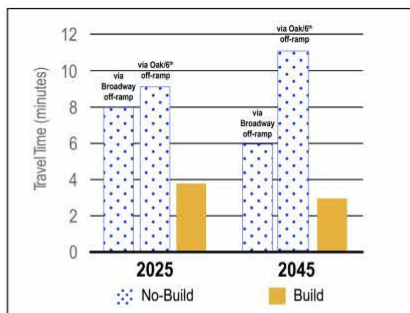
10/5/2020

Geometric Design & Traffic - Oakland Alameda Access Project

Traffic analyses have been performed for the opening year (2025) and future (year 2045) timeframes, under two scenarios. The "Build" scenario describes the conditions when all proposed project features are in place. The "No-Build" scenario describes the conditions if nothing is done to improve the project area.

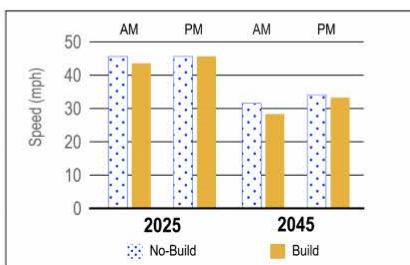
The following are some highlights from the traffic analyses:

Travel time in the Posey Tube: If the project is not built (No-Build), by 2045, it would take six minutes to travel through the Posey Tube to I-880 during the morning commute. If the project is built (Build), it would take a little less than four minutes representing a savings of over two minutes.



NB I-880 TO WEBSTER TUBE (PM)

Travel times to the Webster Tube: During the evening commute, if the project is not built (No-Build), traffic to the Webster Tube will back up even worse than current conditions. It will take up to eight minutes longer along various routes from northbound I-880 to get to the Webster Tube, compared to conditions if the project is built (Build).



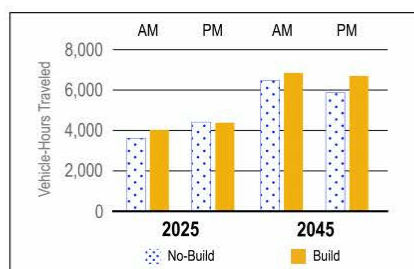
NORTHBOUND I-880 AVERAGE SPEED

Average Speed on Northbound I-880: Average traffic speeds on northbound I-880 through the project limits are expected to decrease by less than 2 mph during the morning peak period in the worst case. The average speed for the No-Build and Build during peak period will be around 45 miles-per-hour (mph) in 2025 and reduce to around 30 mph by 2045.

Geometric Design and Traffic Tab (continued)

10/5/2020

Geometric Design & Traffic - Oakland Alameda Access Project



NORTHBOUND I-880 VEHICLE-HOURS-TRAVELED

Vehicle Hours Traveled: Vehicle hours traveled along I-880 will increase if the project is built due to removal of the northbound I-880 off-ramp to Broadway and the improved connection to the Jackson on-ramp under the Build scenario. These changes will result in higher demands for the segment of freeway between the Jackson Street on-ramp and the I-980 off-ramp. This segment is expected to operate at capacity for the No-Build and Build alternatives. Higher demands under the Build alternative lead to additional congestion and queuing.

Project Sponsors

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Oakland, CA 94612

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Oakland, CA 94607

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Environmental Impacts Tab

10/5/2020

Environmental Impacts - Oakland Alameda Access Project



**OAKLAND ALAMEDA
ACCESS PROJECT**
providing access and connections



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VI(<https://oaklandalamedaaccessproject.com/vi/tac-dong-moi-truong-environmental-impacts/>)

ES(<https://oaklandalamedaaccessproject.com/es/impactos-ambientales/>)

ENVIRONMENTAL IMPACTS

Extensive studies have been performed as part of the preparation of the Draft Environmental Document. The following is a summary of key points.

Hydrology and Floodplain

- Project will add no more than 1.0 acre of additional impervious surface area
- No significant encroachment into a 100-year floodplain

Water Quality

- No increase in pollutants during operation of the project
- Temporary best management practices will be employed to limit impacts during construction

Hazardous Waste/Materials

<https://oaklandalamedaaccessproject.com/environmental-impacts/>

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Environmental Impacts Tab (continued)

10/5/2020

Environmental Impacts - Oakland Alameda Access Project

- Five sites with potential hazardous waste or material concerns were identified within (or near) the project footprint
- Contamination may be present in soil and groundwater and will be properly transported and disposed of, if encountered

Community Character/Cohesion

- No displaced residences, businesses, or community facilities
- Increased connectivity between neighborhoods and to Chinese Garden Park and Neptune Park
- Parking loss in downtown Oakland to accommodate safety, connectivity and accessibility for pedestrians and active transportation improvements

Noise/Vibration

- Noise levels in the design year will remain at existing levels
- Noise abatement measures were evaluated because existing conditions in the project footprint are at (or near) the Noise Abatement Criteria
- Vibration measures will be employed during construction to avoid damage to nearby structures, including historic buildings

Biological Resources

- No impacts to federally listed threatened or endangered species
- No impacts to sensitive habitats, such as streams and wetlands
- Tree removal (approximately 35 trees) will occur and replacement will occur where feasible
- Preconstruction bird/bat surveys will be conducted to avoid impacts

Air Quality

- Not a Project of Air Quality Concern (POAQC)

Right-of-way

- No displaced residences and businesses and no full property acquisitions anticipated

Visual/Aesthetics

- Overall, the project will enhance the visual environment due to expanded views of the horizon, landscaping, and reduction of light shadowing with removal of the Broadway off-ramp
- Mitigation is proposed for visual impacts to the Posey Tube

<https://oaklandalamedaaccessproject.com/environmental-impacts/>

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Environmental Impacts Tab (continued)

10/5/2020

Environmental Impacts - Oakland Alameda Access Project

- Tree clearing will be offset by proposed landscaping
- Retaining walls will be treated with color, texture and/or patterning to enhance aesthetics and reduce the likelihood of glare and/or graffiti.

Parks and Recreational Facilities

- Approximately 1.52 miles of additional bike infrastructure will be built, improving connectivity within the project area
- A sidewalk will be widened within Neptune Park in Alameda and a standard Class I bike facility will be provided
- Continuous sidewalks will be constructed around Chinese Garden Park in Oakland
- Access to parks will be maintained at all times during construction

Climate Change

- No additional greenhouse gas emissions during project operation

Traffic/Transportation

- Existing parking will be reduced in Oakland to accommodate project improvements

Cultural Resources/Section 4(f)

- Adverse Effect on the Posey Tube (eligible for listing on National Register of Historic Places [NRHP]) and the Oakland Waterfront Warehouse District (NRHP-listed)
- Memorandum of Agreement being prepared with the State Historic Preservation Officer (SHPO) and other consulting parties
- Individual Section 4(f) Evaluation prepared for impacts to the Posey Tube and the Oakland Waterfront Warehouse District
- New right-turn lane from the Posey Tube to 5th Street would cause demolition of approximately 175 feet of the eastern wall
- New left-turn lane from Posey Tube to 6th Street would cause demolition of approximately 100 feet of the western wall
- Staircase removal on eastern wall of Posey Tube for installation of ADA-compliant ramp
- Final design for new wall will be completed in consultation with SHPO and other consulting parties

<https://oaklandalamedaaccessproject.com/environmental-impacts/>

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Environmental Impacts Tab (continued)

10/5/2020

Environmental Impacts - Oakland Alameda Access Project



EXISTING (L) AND PROPOSED (R) HARRISON STREET LOOKING EAST TOWARD I-880



EXISTING (L) AND PROPOSED (R) HARRISON STREET LOOKING SOUTH AT THE POSEY TUBE

Paleontology

- Geology in the Oakland portion of the project footprint has a high potential to contain scientifically important paleontological resources
- Project may encounter fossils
- Construction crews will receive environmental awareness training
- A paleontological monitor will be on-call during construction
- Any observed fossils will be evaluated, and if significant, will be recovered and donated to a recognized institution

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Environmental Impacts Tab (continued)

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Environmental Impacts - Oakland Alameda Access Project

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Parking Impacts Tab



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PARKING IMPACTS

Street parking in Oakland will be affected by this project. Some parking spaces will be removed—and a small number of new spaces added—to allow for installation of the proposed bicycle infrastructure and for other safety improvements.

<https://oaklandalamedaaccessproject.com/parking-impacts/>

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Parking Impacts Tab (continued)

10/5/2020

Parking Impacts - Oakland Alameda Access Project



LEGEND

- ■ ■ Parking Area Loss
- Parking Area Gain
- - Number of Lost Parking Spaces
- + Number of New Parking Spaces
- X Caltrans-Owned Lots*
- X Existing Privately-Owned Parking Lots

*Numbers account for OAAP project improvements and associated parking loss.

Project Sponsors

Caltrans

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Parking Impacts Tab (continued)

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Parking Impacts - Oakland Alameda Access Project

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Parking Impacts Tab (continued)

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DED - Oakland Alameda Access Project



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DRAFT ENVIRONMENTAL DOCUMENT

The Draft Environmental Document (DED) has been prepared in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and is now available for public review. The Draft Environmental Document describes and evaluates the potential environmental impacts of this project.

The Draft Environmental Document is now being circulated to the public for review and comment. Comments will be accepted between September 29, 2020 and November 30, 2020.

The Draft Environmental Document can be downloaded and reviewed from this website. Digital copies of the Draft Environmental Document are also available on the Alameda CTC website (<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>) and the Caltrans website (<https://dot.ca.gov/>). The associated technical studies are also available on the Alameda CTC website (<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>).

Draft Environmental Document

DOWNLOAD FULL DRAFT ENVIRONMENTAL DOCUMENT
(https://oaklandalamedaaccessproject.com/wp-content/uploads/06360_OAAP_DED_MAIN-APPENDICES_20200921.PDF)



<https://oaklandalamedaaccessproject.com/ded/>

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Draft EIR/EA Tab

Public Hearing Summary Report

B-31

10/6/2020

DED - Oakland Alameda Access Project

DOWNLOAD SUMMARY
([HTTPS://OAKLANDALAMEDAACCESSPROJECT.COM/WP-CONTENT/UPLOADS/OAAP-DED_SUMMARY_20200910-EN.PDF](https://oaklandalamedaaccessproject.com/wp-content/uploads/OAAP-DED_SUMMARY_20200910-EN.PDF)) 

The Draft EIR/EA and technical studies, as well as printed copies of the aforementioned reports, are available upon request. The limited availability for hard copy viewing of the Draft Environmental Document is due to the ongoing COVID-19 pandemic.

After receiving comments from the public, a Final Environmental Document will be prepared. Caltrans may prepare additional environmental and/or engineering studies to address comments, if needed.

The Final Environmental Document will include responses to formal comments received on the Draft Environmental Document and will identify the preferred alternative. If the decision is made to approve the project, a Notice of Determination (NOD) will be published for compliance with CEQA.

At that point, Caltrans will decide whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement (EIS) for compliance with NEPA. A Notice of Availability (NOA) of the FONSI will be sent to the affected federal, state, and local government agencies, and to the State Clearinghouse.

Project Sponsors

Caltrans

District 4 – Bay Area
111 Grand Ave
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Alameda CTC

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Comment - Oakland Alameda Access Project



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COMMENT ON THE DRAFT ENVIRONMENTAL DOCUMENT

How to Submit a Formal Comment on the Draft Environmental Document

The public comment period for the Draft Environmental Document begins on September 29, 2020 and ends on November 30, 2020. Your comments on the information presented in the Draft Environmental Document are important to us. Please submit your comments anytime during this period.

Your name and zip code are requested to submit a formal comment on the Draft Environmental Document. Formal comments will be addressed in the Final Environmental Document and become part of the project record.

<https://oaklandalamedaaccessproject.com/comment/>

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Comment Tab

10/6/2020

Comment - Oakland Alameda Access Project

Individuals who require special accommodations are requested to contact the project team at (510) 880-4195 or send a message to Oakland.Alameda.Access@dot.ca.gov (mailto:Oakland.Alameda.Access@dot.ca.gov).

There are multiple ways to submit a formal comment (see below):

Submit Online Comment Card

GET STARTED
([HTTPS://OAKLANDALAMEDAACCESSPROJECT.COM/COMMENT-CARD/](https://oaklandalamedaaccessproject.com/comment-card/))



Mail

Mail in comment card by **downloading the comment card PDF** (https://oaklandalamedaaccessproject.com/wp-content/uploads/OAAP_Comment-Card_091220.pdf), filling it out, and mailing it to the address below or mail a letter to the address below. Include your name and zip code on either the comment card or letter.

Lindsay Vivian
Caltrans District 4, Office of Environmental Analysis
111 Grand Avenue
MS-8B
Oakland, CA 94612

<https://oaklandalamedaaccessproject.com/comment/>

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10/6/2020

Comment - Oakland Alameda Access Project



Email

Email comments and include your name and zip code.

Oakland.Alameda.Access@dot.ca.gov (mailto:Oakland.Alameda.Access@dot.ca.gov)



Phone

During the public comment period, call our project phone number and leave a voicemail with your name, zip code, and comment.

510-880-4195 (tel:5108804195)



Court Reporter

A court reporter will document the proceedings of the live public hearing.

Project Sponsors

Caltrans

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OAKLAND ALAMEDA ACCESS PROJECT

OVERVIEWFACT SHEETSPUBLIC MEETINGSRESOURCES

The I-880 Oakland Alameda Access Project (formerly called the I-880 Broadway-Jackson Project) proposes to improve connectivity between I-880, I-980 and the cities of Oakland and Alameda.

Alameda CTC, the project sponsor, and Caltrans, the lead for California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements, are working in partnership with the cities of Oakland and Alameda to plan, identify and analyze potential freeway access and local roadway improvements between I-880, I-980 and the Posey/Webster Tubes connecting the two cities. The project is being coordinated with multiple corridor planning efforts and local and regional developments including but not limited to the Downtown Oakland Specific Plan to make sure that any multi-modal improvements identified will not conflict with future plans within the corridor.

These proposed improvements will provide direct travel routes for motorists traveling to or from the freeway to their desired location. The project will reduce freeway-bound traffic within heavily populated pedestrian neighborhoods like Chinatown and construct safe and accessible bicycle and pedestrian facilities that will provide improved connectivity for all modes between Downtown Oakland, Chinatown, the Jack London District and Alameda.




Technical studies for the Oakland Alameda Access Project have been completed and a Draft Environmental Impact Report/Environmental Assessment and Draft Individual Section 4(f) Evaluation (Draft Environmental Document) are ready for public review on the Resources tab. The 60-day public comment period is from September 29 to November 30, 2020.

To learn more about the project, review the Draft Environmental Document and see how to submit comments, go to www.OaklandAlamedaAccessProject.com.

For total project cost and phase information, see project Fact Sheets tab.

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510.208.7400
contact@alamedactc.org

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Title VI: Alameda CTC is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, creed, national origin, sex or age, as provided in Title VI of the Civil Rights Act of 1964 and 49 United States Code Section 5332. As a recipient of federal dollars, Alameda CTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a nondiscriminatory basis. Alameda CTC has adopted a Title VI Complaint Procedure, which outlines a process for

<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>

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Overview Tab

Public Hearing Summary Report

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OAKLAND ALAMEDA ACCESS PROJECT

OVERVIEWFACT SHEETSPUBLIC MEETINGSRESOURCES

The Draft Environmental Document for the Oakland-Alameda Access Project (OAAP) is now available for public review and comment. Please visit www.OaklandAlamedaAccessProject.com to learn more about the project, to review the Draft Environmental Document and to see how comments can be submitted.

The 60-day public comment period begins on: **Tuesday, September 29, 2020 through Monday, November 30, 2020**

Formal comments may be submitted via the U.S. Postal Service to:

Lindsay Vivian
Office of Environmental Analysis
Caltrans District 4
111 Grand Avenue, MS-8B
Oakland, CA 94612

Or via email to: oakland.alameda.access@dot.ca.gov

Formal comments may also be submitted at www.OaklandAlamedaAccessProject.com or by leaving a voicemail message on the project phone number at (510) 880-4195 at any time during the public comment period.

Comments submitted during the public comment period will be addressed in the Final Environmental Document for the project.

PUBLIC HEARING (ONLINE)

An online public hearing will be held on **Tuesday, October 20, 2020, 5:30 to 7:30 p.m. (PT)**. Caltrans and Alameda CTC will host an online public hearing to present the findings from the Draft Environmental Document and Draft Individual Section 4(f) Evaluation. This event will be hosted at www.OaklandAlamedaAccessProject.com.

As we move closer to the event date, more detailed information about the online public hearing can be found on the Public Meetings tab and at www.OaklandAlamedaAccessProject.com.

We look forward to your participation!

Sign up [here](#) to stay engaged on project updates and opportunities to attend meetings.

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PROJECT DOCUMENTS

- Notice of Availability
 - [English](#)
 - [Chinese](#)
 - [Spanish](#)
 - [Vietnamese](#)
- Frequently Asked Questions
 - [English](#)
 - [Chinese](#)
 - [Spanish](#)
 - [Vietnamese](#)
- [Draft Environmental Document \(DED\)](#)
 - [Appendices](#)
 - DED Summary
 - [English](#)
 - [Chinese](#)
 - [Spanish](#)
 - [Vietnamese](#)
- Technical Studies
 - [Air Quality Report](#) (May 2020)
 - [Aquatic Resources Delineation Report](#) (March 2020)
 - [Community Impact Assessment](#) (September 2020)
 - [Energy Technical Memorandum](#) (August 2020)
 - [Initial Site Assessment](#) (March 2020)
 - [Location Hydraulic Study Report](#) (June 2020)
 - [Natural Environment Study-Minimal Impact](#) (March 2020)
 - [Noise Abatement Decision Report](#) (May 2020)
 - [Noise Study Report](#) (April 2020)
 - [Sea-Level Rise Memorandum](#) (May 2020)
 - [Stormwater Data Report](#) (May 2020)
 - [Traffic Operations Analysis Report](#) (March 2020)
 - [Visual Impact Assessment](#) (April 2020)
 - [Water Quality Assessment Report](#) (April 2020)

PROJECT MAPS

- [Project Location](#)

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Resources Tab

Oakland Alameda Access Project

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Oakland Alameda Access Project - Alameda CTC

- [Display Map](#)

ARCHIVE




- [Videos](#)
- [Scoping Meeting Materials \(9/28/17\)](#)
- [Project Study Report](#)

To submit comments during the 60-day public comment period (September 29 to November 30, 2020), go to www.OaklandAlamedaAccessProject.com.

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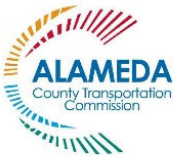
Title VI: Alameda CTC is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, creed, national origin, sex or age, as provided in Title VI of the Civil Rights Act of 1964 and 49 United States Code Section 5332. As a recipient of federal dollars, Alameda CTC is required to comply with Title VI of the Civil Rights Act of 1964 and ensure that services and benefits are provided on a nondiscriminatory basis. Alameda CTC has adopted a Title VI Complaint Procedure, which outlines a process for local disposition of Title VI complaints and is consistent with guidelines found in the Federal Transit Administration Circular 4702.1B, dated October 1, 2012. For additional information, see our [Title VI webpage](#).

<https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>

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Resources Tab (continued)

Alameda CTC Fact Sheet




Oakland Alameda Access Project

SEPTEMBER 2020

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland Alameda Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. A proposed alternative that best meets the project's purpose and need has been identified and being environmentally reviewed to address access, operations, safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District.



