

Case File Number GP19001

June 19, 2019

Location:	Citywide
Proposal:	The Department of Transportation is asking the Planning Commission to consider a recommendation on the following: (1) adoption of a proposed General Plan Amendment for the update to the City of Oakland's Bicycle Master Plan, which is referred to as the Let's Bike Oakland Master Plan Update and (2) approval of an Addendum to the 2007 Oakland Bicycle Master Plan Environmental Impact Report (EIR).
Applicant:	City of Oakland Department of Transportation (OakDOT)
Owner:	N/A
Planning Permits Required:	N/A
General Plan:	Citywide (varies)
Zoning:	Citywide (varies)
Environmental Determination:	The Addendum to the 2007 Oakland Bicycle Master Plan EIR (The EIR was certified in 2007) conservatively addresses transportation/circulation and air quality and did not identify any significant unavoidable impacts or potentially significant impacts requiring further mitigation. On a separate and independent basis, staff relies on the exemptions set forth in Public Resources Code Section 21080.20.5 and CEQA Guidelines Section 15301(c).
Historic Status:	None
Service Delivery District:	Citywide (all)
City Council District:	Citywide (all)
Status:	This project came before Public Works Committee on October 9 th , 2018 for an informational update. The project also came before the Bicycle and Pedestrian Advisory Commission on October 19, 2017; April 19, 2018; November 15, 2018; February 21, 2019; April 18, 2019. Staff requests a recommendation from the Planning Commission to the City Council on the adoption of the General Plan Amendment and approval of the Addendum to the 2007 Bicycle Master Plan EIR.
Action to be Taken:	Decision based on Staff Report.
Staff Recommendation:	The Planning Commission will provide a recommendation, which will be forwarded on to City Council for a final decision.
Finality of Decision:	Contact Project Manager Lily Brown at 510-238-7883 or lbrown@oaklandca.gov
For Further Information:	

SUMMARY

Staff is requesting the City Planning Commission review the proposed *Let's Bike Oakland 2019 Bicycle Plan Update* (2019 Plan) and recommend that the City Council: 1) adopt the 2019 Plan as part of the City's Land Use and Transportation Element (LUTE) of the General Plan and 2) approve the Addendum to the 2007 Bicycle Master Plan EIR (Addendum). The Addendum, among other issues, addresses the fact that the City of Oakland no longer uses automobile delay, commonly measured by Level of Service (LOS), as a metric for analyzing transportation impacts. In 2013, the State of California passed Senate Bill (SB) 743, which mandates that, upon preparation of new regulatory guidelines, LOS shall no longer be considered in determining whether there is a significant impact on the environment under the California Environmental Quality Act (CEQA). The State has issued guidelines calling for the use of a broader impact measure called Vehicle Miles Traveled (VMT), which measures the total amount of driving over a given area that is attributable to a project.

Additionally, with the passage of Measure BB in 2015, the Alameda County Transportation Commission now requires that local jurisdictions update their Bicycle Master Plan every five years to receive pass-through (non-competitive) as well as discretionary funding. An updated Bicycle Master Plan is also needed for Oakland to maintain eligibility for Caltrans' Active Transportation Program funds. These funds assist the City in paying for the design and installation of bicycle- and pedestrian- related improvements and programs. The 2019 Plan is the first Bicycle Plan update since 2007, and therefore is a qualifying document. The 2019 Plan also serves as the official policy document addressing the development new of facilities, policies and programs to enhance the role of bicycling as a convenient, affordable and safe transportation mode in Oakland.

The 2019 Plan is a comprehensive revision to the 2007 Bicycle Master Plan. It updates the vision, goals, and policies of the Oakland Bicycle Master Plan; documents existing conditions and current best practices; plans a network of high-quality bikeways serving "all ages and abilities"; establishes a methodology for measuring the quality and connectivity of bikeways; and develops an action-oriented plan for increasing the overall mode share of bicycle as a means of mobility, decreasing bicyclist crashes, and improving the quality of bikeways. It accounts for changing conditions in Oakland, the accumulated experience of implementing bicycle projects over the past twelve years, and the need for equity in the distribution of projects and programs.

The 2019 Plan is also the result of almost two years of extensive community engagement and a process, analysis and recommendations guided by an Equity Framework. The Let's Bike Oakland team worked directly with grassroots community-based organizations to reach underrepresented Oaklanders and used digital engagement tools and in person mobile workshops to meet people where they were at across the City. The analysis and engagement resulted in a plan that addresses disparities in the current distribution of the bikeway network, prioritizes projects in neighborhoods with disadvantaged populations and provides a connected, comfortable and safe network. The proposed programs enhance existing community mobility needs by increasing education, supporting the local economy and providing shared resources. The 2019 Plan envisions a more bicycle-friendly Oakland where bicycling provides affordable, safe, and healthy mobility for all Oaklanders.

PROJECT DESCRIPTION

The Bicycle Master Plan is the citywide, long-range policy document for promoting bicycling as a viable means of transportation and recreation in Oakland. Through the recommended General Plan Amendment, the 2019 Plan would replace the 2007 Bicycle Master Plan as part of the Land Use and Transportation Element (LUTE) of the Oakland General Plan, consistent with existing General Plan policies. As part of the General Plan LUTE, the City's Bicycle Master Plan will have the comprehensive scope and jurisdictional authority required to coordinate all bicycle-related plans, programs, and projects within Oakland in a manner consistent with regional, state, and federal guidelines. The 2019 Plan will also help implement the Open Space, Conservation, and Recreation (OSCAR) General Plan Element (1992), and other Citywide policies and Plans, including the City's Oakland Energy and Climate Action Plan (ECAP) (2012), Complete Streets Policy (2013) and "Transit First Policy" (1996) (Resolution No.73036 C.M.S.), by acknowledging the benefits and value for the public health and welfare of reducing VMT and improving opportunities to walk, bicycle, and use public transit.

Key elements of the update process and the 2019 Plan are described in the following subsections.