PROJECT NEED

- Access between the freeway and the roadway networks between I-880 and the Tubes is limited and indirect and access to/from the cities of Oakland and Alameda is circuitous
- Oakland Chinatown has a high volume of pedestrian activity and experiences substantial vehicle-pedestrian conflicts
- The I-880 viaduct limits bicycle and pedestrian connectivity between downtown Oakland and the Jack London District

PROJECT BENEFITS

- Improves multimodal safety and reduces conflicts between regional and local traffic
- Enhances bicycle and pedestrian accessibility and connectivity within the project study area
- Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods, and the City of Alameda
- Reduces freeway-bound regional traffic and congestion on local roadways and in area neighborhoods

CAPITAL PROJECT FACT SHEET

PN: 1196000

OAKLAND ALAMEDA ACCESS PROJECT



Aerial view of Oakland-Alameda Access Project.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering and Environmental Document (EIR/Complex EA)

- Project Study Report-Project Development Support (PSR-PDS) approved in spring 2011
- Public scoping meeting on September 28, 2017
- Reaching consensus on one alternative
- Technical studies are complete
- Draft Environmental Document (DED) completed September 2020
- Public hearing October 20, 2020
- Final Project Approval and Environmental Document (PA&ED) in mid-2021

PARTNERS AND STAKEHOLDERS

Federal Highway Administration, California Department of Transportation, the cities of Oakland and Alameda, regional organizations, local advocacy groups, businesses and residential organizations in Alameda, Chinatown and Jack London District

www.alamedactc.org/oakland-alamedaproject

COST ESTIMATE BY PHASE (\$ x 1,000)

Scoping	\$2,172
Preliminary Engineering/ Environmental	\$10,929
Final Design (PS&E)	\$9,000
Right-of-Way	\$5,096
Construction	\$92,706
Total Expenditures	\$119,920

FUNDING SOURCES (\$ x 1,000)

Measure BB	\$75,000
Measure B	\$8,101
Federal	\$0
State	\$0
Regional	\$0
TBD	\$34,119
Total Revenue	\$119,920

SCHEDULE BY PHASE

	Begin	End
Scoping	Late 2014	Fall 2017
Preliminary Engineering/ Environmental	Fall 2017	Mid 2021
Final Design	Early 2021	Late 2022
Right-of-Way	Early 2021	Late 2022
Construction	Mid 2023	Mid 2026

Note: Information on this fact sheet is subject to periodic updates.

Alameda County Transportation Commission • 1111 Broadway, Suite 800 • Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Frequently Asked Questions Sheet



Frequently Asked Questions (FAQ)

GENERAL PROJECT INFORMATION

What is the Oakland Alameda Access Project?

The Oakland Alameda Access Project (proposed project), previously known as the I-880 Broadway-Jackson Interchange Improvements Project, is an important safety infrastructure project that includes freeway access and multimodal roadway improvements between I-880, I-980, and the Posey/Webster tubes (Tubes) that connect the cities of Oakland and Alameda.

What is the purpose of the Oakland Alameda Access Project?

The proposed project addresses numerous safety, connectivity, and mobility issues in Oakland Chinatown, Jack London District, and Alameda. The project will improve multimodal safety and reduce conflicts between regional and local traffic; enhance bicycle and pedestrian accessibility and connectivity; improve mobility and accessibility between I-880, the Posey & Webster Tubes, City of Oakland downtown neighborhoods, and the City of Alameda; and reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods. Specific transportation challenges the proposed project will address include:

- ✓ Congested city streets with long travel delays.
- ✓ Indirect routes to access the freeway and the Tubes.
- ✓ Operationally deficient intersections.
- ✓ Vehicle-pedestrian conflicts within local neighborhoods (especially around Chinatown).
- ✓ Lack of pedestrian and bicycle connectivity.
- ✓ I-880 overhead structure as a visual and physical barrier.

What is the current status of the proposed project?

The project is currently in the preliminary engineering and environmental process phase. One Build Alternative and a No-Build Alternative were identified. The Build Alternative is the proposed project and is presented in the draft environmental document. Environmental reviews covered the following topics: existing and future land use, parks and recreational facilities, growth, community character and cohesion, relocations and real property acquisition, environmental justice, utilities/emergency services, traffic and transportation, pedestrian and bicycle facilities, visual/aesthetics, cultural resources, Section 4(f), hydrology and floodplain, water quality and stormwater runoff, geology/soils, paleontology, hazardous waste/materials, air quality, noise and vibration, energy, biological resources, climate change, and cumulative impacts. Following completion of the environmental document and approval of a preferred project in the summer of 2021, Alameda CTC will begin Final Design followed by construction. Construction is estimated to start in early 2023 and be completed in the summer of 2026.

What is the purpose of the Public Hearing?

Due to COVID-19, based on the Governor's Executive Order and Department of Public Health recommendations to stay at home, except as needed, in-person public hearings will not be held to maintain social distancing requirements. A virtual live public hearing will be held to share proposed project information and provide an opportunity for input on the scope of the proposed project and its environmental review. Participants will be able to review background information, watch a brief presentation, and view videos of simulated conditions.

How can I get involved?

Comments can be submitted via an online comment card, by telephone voice message anytime during the 60-day comment period, via e-mail, send a letter in the mail, or a court reporter. If you are unable to attend the virtual public hearing, visit the online public open house (OaklandAlamedaAccessProject.com) between September 29, 2020 and November 30, 2020.

Who is responsible for the proposed project?

Alameda County Transportation Commission (Alameda CTC) is the project sponsor. The California Department of Transportation (Caltrans) is the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency. Alameda CTC and Caltrans are working in partnership with the cities of Oakland and Alameda as well as local and regional stakeholders.

How much will the proposed project cost and how is it being funded?

The estimated proposed project cost is \$119.9 million for planning, design and construction, and would be funded through a number of sources, including federal, state, regional, and local funds such as Measure B/BB.

Does the proposed project require property acquisition?

No residential or business displacement is anticipated. Partial property acquisition will be required from one commercial property in Alameda. The transfer of right-of-way between Caltrans from the City of Oakland and the City of Alameda and a permanent maintenance easement from Laney College will be required.



TRAFFIC

How does the proposed project discourage traffic from routing through Chinatown?

The proposed project includes construction of a new direct route from the Posey Tube to the northbound I-880 Jackson on-ramp (Jackson Horseshoe) eliminating freeway-bound traffic driving through Chinatown. Removing the Broadway off-ramp and enhancing and extending 6th Street would result in a direct route to the Webster Tube. Other features include directional signage, signal timing changes, and right-turn modifications.

Does the proposed project address backups on the northbound I-880/Jackson on-ramp?

The northbound I-880/Broadway off-ramp would be removed to eliminate weaving conflicts on the on-ramp between Jackson and Broadway and provide a longer distance for traffic to merge from two lanes to one on the northbound Jackson on-ramp.

How will removal of the Broadway off-ramp improve traffic?

Removal of the Broadway off-ramp will allow for a continuous connection of 6th Street from Oak Street to Broadway and provide a direct route for traffic going to the Webster Tube without circulating through neighborhood streets. The Oak Street off-ramp will be widened to accommodate increased traffic volumes.

Have alternative crossings (e.g., shuttles, new crossings, etc.) from Alameda to Oakland been considered?

The proposed project includes enhanced bicycle and pedestrian access through the Tubes. Alameda CTC is also coordinating with the City of Alameda to study alternative crossings and secure funding for multimodal transportation solutions under a separate project.

Have new developments been considered (e.g., Brooklyn Basin, Alameda Point, A's Ballpark)?

Environmental analysis for the project has considered other planned projects in the area, including Walk this Way, the Downtown Oakland Specific Plan, the Oakland A's proposed new ballpark, and the Bicycle Master Plan Update. The draft environmental document considers these projects under community impacts and under cumulative analysis.

PEDESTRIANS AND BICYCLISTS

How does the proposed project address pedestrian access and safety?

The proposed project will re-route freeway-bound traffic out of neighborhoods, add safety measures (curb bulb-outs, pedestrian hybrid beacon, crosswalk striping, separated/protected and leading pedestrian interval traffic signal phases, no-turn-on-red restrictions) and provide sidewalk connectivity within the project study area. The collective improvements will enhance connectivity between Oakland Chinatown, Jack London District, Downtown Oakland, and Alameda.

How does the proposed project address bicycle access, safety, and connectivity?

The existing bicycle network will be expanded, providing enhanced connections between Alameda and Oakland, between downtown Oakland and the Jack London District, and across downtown. The proposed project includes construction of a total of over 1.5 miles of Class I multi-use paths, Class II bike lanes, and Class IV cycle-tracks. These facilities will provide improved separation and reduced conflicts between vehicles on the roadway and bicycle traffic. Safety will be further promoted by no-turn-on-red signal restrictions and one-way bicycle circulation within the Tubes.

Why spend money on bicycle/pedestrian improvements associated with the Tubes instead of a new facility across the Estuary?

The proposed bicycle/pedestrian improvements in the Tubes are important near-term improvements for providing enhanced access and connectivity between Oakland and Alameda while other long-term options are evaluated.

POSEY AND WEBSTER TUBES

What are the improvements in the Tubes?

In the Webster Tube, the western maintenance walkway will be opened to bicyclists and pedestrians traveling from Oakland to Alameda. The eastern walkway in the Posey Tube will be opened to pedestrians and bicyclists traveling from Alameda to Oakland. With walkways in both Tubes, bicyclists and pedestrians would still have access when one tube is closed for maintenance. Additional new bicycle and pedestrian facilities (e.g., paths, crosswalks, sidewalk extensions) will connect the Tubes to bicycle and pedestrian facilities in the cities Oakland and Alameda.


Are there impacts to the Posey Tube?







The proposed project will not impact the Portal building; however, portions of its eastern and western approach walls would be removed due to the proposed roadway improvements. In addition, the proposed bicycle and pedestrian ramp to the Posey Tube would require removal of the existing staircase to provide street-level Americans with Disabilities Act (ADA) compliant access to/from the tube.

STAY ENGAGED! Alameda CTC is committed to engaging the public in this important transportation project. To learn more, sign up to receive electronic updates, or to submit questions/concerns please visit OaklandAlamedaAccessProject.com.

Frequently Asked Questions (FAQ) page 2

Caltrans District 4 Website

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[Home](#) | [Caltrans Near Me](#) | [District 4](#) | [District 4 Current Projects](#) | I-880 Oakland-Alameda Access Project (OAAP)

I-880 Oakland-Alameda Access Project (OAAP)

Formerly called the I-880 Broadway-Jackson Project, The Oakland Alameda Access Project proposes to improve connectivity between I-880, I-980 and the cities of Oakland and Alameda.

- [Final Environmental Document](#)
- [Oakland Alameda Access Project-OAAP \(EA 0G360\) Draft Environmental Document](#)
- [Oakland Alameda Access Project-OAAP \(EA 0G360\) Draft Environmental Document Appendices](#)
- [ACTC Project Webpage](#)

Link to the [project website here](#): [OaklandAlamedaAccessProject.com](#)

Caltrans District 4 Oakland Alameda Access Project Home Page

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Appendix C Website Statistics and Sign-In Sheets

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Hearing and Website Statistics

Public Hearing

- Total number of views: 241
- Average "attention span" by each viewer: 25% of the total hearing (~35 minutes)
- Location of attendees (top 20 locations in California):
 - Oakland (49)
 - Alameda (39)
 - Emeryville (31*) (included the in-studio hearing staff)
 - Mill Valley (20)
 - San Jose (18)
 - Hayward (15)
 - Berkeley (14)
 - San Francisco (10)
 - Sebastopol (6)
 - Sacramento (6)
 - Antioch (5)
 - Sonoma (4)
 - Rodeo (4)
 - San Leandro (3)
 - Carmichael (3)
 - Moraga (3)
 - Rancho Cucamonga (3)
 - El Cerrito (3)
 - Albany (3)
 - Castro Valley (2)
- Number of questions that were received during question/answer session: 170
 - Number of calls that required transcription: 3 English, 0 other languages
- Number of people who dialed into hearing: 5

Project Website

- Number of website views during circulation period: 9,617 views from 3,883 users
 - Number of views prior to hearing: 6,002 views from 2,285 users
 - Number of website views day of hearing: 1,038 views from 405 users
 - Number of website views following hearing: 2,577 views from 1,193 users
- Breakdown of views by device: 49% mobile, 47% desktop, 4% tablet
- Breakdown of views by language: 90% English, 6% Chinese, 2% Spanish, 2% Vietnamese
- How many times was the environmental document downloaded? 475
- Topic views:
 - Geometric Design & Traffic: 434 views
 - Bicycle and Pedestrian: 360 views
 - Environmental Impacts: 121 views
 - Parking: 100 views

Staff Sign-In Sheets



Oakland Alameda Access Project

SR-260: PM 0.58 to 1.92, I-880: PM 29.8 to 33.48

EA# 04-0G360

Meeting Sign-In Sheet

Meeting Name: Public HearingMeeting Date/Time: October 20, 2020 / 5:30 – 7:30 PMMeeting Location: Atomic Productions (5835 Doyle Street, Suite 103, Emeryville CA 94608)

Initials	Name	Organization	Email
<i>SC</i>	Susan Chang	ACTC	schang@alamedactc.org
<i>WR</i>	Wahida Rashid	Caltrans	wahida.rashid@dot.ca.gov
<i>SG</i>	Stefan Galvez	Caltrans	stefan.galvez@dot.ca.gov
<i>LV</i>	Lindsay Vivian	Caltrans	lindsay.vivian@dot.ca.gov
<i>RP</i>	Rodney Pimentel	HNTB	rspimentel@hntb.com
<i>JM</i>	Jake McMurtry	HNTB	jmcmurtry@HNTB.com
<i>CM</i>	Carie Montero	HNTB	cmontero@hntb.com
<i>ES</i>	Elizabeth Suh	HNTB	elsuh@HNTB.com
<i>R</i>	Terry Klim	DKS	TRK@dksassociates.com
<i>SH</i>	Sybil Hatch	Convey	s.hatch@conveyinc.com
<i>PP</i>	Peter Petracca	Convey	p.petracca@conveyinc.com
<i>DA</i>	Danny Angotti	Atomic Productions	danny@atomicproductions.com
<i>MR</i>	Matt Ruby	Atomic Productions	matt@atomicproductions.com
<i>LN</i>	Lucy Nazareno	Atomic Productions	lucy@atomicproductions.com
<i>ER</i>	Elizabeth Ruiz	International Contact	erice_985@yahoo.com
<i>WKT</i>	Weikuen Tang	International Contact Inc.	wktang@att.net
<i>VAT</i>	VUONG TRAN	International Contact	VAT129@gmail.com
<i>SB</i>	Sarah Blannile	Convey	S.blannile@conveyinc.com
<i>SB</i>			

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Oakland Alameda Access Project Staff Sign In Sheet

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Appendix D Transcript of Public Comments

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<p>L*4949*L* Page 2</p> <p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9 TRANSCRIPTION OF OAKLAND ALAMEDA ACCESS PROJECT</p> <p>10 VIRTUAL PUBLIC HEARING</p> <p>11 OCTOBER 20, 2020</p> <p>12 5:30 P.M. - 7:30 P.M.</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24 Transcribed by:</p> <p>25 He Suk Jong</p> <p>CSR License No. 12918 467944</p>	<p>L*4949*L* Page 4</p> <p>1 The Oakland Alameda Access Project is an</p> <p>2 important multimodal safety infrastructure project</p> <p>3 that includes access and roadway improvements between</p> <p>4 880, 980, and the Posey and Webster tubes that connect</p> <p>5 Oakland and Alameda. This was one of the key projects</p> <p>6 voted on under Measure B, which was approved by voters</p> <p>7 in 2000 and again with Measure BB, which was approved</p> <p>8 in 2014.</p> <p>9 Your sales tax dollars are dedicated for</p> <p>10 this regionally significant and important project to</p> <p>11 Alameda County residents. Alameda CTC is the</p> <p>12 implementing agency in partnership with Caltrans.</p> <p>13 This project has been in the planning phase</p> <p>14 for nearly 30 years. And, now, thanks to the</p> <p>15 dedication of Caltrans, Alameda CTC, and the cities of</p> <p>16 Alameda and Oakland, and extensive stakeholder</p> <p>17 participation from groups like Chinatown, Jack London</p> <p>18 Square, Bike East Bay, and Bike Walk Alameda, the</p> <p>19 project has finally advanced to the draft</p> <p>20 environmental document. This is an exciting milestone</p> <p>21 for all of us, and we're thrilled to be with you</p> <p>22 tonight.</p> <p>23 All right. So let's quickly walk through</p> <p>24 our agenda for this evening. We've got between now</p> <p>25 and 7:30, and we've got a lot to do. So, first, we're</p>
<p>L*4949*L* Page 3</p> <p>1 JAKE McMURTRY: Welcome everyone, and thank</p> <p>2 you for joining us for this virtual public hearing for</p> <p>3 the Oakland Alameda Access Project. Due to COVID-19</p> <p>4 and because of the governor's executive order and the</p> <p>5 County of Alameda Department of Public Health's</p> <p>6 guidance to stay at home unless necessary, we have</p> <p>7 elected not to hold this hearing in person. We really</p> <p>8 feel it's important to maintain proper social</p> <p>9 distancing and safety protocols for the safety of the</p> <p>10 public and for the staff that are here with us tonight</p> <p>11 from Alameda CTC, from Caltrans, and from our</p> <p>12 consultant team.</p> <p>13 My name is Jake McMurtry, and I am the</p> <p>14 facilitator for tonight's event. Quickly about me. I</p> <p>15 work for HNTB. I am part of that consultant team</p> <p>16 based out of our downtown Oakland office; and I've</p> <p>17 actually spent, really, the last 20 years living,</p> <p>18 working, and playing in this project area, if that's</p> <p>19 grabbing dim sum in Chinatown on a Sunday, if that's</p> <p>20 going out to Jack London Square for a Warriors playoff</p> <p>21 game, or, you know, commuting through the Posey and</p> <p>22 Webster tubes when I lived in Alameda. This project</p> <p>23 and this area are really important and critical in my</p> <p>24 life, and so I am excited that we're here tonight with</p> <p>25 you.</p>	<p>L*4949*L* Page 5</p> <p>1 going to show you a project overview video that we're</p> <p>2 hoping answers a lot of the questions you may have</p> <p>3 about the project and even spur some new questions and</p> <p>4 comments that you might want to share tonight.</p> <p>5 Next, I will walk you through the project</p> <p>6 website and talk about some of the additional</p> <p>7 information that's over -- that's available to you</p> <p>8 there. We're gonna introduce our project leadership</p> <p>9 and the technical panel that's here with us tonight,</p> <p>10 and then we're gonna dive into your questions and</p> <p>11 comments.</p> <p>12 Your input is extremely important in the</p> <p>13 environmental planning and development process, and we</p> <p>14 want to hear from you. So let me first explain how</p> <p>15 the question and comment process is going to work</p> <p>16 during tonight's live public hearing. There are two</p> <p>17 ways for you to provide your input tonight: by chat</p> <p>18 and by phone.</p> <p>19 You can type your comment or question in the</p> <p>20 "Chat" function, where it says "Ask a Question" on</p> <p>21 your screen -- that will likely be to the right of the</p> <p>22 video screen on laptops and desktops and below it for</p> <p>23 those using mobile devices -- or you can call</p> <p>24 (510) 880-4195 to provide your input by phone. You'll</p> <p>25 be prompted to select your preferred language, and</p>

<p>L*4949*L* Page 6</p> <p>1 then you hit 4 to provide your comment or question for 2 our technical panelists. We have Chinese, Spanish, 3 and Vietnamese translators standing by, so please 4 don't let language be a barrier to sharing your input 5 with us.</p> <p>6 Your comments and questions will be sent 7 over to me to read aloud, which is why you'll see me 8 glancing down at my screen from time to time. And 9 then the most appropriate member of our technical 10 panel will respond to your question.</p> <p>11 We're going to do our best to respond to 12 everyone by 7:30 tonight. But depending on the number 13 of comments and questions received, we might not be 14 able to respond to all of them before the end of the 15 hearing.</p> <p>16 Your comments and questions tonight will not 17 be considered formal comments and will not be part of 18 the final environmental document. However, your input 19 tonight will help us shape the development of the 20 proposed project. And tonight's public hearing, 21 including your questions and comments, will be 22 transcribed by a court reporter and be part of the 23 project record.</p> <p>24 If you would like to submit a formal comment 25 that will be part of the final environmental document,</p>	<p>Page 8</p> <p>1 video together now.</p> <p>2 NARRATOR: Hello, on behalf of Caltrans and 3 the Alameda County Transportation Commission, in 4 partnership with the cities of Oakland and Alameda, 5 welcome to the public hearing for the Oakland Alameda 6 Access Project.</p> <p>7 This video will highlight existing 8 transportation challenges within the project area, 9 provide an overview of the project and its proposed 10 solutions, discuss the environmental process, and 11 outline how you can remain involved.</p> <p>12 The public will have 60 days to review the 13 environmental document and provide comments on the 14 project. Potential environmental impacts have been 15 analyzed and are presented to the public as required 16 by the California Environmental Quality Act, CEQA, and 17 the National Environmental Policy Act, NEPA.</p> <p>18 The Environmental Impact Report 19 Environmental Assessment includes the results of 20 focused technical studies. The Environmental Impact 21 Report Environmental Assessment is available for 22 public review and comment. Please provide comments no 23 later than November 30th, 2020.</p> <p>24 The public hearing also allows partner 25 agencies an opportunity to inform, educate, and</p>
<p>L*4949*L* Page 7</p> <p>1 we highly encourage you to submit comments by the 2 following four options: You can mail a letter or 3 comment card to Caltrans District 4, Attention: 4 Lindsay Vivian, Office of Environmental Analysis. You 5 can e-mail your comments to 6 Oakland.Alameda.Access@dot.ca.gov. You can submit 7 comments online through the "Comment" tab on the 8 project website, or you can call that same project 9 phone number, (510) 880-4195, select your language; 10 but this time you press "2" to leave a voicemail. 11 Please be sure to speak clearly and slowly. All 12 voicemail comments and questions will be transcribed 13 as formal comments.</p> <p>14 A quick note. All formal comments must 15 include your name and your zip code, and they can be 16 submitted all the way up to the end of the public 17 comment period on November 30th.</p> <p>18 Okay. So to get things started here 19 tonight, let's watch, together, the project overview 20 that the team has put together. This video is located 21 on the homepage of the project website, so you can 22 watch it as many times as you want. It's not just 23 this one time to get it. But, again, there's a lot of 24 great information in there, and we're hoping that many 25 of your questions get answered. So let's watch that</p>	<p>Page 9</p> <p>1 solicit valuable input from the public on the project 2 and its environmental issues. Public comments 3 submitted during the hearing and throughout the review 4 period will be gathered and considered as part of the 5 environmental analysis. Due to current 6 shelter-in-place requirements, the public hearing is 7 being held online. So please visit the project 8 website for details.</p> <p>9 Comments may be submitted in several ways: 10 electronically, using the online website comment card 11 form; by e-mail; by mailing a physical letter; by 12 calling into the live online public hearing; or by 13 leaving a voicemail message anytime during the comment 14 period.</p> <p>15 The project is located in the cities of 16 Oakland and Alameda in Alameda County. Today, there 17 are many local routes connecting the I-880 freeway to 18 destinations in Oakland and Alameda. Whether 19 traveling between Oakland and Alameda through the 20 Posey or Webster tubes or accessing I-880 to connect 21 to regional destinations, motorists often experience 22 heavy congestion and delays. Currently, drivers must 23 take long indirect routes through local roads in 24 downtown Oakland and Chinatown. These roads are 25 heavily used active multimodal corridors with high</p>

<p style="text-align: right;">Page 10</p> <p>1 volumes of transit, pedestrians, and bicyclists.</p> <p>2 Also, the large elevated I-880 structure creates a</p> <p>3 visual and physical barrier between Chinatown and the</p> <p>4 Jack London District, which limits connectivity and</p> <p>5 access for bicyclists and pedestrians in Oakland.</p> <p>6 Since 2015, the project team has used a</p> <p>7 community-based approach to resolve the longstanding</p> <p>8 transportation issues within the project area. The</p> <p>9 project will have local and regional significance.</p> <p>10 With extensive input from key stakeholders, the team</p> <p>11 analyzed more than a dozen different concepts and has</p> <p>12 narrowed the options down. All of these modifications</p> <p>13 will improve multimodal safety and reduce conflicts</p> <p>14 between regional and local traffic.</p> <p>15 The proposed project will enhance bicycle</p> <p>16 pedestrian, accessibility, and connectivity within the</p> <p>17 project study area. It will also improve mobility and</p> <p>18 accessibility between I-880, SR-260, City of Oakland</p> <p>19 downtown neighborhoods, and the City of Alameda.</p> <p>20 Lastly, the project will reduce</p> <p>21 freeway-bound regional traffic and congestion on local</p> <p>22 roadways and in area neighborhoods.</p> <p>23 To date, one project alternative has been</p> <p>24 identified to address existing challenges. The</p> <p>25 proposed project would modify several local roads and</p>	<p style="text-align: right;">Page 12</p> <p>1 separated roadway that will loop under the freeway and</p> <p>2 then connect to the Jackson northbound I-880 on-ramp.</p> <p>3 The speed limit within the Posey Tube will be reduced</p> <p>4 from 35 miles an hour to a safe 25 miles an hour</p> <p>5 approaching the tunnel exit and continue to be reduced</p> <p>6 through the Jackson horseshoe.</p> <p>7 The new u-shaped roadway, or Jackson</p> <p>8 horseshoe, will provide Alameda motorists direct</p> <p>9 access to northbound I-880 without having to travel</p> <p>10 several blocks out of the way through active</p> <p>11 neighborhoods in Chinatown, where there is high</p> <p>12 pedestrian traffic. The new right turn out of the</p> <p>13 historic Posey Tube will also create direct access via</p> <p>14 Fifth Street to the I-880 Southbound Oak Street</p> <p>15 on-ramp from Alameda.</p> <p>16 For people traveling westbound on I-980 and</p> <p>17 exiting onto Jackson Street, the off-ramp will be</p> <p>18 realigned to merge with traffic coming out of the</p> <p>19 Posey Tube. The realignment will provide</p> <p>20 opportunities to convert the existing Fifth Street to</p> <p>21 two-way and provide landscape enhancements.</p> <p>22 Additional improvements include removing the</p> <p>23 I-880 northbound Broadway off-ramp. This will create</p> <p>24 space for a continuous Sixth Street from Oak Street to</p> <p>25 Washington Street with enhanced bicycle and pedestrian</p>
<p style="text-align: right;">Page 11</p> <p>1 freeway ramps that will result in improved safety and</p> <p>2 travel options for drivers, cyclists, and pedestrians.</p> <p>3 This alternative was carried into the environmental</p> <p>4 review for analysis of potential impacts.</p> <p>5 Here are some of the major components:</p> <p>6 Realign the westbound I-980 Jackson Street off-ramp</p> <p>7 and reconstruct Fifth Street, construct a right turn</p> <p>8 from the Posey Tube onto a new horseshoe under I-880</p> <p>9 to the northbound Jackson Street on-ramp, widen the</p> <p>10 northbound I-880 Oak Street off-ramp, remove the</p> <p>11 northbound I-880 Broadway off-ramp and reconstruct a</p> <p>12 portion of Sixth Street from Oak Street to Washington</p> <p>13 Street, restripe Seventh Street and improve</p> <p>14 intersections, restripe Madison Street for two-way</p> <p>15 travel between Fourth and Sixth streets, restripe</p> <p>16 Jackson Street for one-way travel between Fifth and</p> <p>17 Sixth streets, restripe Oak Street with a two-way</p> <p>18 cycle track between Third and Ninth streets,</p> <p>19 reconfigure the intersections at Broadway and Sixth</p> <p>20 and Fifth streets.</p> <p>21 This is a complex area, so let's get through</p> <p>22 the major pieces one by one.</p> <p>23 Motorists coming from Alameda into Oakland</p> <p>24 and exiting the Posey Tube will be able to use the</p> <p>25 right-turn lane to access a new dedicated and</p>	<p style="text-align: right;">Page 13</p> <p>1 features for improved mobility, which will be</p> <p>2 described later in this video.</p> <p>3 With the removal of the Broadway off-ramp,</p> <p>4 the northbound Oak Street off-ramp will become the</p> <p>5 primary exit from northbound I-880 to downtown Oakland</p> <p>6 and the City of Alameda. The Oak Street off-ramp will</p> <p>7 be widened to accommodate the change in traffic</p> <p>8 volumes.</p> <p>9 Now let's talk about access to and from the</p> <p>10 Webster and Posey tubes between Oakland and Alameda.</p> <p>11 Today, drivers coming from Alameda who wish</p> <p>12 to access northbound I-880 must travel through the</p> <p>13 Posey Tube up to Seventh street, over to Jackson</p> <p>14 Street, then onto the Jackson Street on-ramp. This</p> <p>15 results in a large travel loop through the heart of</p> <p>16 Chinatown. To access southbound I-880, motorists must</p> <p>17 make the same loop, traveling underneath the I-880</p> <p>18 freeway two times before turning onto Fifth Street to</p> <p>19 access the southbound I-880 on-ramp at Oak Street.</p> <p>20 The proposed project will provide Alameda</p> <p>21 motorists with more direct routes to both northbound</p> <p>22 and southbound I-880 and eliminate the existing</p> <p>23 lengthy routes. With the new right turn onto Fifth</p> <p>24 Street leaving the Posey Tube, drivers can head south</p> <p>25 along Fifth Street onto the Southbound I-880 Oak</p>

<p style="text-align: right;">Page 14</p> <p>1 Street on-ramp or use the Jackson horseshoe to access 2 northbound I-880.</p> <p>3 Today, regional traffic heading west on 4 I-980 towards Alameda, exiting at the Jackson Street 5 off-ramp, have a few indirect routes they can take. 6 One of the routes requires drivers to make a left to 7 make a large loop, traveling once again through 8 Chinatown and other neighborhoods along Jackson and 9 Eighth streets to Webster Street and then into the 10 Webster Tube. Alternatively, drivers headed for 11 Alameda can make a right after exiting the Jackson 12 Street off-ramp and take Fourth Street to Broadway and 13 then into the Webster Tube loop entrance.</p> <p>14 The proposed project will provide a direct 15 route to the Webster Tube via Sixth Street while 16 reducing traffic within local neighborhoods, 17 particularly Chinatown.</p> <p>18 Today regional travelers heading northbound 19 on I-880 to access Oakland, Alameda, or local 20 destinations have two options for exiting the freeway: 21 The first option is to take the Broadway off-ramp. 22 From there, drivers can loop around to access Alameda 23 through the busy Seventh Street corridor to reach 24 Webster Street, or they can turn left onto Broadway to 25 access the Webster Tube loop entrance at Broadway and</p>	<p style="text-align: right;">Page 16</p> <p>1 restricting cars from turning on red to avoid bicycle 2 and vehicle collisions, reducing pedestrian-crossing 3 distances with installation of bulb-outs, removing two 4 free right turns on Seventh Street, and constructing a 5 pedestrian hybrid beacon at Seventh and Alice Street. 6 Several existing one-way streets will be converted to 7 two-way streets. This will improve overall street 8 operations. Harrison Street will be converted to 9 two-way travel between Sixth and Seventh streets. 10 Madison Street will be converted to two-way travel 11 between Fourth and Sixth streets. Jackson Street will 12 be converted to one-way travel between Fifth and Sixth 13 streets. Sixth Street will be converted to two-way 14 travel between Harrison and Broadway to enhance 15 connectivity between Chinatown and Jack London Square.</p> <p>16 Sixth Street is a crucial corridor for local 17 and regional travel. By removing the physical barrier 18 of the I-880 northbound Broadway off-ramp, segments of 19 Sixth Street can be reconnected to fill the existing 20 gap. This will create a continuous roadway for 21 motorists, pedestrians, and bicyclists. The proposed 22 project will offer safe sanctuary for pedestrians and 23 bicycles through streetscape enhancements, such as 24 bicycle lanes, lighting, landscape features, and 25 sidewalks.</p>
<p style="text-align: right;">Page 15</p> <p>1 Fifth street.</p> <p>2 Alternatively, drivers headed to Alameda can 3 also travel through Eighth Street through Chinatown to 4 Webster Street to get to the Webster Tube. The 5 proposed project will provide a direct route to key 6 destinations for motorists traveling from the Oak 7 Street off-ramp and down Sixth Street. This will 8 result in fewer delays, improved street operations, 9 better mobility, and enhanced safety by reducing 10 Alameda-bound traffic within local neighborhoods. 11 Improving pedestrian and bicycle safety within the 12 corridor is a key project component. The new routes 13 will divert freeway vehicle traffic from Seventh 14 street, thereby reducing regional traffic in local 15 neighborhoods and improving overall safety for 16 pedestrians and bicyclists. This will create 17 opportunities for enhancements that will benefit those 18 who frequent Chinese Garden Park. Accessibility will 19 be improved by constructing a continuous sidewalk 20 around the perimeter of the park. The combination of 21 reduced regional traffic and roadway improvements will 22 improve overall safety for pedestrians and bicyclists 23 within the project area.</p> <p>24 A number of safety features are included in 25 the project. Some of the safety features include</p>	<p style="text-align: right;">Page 17</p> <p>1 Today, bicyclists and pedestrians have 2 limited options for traveling within the project area 3 in Oakland. The proposed project will provide a 4 continuous sidewalk network within the project area, 5 as shown in orange. The west sidewalk on Jackson will 6 be removed between Fifth and Sixth Street, as shown in 7 green. In addition, this proposed project will add 8 one and a half miles of new bicycle facilities in the 9 area, as shown by purple lines here. These new bike 10 paths will connect to the current bicycle network in 11 Oakland and Alameda.</p> <p>12 Additional improvements include a new 13 two-way cycle track to be constructed on Sixth Street 14 and Oak Street in Oakland. A new dedicated bike path 15 located west of Harrison Street will connect to the 16 existing east walkway inside the Posey Tube by way of 17 a switchback ramp for bicyclists traveling from 18 Alameda to Oakland. The west side walkway and Webster 19 Tube will be open and connect bicyclists traveling 20 from Oakland to Alameda. This new Posey Tube 21 switchback will be elevated to provide protection for 22 pedestrians and bicyclists connecting to Harrison 23 Street. This path connects to the existing Posey Tube 24 walkway to provide improved connectivity between 25 Alameda and Oakland. The west walkway of the Webster</p>

<p style="text-align: right;">Page 18</p> <p>1 Tube will be widened and opened up to bicyclists and 2 pedestrians. This new walkway will connect Fourth 3 Street in Oakland to Mariner Square Loop in Alameda. 4 In Alameda, additional bicycle and 5 pedestrian improvements are proposed. At Mariner 6 Square Loop, a widened path connecting the Webster 7 Tube along Webster Street will connect to Mariner 8 Square Loop, as shown in green. A crosswalk will 9 connect the Posey Tube stairs in the existing 10 pedestrian and bicycle path, as shown in blue. There 11 will be crosswalks added at Mariner Square Loop, 12 Mariner Square Drive, and Webster Street for 13 connectivity, as shown in orange. The existing path 14 connecting Neptune Park to the Posey Tube, shown in 15 red here, will be widened to a Class I bike facility. 16 There will be sidewalk extension on Mariner Square 17 Loop, as shown in dark blue. 18 As a result of all of these bicycle 19 improvements, the number of on-street parking removed 20 within the project limits in Oakland will be reduced. 21 There will be 25 parking spaces lost on Oak Street. 22 There will be 71 parking spaces removed on the newly 23 constructed Sixth Street. There will be 32 parking 24 spaces removed around the Posey Tube. There will be 25 35 parking spaces removed on Fifth Street. There will</p>	<p style="text-align: right;">Page 20</p> <p>1 These crucial steps are expected to be completed in 2 summer 2021. 3 Future steps after the project approval 4 include final design and construction. Construction 5 is scheduled to begin in 2023 and end in 2026. 6 Caltrans and Alameda County Transportation Commission 7 will continue to engage project stakeholders and the 8 general public in between these key milestones through 9 meetings, ongoing electronic communications, the 10 project website, and social media. 11 Thank you for your interest in this 12 important transportation project for the region and 13 for our local community. We are committed to keeping 14 you engaged and encourage your ongoing participation. 15 Visit the project website to sign up to receive 16 updates about the proposed project by e-mail or direct 17 mail, or to request project materials in another 18 language. The public review period for the 19 environmental document will start on September 29th 20 and end on November 30th. Be sure to send in your 21 comments on the environmental document by the posted 22 deadline. Caltrans ensures that no person in the 23 state of California is excluded from participation in, 24 denied the benefits of, or otherwise subjected to 25 discrimination in Caltrans programs, policies,</p>
<p style="text-align: right;">Page 19</p> <p>1 be additional Parking loss at Jackson and Madison 2 street. An additional 11 parking spaces will be 3 created around the Chinese Garden Park. The project 4 team is currently working with the stakeholders to 5 resolve parking loss impacts. 6 So where are we today, and what happens 7 next? The project team has studied numerous concepts. 8 And after the scoping meeting, we have refined those 9 concepts based on stakeholder and public feedback. 10 Technical studies were performed as part of the 11 environmental review, and a proposed project has been 12 described in the environmental document. The 13 environmental review resulted in the identification of 14 potential impacts as a result of the proposed project. 15 A summary of the project's impacts can be viewed on 16 the project website. 17 To date, the project has completed more than 18 270 meetings and workshops with stakeholders. 19 Comments will be compiled and addressed in the final 20 environmental document prepared as part of the project 21 approval process. Additional project approvals, 22 including the concurrence on the individual Section 23 4(f) determination and a memorandum of agreement for 24 impacts to cultural resources will be obtained prior 25 to completion of the final environmental document.</p>	<p style="text-align: right;">Page 21</p> <p>1 procedures, activities, and services on the grounds of 2 race, color, national origin, sex, age, or disability. 3 As a reminder, here are the ways you can 4 submit comments or questions about this project. 5 JAKE McMURTRY: I hope you found that video 6 informative. And as I mentioned previously, it's 7 available on our project website: 8 OaklandAlamedaAccessProject.com. Many of you are 9 watching this public hearing there live right now, and 10 there's a lot of great additional information on the 11 site that we hope you'll take a look at after the 12 evening is done. There's a good overview of the 13 project, in addition to the video, where you can see 14 visual simulations of the proposed project. You can 15 learn more about key stakeholders, about funding, and 16 a lot of other key topics, such as bicycle and 17 pedestrian considerations, funding, design, 18 environmental, traffic. You can go there and download 19 a copy of the draft environmental document, and 20 there's a tab for you to leave a formal public 21 comment. So we designed that site to be as accessible 22 as possible. It's translated into four languages -- 23 English, Spanish, Chinese, and Vietnamese -- and we 24 hope that you'll go give it a look. 25 So before we dive into your questions and</p>