New Approach

In preparing the 2019 Plan, the Oakland Department of Transportation (OakDOT) took a new approach to the planning process by developing:

- An Equity Framework to guide plan analysis, plan recommendations, and engagement

- A representative survey to learn about Oaklanders' experience biking;
- New engagement strategies including paid partnerships with community-based organization to reach underrepresented Oaklanders, host community workshops, and help guide the plan recommendations; and
- New outreach strategies including the use of a digital engagement tools and in person mobile workshops to meet people where they're at, across the city.

Community Collaboration

The outreach process for the 2019 Let's Bike Oakland Plan looked to facilitate conversations around the question "what is needed to make a more bike-friendly Oakland that serves you?"; and to build ownership of the 2019 Plan from community groups and Oaklanders at large. To do that, the process centered on partnerships with five community partner organizations - established community groups that have a trusted reputation in communities of color in East and West Oakland. The outreach process was divided into three stages: listen, collaborate, and refine—that that aimed to build a common understanding of existing conditions and recommendations that started with listening, was strengthened by partnerships, and fine-tuned with feedback.

The Let's Bike Oakland team connected with Oaklanders in many ways: through Bike Plan events hosted by our community partners, Bike Plan "mobile workshops" at existing community events, transit stations, libraries and grocery stores across the city, and web-based input tools, where people could provide comments on draft network and plan. The Let's Bike Oakland team also convened a Community Advisory Committee (CAC) composed of representatives for each council district, representatives of community-based organizations, and interested individuals. Staff convened the CAC over the course of the planning process to provide updates and receive feedback. Staff also engaged with a City Technical Advisory Committee (TAC), a partner agency advisory committee (PAC), the Bicycle and Pedestrian Advisory Commission, the Mayor's Commission on Persons with Disabilities, the City's Planning & Building Department, and the City's Department of Race and Equity.

Outreach by the numbers:

- 60 community meetings or events
- 3,644 people engaged in person
- 1,351 subscribers on Oakland Bike Plan mailing list
- 576 Oakland DOT staff hours in the community
- Over 2,300 comments on the Bike Plan web maps

Representative Survey

As part of the Community Collaboration effort, the City surveyed a random sample of Oaklanders to learn about their behaviors and perceptions of bicycling. 1,688 residents took the survey, statistically representative of Oakland demographics, with at least 100 interviews collected in each of the eight geographic zones in Oakland. Results from the representative survey found Oaklanders say the following about biking:

- 20% say they typically ride a bike to get to work, school, and other places.
- 29% say they have biked in the past month and 57% say they would like to bike more than they do now. Across the flats, 61-72% want to bike more than they do now.
- 72% feel biking would reduce the amount of money they spend on transportation
- 79% cited aggressive drivers a major concern and barrier to bicycling
- 67% of would feel comfortable biking on streets with protected bike lanes

Across all categories of race and ethnicity, the majority of Oaklanders see people similar to them biking in Oakland. Across all neighborhoods, Oaklanders believe their neighborhoods would be better places to live if more people road bicycles.

Common themes we have heard from Oaklanders through the new engagement and outreach strategies described above include:

- Enforcement policy: policing practices disproportionately target people of color riding bicycles, and this deters people in Oakland from bicycling.
- Shape the future of bikeshare: many people expressed dislike of the current form of bikeshare and expressed that future iterations should be community-owned and expanded into East Oakland.
- Separated bikeways: separated bike lanes in Oakland are preferred, but much more caution, care, and community input needs to be put into the design of these facilities.
- Prioritize youth: City investment around bicycling should prioritize and serve Oakland youth.
- Support existing bike cultures: many people in Oakland already bike, and existing People of Color and youth bicycling culture should be recognized and enhanced by the Bike Plan recommendations.
- Fix it first: many of Oakland's streets have potholes and declining infrastructure. Focusing on improving pavement quality in underserved areas on neighborhood streets would greatly increase bikeability.
- Transparent process: people want to see how their input in the Bike Plan Update is shaping the program and network recommendations.
- Programs to encourage biking: programs should focus on highlighting the benefits of biking to encourage more people to try this mode.
- Access to maintenance: people felt that bike maintenance was one of the greatest deterrents to riding more, and access to free and low-cost bike repair would allow more people to ride bikes.

Vision, Goals, Objectives, and Actions

The 2019 Plan is informed by a Vision Statement and an Equity Framework, Goals, Objectives, and recommended actions described below:

Vision Statement

Let's Bike Oakland contains the following vision statement:

Oakland will be a bicycle-friendly city where bicycling provides affordable, safe and healthy mobility for all Oaklanders. New projects and programs will work to enhance existing communities and their mobility needs.

Equity Framework

The Let's Bike Oakland team utilized an Equity Framework to guide community outreach and plan development. Equity means that your identity as an Oaklander has no detrimental effect on the distribution of resources, opportunities, and outcomes for you as a resident. The Equity Framework asks: Who are the City's most vulnerable groups? What is the desired condition of well-being that the City and residents want for Oakland's most vulnerable communities? How can implementation of the Plan work towards these conditions? The 2019 Plan recognizes that some groups of Oaklanders face greater vulnerabilities and disparities in the transportation system and seeks to address those inequities in future planning.

Goals

The 2019 Plan defines future actions and means to measure progress on the plan around four goals:

1. Access: Support increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, bus stops and BART.
2. Health and Safety: Empower Oaklanders to live a more active lifestyle by providing a network of safe and comfortable bikeways for everyone to enjoy
3. Affordability: Work to reduce the burden of housing and transportation costs on households.

4. Collaboration: Foster an increased role for the community in the planning process and impressed trust that the City will fulfill its promises.

Outcomes and Recommended Actions

The 2019 Plan specifies policies, programs and projects to implement over the next several years to achieve the goals. These actions were informed by listening to, collaborating with and refining feedback from the Community Partners, over 3,000 Oaklander's engaged through outreach, the Technical Advisory Committees, the Bicycle and Pedestrian Advisory Commission, the Mayor's Commission on Persons with Disabilities, the City's Planning & Building Department, and the City's Department of Race and Equity.