<p style="text-align: right;">Page 22</p> <p>1 comments, which is why I'm sure you're all here, I 2 wanted to quickly introduce our project leadership 3 that's with us here tonight. 4 We've got Michael Nguyen, who is the 5 Caltrans Project Manager; Stefan Galvez, who is the 6 Division Chief for the Division of Environmental 7 Planning and Engineering. We've got Wahida Rashid, 8 who is a Senior Environmental Planner with Caltrans; 9 and Susan Chang, who is our Alameda CTC Project 10 Manager. 11 So last step here, I would like to quickly 12 introduce our technical panel, who is going to be 13 fielding your questions. I will have them introduce 14 themselves now. 15 LINDSAY VIVIAN: Hi, my name is Lindsay 16 Vivian, and I am the Caltrans Environmental Manager on 17 the Oakland Alameda Access Project. 18 RODNEY PIMENTEL: Hi, I'm Rodney Pimentel 19 with HNTB, and I am the Consultant Project Manager on 20 the Oakland Alameda Access Project. 21 CARIE MONTERO: Good evening. I am Carie 22 Montero, and I'm with HNTB, and I am the consultant 23 environmental lead. 24 TERRY KLIM: Hello. My name is Terry Klim. 25 I am with DKS Associates, and I am the traffic lead</p>	<p style="text-align: right;">Page 24</p> <p>1 Webster tube will have bike access, and both of those 2 access routes will connect up with Fourth Street in 3 Oakland. There will be a new access created along 4 Harrison Street that will provide a separated Class I 5 bike route that will go up to Sixth street. And then, 6 as you saw on the video presentation previously, there 7 will be a cycle track then -- a two-way cycle track on 8 Sixth street so you can then travel down Sixth Street 9 to Oak Street and then go up another cycle track up 10 Oak Street to the Lake Merritt BART Station. 11 So, again, you'll be separated the entire 12 way, so it'll be a very safe way to travel on a 13 bicycle to the Lake Merritt BART station. 14 JAKE McMURTRY: All right. Thanks, Rodney. 15 Our next question is going to go to Carie. 16 Carie, it says "Can you show the impacts to 17 the historic western Posey Tube wall due to the new 18 left-turn pocket. There is no info in the DEIR. 19 Thanks." 20 CARIE MONTERO: Thanks, Jake. 21 So the Posey Tube portal building will be 22 impacted. There is going to be a portion of the 23 eastern retaining wall that will be impacted and that 24 will be demolished for construction, and that's for 25 the new right turn lane on Fifth Street.</p>
<p style="text-align: right;">Page 23</p> <p>1 for the project. 2 JAKE McMURTRY: All right. So that's our 3 panel who will be fielding your questions. 4 I am going to take the first one here. We 5 had a question specifically to "Is there any reason 6 why this talk is not being provided by Zoom with live 7 question and answer via public speakers? Thanks." 8 So we are hosting this way instead of Zoom 9 because it's truly a more equitable platform that's 10 accessible to everyone. There's no passwords that 11 there can be with Zoom. There's no learning curve to 12 understand the Zoom platform, which everyone is not 13 quite as comfortable with. We wanted to be sure to 14 continue to have the critical element of live 15 questions, which you can provide either through the 16 "Chat" function or the phone number, as I mentioned 17 previously. So we hope that your questions will come 18 in, and you just saw the folks that will be able to 19 answer them tonight. 20 So our first question for the technical 21 panel is going to go to Rodney. 22 Rodney, the question is "How will bike and 23 ped access work coming out of and going into the Posey 24 and Webster tubes in Oakland?" 25 RODNEY PIMENTEL: So both the Posey and</p>	<p style="text-align: right;">Page 25</p> <p>1 Then there's a portion of the western 2 approach wall, a staircase, an existing sidewalk, and 3 a curb around the portal building on the western 4 approach that would also be demolished. We don't have 5 a sim of that in a simulate -- simulization (verbatim) 6 photo of that in the DEIR, but we can certainly look 7 at putting that into that as we go through the 8 comments. Thank you. 9 JAKE McMURTRY: Okay. Thanks, Carie. 10 Continuing on, Terry Klim, this is coming to 11 you. 12 "Is 428 Alice going to be able to go left 13 and right on Fifth Street as promised? One image 14 shows this, and another doesn't." 15 TERRY KLIM: Yeah, Jake, yeah, the answer -- 16 short answer is, yes, They will be able to turn left 17 or right coming out of the garage driveway. It'll be 18 two way from that point over to Harrison Street. So, 19 yeah, our apologize -- or our apologies if it's 20 unclear in some of the exhibits. 21 JAKE McMURTRY: Okay. Thanks, Terry. 22 Next question, Rodney, still on bicycle and 23 pedestrians. 24 "How would cyclist or pedestrians get to 25 Lake Merritt BART from the two walk-bike paths from</p>

<p style="text-align: right;">Page 26</p> <p>1 and to Alameda and Oakland?"</p> <p>2 RODNEY PIMENTEL: Yeah, like we talked about</p> <p>3 before, to Lake Merritt BART Station, you can access</p> <p>4 the new crossing that will connect both of the tubes</p> <p>5 together and go up to Sixth Street and access it that</p> <p>6 way; or if you wanted to go the other way and, for</p> <p>7 instance, to access the Amtrak BART Station, you can</p> <p>8 go south as well on Webster and Franklin to go down to</p> <p>9 Third Street or you can take the cycle track on Oak</p> <p>10 Street all the way to Third Street.</p> <p>11 So, really, from a bicycle and pedestrian</p> <p>12 travel, you really have access in all directions with</p> <p>13 this project.</p> <p>14 JAKE McMURTRY: Thanks, Rodney.</p> <p>15 Carie, another one for you.</p> <p>16 "How can Oakland Heritage participate in the</p> <p>17 memorandum of agreement with the SHPO? Thanks."</p> <p>18 CARIE MONTERO: So because we are having an</p> <p>19 adverse effect to a national registered historic</p> <p>20 eligible and a -- and a listed property, we are going</p> <p>21 through the Section 106 process for the NRHPA</p> <p>22 (verbatim), the National Historic Preservation Act.</p> <p>23 And part of that process is to develop a Finding of</p> <p>24 Effect document. Once we complete that Finding of</p> <p>25 Effect, we'll move to a memorandum of agreement to</p>	<p style="text-align: right;">Page 28</p> <p>1 to you.</p> <p>2 "Currently, most traffic to Alameda from San</p> <p>3 Francisco, et cetera, exits at Broadway -- means</p> <p>4 Adeline -- and uses Fifth street like a freeway. That</p> <p>5 won't change, will it?"</p> <p>6 TERRY KLIM: No, it will not as part of this</p> <p>7 project. That access point will remain the same.</p> <p>8 Certainly, that is something that maybe the City of</p> <p>9 Oakland can look at in terms of addressing the traffic</p> <p>10 flow along Fifth. But for this project, that will not</p> <p>11 change.</p> <p>12 JAKE McMURTRY: Okay. Thanks.</p> <p>13 Rodney, this next one is for you.</p> <p>14 "During construction, for how long will the</p> <p>15 980 flyover exit to Jackson and Second be closed?"</p> <p>16 RODNEY PIMENTEL: Jackson and Second.</p> <p>17 So for the -- you're talking about the</p> <p>18 Jackson Street off-ramp, I assume. So for the -- in</p> <p>19 order to construct the horseshoe and move the Jackson</p> <p>20 Street off-ramp in order to make the improvements</p> <p>21 which we kind of call "the core project," that will</p> <p>22 take about 18 months. So for 18 months, there will be</p> <p>23 an impact to passageway on the Posey Tube, and there</p> <p>24 will be night work scheduled in order to minimize</p> <p>25 traffic so that, during the commute hours, there</p>
<p style="text-align: right;">Page 27</p> <p>1 work out resolution of those adverse effects.</p> <p>2 We will be sending out, later this month, a</p> <p>3 letter to interested stakeholders that have previously</p> <p>4 indicated interest on their comments and their ideas</p> <p>5 about appropriate resolution for these adverse</p> <p>6 effects. Oakland Heritage Commission, if they're not</p> <p>7 on our list currently, can write in to us and write us</p> <p>8 a letter, send us an e-mail, put a formal comment in</p> <p>9 here on this website, or leave a phone message with</p> <p>10 some ideas about how they would like to see the</p> <p>11 project resolve its adverse effects through that</p> <p>12 memorandum of agreement with the State Historic</p> <p>13 Preservation Officer and Caltrans.</p> <p>14 JAKE McMURTRY: Thanks, Carie.</p> <p>15 A couple of comments have come in that I</p> <p>16 wanted to read.</p> <p>17 First, from the Chinese neighborhood</p> <p>18 community members, the comment is "This will help the</p> <p>19 traffic coming out from Alameda and providing</p> <p>20 pedestrian and traffic safety in Chinatown."</p> <p>21 I also have another comment here from Bike</p> <p>22 East Bay: "Sixth Street is a Plan B. We want a</p> <p>23 bikeway on Seventh Street as part of a separate</p> <p>24 project."</p> <p>25 Okay. Next question. Terry, this is coming</p>	<p style="text-align: right;">Page 29</p> <p>1 wouldn't be any impacts to people commuting in and out</p> <p>2 of Alameda.</p> <p>3 JAKE McMURTRY: Okay. Thanks, Rodney.</p> <p>4 Next comment has come in. Let's see. This</p> <p>5 is also from the Chinatown neighborhood community</p> <p>6 members just saying that "I do hope this project can</p> <p>7 improve the traffic jam in Chinatown."</p> <p>8 All right. Terry, we have another one for</p> <p>9 you. "Can you provide details on how traffic will</p> <p>10 flow from Jack London via Jackson Street onto</p> <p>11 Northbound I-880?"</p> <p>12 TERRY KLIM: Yeah, that access really</p> <p>13 doesn't change from what is there now. You'll be able</p> <p>14 to travel north on Jackson up to what is going to</p> <p>15 become its intersection with Sixth, and you'll be</p> <p>16 allowed to turn left onto the on-ramp or onto Sixth,</p> <p>17 heading towards Broadway downtown and the Webster Tube</p> <p>18 as well. So it's really the same maneuver as you see</p> <p>19 now: northbound Sixth and a left turn onto the</p> <p>20 on-ramp.</p> <p>21 JAKE McMURTRY: All right. Great. Thanks.</p> <p>22 Another comment has come in. This time from</p> <p>23 the Oakland Chinatown Chamber of Commerce.</p> <p>24 It says, "This will help the traffic coming</p> <p>25 out from Alameda and providing pedestrian and traffic</p>

<p style="text-align: right;">Page 30</p> <p>1 safety in Chinatown."</p> <p>2 Okay. The next question is for you again,</p> <p>3 Rodney. This is from that same Chinatown neighborhood</p> <p>4 community members group.</p> <p>5 "How do you improve pedestrian access from</p> <p>6 Chinatown to Jack London Square?"</p> <p>7 RODNEY PIMENTEL: Well, that's a very good</p> <p>8 question. So there's several different routes.</p> <p>9 There's existing routes that will be maintained from</p> <p>10 Chinatown to Jack London Square. And most of the</p> <p>11 improvements are going to be made by making the</p> <p>12 crosswalk shorter. So, for instance, on Broadway,</p> <p>13 there will be significant additions to make bulb-outs</p> <p>14 and shorter crosswalks to be able to make that</p> <p>15 passageway along Broadway much, much better and safer</p> <p>16 for pedestrians. There will also be a new Class I</p> <p>17 facility built on Harrison Street parallel to the</p> <p>18 Posey Tube. So that'll be a totally separated</p> <p>19 facility, and it will be very, very safe and lit so</p> <p>20 that it'll be a new access to -- from Chinatown to</p> <p>21 Jack London Square.</p> <p>22 JAKE McMURTRY: All right. Thanks, Rodney.</p> <p>23 Okay. Lindsay, we're coming to you this</p> <p>24 time.</p> <p>25 "Why bike/ped lanes in tubes? Cyclists and</p>	<p style="text-align: right;">Page 32</p> <p>1 Oakland and within Oakland and Alameda as well. So we</p> <p>2 could see some reduction from that.</p> <p>3 JAKE McMURTRY: All right. Great. Thanks,</p> <p>4 Carie.</p> <p>5 So -- okay. Our next question here is going</p> <p>6 to go to Rodney.</p> <p>7 Rodney, "What's the plan for lighting under</p> <p>8 the freeway to enable strengthened connections between</p> <p>9 Chinatown and Jack London?"</p> <p>10 RODNEY PIMENTEL: Well, thank you, Jake.</p> <p>11 Yeah, so one of the -- one of the major</p> <p>12 components of the project is to try to improve both</p> <p>13 the walkability and safety underneath the I-880</p> <p>14 freeway. We'll be working very, very closely with the</p> <p>15 City of Oakland and the Jack London District and</p> <p>16 Chinatown to make these improvements. But currently</p> <p>17 as planned, all the sidewalks underneath the freeway</p> <p>18 will be replaced, and there will be pedestrian-scale</p> <p>19 lighting added to really illuminate that area and make</p> <p>20 it much, much safe, and more inviting for people</p> <p>21 traveling back and forth between Chinatown and Jack</p> <p>22 London Square.</p> <p>23 JAKE McMURTRY: Okay. Thanks.</p> <p>24 All right. Another comment to read here.</p> <p>25 This one from Bike Walk Alameda.</p>
<p style="text-align: right;">Page 31</p> <p>1 pedestrians don't use tubes due to filth from car</p> <p>2 exhaust."</p> <p>3 LINDSAY VIVIAN: That's a great question.</p> <p>4 And, currently, our plan is to expand the maintenance</p> <p>5 path in the Webster Tube to allow for one-way</p> <p>6 pedestrian and bicyclist access from Alameda into</p> <p>7 Oakland, and then, also, opening up and maintaining --</p> <p>8 excuse me -- maintaining bicyclist and pedestrian</p> <p>9 access in the Posey Tube.</p> <p>10 And we recognize that these are interim and</p> <p>11 short-term improvements being planned as part of this</p> <p>12 project to improve bicyclist connectivity and</p> <p>13 pedestrian connectivity between Oakland and Alameda.</p> <p>14 JAKE McMURTRY: Okay. Great.</p> <p>15 Carie, can you weigh in a little bit on the</p> <p>16 air quality aspects of this question?</p> <p>17 CARIE MONTERO: Yes, I can, thank you.</p> <p>18 So our air quality studies, overall, found</p> <p>19 that greenhouse gas emissions will stay steady or</p> <p>20 slightly decrease with this project. That's partly</p> <p>21 due to increases in technology. But with all the</p> <p>22 additional bike and pedestrian components of this</p> <p>23 project, we do expect that that could realize some</p> <p>24 benefits and encourage more people to get out of their</p> <p>25 vehicles and walk and bike more between Alameda and</p>	<p style="text-align: right;">Page 33</p> <p>1 "The new path in the Webster Tube is</p> <p>2 substandard and won't attract new users."</p> <p>3 Next question is going to come to you,</p> <p>4 Terry.</p> <p>5 "Will the Sixth Street traffic lights be</p> <p>6 guaranteed" -- and "guaranteed" is in all caps --</p> <p>7 "Will there be guaranteed time to improve vehicle</p> <p>8 traffic? That is Oakland's responsibility."</p> <p>9 TERRY KLIM: Well, you are correct. That is</p> <p>10 going to be up to the City of Oakland on how they time</p> <p>11 those signals. I think it is in, you know, interest</p> <p>12 to maintain that flow of traffic because then you'll</p> <p>13 sort of discourage others from trying to go other</p> <p>14 routes through the city of Oakland to get to and from</p> <p>15 the tube. So -- but, you know, it's -- we cannot say</p> <p>16 there will be a guarantee that that's the case. That</p> <p>17 is what our assumption at this point to maintain the</p> <p>18 flow of traffic along Sixth.</p> <p>19 JAKE McMURTRY: Okay. Don't go anywhere,</p> <p>20 Terry. We're coming right back to you.</p> <p>21 "How do you improve the traffic jam in</p> <p>22 Oakland to and from Alameda?"</p> <p>23 TERRY KLIM: Well, again, the focus of this</p> <p>24 project is to try and take a lot of the traffic out of</p> <p>25 Chinatown area with direct access to the northbound</p>

<p style="text-align: right;">Page 34</p> <p>1 880 on-ramp so people aren't sort of going around that 2 cycle track up to -- up Harrison, to Seventh, and then 3 back down Jackson. They'll have the more direct route 4 by using the horseshoe. 5 Also, with the extension of Sixth providing 6 access to the Webster Tube, people from the freeway 7 can use Sixth to get straight down to Webster instead 8 of exiting and having to either exit at Oak, going up 9 to Eighth and coming down Webster or along Fourth and 10 to Broadway. They'll have a more direct route. Or if 11 they're exiting at Broadway, they also still have to 12 loop around, often into the Chinatown area by going up 13 Broadway to Seventh, then back down on Webster. So 14 with Sixth, they have a much more direct route to get 15 the Webster. It avoids going through the heart of 16 Chinatown. 17 JAKE McMURTRY: Okay. Thanks, Terry. Let's 18 see if we can give you a little break here. 19 Rodney, "Can the Oak Street cycle be built 20 first?" 21 RODNEY PIMENTEL: Yes, definitely, it could 22 be built first. The main construction sequencing 23 issue, though, is that with the cycle track being 24 built on Oak Street, the -- there's currently a 25 two-way couplet. There's a Class II lane on Oak</p>	<p style="text-align: right;">Page 36</p> <p>1 neighborhood community members. 2 It says "I agree to improve traffic in 3 Chinatown. But how do you improve traffic from the 4 freeway to the tube?" 5 TERRY KLIM: I'll try and answer this. Make 6 sure I understand the question correctly. 7 But, well, again, with Sixth Street and -- 8 going back to an earlier question about the signal 9 timing along Sixth -- what we're trying to do is 10 create a direct route for people getting to the 11 Webster Tube so they do not have to travel through on 12 other local streets. So a lot of that is going to be 13 with -- the signal timing is going to be important to 14 get the progression along that, make it flow as well 15 as possible. Certainly, there's a balance there once 16 you get to the Sixth and Webster intersection with 17 traffic coming out of Oakland, who is also trying to 18 access the Webster Tube. 19 But that's the primary thing is pulling the 20 traffic, that regional traffic, out of the 21 neighborhood areas is going to be the key benefit of 22 this project. 23 JAKE McMURTRY: Okay. Thanks, Terry. 24 Rodney, this one's for you. 25 "Will the project address the proposed</p>
<p style="text-align: right;">Page 35</p> <p>1 Street going north and a Class II lane on Madison 2 going south. As part of the project, part of that 3 Class II bike lane will be removed on Madison because 4 of the cycle track. So it would be important to make 5 sure it's staged correctly so that it be constructed 6 on Oak Street before any impacts to the Class II bike 7 lanes on Madison. So, yes, it could be built early; 8 but we just need to make sure that it's sequenced 9 correctly. 10 JAKE McMURTRY: Okay. Thanks. 11 Lindsay, it sounds as though you wanted to 12 clarify your earlier answer about bikes and peds in 13 the tubes. 14 LINDSAY VIVIAN: Yes, I just -- I wanted to 15 apologize. I had the directions of the Webster and 16 Posey tubes flip-flopped, and so -- with the Webster 17 tubes carrying traffic from Oakland to Alameda. And 18 then the Posey Tube carries traffic, of course, from 19 Alameda into Oakland. So I apologize for my error 20 there. 21 JAKE McMURTRY: No problem. Happens to the 22 best of us. 23 All right. Let me ask another question here 24 of Terry. 25 Terry, this is from the Chinatown</p>	<p style="text-align: right;">Page 37</p> <p>1 estuary bridge between Oakland and Alameda, which has 2 more than 200 signatures in support?" 3 RODNEY PIMENTEL: Well, yeah, thank you for 4 that question. 5 As Lindsay, you know, had pointed out that, 6 you know, any improvements in the tubes are really 7 interim solution, I think the estuary crossing bridge 8 is really a long-term and an ultimate solution that 9 has a lot of support both from Oakland and from 10 Alameda. 11 Alameda CTC funded, in 2009, the estuary 12 crossing study, which looked at several different 13 alternatives; one of them including a bridge. And we 14 actually just recently completed another update to 15 that study that looked at a more refined set of 16 alternatives for some solutions to crossing the 17 estuary. 18 I think, you know, the good news is we've 19 been working really closely with the Coast Guard, with 20 the City of Oakland, Alameda, and all of the bicycle 21 groups. It's a great project, but it is a different 22 project. And our project, you know, is really an 23 interim solution; And that is definitely a long-term 24 solution that I think a lot of people are excited 25 about.</p>

<p style="text-align: right;">Page 38</p> <p>1 JAKE McMURTRY: Okay. Thanks, Rodney. 2 Another one coming your way. 3 "I see how this helps Chinatown but not 4 Alameda. Does this plan address the high-density 5 development happening in Alameda?" 6 RODNEY PIMENTEL: Well, this -- you know, 7 again, projects are very -- it's very challenging to 8 solve all the problems and please everybody. This 9 project is a great project for Alameda. It's taken 10 into consideration all of the future growth out at 11 Alameda Point for all of our travel demand modeling. 12 You know, this project is a great, you know, project 13 for Jack London Square. We're making a lot of new 14 connections and improving access underneath I-880. 15 It's a great project for Chinatown, obviously, taking 16 all of the traffic out of local streets and really 17 improving safety. You know, this is a great project 18 for Caltrans, too, because they have a new mission to 19 really improve and make projects safe for -- safer for 20 the traveling public, especially on local streets. 21 So, yes, this project does, you know, 22 address the growth in Alameda. But, you know, it 23 really solves a lot of long-term plans for a lot of 24 these different communities. 25 JAKE McMURTRY: All right. Rodney, I hope</p>	<p style="text-align: right;">Page 40</p> <p>1 Again, to elaborate on Lindsay's answer, you 2 know, there is no emergency access out of the Webster 3 Tube like there is in a Posey Tube. So as you know, 4 you know, driving out of the Alameda and the Posey 5 Tube, there's signs and there's little stairways. So 6 if you're in a disabled vehicle, you can get out onto 7 the walkway. Those similar treatments will be done in 8 the Webster Tube. So from an emergency standpoint and 9 from a bicycle/pedestrian connectivity standpoint, it 10 will be done first before any work is done in the 11 Posey Tube so that connectivity will always be 12 maintained. 13 JAKE McMURTRY: All right. Great. 14 So with this virtual setting, the questions 15 come rapid-fire because we don't have to walk the 16 microphone from person to person, so we're getting a 17 lot done there. 18 I wanted to take just a second to reset. 19 For those that may have joined late and aren't quite 20 sure how to get in on the fun, we've got two ways for 21 you to provide your input during tonight's hearing: by 22 chat and by phone. 23 If you're not familiar with it, the "Chat" 24 function is where it says "Ask a Question" on your 25 screen, which will be off to the right, most likely,</p>
<p style="text-align: right;">Page 39</p> <p>1 you got a bottle of water there because we're coming 2 to you again. This one is from the Chinatown 3 neighborhood community members. 4 "Many parking meters are yellow for loading 5 in the morning on Seventh and Tenth. Will parking be 6 impacted?" 7 RODNEY PIMENTEL: Yeah, we did do a parking 8 study within the project footprint. No yellow zones 9 would be impacted by the project. So for loading and 10 unloading for businesses, they would not be impacted. 11 Again, our project just goes up to Seventh 12 Street, you know, between Oak Street and Harrison and 13 then along Sixth Street. So that we definitely would 14 not have any impacts to Tenth street or any of the 15 businesses within the Chinatown proper. 16 JAKE McMURTRY: Yet another one for you, 17 sir. Let's see. Oh, I just lost it on my screen. I 18 had it. Ah, yes. 19 "Will bike/ped through the Webster Tube be 20 completed before the Posey Tube is closed to 21 bike/ped?" 22 RODNEY PIMENTEL: Yes, that would be the 23 plan. It would be one of the initial phases of work 24 to be able to construct the pathway in the Webster 25 Tube first.</p>	<p style="text-align: right;">Page 41</p> <p>1 for desktop and laptop users and below the stream that 2 you're watching for those using mobile devices. 3 You can also call (510) 880-4195. You'll be 4 prompted to select your preferred language, and then 5 you can press "4," and your question or comment will 6 be relayed to our technical panelists through me. 7 Another keynote: We do have interpreters 8 standing by who speak Chinese, Spanish, and 9 Vietnamese. We don't want language to be a barrier to 10 getting your input, so please do call, and we can get 11 your questions translated so they can be answered 12 here. 13 Again, that note, we're going to do our best 14 to answer everyone's questions and read out your 15 comments by the end of the evening tonight at 7:30. 16 Depending on the number of questions and comments we 17 get, we might not be able to respond to all of them, 18 but all of your questions and comments will be 19 documented by a court reporter as part of this public 20 hearing. 21 Okay. Let's jump back into your questions 22 here. 23 Okay. Carie, "How does the project address 24 sea level rise, particularly the future forecasting 25 inundation of the tubes?"</p>

<p style="text-align: right;">Page 42</p> <p>1 CARIE MONTERO: Thank you, Jake. 2 So based on our modeling, the project, in 3 some locations, is potentially susceptible to sea 4 level rise inundation. And those areas, in 5 particular, are around the low-lying areas around 6 Alameda, especially around the Portal. 7 Our project looked at a number of different 8 types of resilient, adaptive measures, such as raising 9 the roadway. We looked at levees. We looked at 10 inflatable dams. We looked at raising the lighting 11 within the tube. The lights were already as high 12 as -- they're high as they could be for the predicted 13 inundation. So the design life for the project is 14 2077. And by that time, we do expect some low-lying 15 areas to be -- to experience some flooding. 16 We did look at what the potential costs 17 would be to implement some of the solutions that I 18 suggested. We did a cost benefit analysis, and we 19 looked at the other potential environmental impacts 20 for adding those kinds of components to the project. 21 And when we added in the additional project footprint 22 and the additional environmental impacts, we 23 determined that the project would have a greater 24 impact in the environment by incorporating those 25 resiliency measures.</p>	<p style="text-align: right;">Page 44</p> <p>1 impact there. But I'm concerned about parking in 2 Oakland." 3 RODNEY PIMENTEL: Well, thanks, Jake. 4 Yeah, there is quite a bit of a parking 5 impact in Oakland, and there is no parking impact in 6 Alameda. Part of that is due to the bicycle and 7 pedestrian improvements. Fortunately, in Alameda, we 8 had areas where we can construct new Class I bicycle 9 facilities that were off-street, so we didn't have to 10 impact any parking. 11 As everyone knows, in Oakland it's very, 12 very dense, and there was just not the right-of-way to 13 construct those facilities without impacting parking. 14 So the project would displace a little over 150 15 parking spaces in Oakland, mainly along Oak Street and 16 Sixth Street. The good thing is there is a lot of 17 excess parking underneath the I-880 freeway. And the 18 City of Oakland has been in discussions with Caltrans 19 to look at making that parking available to both 20 businesses and the residents who live in that area. 21 So there are plans in the works to utilize that extra 22 capacity. And, again, our project would tie into 23 those opportunities via all of the cross streets so 24 that we would have driveway access and lighting to be 25 able to complement that additional parking.</p>
<p style="text-align: right;">Page 43</p> <p>1 So at this time we're not incorporating 2 those measures. However, the project design that we 3 have put forth in the draft environmental document 4 would not preclude any of the plans, both on the 5 Alameda side, as well as on the Oakland side, that 6 both cities have put into place to address resiliency 7 measures and plans. And so our project is not in 8 conflict and does not pose any challenges for 9 implementing those components, nor does our project 10 conflict with the Caltrans Maintenance Plan for the 11 Posey and Webster tubes. 12 JAKE McMURTRY: All right. Thanks, Carie. 13 Let me read a few comments that have come 14 in. The first one here says "I thought water ferries 15 were the 2009 number one priority for Alameda and 16 Oakland, not a bridge." 17 Next one is "This project will help traffic 18 in and out of Alameda. More transit bike/ped use will 19 reduce island traffic." 20 And the last one of these -- let's see -- is 21 from the Chinatown neighborhood community members. 22 "Like the improvements, particularly the pedestrian 23 safety measures. Even better is less driving." 24 Okay. Rodney, question for you. 25 It says "It's good for Alameda. No parking</p>	<p style="text-align: right;">Page 45</p> <p>1 JAKE McMURTRY: All right. Thanks, Rodney. 2 Terry, this is coming over to you. 3 "Did you study the impact of traffic coming 4 to Chinatown to shop?" 5 TERRY KLIM: Yeah, the traffic forecast used 6 in this study and all the analysis do take into 7 account the range of trip types. So whether it's work 8 related, shopping, recreational trips, those are all 9 included in the forecast or used in the analysis. 10 JAKE McMURTRY: Okay. Rodney, another one 11 for you. 12 "Would the left turn from Broadway into the 13 Webster Tube be closed off and replaced with a left 14 turn onto Sixth street?" 15 RODNEY PIMENTEL: Yes, so as part of the 16 safety improvements at Broadway and Fifth and Broadway 17 at Sixth, there would be temporary closures that would 18 be needed in order to construct start improvements; 19 but traffic could easily be detoured in that area in 20 order to accommodate those improvements. 21 And, again, just like the sequencing with 22 the bike path on Oak Street, we would be looking very 23 carefully at all of the traffic impacts during 24 construction to make sure that traffic is always 25 flowing and has access to all points in the area.</p>

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1 **JAKE McMURTRY:** Okay. Rodney, another one
2 for you.
3 "How long will each tube be closed for
4 construction?
5 **RODNEY PIMENTEL:** So if people who live in
6 Alameda, as I do, remember the construction in the
7 Posey Tube when they replaced the handrails, so that
8 work that was done was 120 working days. So, roughly,
9 six months. And so we anticipate that the closures in
10 the Webster Tube will be about the same.
11 Again, there wouldn't be impacts during the
12 commute hours. Just like with the Posey Tube, the
13 work would be done at night. So the tube would be
14 closed between 10:00 at night and 5:00 in the morning.
15 And then during that time, you would have to use the
16 Park Street or any of the other bridges.
17 But then for the improvements in the Posey
18 Tube, the construction is a little bit more
19 significant, you know, on the Oakland side. So we
20 anticipate the construction would take about 18 months
21 for that work there. And, again, all the work
22 associated with the tube would be done between 10:00
23 at night and 5:00 in the morning. So, again, it
24 wouldn't impact any of the daily commuters; and then
25 people would have to use those additional routes.

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1 Again, we're hoping to do all the work in
2 the Webster Tube first and make sure that's open
3 before any works in the Posey Tube, again, to minimize
4 impact. But, again, we'll be studying all of the
5 construction impacts to traffic as part of the design
6 phase.
7 **JAKE McMURTRY:** Okay. I had another comment
8 here I want to acknowledge.
9 This one says "I live in Alameda and work in
10 Oakland Asian Health. The project will make in and
11 out of Chinatown easier."
12 Okay. Lindsay, we have another question for
13 you.
14 "How will unhoused folks who live under 880
15 be aided in relocation?"
16 **LINDSAY VIVIAN:** Thank you. That's a great
17 question. And, currently, Caltrans has a number of
18 procedures in place when it comes time to displacing
19 individuals who are unsheltered; and we have a number
20 of unsheltered encampments within our right-of-way
21 across the state. And for this project, we will need
22 to relocate an unsheltered population, again, within
23 our right-of-way, including some community homes that
24 have been provided by the City of Oakland. And we'll
25 coordinate with the City of Oakland, the California

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1 Highway Patrol, and our maintenance division to
2 provide adequate noticing for these individuals prior
3 to doing any relocation within the Caltrans state
4 right-of-way.
5 **JAKE McMURTRY:** Okay. Thanks, Lindsay.
6 Okay. From one big topic to another,
7 Rodney, "How will the Oakland Alameda Access Project
8 be able to survive the 'big one,' an earthquake of 9.0
9 or greater magnitude?"
10 **RODNEY PIMENTEL:** Well, that's a very, very
11 good question. And if anyone was around for the --
12 during the collapse of the Cypress structure, I'm sure
13 people are concerned. But all of the structures for
14 the Oakland Alameda Access Project would be designed
15 to the current seismic design criteria. And the most
16 important, you know, aspect of that criteria is that
17 there wouldn't be any collapse in these structures.
18 Structures, you know, have a certain duration that
19 they need to be able to put back into service. And so
20 we would be following all the latest criteria for
21 that. But the structure would be -- the project would
22 be designed to the latest code, so we wouldn't have to
23 worry about the "big one."
24 **JAKE McMURTRY:** Okay. Thanks, Rodney.
25 All right. Terry, another traffic question

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1 for you.
2 "Will this project do anything to improve
3 traffic flow on Jackson between Fourth and Fifth,
4 which is important for flow onto northbound 880?"
5 **TERRY KLIM:** Yeah, really, the benefits on
6 Jackson, or what's occurring out at Sixth and Jackson,
7 and cleaning up some of that, with the horseshoe,
8 we'll be taking away a lot of that southbound Jackson
9 traffic that now circles around and cuts onto the
10 on-ramp and actually backs things up. They'll have
11 that horseshoe, which gives them more direct access.
12 So people going northbound on Jackson, they will have
13 a green light, a left-turn arrow, where they can get
14 directly onto the ramp. Also, as part of the
15 modification, southbound Jackson will be a right-turn
16 only. So they'll even have the benefit of, when they
17 have green, they'll be able to turn -- left turn
18 freely onto the ramp. So that should improve the flow
19 all up and down Jackson, including between Fourth and
20 Fifth and then Fifth to Sixth as well.
21 **JAKE McMURTRY:** All Right. Thanks.
22 Rodney, this is a follow-up question on the
23 bike/ped bridge you mentioned.
24 That person wants to know "How can we view
25 the refined bike bridge study that you mentioned?"

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1 **RODNEY PIMENTEL:** Oh, well, that's a very
2 good study. We were hoping to have it actually
3 released by now. We've been working very closely with
4 the Port of Oakland and with the Coast Guard to get,
5 you know, their concurrence on the design. We were
6 able to get the Port of Oakland. The Coast Guard is
7 very, very close to sending us a letter. They have
8 assured us that we're going to get it very soon. And
9 as soon as we do have that letter, then the City of
10 Alameda will be releasing that study. So it'll be on
11 their website. It'll also be on the Alameda CTC
12 website so the public can view it at that time.
13 **JAKE McMURTRY:** Okay. Another one for you,
14 Rodney.
15 "What is the point of the proposed two-block
16 bike lane on Fifth Street between Jackson and Oak? We
17 need bike lanes on Seventh Street."
18 **RODNEY PIMENTEL:** Yeah, that's a really good
19 question. You know, and, again, we're working very
20 closely with the City of Oakland and Bike East Bay on
21 connectivity. Right now we're trying to get people to
22 the new cycle track on Oak Street, so really that's
23 the intention of everything traveling to the east.
24 But, you know, if the City of Oakland or Bike Walk
25 East -- or Bike East Bay have the concerns with it,

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1 again, it's just paint; and it can be changed at any
2 time during the design process. So we'll be working
3 very closely with all of the different stakeholders as
4 we refine the design and make sure that all these
5 issues are addressed.
6 **JAKE McMURTRY:** Okay. Thanks.
7 Let me acknowledge another comment here.
8 This says "Alameda needs automobile access.
9 Bike and pedestrian are secondary."
10 Terry, a question for you.
11 "I like the idea of a Jackson horseshoe, but
12 will it slow down traffic inside the tube?"
13 **TERRY KLIM:** Well, the idea of the horseshoe
14 is actually to provide for a smoother flow for that
15 traffic coming through the Posey Tube and headed
16 towards the northbound 880 on-ramp. So if you think
17 about the peaks right now, in the A.M. peak, you
18 already have stop-and-go traffic throughout that tube.
19 The idea here with the horseshoe is that traffic's
20 going to be able to flow without going through traffic
21 signals, without going through Chinatown. So it'll be
22 a smoother flow.
23 And part of this project is also to slow
24 traffic through the tubes. There are various measures
25 being taken, including a reduction in the speed limit,

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1 to slow that traffic as it comes out of the Posey Tube
2 and into the neighborhood on the Oakland side. So
3 that's even part of the project is to try and slow
4 down people coming through that tube.
5 **JAKE McMURTRY:** Okay. Thanks.
6 Lindsay, we have a pretty straightforward
7 one here for you.
8 "Who is responsible for the proposed
9 project?"
10 **LINDSAY VIVIAN:** The Alameda County
11 Transportation Commission is the project sponsor, and
12 they are providing funding for this Oakland Alameda
13 Access Project.
14 Caltrans, we are the leads under the
15 National Environmental Policy Act and the California
16 Environmental Quality Act, And we are responsible for
17 ensuring environmental compliance with myriad
18 environmental laws on this transportation project.
19 And we are also working in close partnership with the
20 cities of Oakland and Alameda as this project is
21 developed and continues through design and
22 construction. And this project also involves a number
23 of other stakeholders in the region.
24 **JAKE McMURTRY:** Okay. Thanks.
25 Rodney, "Why did you leave the bike/ped

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1 improvements on Fourth Street between the new Webster
2 path and the Harrison new path out?"
3 **RODNEY PIMENTEL:** Well, they're not left
4 out. They're in there, so there will be a continuous
5 sidewalk between the Posey and the Webster tubes, as
6 well as a bike route. We Still have to determine the
7 exact type of bike route, but there will be a
8 connection so you can travel between both the Posey
9 and the Webster tubes both on the Oakland side and on
10 the Alameda side.
11 **JAKE McMURTRY:** Okay. Thanks.
12 Terry, "Will this project fix the weave
13 between those going to 980 and those taking the
14 on-ramp?"
15 **TERRY KLIM:** This project does directly
16 address that. It is something that we're very aware
17 of. We did look at some options for maybe addressing
18 that. All of those do really impact the footprint of
19 the freeway through downtown Oakland, which was kind
20 of counter to the objectives of this study.
21 And going back to a point Rodney made
22 earlier about addressing certain things and the
23 project growing, so we're trying to focus on some of
24 that access to and from the freeway between Alameda
25 and Oakland and the freeways. But, certainly, that is