Proposed Bicycle Programs

Creating a more bicycle-friendly Oakland means investing not only in new infrastructure, but also ongoing programs that will encourage and support more people who choose to make bicycling part of their transportation. Envisioning new initiatives and supporting existing ones is an important way for the City of Oakland to invest in the people they hope will benefit from Let's Bike Oakland.

Bicycle programs offered by nonprofit organizations have played a large role in fostering safe bicycling behavior in Oakland, especially among youth and people of color, at low or no cost. OakDOT recognizes the role and contributions made by bike nonprofit organizations that have preceded the city's efforts and will work to support their ongoing programs. OakDOT staff will seek funding and partnerships to support these ongoing community-generated programs and broaden their reach so that more Oaklanders can take advantage of biking in the city.

The 2019 Plan recommends three programmatic community priorities:

- **Promote Hometown Efforts:** OakDOT will work with local nonprofits and funders to expand the reach of bicycle education and encouragement programs. Recommendations: Create program to support community bike rides; Create annual open streets program; Augment bike education at Oakland Unified School District (OUSD) schools; Continue to partner with Alameda County Transportation Commission to deliver Safe Routes to School assessments and programs.
- **Support the Local Bicycling Economy:** The City of Oakland is interested in supporting a bicycling economy that supports Oakland-based entrepreneurs, and extends into East Oakland. Recommendations: Create stipend program for unhoused people to get job training as mechanics at bike shops; Create stipend program for League Cycling Instructor (LCI) training; Encourage small local bike shops and businesses to be recognized as Bicycle Friendly Businesses through the League of American Bicyclists; Work to increase local bicycle businesses owned by people of color in underserved neighborhoods, consistent with the City's Economic Development Strategy (2018-2020).
- **Provide Shared Resources:** Providing bike repair, maintenance, and education through the Oakland Public Library branches is a strategy to provide concrete locations for services (distributed throughout Oakland) that are free of charge and accessible to the entire public. Recommendations: Add two full-time staff positions to OPL as bike mechanics; Add fix-it and hydration stations to all OPL branches; Add bike tool lending library to all OPL branches; Funding purchase of bike books, DVDs at OPL branches; Provide bikes as incentives for OPL summer reading program.

Proposed Bikeway Network

The Proposed Bikeway Network in the 2019 Bike Plan Update specifies 219 new and upgraded miles of bikeways in Oakland, building upon the 164 miles of existing facilities. At completion, the network would include 344 miles of bikeways in Oakland. The overall goal is to make the bicycle network more:

1. Comfortable
 - Move streets that share a bikeway recommendation to the front of the line in Oakland's repaving schedule.
 - Involve the community in bikeway design process early and often to help weigh the benefits and tradeoffs that may be needed to create as much separation from moving vehicles as possible
 - Prioritize bikeways that connect residents within established neighborhoods to destinations like grocery stores, schools, parks, libraries, recreation centers, commercial districts, and popular bus stops.
 - Find opportunities for bikeway designs and wayfinding to reflect the existing local culture within Oakland's neighborhoods.
2. Local
 - Prioritize bikeways that connect residents within established neighborhoods to destinations like grocery stores, schools, parks, libraries, recreation centers, commercial districts, and popular bus stops.
 - Find opportunities for bikeway designs and wayfinding to reflect the existing local culture within Oakland's neighborhoods.
3. Connected
 - Build continuous cross-town corridors that help people bicycle safely to Lake Merritt and downtown from as many parts of Oakland as possible.
 - Evaluate design changes at intersections so that crossing a street is not a barrier to bicycling.
 - Continue to provide directional signs to help bicyclists find their way and secure bicycle parking to protect their property once they reach their destination.

At completion, the Proposed Bikeway Network (new and upgraded) would be 344 miles and include:

- 52 miles of Shared Use Paths (Class 1): These are paths shared by people walking and biking completely separated from motor vehicle traffic, are comfortable for people of all ages and abilities and are typically located within or along parks, roadway medians, rail corridors, or bodies of water. Examples include the Waterfront Trail and the Mandela Parkway.
- 52 miles of Protected Bike Lanes (Class 4): These are on-street bike lanes separated from motor vehicle traffic by curb, median, planters, parking, or other physical barrier.
- 66 miles of Buffered Bicycle Lanes (Class 2B): These are dedicated lanes for bicycle travel separated from traffic by a painted buffer, which provides additional comfort and space for motor vehicles and/or parking.
- 38 miles of Bike Lanes (Class 2): These are dedicated lanes for bicycle travel adjacent to traffic.
- 74 miles of Neighborhood Bike Routes (Class 3B): Calm local streets where bicyclists have priority but share roadway space with automobiles. Includes shared roadway bicycle markings on pavement and additional traffic calming measures like speed humps or traffic diverters to keep streets comfortable for bicyclists.
- 60 miles of Bicycle Routes (Class 3): These are signed bike routes that share the roadway with motor vehicles. They can include pavement markings and used when space for a bike lane may not be feasible.

A map of the Proposed Bikeway Network is included as Attachment A. A map of Existing Bikeways is included as Attachment B.

The proposed network in the 2019 Plan will greatly reduce the disparities in the network revealed by the existing conditions technical analysis. Currently only 6% of Oakland's bikeway network is low stress, many of these bikeways do not connect to other low stress bikeways, and low stress bikeways are not equally distributed across the city. When the 2019 Plan is fully implemented the percentage of residents living within a quarter mile of a low stress bikeway will be:

- 99% of Central East Oakland residents compared to 17% currently
- 61% of Coliseum/Airport residents compared to 29% currently

- 41% of East Oakland Hills residents compared to 1% currently
- 100% of Eastlake/Fruitvale residents compared to 63% currently
- 86% of Glenview/Redwood Heights residents compared to 22% currently
- 100% of Downtown residents compared to 100% currently
- 95% of West Oakland residents compared to 67% currently
- 99% of North Oakland/Adams Point residents compared to 80% currently
- 32% of North Oakland Hills residents compared to 18% currently

Additionally, the percentage of Oaklanders who have access to daily needs within a 10-minute ride on the low stress network will be:

- 67% of Oaklanders will have access to grocery stores, and 82% of Oaklanders in disadvantaged communities, compared to 5% currently
- 65% of Oaklanders will have access to commercial areas, and 79% of Oaklanders in disadvantaged communities, compared to 14% currently
- 69% of Oaklanders will have access to BART and major bus stops, and 82% of Oaklanders in disadvantaged communities, compared to 15% currently
- 70% of Oaklanders will have access to schools, libraries and recreation centers, and 84% of Oaklanders in disadvantaged communities, compared to 17% currently

Staff developed the proposed update to the bikeway network by considering the following: public input, 2007 Bike Plan recommendations, local destination connectivity, network coverage, gap closure, projects and plans under development, upgrading existing bikeways, and OakDOT staff recommendations.

Prioritization Methodology

The first step of the prioritization process identified projects that would provide the greatest benefit to Oaklanders and align with current City goals. Selection criteria included:

- **Crash Reduction Projects:** these projects improve bicycling safety on the High Injury Corridors (or on parallel routes that provide alternatives to a High Injury Corridor)
- **Destination Connectivity Projects:** these projects provide direct bikeway connections to local destinations including schools, libraries, recreation centers, and major transit stations
- **Gap Closure Projects:** these projects close gaps in the existing bike network
- **Cost-Savings Projects:** these projects align with street segments identified by Oakland's 2019 Three Year Pavement Prioritization Plan

Priority was given to projects that met two or more criteria in terms of safety, access, gap closure, and cost-savings.

The second step in project prioritization filtered projects so that the share of priority bikeway miles across each zone more closely aligns with the percent of people living in disadvantaged communities. This process centers the mobility needs of vulnerable individuals by providing these users with greater access to low-stress bikeways. Some areas within Oakland have the highest number of underserved community members as well as the fewest number of miles of existing bikeways. The City will prioritize bicycle infrastructure in neighborhoods that have the highest number of underserved community members as well as the fewest number of miles of existing bikeways have these neighborhoods, with nearly a third of priority bike projects in each of these areas of Central East Oakland and Eastlake/Fruitvale.

GENERAL PLAN ANALYSIS

Through a General Plan Amendment, the 2019 Plan will be adopted as a General Plan Amendment as part of the Land Use and Transportation Element (LUTE) of the Oakland General Plan. Oakland's current Bicycle Master Plan was adopted as part of the LUTE in October 2007. The 2019 Plan would implement

LUTE Policy T4.5 which recommends the preparation, adoption, and implementation of a Bicycle Master Plan. Additionally, the 2019 Plan is consistent with the following General Plan policies:

- LUTE Policy T3.5, Including Bikeways and Pedestrian Walks: The City should include bikeways and pedestrian walks in the planning of new, reconstructed, or realized streets, wherever possible.
- LUTE Policy T4.1, Incorporating Design Features for Alternative Travel: The City will require new development, rebuilding, or retrofit to incorporate design features in their projects that encourage use of alternative modes of transportation such as transit, bicycling, and walking.
- LUTE Policy T4.10, Converting Underused Travel Lanes: Take advantage of existing transportation infrastructure and capacity that is underutilized. For example, where possible and desirable, convert underused travel lanes to bicycle or pedestrian paths or amenities.
- OSCAR Policy OS-7.5, Lateral Access and Links to the Flatlands: Improve lateral access along the Oakland shoreline and linkages between the shoreline and nearby neighborhoods by creating a "Bay Trail" along the length of the Oakland waterfront...
- OSCAR Policy CO-12.2, Coordinated Transportation Systems: Maintain a coordinated bus, rail, and ferry transit system which provides efficient service to major destinations and promotes alternatives to the single passenger auto.
- OSCAR Action CO-12.2.3, Improved Bicycle and Pedestrian Systems: Develop a viable bicycle and pedestrian circulation system, with routes providing safe, convenient access between residential neighborhoods and employment centers.

Thus, in consideration of these and similar policies, the proposed amendment to the Land Use and Transportation Element (LUTE) will not cause any internal inconsistencies in the Oakland General Plan.

ENVIRONMENTAL DETERMINATION

The City of Oakland determined that preparation of an Addendum to the 2007 Bicycle Master Plan Environmental Impact Report (EIR) would be appropriate for the 2019 update of the Bicycle Master Plan. This action relies on the previously certified Environmental Impact Report (EIR) for the 2007 Bicycle Master Plan and, on a separate and independent basis, Public Resources Code Section 21080.20.5 and CEQA Guidelines section 15301(c). The Addendum to the EIR included an assessment of traffic and safety impacts and included measures also included in the EIR to mitigate potential vehicular traffic impacts and bicycle and pedestrian safety impacts and did not identify any significant unavoidable impacts.

The Addendum to the 2007 Bicycle Master Plan EIR and Executive Summary are included as Attachment C.