<p style="text-align: right;">Page 54</p> <p>1 something we're very aware of but are not addressing</p> <p>2 as part of this project.</p> <p>3 JAKE McMURTRY: Okay. Thanks, Terry.</p> <p>4 I wanted to pause really quickly just to</p> <p>5 reset a couple of pieces of key information.</p> <p>6 So your comments and questions tonight will</p> <p>7 not be considered formal comments and will not be part</p> <p>8 of the final environmental document. However, your</p> <p>9 input tonight is going to help us shape the</p> <p>10 development of the proposed project. And tonight's</p> <p>11 public hearing, including your questions and comments,</p> <p>12 will be transcribed by a court reporter and be part of</p> <p>13 the project record.</p> <p>14 If you would like to submit a formal comment</p> <p>15 which would be part of that final environmental</p> <p>16 document, we've got four ways that we hope you'll take</p> <p>17 advantage of: You can mail a letter or comment card</p> <p>18 to Caltrans District 4, Attention: Lindsay Vivian,</p> <p>19 Office of Environmental Analysis. You can e-mail your</p> <p>20 comments to Oakland.Alameda.Access@dot.ca.gov. You</p> <p>21 can make a comment on the project website, or you can</p> <p>22 call the project phone number (510) 880-4195, select</p> <p>23 your preferred language, and then press "2" to leave a</p> <p>24 voicemail. Please be sure to speak clearly and slowly</p> <p>25 because those voicemail comments and questions are</p>	<p style="text-align: right;">Page 56</p> <p>1 we've done a very good job of making sure we're</p> <p>2 listening to everybody on this time around. And,</p> <p>3 hopefully, with your comment and your participation,</p> <p>4 we're going to have a wonderful project that's going</p> <p>5 to go to construction in a few years.</p> <p>6 JAKE McMURTRY: All right. Thanks, Rodney.</p> <p>7 Carie, I'm going to ask for your help here.</p> <p>8 We have some folks that are wondering why the comments</p> <p>9 submitted tonight are not part of the final</p> <p>10 environmental document.</p> <p>11 Can you explain that nuance?</p> <p>12 CARIE MONTERO: Yes. Thank you, Jake.</p> <p>13 So just to be clear, comments submitted on</p> <p>14 the project's website either via e-mail or through the</p> <p>15 comment card form or left on the phone mail system</p> <p>16 will be considered formal comments for the public</p> <p>17 hearing. But just as in-person public hearing, when</p> <p>18 you would come into the hearing and you would maybe</p> <p>19 see a presentation and circulate around to poster</p> <p>20 boards and have discussions with various panelists and</p> <p>21 staff members sitting at those -- or standing at those</p> <p>22 poster boards, those comments that you -- and the</p> <p>23 conversations that you have are not considered a</p> <p>24 formal part -- they're not considered formal comments.</p> <p>25 So in order to lodge your formal comment, we're going</p>
<p style="text-align: right;">Page 55</p> <p>1 going to be transcribed as formal comments.</p> <p>2 And then a key note here, you've got to</p> <p>3 include your name and zip code for the formal comment</p> <p>4 to be valid. And you can use any of those methods all</p> <p>5 the way up to the end of the public comment period on</p> <p>6 November 30th.</p> <p>7 All right. So a question for Rodney.</p> <p>8 Another straightforward.</p> <p>9 "Why is it taking so long to get this</p> <p>10 project through?"</p> <p>11 RODNEY PIMENTEL: Thanks, Jake.</p> <p>12 This is probably one of the more complicated</p> <p>13 projects that Alameda CTC has undertaken and that</p> <p>14 Caltrans has participated in. The project was</p> <p>15 originally envisioned back in, like, in the early</p> <p>16 '80s. But it got some legs in the '90s, and then it</p> <p>17 got some more legs in the 2000s. So it's taken a long</p> <p>18 time to reach consensus.</p> <p>19 Because the project is so complicated and</p> <p>20 involves so many different stakeholders, I think</p> <p>21 that's one of the main challenges that the project has</p> <p>22 had. Luckily, with this last effort, Alameda CTC has</p> <p>23 held -- and we just added them up. There's 324</p> <p>24 stakeholder workshops that we've had in order to shape</p> <p>25 this project and understand all of the issues. So</p>	<p style="text-align: right;">Page 57</p> <p>1 to need your name and your zip code. And that's all</p> <p>2 prompted on the comment for -- the comment card form</p> <p>3 on the project website, on the voicemail system; and</p> <p>4 then, also, we capture some of that information if you</p> <p>5 would send us an e-mail.</p> <p>6 Now, after the meeting is finished, the</p> <p>7 entire transcript of this meeting will be transcribed</p> <p>8 by a court reporter; and that court reporter</p> <p>9 transcription will be included as part of the final</p> <p>10 environmental document. And in the final</p> <p>11 environmental document, we will also be summarizing</p> <p>12 from that transcription -- although you can read it in</p> <p>13 full, we will be summarizing in the environmental</p> <p>14 document the kinds and types of questions and comments</p> <p>15 that we receive tonight in this evening's public</p> <p>16 hearing.</p> <p>17 JAKE McMURTRY: Thanks, Carie. I clearly</p> <p>18 couldn't have explained it that well myself.</p> <p>19 I have a question for Terry this time.</p> <p>20 "How will removal of the Broadway off-ramp</p> <p>21 improve traffic?"</p> <p>22 TERRY KLIM: That is a good question.</p> <p>23 It is a little counterintuitive to take away</p> <p>24 a ramp and thinking it's going to improve traffic, but</p> <p>25 really what that does is it allows for the extension</p>

<p style="text-align: right;">Page 58</p> <p>1 of Sixth sort of to complete the network in downtown, 2 creating some new connections and more direct 3 connections for the flow of traffic, as well as 4 pedestrians and cyclists. So that's really the key to 5 that is by having that new connection along Sixth, 6 routes are a little more direct and you can pull 7 traffic out of, you know, some of the neighborhood 8 areas and improve overall flow. 9 JAKE McMURTRY: All right. Thanks, Terry. 10 While we wait for the next question to come 11 in, if some of those nuances aren't making sense about 12 formal versus informal comments, please feel free to 13 ask again. We can put the slide information up. 14 Another key point here is that the recording 15 of this meeting will be available shortly after, And 16 you'll be able to watch this at your own speed. You 17 can pause it on those slides that we've created that 18 show the specific addresses, website, e-mail address, 19 and so on. So we want to make sure you understand to 20 have your voice heard as part of the formal process. 21 So here is another follow-up along those 22 same lines. 23 This one, I think, is going to come to you, 24 Lindsay, which is "Why did you not set this up for 25 formal comments?"</p>	<p style="text-align: right;">Page 60</p> <p>1 process of this public hearing this evening. 2 JAKE McMURTRY: Thanks, Carie. 3 Yeah, and I think it is important. I mean, 4 I know it's two steps. But if there's a comment that 5 you submitted here and you want it part of the record, 6 you can absolutely go up to that "Comment" tab on the 7 website that you're watching here, open it up and 8 submit the comment. We definitely want your input to 9 be part of the environmental document, So we're very 10 much hoping that you will provide those. 11 While we wait just a second here for more 12 comments to come in and more questions, I have teed up 13 a few little-known tidbits about some of the portions 14 of our project. 15 So while we wait for those to come in, did 16 you know that the Posey Tube is the second oldest 17 underwater tunnel in the United States, built in 1928 18 to replace the Webster swing bridge that was 19 originally built in 1871, and the Webster Tube was 20 built in 1963? 21 Great. I would like to thank the person who 22 submitted a comment so I don't have to give you 23 another trivia fact for awhile. 24 Rodney, "What is the cost of opening the 25 western path in the Webster Tube, and does that serve</p>
<p style="text-align: right;">Page 59</p> <p>1 LINDSAY VIVIAN: That's a great question, 2 and I'm going to have to get back to you on that. 3 I'll follow up momentarily. 4 JAKE McMURTRY: Sure. Sorry to catch you 5 off guard. It's a pretty specific question and, I 6 think, tied up a lot in what Carie was saying and what 7 I was saying. 8 So, Carie, do you want to try to provide a 9 little more nuance on that and an explanation of why 10 this specific public hearing -- the questions and 11 comments here -- are not formal? 12 CARIE MONTERO: Sure. 13 So the project website is set up for formal 14 comments, and you can leave that comment on a comment 15 card, you can call in, you can send it to the website. 16 And that's how, during the public hearing, you would 17 leave a formal comment. The "Chat" feature, that is 18 equivalent to walking around the room and having a 19 conversation with someone. Those comments would not 20 be considered formal comments. So just to be clear, 21 we are taking formal comments this evening, and 22 there's a multitude of ways to lodge those formal 23 comments. And we are, again, transcribing the 24 comments that we are receiving through the process 25 through the entire evening, throughout the entire</p>	<p style="text-align: right;">Page 61</p> <p>1 any non bike/ped purpose?" 2 RODNEY PIMENTEL: Yeah, definitely. The 3 path in the Webster Tube is really key for a lot of 4 different reasons. The cost is probably a little over 5 \$7 million for that improvement. But what it does is 6 it creates a wider path that will be easier to 7 maintain the tube. As I mentioned earlier, it also 8 act as emergency egress from an automobile that's 9 disabled in the tube, or if there's a fire, people can 10 get up on the pathway. It will also have a fire/life 11 safety equipment on it, and it can also act as an 12 alternate route for bicycles and pedestrians. 13 And as Lindsay had stated earlier, Caltrans 14 is very excited about exploring the opportunity of 15 making the pathways one way in the tubes. So it would 16 be one way out of Alameda in the Posey Tube and then 17 one way out of Oakland in the Webster tube. So by 18 having a separate route and having, you know, a 19 redundancy, it frees up a lot of opportunities for 20 Caltrans from maintenance standpoints and also just 21 provides long-term maintenance and opportunities for 22 Caltrans in the long run. 23 JAKE McMURTRY: Okay. Rodney, you get to 24 just fulfill your engineer's dream here with this one. 25 "What is the new degree of elevation, slope,</p>

<p style="text-align: right;">Page 62</p> <p>1 and rise for the bike/ped from Alameda, Oakland?"</p> <p>2 RODNEY PIMENTEL: Well, the current grade</p> <p>3 coming out of the tube is just over 4 percent, so the</p> <p>4 grade will be maintained when it matches the roadway.</p> <p>5 Again, for the new ramp coming out of the</p> <p>6 Posey Tube, we will be meeting the ADA requirements</p> <p>7 for grade. We'll be providing landings as required in</p> <p>8 order to be able to bring the slope up to Harrison</p> <p>9 Street. But, again, we'll either be matching the</p> <p>10 roadway grade or we'll be meeting ADA slopes pretty</p> <p>11 much everywhere within the project.</p> <p>12 JAKE McMURTRY: Okay. Thanks.</p> <p>13 Lindsay, this is going to come back to you.</p> <p>14 You mentioned this earlier, but perhaps you could</p> <p>15 reset.</p> <p>16 The question is "Who is the lead agency?"</p> <p>17 LINDSAY VIVIAN: That's a great question,</p> <p>18 and the lead agency is Caltrans, under the National</p> <p>19 Environmental Policy Act; and we are also the state</p> <p>20 lead, under the California Environmental Quality Act.</p> <p>21 JAKE McMURTRY: All right. Straightforward</p> <p>22 and easy one, that one.</p> <p>23 Rodney, "Chinatown has many seniors and</p> <p>24 children. How do you improve access to the Chinese</p> <p>25 Garden?"</p>	<p style="text-align: right;">Page 64</p> <p>1 Another one for you, Rodney.</p> <p>2 "Has a traffic reduction alternative been</p> <p>3 looked at to accomplish the project goal?"</p> <p>4 RODNEY PIMENTEL: So that's a good question.</p> <p>5 As far as the traffic reduction alternative,</p> <p>6 I can't say that we have really looked at, you know,</p> <p>7 reducing the number of lanes or removing access. So,</p> <p>8 really, just travel demand, you know, techniques by</p> <p>9 trying to get people to use alternate modes of</p> <p>10 transportation is really, I think, in the long-term</p> <p>11 goal of the City of Alameda and the City of Oakland.</p> <p>12 So having those types of components as part of every</p> <p>13 project to, you know, basically allow people to use</p> <p>14 transit, bikes, walking, and other modes such as water</p> <p>15 ferries and whatnot, I think, are really part of all</p> <p>16 the regional plans. So our project is going to help</p> <p>17 in every way that we can and support those initiatives</p> <p>18 as well.</p> <p>19 JAKE McMURTRY: Okay. Great.</p> <p>20 Carie, I'll try to get this one right.</p> <p>21 "Please describe more sea-level rise</p> <p>22 projects, environmental impacts, and how they</p> <p>23 outweighed the benefit of addressing sea level rise."</p> <p>24 CARIE MONTERO: So what I think that</p> <p>25 commenter is asking about is the addition of potential</p>
<p style="text-align: right;">Page 63</p> <p>1 RODNEY PIMENTEL: So the access to the</p> <p>2 Chinese Garden Park is going to be really improved</p> <p>3 with this project. Again, as people are aware around</p> <p>4 the Chinese Garden Park, there's dual right-turn lanes</p> <p>5 coming from the Posey Tube onto Seventh Street.</p> <p>6 Harrison Street is going to narrowed slightly, and the</p> <p>7 sidewalks are going to be constructed all the way</p> <p>8 around Chinese Garden Park so that residents and</p> <p>9 people that visit the area can easily access it from</p> <p>10 all four sides. So, really, from an access</p> <p>11 standpoint, it's going to be tremendously improved.</p> <p>12 In addition to that, we'll be constructing</p> <p>13 bulb-outs on all the corners to be able to reduce the</p> <p>14 crosswalk distances. And we're also going to be</p> <p>15 constructing a pedestrian hybrid beacon on Seventh</p> <p>16 Street right -- adjacent to Alice Street. So for</p> <p>17 seniors that are trying to cross Seventh Street -- and</p> <p>18 if anybody has ever tried to walk across Seventh</p> <p>19 Street, like I have, during rush hour, it's almost</p> <p>20 impossible to get across the street with the number of</p> <p>21 cars traveling through there. So the pedestrian</p> <p>22 hybrid beacon will really improve safety and access to</p> <p>23 the park.</p> <p>24 JAKE McMURTRY: Okay. That's helpful.</p> <p>25 Thanks.</p>	<p style="text-align: right;">Page 65</p> <p>1 resiliency and adaptive measures.</p> <p>2 And so, for example, to do levies on the</p> <p>3 Alameda side, you would have to make a decision about</p> <p>4 how much of a levy, how far to go out. And anywhere</p> <p>5 that the levies would go, the project would then need</p> <p>6 to be expanded to cover levies. Same thing for</p> <p>7 roadway widening and inflatable dams. You know,</p> <p>8 raising retaining walls was another component that we</p> <p>9 looked at. And so you'd have to look at what the</p> <p>10 visual impacts for retaining the -- raising retaining</p> <p>11 walls and what the impacts would be to Section 106, to</p> <p>12 the National Register eligible properties.</p> <p>13 For adding the levies, we have sensitive</p> <p>14 biological communities, plant communities, as well as</p> <p>15 species communities. And so taking a look at all of</p> <p>16 that and coming up with a high-level cost-benefit</p> <p>17 analysis in terms of what additional environmental</p> <p>18 permitting, agency consultation, mitigation, would be</p> <p>19 needed to expand out the footprint to accommodate</p> <p>20 those resiliency measures.</p> <p>21 When we did that cost benefit analysis, it</p> <p>22 was quite remarkable how much more the project would</p> <p>23 cost and how much more time it would take to acquire</p> <p>24 permits and do additional environmental studies. And</p> <p>25 it was at that point that we decided that those</p>

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1 measures weren't feasible to add on to this particular
2 project and in consideration with the purpose and need
3 of the project.
4 **JAKE McMURTRY:** All right. Thanks, Carie.
5 Rodney, "Would the Broadway on-ramp be
6 closed during construction?"
7 **RODNEY PIMENTEL:** Yeah, there really is very
8 little impact to the Broadway on-ramp, so it will
9 remain in place. There will be some modifications to
10 the end of the Broadway off-ramp where you can get on,
11 on Broadway and then get off on Jackson so that the
12 part where you can get off on Jackson will be taken
13 out. There'll be some improvements in the core area
14 as well just to get onto 880 to make it safer and a
15 little bit easier for cars to merge. But the
16 improvements are fairly minor. So, really, we don't
17 envision, really, any long-term closure of the
18 Broadway off-ramp. It will be just probably for night
19 work, maybe, some minor closures but really no major
20 impacts.
21 **JAKE McMURTRY:** Okay. Great.
22 Terry, "How do you calculate induced demand
23 for automobile egress from Alameda?"
24 **TERRY KLIM:** Good question. There's a few
25 parts to this answer.

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1 First, the forecasting procedures that we
2 use do take into account growth and development in
3 Alameda, as well as Oakland and the entire region, to
4 look at how that will affect traffic demand coming out
5 of Alameda into other parts of the Bay area.
6 But, also, for the project itself, it's
7 important to note that a number of the constraints to
8 traffic are still going to be in place. You know, the
9 tube, for example, is a constraint. We are not
10 changing that. Really what the project's doing is
11 sort of trying to make things flow smoother. It's
12 trying to redirect some of that regional traffic out
13 of the neighborhood areas. It's not capacity
14 increasing. So from that perspective, we're not
15 assuming much in the way of new induced demand coming
16 out of Alameda. But, again, the forecasting
17 procedures do look at, you know, what happens in the
18 future in terms of new development and the increased
19 demand associated with that.
20 **JAKE McMURTRY:** Okay. Thanks for that
21 clarification.
22 Rodney, "What is the status of the design
23 exception process to date?"
24 **RODNEY PIMENTEL:** Well, that's a very
25 technical question, so -- a good one, though. I'm

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1 happy to report that after several years of working
2 very, very closely with Caltrans, both District 4 and
3 headquarters, we have received approval on all of the
4 design exceptions.
5 And for those of the public that don't know,
6 the design exceptions have to do with the Highway
7 Design Manual and the standards that Caltrans uses to
8 design roadways. Again, this is a very old section of
9 highway in the interstate, and so there are many
10 things that are nonstandard, so we needed to get
11 approval on all of those designed exceptions before we
12 could release the environmental and document to the
13 public. So that's what you're seeing today, and
14 everything you see now has been approved by Caltrans.
15 **JAKE McMURTRY:** It's very exciting and a
16 great question.
17 All right. Carie, someone asked why
18 bike/ped issues are being addressed here.
19 "Can you explain what it means to be a
20 multimodal project?"
21 **CARIE MONTERO:** Right, so I'll take the
22 second part of the question first.
23 So multimodal projects are projects that
24 address and accommodate multiple modes of
25 transportation. So that could be vehicular,

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1 pedestrian, and bicyclists. And Caltrans and federal
2 highways, for that matter, across the nation has
3 implemented the complete streets plan. And that's
4 really a recognition that roadways and ancillary, you
5 know, paths along roadways are used by more than just
6 folks in vehicles. And so our nation, as well as
7 California -- and Caltrans is deeply committed to
8 this -- has really taken another look at our
9 transportation system and decided that making access
10 for all modes of transportation -- bicyclists,
11 walkers, folks who are in wheelchairs, for example --
12 have equivalent kinds of access to get through and
13 around their communities.
14 And so for this project in particular,
15 bicycle and pedestrian access is incredibly important.
16 You heard Rodney talk a little earlier about how
17 making those improvements -- the hybrid beacons, the
18 shortening the crosswalks, changing the right-turn
19 lanes, and creating a continuous sidewalk around the
20 Chinese Garden Park -- will provide benefits for
21 seniors and children who visit the Chinese Garden Park
22 and the general community by improving bike paths and
23 cycle tracks connecting the Jack London Square with
24 other parts of downtown Chinatown and then also
25 helping provide early stages of better ways to get