KEY ISSUES AND IMPACTS

Fiscal Impact

The adoption of the 2019 Plan and related CEQA findings will have no immediate, direct fiscal impact in and of itself. A planning-level estimate of the cost to implement the 2019 Plan is between \$46 – 120 million for the entire set of programs, projects, and policies. Funding for any or all elements of the updated Plan would need to be discussed in a City budget process to weigh in with other City priorities. On average, 12% of Oakland's annual transportation budget is spent on bicycle projects. The City of Oakland's Capital Improvement Program allocates over \$1.7 million per year in dedicated funding for bicycle plan implementation. A variety of other sources also exist to fund bicycle infrastructure projects, programs, and studies such as local and regional funding sources that can be used for construction or maintenance of bicycle or pedestrian improvements. Adoption of the 2019 Plan will ensure the City's ongoing eligibility and competitiveness for bicycle-related grant funding. Local and regional funding sources include Measure KK infrastructure and affordable housing bond, Measure B and Measure BB sales tax measures in Alameda County to fund transportation projects including active transportation projects, private development,

Transportation Funds for Clean Air, Bicycle Facilities Grant Program, and One Bay Area Grant provide regional funding sources for active transportation projects. State and federal competitive grants provide another opportunity to support the study, design and construction of large bikeway projects and programs. The City has been successful in winning grant funding through these sources in the past, including California's Active Transportation Program (ATP), Caltrans Sustainable Transportation Planning Grants, and Caltrans Highway Safety Improvement Program (HSIP) Grants.

The 2019 Plan prioritizes projects and programs to reconcile the outstanding needs with the available resources. The prioritization methodology specifies bundling bicycle facilities with ongoing capital improvements (like roadway resurfacing, right-of-way reconstruction, and streetscape projects) to significantly reduce project costs while ensuring the ongoing implementation of the 2019 Plan recommendations.

Plan Basis and Benefits

Economic: Bicycle projects, programs and policies in the 2019 Plan are intended to contribute to the overall livability and economic vitality of Oakland's neighborhoods. Safety improvements to high injury corridors and intersections and implementation of projects that connect gaps in the current network and connect Oaklanders to neighborhood destinations will encourage biking in neighborhood commercial areas by making it safer and more convenient. As the population of Oakland and the Bay Area continues to grow, the transportation system faces increasing demands on its crowded infrastructure. Compared to automobiles, bicycles are a very efficient use of roadway space and parking space. Bicycling is also an inexpensive and broadly accessible form of transportation. According to the American Automobile Association, the average cost of operating a car is \$5,000 to \$12,000 per year. According to the League of American Bicyclists, the average cost of operating a bicycle is \$120 per year. The City's Bicycle Master Plan provides long-term vision and direction for integrating the bicycle and its associated efficiencies into Oakland's transportation network.

Environmental: Policies in the 2019 Plan reduce greenhouse gas emissions through provision of viable bicycle travel options between transit and major job, education, neighborhood retail, and neighborhood centers. The 2019 Plan will help the City achieve its 20% reduction in vehicle miles traveled by 2020 as stated in the 2017 Oakland Energy and Climate Action Plan. Bicycling is an energy-efficient and non-polluting transportation mode. It is also a means for promoting physical activity and public health. Bicycle planning is a necessary component of promoting safe and convenient cycling in Oakland.

Social Equity: Bicycling is an inexpensive form of transportation and recreation that is broadly accessible. Bicycle projects and programs help ensure that Oakland's streets are responsive to the city's social diversity by accommodating multiple transportation modes. Additionally, the 2019 Plan policies specifically direct the Department of Transportation to work with the Department of Race and Equity and the Police Department to reduce racial disparities in bicycle traffic stops. The 2019 Plan policies, programs and projects direct the resources to historically underserved areas of the City. An equity framework informed the Plan update process, recommendations and project prioritization to ensure we serve neighborhoods that have historically not been able to be vocal about the need for improvements, or who don't know how to navigate the system and make requests.

RECOMMENDATIONS:

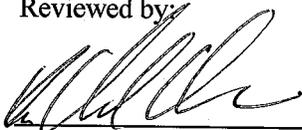
1. Certify the Addendum to the 2007 Bicycle Master Plan Environmental Impact Report based on the environmental findings contained in this report; and
2. Recommend that City Council approve the General Plan Amendment to adopt the 2019 Bicycle Master Plan as part of the Land Use and Transportation Element.

Prepared by:



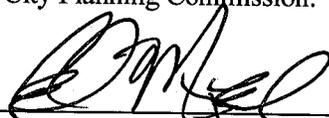
Lily Brown
Transportation Planner
Great Streets Division

Reviewed by:



Mohamed Alaoui
Great Streets Division Manager

Approved for forwarding to the
City Planning Commission:



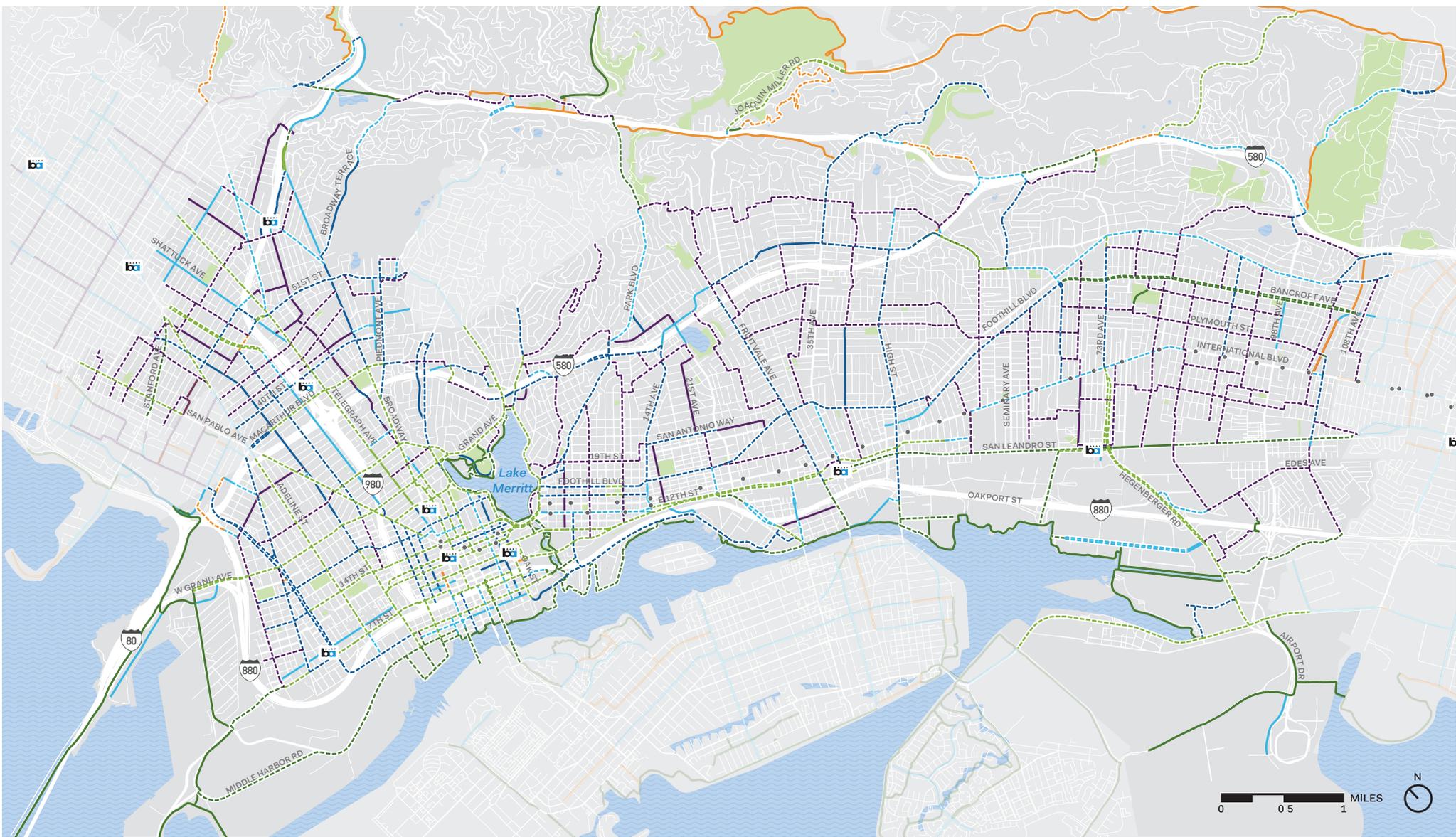
Ed Manasse, Interim Deputy Director
Bureau of Planning

LEGAL NOTICE: The decision of the City Planning Commission is final and not administratively appealable. Any party seeking to challenge such decision in court must do so within ninety (90) days of the date the decision is announced (Code of Civil Procedure Section 1094.6).

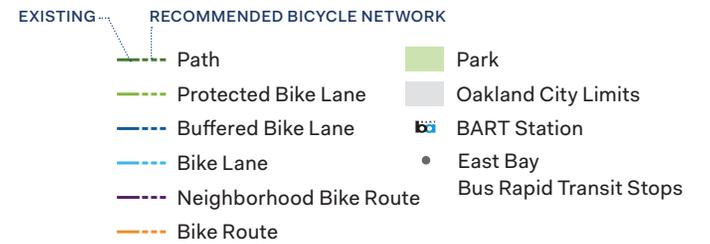
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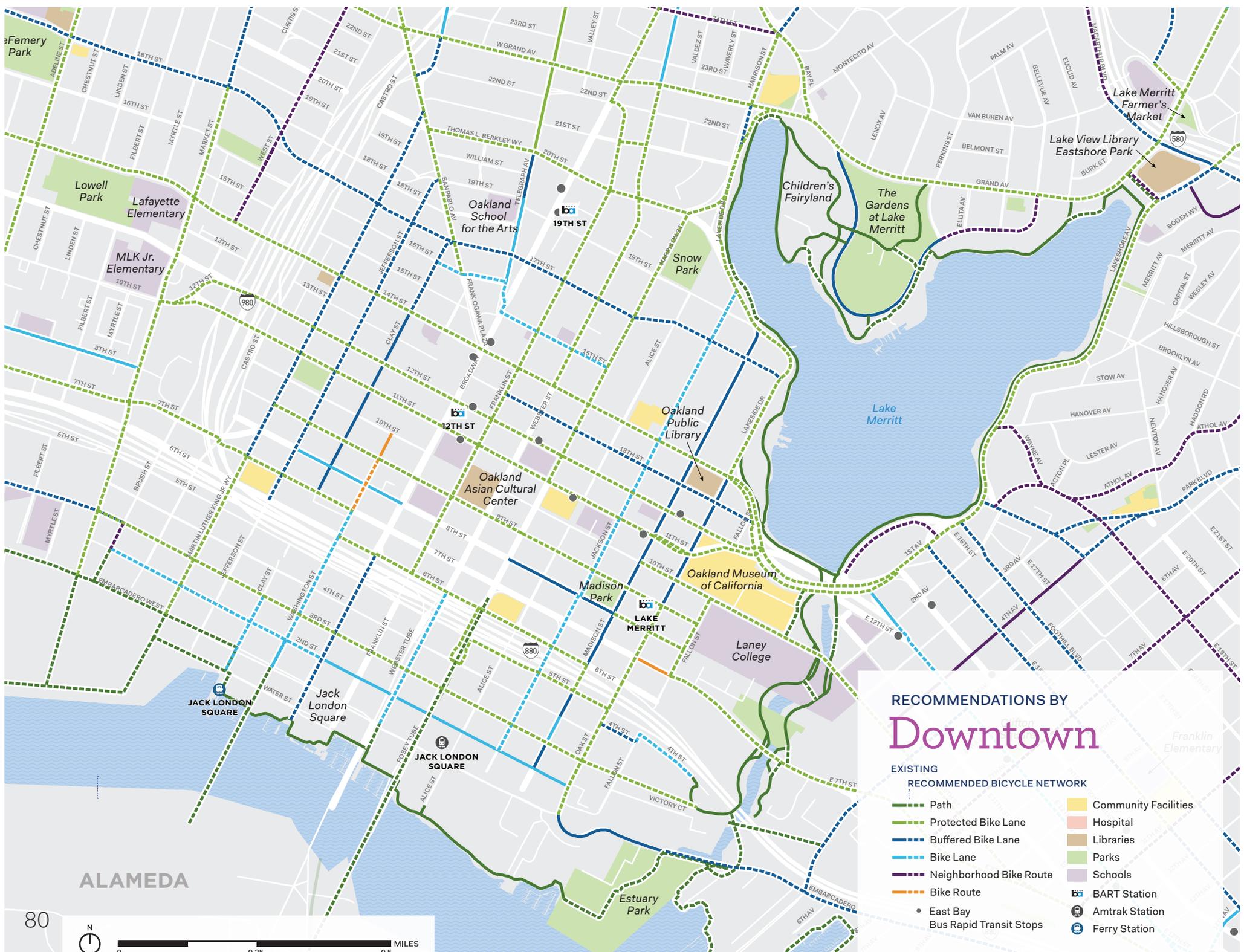
- A. Proposed Bikeway Network Map
- B. Existing Bikeways Map
- C. Addendum to the Final EIR for the Bicycle Master Plan and Executive Summary
- D. Plan Document and related appendices.