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1 between Oakland and Alameda. These are all components
2 of this project, and they're very important for
3 providing that multimodal component and also helping
4 knit and connect the communities between Alameda but
5 also knit the communities in Chinatown, helping them
6 get through traffic on a bike or safely get that way,
7 you know, by walking on safe paths.
8 **JAKE McMURTRY:** Thanks, Carie. I have
9 another one for you.
10 "Can you describe how new developments at
11 Alameda Point play into this project? Thank you."
12 **CARIE MONTERO:** Thank you, Jake.
13 Yes, so there is a large amount of
14 development going on in Alameda. And, also, I want to
15 acknowledge that there's also a lot of development
16 going on in Oakland. Both the development that's
17 going on in Alameda, as well as on the Oakland side,
18 are all planned development. So Alameda has a plan
19 for development, and individual developments have
20 their own environmental processes through CEQA; and
21 the same is going on, on the Oakland side.
22 So our project took a look at the traffic
23 forecasting. And as part of the traffic forecasting,
24 they looked at the planned growth for the region, as
25 well as planned growth for Oakland and in Alameda, and

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1 they took that into consideration when they did their
2 traffic operations report and looked at their traffic
3 forecasting.
4 Then, in the environmental document, we also
5 took a look at the results of that traffic modeling,
6 and we also looked at the growth of various
7 developments and the planned growth that Oakland and
8 Alameda have in their plans. And that was considered
9 in the community impacts analysis, and it was also
10 considered in our cumulative impact analysis, as well
11 as in the draft environmental document.
12 **JAKE McMURTRY:** Okay. Thanks, Carie.
13 Rodney, the question here is "Why are you
14 ignoring 2009 number one priority for water ferries?
15 Two hundred signatures is no justification for a
16 bridge."
17 **RODNEY PIMENTEL:** Well, again, the 2009
18 study looked at several different improvements --
19 ferries being one of those -- and the 2020 study that
20 is almost complete and on the street has looked at
21 several other modes, including ferries as well.
22 Again, ferry travel between Oakland and
23 Alameda is definitely a viable solution. It comes
24 with its own challenges because you have to operate
25 and maintain the ferries, as well as deal with all the

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1 other myriad of issues of owning a vessel. But, you
2 know, ferries are definitely a potential solution. I
3 don't know if it's the ultimate solution, but it
4 definitely has been considered and is part of both of
5 the studies.
6 **JAKE McMURTRY:** Okay. Rodney, I have
7 another one for you here.
8 It says "I see benefits for Alameda; I see
9 improvements in Chinatown. I don't see any benefits
10 in Jack London. Are there any?"
11 **RODNEY PIMENTEL:** Yeah, we kind of touched
12 on this a little bit earlier.
13 So the benefits for Jack London is there's
14 going to be one other access opened up on Madison
15 Street, so Madison will be two-way. There are also --
16 because of the way Sixth Street now will be opened up,
17 you'll be able to make additional lefts on Webster and
18 Webster Place, where you wouldn't be able to before.
19 Also, we're going to be doing all of the
20 improvements to sidewalks and lighting underneath
21 I-880 to make traveling back and forth between Jack
22 London that much better.
23 Also, with the construction of the cycle
24 track on Oak Street, getting back and forth to the
25 Lake Merritt BART Station, will be better.

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1 And, lastly, with the improvements on
2 Broadway at both the intersections of Fifth Street and
3 Sixth Street, it's going to be much, much safer. For
4 anyone that's walked up Broadway and tried to cross,
5 you know, any of those routes, it's pretty, pretty
6 frightening. So all of those improvements are really
7 going to improve, basically, traversing back and forth
8 between Jack London Square and all points north.
9 **JAKE McMURTRY:** Okay. Great.
10 I have a construction question for you here,
11 Rodney.
12 "Would there be lane loss on southbound
13 I-880 during construction?"
14 **RODNEY PIMENTEL:** Yeah, there would be a
15 temporary closure but for a very, very short time when
16 we have to close the Jackson Street off-ramp in order
17 to reconstruct the new structure. There would be
18 K-rail put up to close the entry point, but it
19 wouldn't have a permanent reduction on southbound
20 I-880. And likely also, when we make improvements to
21 the Broadway on-ramp at the core and also with the
22 structure improvements, we're going to be making
23 there, there would be a short duration where we might
24 have to take a lane; but it could just be at night.
25 Again, that's something we'll have to study during the

<p style="text-align: right;">Page 74</p> <p>1 design phase, but we don't anticipate that being a big 2 of an impact to the project.</p> <p>3 JAKE McMURTRY: Okay. Lindsay, we have a 4 two-part question here for you.</p> <p>5 "What are the next steps for the project, 6 and how can I get involved?"</p> <p>7 LINDSAY VIVIAN: That's a great question, 8 and there are a number of ways to get involved. But, 9 firstly, I'll answer the next steps for this project, 10 which, of course, we are accepting comments -- public 11 comments on the draft environmental document up 12 through November 29th, 2020. We aim to finalize the 13 environmental document and publish the final 14 environmental document sometime next summer, or June 15 2021. During that time, we will be responding and 16 taking the time to sift through all the public 17 comments received and respond to those in full, again, 18 as part of the final environmental document.</p> <p>19 After that and -- after the public comment 20 period and before issuance of the final environmental 21 document, Caltrans will determine, again, in 22 coordination with Alameda CTC, cities of Oakland and 23 Alameda, whether to adopt the build alternative or the 24 no-build alternative for this transportation project. 25 Assuming the build alternative is adopted, that,</p>	<p style="text-align: right;">Page 76</p> <p>1 RODNEY PIMENTEL: Well, yeah, again, I think 2 we talked about this answer just a little bit earlier.</p> <p>3 But, yeah, the reason why this is different, 4 again, the project has been around for a long, long 5 time. Several different agencies have tried to 6 advance this project. It's been needed by a lot of 7 the different stakeholders within the project 8 footprint. But the reason why it's really made so 9 much progress recently is really because of Alameda 10 CTC's involvement in really engaging so many 11 stakeholders. Again, we've had over 300 stakeholder 12 workshops in order to understand what the needs of the 13 stakeholders are and the public and businesses alike. 14 And so the reason why this project is really different 15 now is that it's really addressed a lot of the needs 16 of most people.</p> <p>17 Again, projects aren't about perfect. You 18 can't meet every single person's need, but I believe 19 that this project has really met most of them, and 20 that's why it's moved as far forward, and that's why 21 it's taken 30 years. But now I feel confident that 22 the project is going to move forward.</p> <p>23 JAKE McMURTRY: Great. Great. Thanks. 24 Carie, "What mitigations are proposed for 25 the adverse effects to the tube?"</p>
<p style="text-align: right;">Page 75</p> <p>1 again, will be clarified in the final environmental 2 document. And then we will also finalize the project 3 report for this project, at which point we will have 4 an approved project, so we can then proceed into the 5 design phase, or the plan specifications and estimates 6 phase, for this project, which is estimated to take a 7 couple of years to complete before construction begins 8 in the middle of 2023.</p> <p>9 JAKE McMURTRY: Sorry. Lindsay, let me jump 10 right back to you. It sounded like you had a little 11 more to say there.</p> <p>12 LINDSAY VIVIAN: I forgot about the second 13 part to that question, which, of course, are ways to 14 get involved.</p> <p>15 And, again, the most important way for you 16 to get involved right now is to submit a comment using 17 the comment card, e-mail us, send us a note via postal 18 mail. Again, on the draft environmental document, 19 it's so we can document that in the FED, or the final 20 environmental document.</p> <p>21 JAKE McMURTRY: Great. Great. 22 Okay. Rodney, this'll come to you. So I 23 mentioned earlier in the evening that this project had 24 been around for 30 years, and our commenter wants to 25 know why this time it's going to be different.</p>	<p style="text-align: right;">Page 77</p> <p>1 CARIE MONTERO: Thank you, Jake. 2 So we're just at the very beginning stages 3 to start thinking about how we're going to resolve 4 adverse effects to the tube. One potential mitigation 5 that will be looked at and vetted by the stakeholders 6 and State Historic Preservation Officer and Caltrans 7 Cultural Resources Office would be aesthetic 8 treatments to the reconstructed retaining walls.</p> <p>9 There are plethora of other types of 10 mitigation that might be proposed, and we're looking 11 for your comment on what you, the general public and 12 interested stakeholders, would think would be 13 appropriate for mitigations to that adverse effect for 14 the historic district and for the historic Posey Tube.</p> <p>15 JAKE McMURTRY: Thanks, Carie. 16 Rodney, "Tell us some more about the new 17 cycle track on Oak Street. How will this affect 18 businesses and residents?"</p> <p>19 RODNEY PIMENTEL: Well, it's going to impact 20 businesses and residents in a couple of different 21 ways.</p> <p>22 If you're a cyclist, you're going to love it 23 because it's going to give you a safe way to travel 24 north-south on Oak Street and connect the Lake Merritt 25 BART station to Jack London Square and the Amtrak</p>

<p style="text-align: right;">Page 78</p> <p>1 Station and all the areas along the waterfront.</p> <p>2 The impact to people who live along that</p> <p>3 corridor is if you live on -- especially on the west</p> <p>4 side of Oak Street, parking will be taken in order to</p> <p>5 construct the cycle tracks. So there will be some</p> <p>6 loss of parking on Oak Street in that area, mainly on</p> <p>7 the west side all the way down to Third Street.</p> <p>8 So really the impacts on businesses and</p> <p>9 residences is the loss of that parking. Luckily,</p> <p>10 there is parking on adjacent streets. And, as we</p> <p>11 mentioned before, the City of Oakland is actively</p> <p>12 engaged with Caltrans to open up the parking</p> <p>13 opportunity underneath I-880 to basically provide</p> <p>14 alternative places to park for both businesses and</p> <p>15 residents.</p> <p>16 JAKE McMURTRY: All right. Thanks.</p> <p>17 Our next question here, I think we'll start</p> <p>18 with Carie and then, Rodney, ask you come in at the</p> <p>19 end and see if there's anything else to clean up or</p> <p>20 add to it.</p> <p>21 Carie, this question is they're "concerned</p> <p>22 about traffic noise at night disrupting 428 Alice and</p> <p>23 other buildings like 8 Orchid."</p> <p>24 Anything you can share?</p> <p>25 CARIE MONTERO: Thanks, Jake.</p>	<p style="text-align: right;">Page 80</p> <p>1 construction documents. They'll be specified in the</p> <p>2 specifications so that the contractor is very aware of</p> <p>3 what those restrictions are so that there are very</p> <p>4 minimal impacts to any of the residences at 428 Alice</p> <p>5 or 8 Orchid during construction.</p> <p>6 Again, we have to do some demolition, and</p> <p>7 that demolition will be a bit noisy. So, again, we'll</p> <p>8 be very careful to try to do those during times when</p> <p>9 people are not sleeping and, also, when they're not</p> <p>10 commuting. So, again, all of those things will be</p> <p>11 analyzed in the construction documents and analyzed in</p> <p>12 the Traffic Management Plan.</p> <p>13 JAKE McMURTRY: All right. Thanks, Rodney.</p> <p>14 Another one for you. Don't go anywhere.</p> <p>15 "Does the Webster Path meet Caltrans</p> <p>16 requirements for a shared-use facility?"</p> <p>17 RODNEY PIMENTEL: Yeah, Caltrans' minimum</p> <p>18 requirements for width are four feet. So we do meet</p> <p>19 those requirements. And, again, it's not a lot.</p> <p>20 Again, it would be nice to make it wider. And we have</p> <p>21 looked at every opportunity to make that path as wide</p> <p>22 as possible, and Caltrans has been very good working</p> <p>23 with us on that. But the path is going to be four</p> <p>24 feet for the entire length of the Webster Tube.</p> <p>25 JAKE McMURTRY: Okay. Great.</p>
<p style="text-align: right;">Page 79</p> <p>1 So our project instituted a number of</p> <p>2 avoidance and minimization measures to help reduce</p> <p>3 noise, and so there's a number of measures that we've</p> <p>4 instituted that are available -- and you can review</p> <p>5 them in the draft environmental document -- measures</p> <p>6 such as employing a time limit to construction-related</p> <p>7 noise so we're not allowing unnecessary idling of</p> <p>8 internal combustion engines within 100 feet of</p> <p>9 residences -- that's completely prohibited --</p> <p>10 stationary noise-generating equipment be located away</p> <p>11 from sensitive receptors -- again, that would be the</p> <p>12 residences -- to things like the contractor will be</p> <p>13 required to use quiet air compressors and other quiet</p> <p>14 equipment where the technology exists. We're also</p> <p>15 going to be instituting a noise monitoring program so</p> <p>16 that if there's work that is occurring outside daytime</p> <p>17 hours, there will be a number that someone can call</p> <p>18 and -- and to make sure that, you know, that noise is</p> <p>19 not unduly effecting the residences or other</p> <p>20 businesses in the area.</p> <p>21 JAKE McMURTRY: Thanks, Carie.</p> <p>22 Rodney, anything to add to that?</p> <p>23 RODNEY PIMENTEL: Yeah, just to follow up</p> <p>24 with what Carie said, all of those restrictions on</p> <p>25 noise to help guide the contractor will be part of the</p>	<p style="text-align: right;">Page 81</p> <p>1 We've got some follow-up questions about</p> <p>2 construction. So we'll start with Carie again on this</p> <p>3 clarification.</p> <p>4 "How long will construction last, and what</p> <p>5 are you doing to mitigate construction impacts?"</p> <p>6 CARIE MONTERO: So the construction duration</p> <p>7 I'm going to throw to Rodney, but we have a number of</p> <p>8 measures throughout the document to mitigate</p> <p>9 construction impacts. I read some of those off just</p> <p>10 now from our document dealing with construction noise,</p> <p>11 and there are a number of other measures. For</p> <p>12 example, we're going to have a paleontology monitor</p> <p>13 available. We're going to be doing a number of other</p> <p>14 monitoring through the TMP, for example. So there's a</p> <p>15 number of measures that can be looked at throughout</p> <p>16 the environmental document to address construction</p> <p>17 noise -- I'm sorry -- construction impacts.</p> <p>18 JAKE McMURTRY: Rodney.</p> <p>19 RODNEY PIMENTEL: I don't see me yet.</p> <p>20 There I am.</p> <p>21 Okay. So as far as construction duration,</p> <p>22 the total project will take about three years to</p> <p>23 construct from the very -- very beginning until the</p> <p>24 end of the landscaping. Again, there's a lot of</p> <p>25 different activities that would occur during that</p>

<p style="text-align: right;">Page 82</p> <p>1 time. So this is a very complicated project in an 2 urban area. So basically dissecting it and taking it 3 apart and putting it back together is very 4 challenging, and that's why it's going to take three 5 years to complete. 6 JAKE McMURTRY: All right. Thanks, Rodney. 7 These two part questions with multiple 8 answers are keeping the boys in the booth on their 9 toes. So we'll do just Carie this time. 10 Carie, "Will this plan preserve the vintage 11 facade of the tube or do we need, say, a city charter 12 amendment to do that?" 13 CARIE MONTERO: The facade of the tube will 14 be determined through the Section 106 process. The 15 Section 106 practitioners will look at the Secretary 16 of Interior's standards requirements. And if the 17 facade can be made to look vintage and still meet the 18 secretary of interior standards and that's agreeable 19 upon the interested party stakeholders, the State 20 Historic Preservation Officer, and Caltrans, then 21 that's what that will look like. But that's still to 22 be determined, and it will go through the Section 106 23 process to determine what the appropriate Section 106 24 resolution for what the final product would look like 25 after the tubes are restored.</p>	<p style="text-align: right;">Page 84</p> <p>1 still love to hear from you. We've been able to 2 answer a ton of questions tonight, which is one of 3 sort of the benefits of doing this virtually is less 4 time spent moving from person to person and we can 5 just get your questions up there. So please do send 6 those in. I may be forced to share more trivia with 7 you. Not threatening you, but that will have to 8 happen if we can't get any more questions. 9 So since we just had a question about the 10 tube, we'll ask another one -- we'll point another one 11 out. 12 The architect for the Posey Tube was Henry 13 H. Meyers, who was also the architect for the 14 Caldecott Tunnel. And you can see similar art deco 15 influences. Interesting trivia there. 16 I did want to also share that this video of 17 tonight's stream and the questions is going to be 18 provided in English, Chinese, Vietnamese, and Spanish 19 in one or two weeks following the hearing. We're 20 going to post that to the project website. You'll be 21 able to read a closed caption of a full translation 22 into those languages for anyone for whom that's more 23 easily accessible. 24 So I have another question here. 25 Lindsay, this is coming your way.</p>
<p style="text-align: right;">Page 83</p> <p>1 JAKE McMURTRY: All right. Coming right 2 back to you, Carie, "Will there be any right-of-way 3 impacts?" 4 CARIE MONTERO: There will be no 5 right-of-way acquisitions, and there will be some 6 minor impacts from temporary construction easements 7 that will be needed to construct the project. 8 JAKE McMURTRY: Okay. Thanks, Carie. 9 So we are getting to about 20 minutes left 10 in the evening tonight. I did want to reshare quickly 11 for those who may have joined late the two ways that 12 you can put your informal comments in tonight for our 13 panel or for me to read aloud. 14 You can see there again on your screen you 15 can use the "Chat" function where it says "Chat" or 16 "Ask a Question," which will be to the right of the 17 video stream on laptops and desktops or below it for 18 those on mobile devices. You can also call our 19 project phone number (510) 880-4195, select your 20 preferred language, and press "4." And then you'll be 21 able to verbally give your comment or question, which 22 will be transcribed for me to present it to our 23 panelists. 24 So we've got a little bit of lull in some of 25 those questions and comments coming in. We would</p>	<p style="text-align: right;">Page 85</p> <p>1 "The graffiti is horrible throughout the 2 Posey Tube's new walkway. Will you clean it up?" 3 LINDSAY VIVIAN: Thank you. Thank you, 4 Jake. 5 And, of course, as part of this project, 6 we -- at the Posey Tube entrance, as well as Webster 7 Tube and any features constructed as part of this 8 project, we are going to -- we are planning to include 9 aesthetic treatments to minimize the attractiveness 10 for new graffiti in the future. 11 And then as part of this project -- I'm 12 going to have to get back to you on that answer, Jake. 13 I'm going to have to look into that. I don't know the 14 answer. 15 JAKE McMURTRY: Keep throwing the hard balls 16 at you. I do think there's probably something about 17 checking with Caltrans maintenance. But we can -- if 18 you post that as a formal comment, it will be 19 responded to in the environmental document. 20 Continuing on with trivia, this one, a 21 project-specific trivia nugget, which is that the 22 project provides great multimodal improvements, more 23 than a mile and a half of new bicycle infrastructure 24 and several blocks of new sidewalks. The walkway 25 through the Webster Tube and the Posey Tube will be</p>

<p style="text-align: right;">Page 86</p> <p>1 slightly widened. And there's a new crosswalk that</p> <p>2 will be constructed to connect the Posey Tube stairs</p> <p>3 and the existing bike/ped path.</p> <p>4 So a new question has come in, so back to</p> <p>5 those.</p> <p>6 Terry, "Who approves the Traffic Management</p> <p>7 Plan during construction, and will there be any public</p> <p>8 input?"</p> <p>9 TERRY KLIM: Yeah, the transportation -- or</p> <p>10 Traffic Management Plan, or TMP, that will be approved</p> <p>11 by Caltrans as the sort of lead agency for</p> <p>12 construction.</p> <p>13 Public input, well, certainly, we'll be</p> <p>14 working with both cities and, through the cities, also</p> <p>15 the public in development and review of that plan.</p> <p>16 Going forward, of course, during construction, we'll</p> <p>17 be monitoring the activities to make sure they're</p> <p>18 following the guidelines laid out in the TMP.</p> <p>19 JAKE McMURTRY: Thanks, Terry.</p> <p>20 Let me just acknowledge this comment from</p> <p>21 the Alameda Chamber of Commerce: "The Alameda Chamber</p> <p>22 of Commerce is in support of this project as it is</p> <p>23 designed with our Alameda Developers Project."</p> <p>24 All right. Let me get another question</p> <p>25 here.</p>	<p style="text-align: right;">Page 88</p> <p>1 neighborhoods affected by this project, such as</p> <p>2 Chinatown, downtown Oakland; and outreach has been at</p> <p>3 the core of this project from the onset.</p> <p>4 JAKE McMURTRY: Thank you, Lindsay.</p> <p>5 Terry, we had a follow-up question on the</p> <p>6 Traffic Management Plan.</p> <p>7 Question is "So no public input on the TMP?"</p> <p>8 TERRY KLIM: Well, yeah, typically, the TMP</p> <p>9 is moving in a sort of construction area. You may see</p> <p>10 that. But, certainly, this project has been around</p> <p>11 for a long time. We know it's very important and a</p> <p>12 lot of eyes on this, and Caltrans and Alameda CTC are</p> <p>13 committed to working with both cities, as well as</p> <p>14 stakeholders, to make sure that the project moves</p> <p>15 forward, you know, including during construction, and</p> <p>16 listening to people's concerns on how things are</p> <p>17 built.</p> <p>18 And so in some regard, it's not a formal</p> <p>19 process, like you see here for the project and the</p> <p>20 environmental document; but, certainly, there is a</p> <p>21 commitment to listening to stakeholder concerns.</p> <p>22 JAKE McMURTRY: All right. Thanks, Terry.</p> <p>23 Rodney, can you just talk quickly about how</p> <p>24 much the proposed project will cost and whether it's</p> <p>25 fully funded?</p>
<p style="text-align: right;">Page 87</p> <p>1 Lindsay, I'm going to throw this one your</p> <p>2 way.</p> <p>3 "What public outreach has been done to</p> <p>4 inform non-English speakers about the proposed</p> <p>5 project?"</p> <p>6 LINDSAY VIVIAN: We've conducted a number of</p> <p>7 outreach efforts as part of this project. When we</p> <p>8 circulated and published the draft environmental</p> <p>9 document, we provided a notices of availability in</p> <p>10 four languages -- Spanish, English, Vietnamese, and</p> <p>11 Chinese -- in local newspapers. We sent out e-mails</p> <p>12 to residences who will be -- who live adjacent to the</p> <p>13 project footprint, provided -- like, we sent mailers,</p> <p>14 flyers, e-mails, social media notifications on this</p> <p>15 project. On the project website, we have -- it's</p> <p>16 available, again, in those four languages: Spanish,</p> <p>17 Chinese, Vietnamese, and English. And the summary of</p> <p>18 the draft environmental document is also available in</p> <p>19 those four languages and including efforts to</p> <p>20 translate this public hearing tonight, as Jake just</p> <p>21 mentioned previously, and a number -- this project, in</p> <p>22 its entirety over the course of the last 20 years,</p> <p>23 we've held a number of community meetings and</p> <p>24 stakeholder working groups. Over 200 working group</p> <p>25 meetings have been held, including in all the various</p>	<p style="text-align: right;">Page 89</p> <p>1 RODNEY PIMENTEL: Yeah, so the project is</p> <p>2 not fully funded yet, but, you know, we are hopeful</p> <p>3 that, you know, by the time the project does go to</p> <p>4 construction we will close that gap.</p> <p>5 Currently, the project received \$75 million</p> <p>6 for Measure BB funds in 2014. It also received a</p> <p>7 little over \$8 million in Measure BB funds back in</p> <p>8 2000.</p> <p>9 Again, Alameda CTC has been a real champion</p> <p>10 of the project and has continued to advance the</p> <p>11 project and move it forward. Currently, the project</p> <p>12 is just under 120 million and is about \$35 million</p> <p>13 short right now. So I know that Caltrans and Alameda</p> <p>14 CTC will be looking at opportunities to close that</p> <p>15 funding gap, and we're all hopeful that that does</p> <p>16 before the project is advertised.</p> <p>17 JAKE McMURTRY: All right. Thanks, Rodney.</p> <p>18 Carie, "Will there be adverse impacts to the</p> <p>19 Waterfront Warehouse District?"</p> <p>20 CARIE MONTERO: Yes, there will be an</p> <p>21 adverse effect to the Waterhouse Ware- -- I'm sorry --</p> <p>22 the Waterfront Warehouse District. The Oakland Portal</p> <p>23 to the Posey Tube is a key contributor to the Ware- --</p> <p>24 late in the evening -- to the Waterfront Warehouse</p> <p>25 District; and so there is both an adverse effect to</p>

<p style="text-align: right;">Page 90</p> <p>1 the Posey Tube, the Oakland Portal building, and to 2 the Waterfront Warehouse District. And all of those 3 adverse effects will be worked out in the resolution 4 through the memorandum agreement, which is the final 5 stage of the Section 106 process. So we will be 6 addressing those adverse effects as part of that 7 process.</p> <p>8 JAKE McMURTRY: Yeah, the tongue twisters 9 come at the end of the night just to catch you up. 10 Rodney, "How do you propose to enforce 11 one-way travel on the two paths?"</p> <p>12 RODNEY PIMENTEL: Well, if any of you that 13 has traveled through the Posey Tube, which I have many 14 times, growing up in Alameda, it's not very convenient 15 when you come head-on to another either person, 16 bicycle, or somebody pushing something with four 17 wheels. So it's very difficult to navigate around 18 other people when you have bi-directional paths that 19 are only three feet wide. And so what happens is a 20 lot of people end up, like, picking bicycles up over 21 the railing to let people pass. And so it's a very 22 unsafe situation. So by opening up the Webster Tube 23 and making the pass one direction, then this will 24 alleviate at least people wanting to cross head-on. 25 And then, hopefully, there will be a procession of</p>	<p style="text-align: right;">Page 92</p> <p>1 cultural resources present that were archeological 2 resources. However, we did document -- we've talked a 3 little bit about the Oakland Portal building and the 4 Posey tubes eligibility as a built environment or 5 architectural history cultural resource, as well as 6 the Waterfront Warehouse Historic District.</p> <p>7 JAKE McMURTRY: Great. Thanks. 8 Terry, "If Jackson Street is closed for 18 9 months during construction, how will traffic be 10 detoured and who will decide about detours?"</p> <p>11 TERRY KLIM: Yeah, there isn't a specific 12 detour plan developed at this time. It will be 13 something that, certainly, Caltrans, Alameda CTC will 14 work with the City to develop that plan and have to 15 get their approval, certainly looking at any sort of 16 modifications on the detour route to accommodate the 17 detoured traffic. So that's why all the parties will 18 be involved in that. And that's, again, something to 19 be developed in the next stage as we move forward into 20 the design for the project.</p> <p>21 JAKE McMURTRY: All right. Thanks. 22 Rodney, "How will bikes be directed to the 23 tube paths. Signage is awful. Friend rode bike in 24 car lane due to missing a turn." 25 RODNEY PIMENTEL: Well, again, wayfinding is</p>
<p style="text-align: right;">Page 91</p> <p>1 people that want to travel in those tubes. So the way 2 that we're going to force it to just with signage. 3 Again, I don't think there's going to be any 4 enforcement, but we're going to encourage people to go 5 in the direction of travel with traffic. And, again, 6 I think it's going to be much more relaxing for people 7 that do choose to go through the tubes rather than 8 going through a bi-directional tube.</p> <p>9 JAKE McMURTRY: All right. Thanks. 10 Carie, you just mentioned the easy-to-say 11 Waterfront Warehouse District, and you've talked a 12 little bit about the facade. 13 "What cultural resources are impacted by 14 this project?"</p> <p>15 CARIE MONTERO: So cultural resources fit 16 into a couple of different categories. You could have 17 archeological cultural resources, you could have 18 historic archeological cultural resources, or you 19 could have built environment or architectural history 20 cultural resources. 21 So our project did investigate whether there 22 was potential or existing or known archeological or 23 historic archeological resources within the project 24 footprint. We even did archeological excavations and 25 testing in downtown Oakland, and we did not find any</p>	<p style="text-align: right;">Page 93</p> <p>1 a very important part of any project. Again, we are 2 going to be improving the signage between both of the 3 tubes, both on the Alameda side and on the Oakland 4 side, so that people, whether they're leaving the 5 tubes and want to access Jack London Square or 6 Chinatown, will know which way to go, as well as 7 people that are in Alameda and want to navigate to, 8 you know, all of those places will have signage to be 9 able to help them traverse on the paths.</p> <p>10 Again, the paths will be very inviting, 11 they'll be wide, they will be well striped. And so, 12 you know, navigating between them, I think, will be 13 much, much better than they are today, because it is a 14 little confusing and there's not a lot of signage. So 15 that will be improved.</p> <p>16 JAKE McMURTRY: Okay. That's great. 17 Lindsay, let's go back to you. You had an 18 earlier question about graffiti, and you wanted to add 19 a bit more to that.</p> <p>20 LINDSAY VIVIAN: Yeah, I did want to add 21 some information related to the graffiti. 22 And graffiti removal in the Posey tubes is 23 not included in the scope for this project. However, 24 we do ask that you make that comment again on the 25 draft environmental document through the procedures</p>

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1 described previously, and we will make a note of that.
2 In addition, Caltrans has a customer service
3 database where you can fill out a customer service
4 request form, and including the location and the
5 nature of the complaint, if you will. And then that
6 will go into a log that can then be added to the
7 workload for our maintenance division and addressed in
8 a timely fashion, again, through providing more
9 information in that customer service portal even if
10 it's outside the scope of -- and outside of this
11 project.
12 **JAKE McMURTRY:** Okay. Great. We've got
13 another one for you, Lindsay, that touches a bit on
14 Caltrans maintenance.
15 Project (verbatim) is "Will this project
16 improve air quality inside the Webster or Posey tubes
17 for cyclists and pedestrians?"
18 We sort of asked this before. We throw it
19 over to you to start and maybe Rodney to finish up.
20 **LINDSAY VIVIAN:** Yes. So, currently, as
21 it's scoped, this project does not include
22 improvements to the Webster or Posey tubes for air
23 quality and reductions of the fumes within the tubes
24 themselves. And we acknowledge your concern, of
25 course, with the fumes and the exhaust in those tubes.

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1 Again, the improvements being made for
2 bicyclists and pedestrians within the tubes are --
3 we're viewing them as interim short-term improvements
4 until possibly longer-term solutions can be
5 implemented. And so that's our best attempt, again,
6 on this project for balancing all the needs of the
7 stakeholders in the region, again, as part of this
8 project. And so these are considered short-term
9 solutions, but we will make a note of your comments
10 and respond again in the final environmental document
11 and taking into consideration possible inclusions as
12 we enter the design phase -- again, plant
13 specifications and estimates -- oh, we can look into
14 and evaluate the potential or the possibility of
15 addressing those fumes, and, again, in the Webster and
16 Posey tubes.
17 **RODNEY PIMENTEL:** Wow, she did really good.
18 But there is quite a bit of infrastructure
19 in the tubes. There's actually four fans on either
20 side of the tubes. And, again, the fans are really
21 geared more toward fire/life safety in case there is
22 an event. But I'm sure if there's enough support and
23 the air quality in the tubes was not adequate, there
24 could be additional volume of flow that could be
25 increased. But as Lindsay said, there would be a

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1 need -- there would be a lot of work that need to be
2 done with that and it would need to be considered.
3 **JAKE McMURTRY:** You were all teed up to go,
4 Rodney, and then Lindsay went and answered the whole
5 darn question. All right. So we'll give you another
6 one, Rodney.
7 "Any effects to AC Transit routes?"
8 **RODNEY PIMENTEL:** No, there are no impacts
9 to AC Transit's routes. Again, all of the Transbay
10 buses will have their same routes. The 51, the 19,
11 again, all will have the same routes.
12 Again, those bus stops are located on either
13 side of the Posey and Webster tubes, and they will
14 still be there. There isn't an opportunity, if AC
15 Transit didn't want to put a bus on the horseshoe, to
16 be able to have a little quicker access on the 880.
17 So I'm sure that's something they'll consider in the
18 future. But as of now, there hasn't been any
19 indication that there would be any changing or any
20 modifications to any of the transit routes.
21 **JAKE McMURTRY:** All right. Thanks.
22 Well, we're getting toward the end of our
23 time here. We've got a couple more questions, but I
24 did want to make one more plug again for how you can
25 submit your formal comments to the project. And

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1 there's four ways: You can mail a letter or comment
2 card to Caltrans District 4, Attention: Lindsay
3 Vivian, Office of Environmental Analysis; e-mail your
4 comments to Oakland.Alameda.Access@dot.ca.gov; submit
5 those comments online through the "Comment" tab on the
6 project website; or call the project phone number
7 (510) 880-4195, select your language, and press "2" to
8 leave a voicemail that's going to be transcribed as a
9 formal comment. Remember to speak clearly and slowly
10 so that transcription can be accurate.
11 Again, you have up until the public comment
12 period ends on November 30th. Just make sure you
13 include your name and zip code with any of those
14 methods, and your input will be part of that formal
15 process.
16 Okay. In our last few minutes here, let me
17 ask Rodney a question on "Who is going to maintain the
18 new Harrison Path under 880?"
19 **RODNEY PIMENTEL:** Again, all the pathways
20 underneath 880 will be part of a maintenance agreement
21 that will be worked between the City of Oakland and
22 Caltrans on who needs to maintain all the different
23 elements. And, again, during the design phase, we'll
24 be looking at lots of improvements to those crossings
25 underneath 880. And before the project goes to

<p style="text-align: right;">Page 98</p> <p>1 construction, all of the determinations on who needs 2 to maintain the infrastructure will be ironed out. 3 But all that will be resolved so that the project will 4 definitely be maintained after it's constructed. 5 JAKE McMURTRY: Okay. We've got a request 6 to go back to the question about the maintenance 7 project that will be completed in spring of 2021. 8 Lindsay, can you talk a little bit about 9 that? 10 LINDSAY VIVIAN: Yeah, I'm just learning 11 about maintenance project, again, being undertaken by 12 our division of maintenance, who -- there are plans to 13 improve the exhaust system in the Webster and Posey 14 tubes, as I understand it, if that's what this 15 question was in relation to, Jake, or were you asking 16 about the graffiti specifically? 17 JAKE McMURTRY: This one is about 18 ventilation. This one is about ventilation. 19 LINDSAY VIVIAN: So there -- yes, there are 20 plans of in first -- scheduled for spring 2021 to 21 improve an update and upgrade the exhaust systems in 22 the Webster and Posey tubes to improve air quality. 23 JAKE McMURTRY: Okay. Thanks. 24 Rodney, "What are the safety elements 25 provided for the downtown Chinatown community?"</p>	<p style="text-align: right;">Page 100</p> <p>1 in order to construct sidewalks and whatnot. But 2 there are no full property acquisitions; there are no 3 impacts to businesses. So, really, the right-of-way 4 component of this project is fairly small. 5 JAKE McMURTRY: Okay. Lindsay, a question 6 for you. 7 "At this phase of the project, can project 8 elements still be changed?" 9 LINDSAY VIVIAN: So at this stage of the 10 project, again, at circulation of the draft 11 environmental document and by the close of the 12 environmental phase, or when we finalize the 13 environmental document, we have the equivalent of 14 35 percent design plans complete; and there are 15 opportunities going forward for other design elements 16 to be incorporated into the project and some 17 modifications to be made. So, absolutely, there's 18 still time. 19 And in response to the formal public 20 comments received, the project development team will 21 have an opportunity to consider, again, possible 22 changes to the design elements as proposed. So the 23 design is nowhere near being considered final, again, 24 as we move forward. And so right now we're at about 25 35 percent complete with the project plans.</p>
<p style="text-align: right;">Page 99</p> <p>1 RODNEY PIMENTEL: Well, again, the main 2 safety elements for the downtown Chinatown community 3 are really for geared toward pedestrian travel through 4 the construction of bulb-outs, the shortening of 5 crosswalks, the extension of sidewalks. Basically, 6 all the way around Chinese Garden Park and all the way 7 along Sixth Street will be a significant safety 8 improvement, as well as the pedestrian hybrid beacon 9 that we'd be constructing on Seventh Street along 10 Alice, in order to provide, basically, a push button 11 and a red light that would come up in order to stop 12 traffic to cross Seventh Street. So there's quite a 13 few improvements that will be part of the project. 14 Again, there's a significant number of 15 accidents that have been recorded in Chinatown. And 16 one of the primary missions in our need and purpose is 17 to enhance safety for all local streets around the 18 project footprint. 19 JAKE McMURTRY: Okay. Rodney, coming back 20 to you here. 21 "Does the proposed project require property 22 acquisition?" 23 RODNEY PIMENTEL: Well, I think it was Carie 24 had talked about, earlier, there's going to be a 25 series of easements and some small parcel acquisitions</p>	<p style="text-align: right;">Page 101</p> <p>1 JAKE McMURTRY: Okay. Rodney, can you 2 follow up on that quickly for those not as familiar 3 with how these projects develop. Where would you say 4 we are in the sort of schedule, and what moves us out 5 of the environmental phase and into the next? 6 RODNEY PIMENTEL: Yeah, so we are early in 7 the design phase. And, really, the project right now 8 is to identify environmental impacts to comply with 9 both CEQA and NEPA. But we're going to be working 10 very, very closely with our stakeholders. We have a 11 very active stakeholder participation, especially in 12 Jack London Square and Chinatown, with the City of 13 Oakland and the City of Alameda. So we'll be working 14 with all our different stakeholder partners to make 15 sure that all the components that need to be there are 16 there and that they're part of the construction 17 documents. 18 So, you know, the project is by no means 19 finalized at this point. But at the end of the day, 20 before the project goes to construction, we just want 21 to make sure that everyone is in agreement and they're 22 very excited about the project that's going to be 23 built, all the maintenance components are identified 24 so it's going to be also maintained and to be in a 25 clean and a safe facility. But, you know, we</p>

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1 definitely have a long way to go through the design to
2 make sure all of that happens.
3 **JAKE McMURTRY:** All right. So the clock on
4 the wall says it's 7:30, so I think that will be our
5 last question or comment for tonight.
6 I really want to thank everyone who
7 participated in this event, both from the team here
8 and everyone out there from our stakeholders and those
9 in the public. We appreciate your input; we
10 appreciate your questions and comments. We hope that
11 you will take advantage of the formal comment methods
12 that I laid out a few times during this event. Keep
13 putting your input in; keep helping us shape this
14 project to be something that works for everyone. So
15 thank you again and good night.
16 (End of video.)

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1 **REPORTER'S CERTIFICATE**
2
3 STATE OF CALIFORNIA }
4 COUNTY OF SACRAMENTO } ss.
5
6 I, HE SUK JONG, a Certified Shorthand
7 Reporter, licensed by the State of California and
8 empowered to administer oaths and affirmations
9 pursuant to Section 2093(b) of the Code of Civil
10 Procedure, do hereby certify:
11 That the proceedings herein were recorded by
12 video and, thereafter, transcribed;
13 That I have transcribed to the best of my
14 ability the foregoing transcript of the proceedings
15 which then and there took place;
16 That I am a disinterested person in this
17 action.
18 IN WITNESS WHEREOF, I have subscribed my
19 name on November 4, 2020.

HE SUK JONG, CSR NO. 12918

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