NOTE: Copies of the 2019 Bicycle Master Plan and Addendum to the 2007 EIR have been previously provided to the Planning Commission and the public, and are available (at no charge) from the Oakland Planning and Building Department, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612, Monday through Friday, 8:30am to 5:00pm. Additionally, documents may be viewed on the project's web site at <https://www.oaklandca.gov/projects/lets-bike-oakland-oaklands-bike-plan>.



Citywide Recommendations



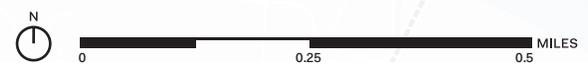


RECOMMENDATIONS BY Downtown

- EXISTING**
- Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
 - East Bay Bus Rapid Transit Stops
- RECOMMENDED BICYCLE NETWORK**
- Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
- Community Facilities**
- Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - Amtrak Station
 - Ferry Station

ALAMEDA

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EMERYVILLE

PORT OF OAKLAND

ALAMEDA

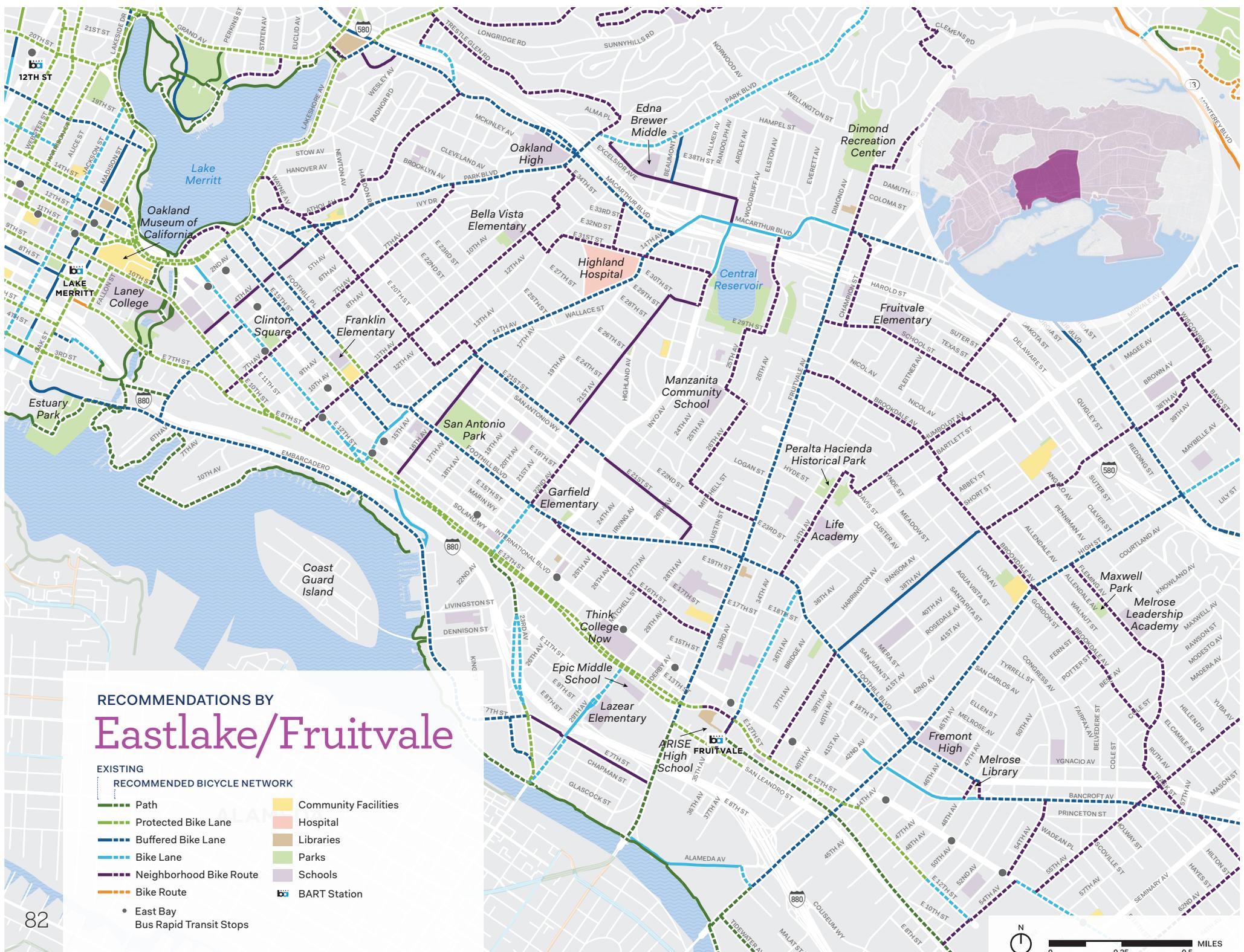
RECOMMENDATIONS BY West Oakland

- EXISTING**
- Path
 - Protected Bike Lane
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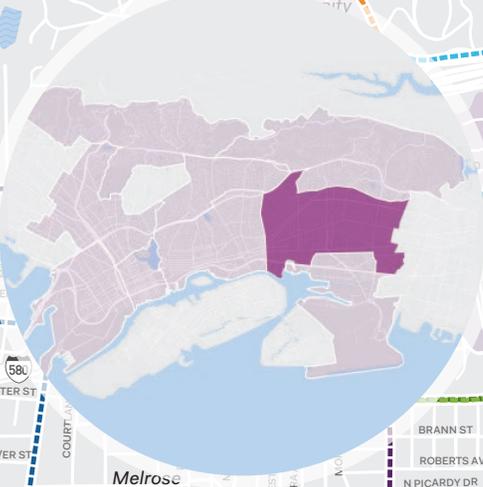
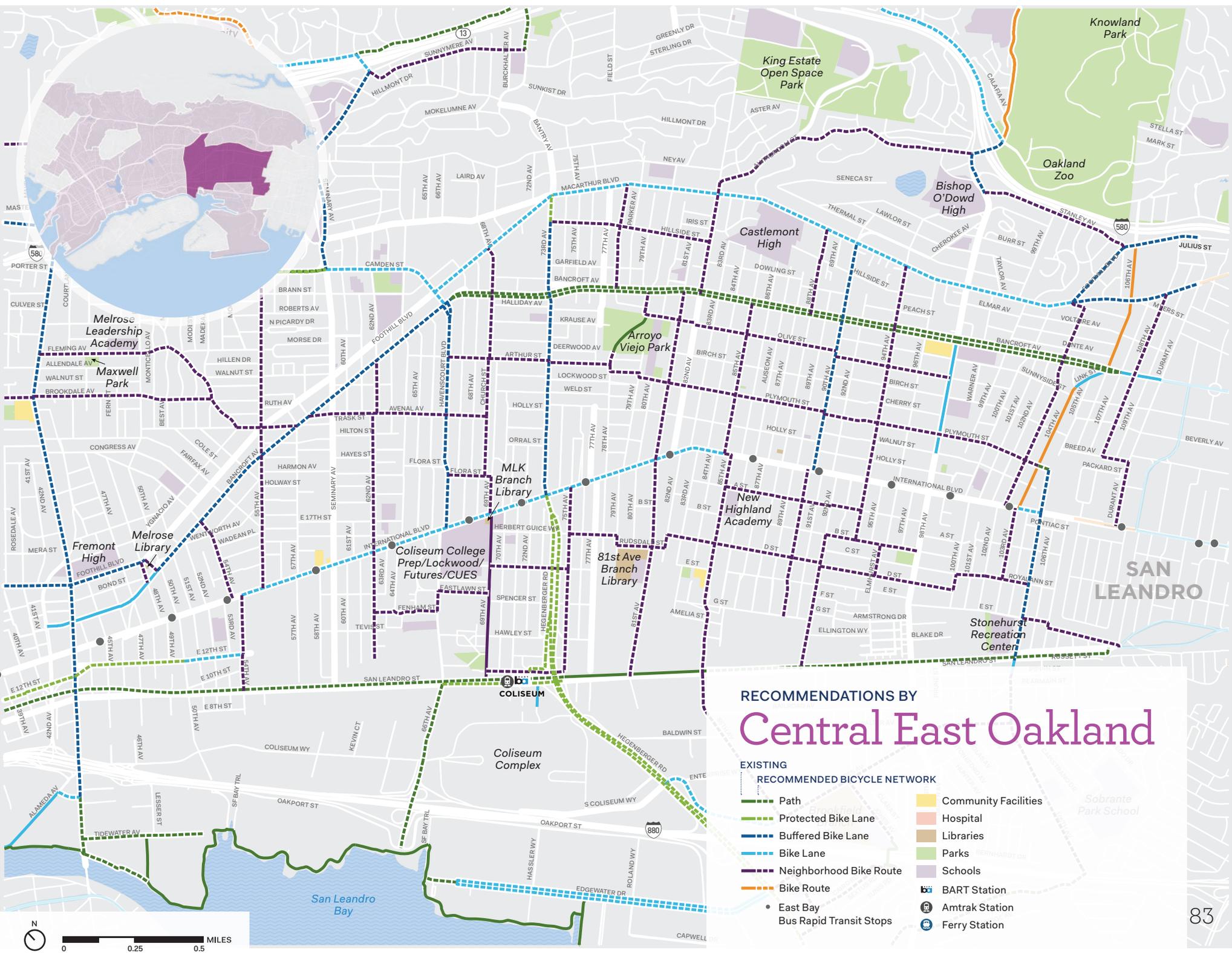
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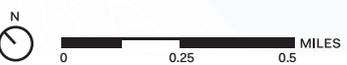
RECOMMENDATIONS BY
Eastlake/Fruitvale

- EXISTING**
- Path
 - Protected Bike Lane
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 - Neighborhood Bike Route
 - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - East Bay Bus Rapid Transit Stops



RECOMMENDATIONS BY Central East Oakland

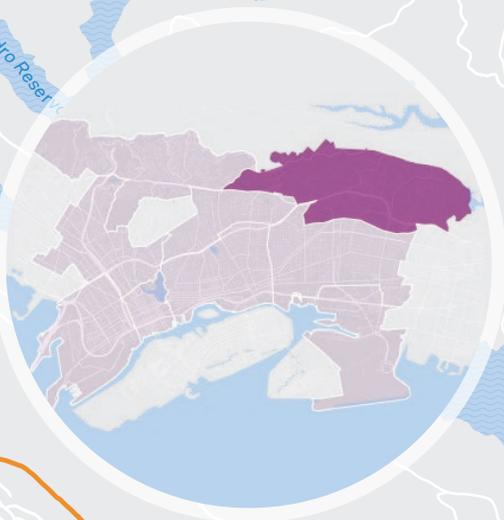
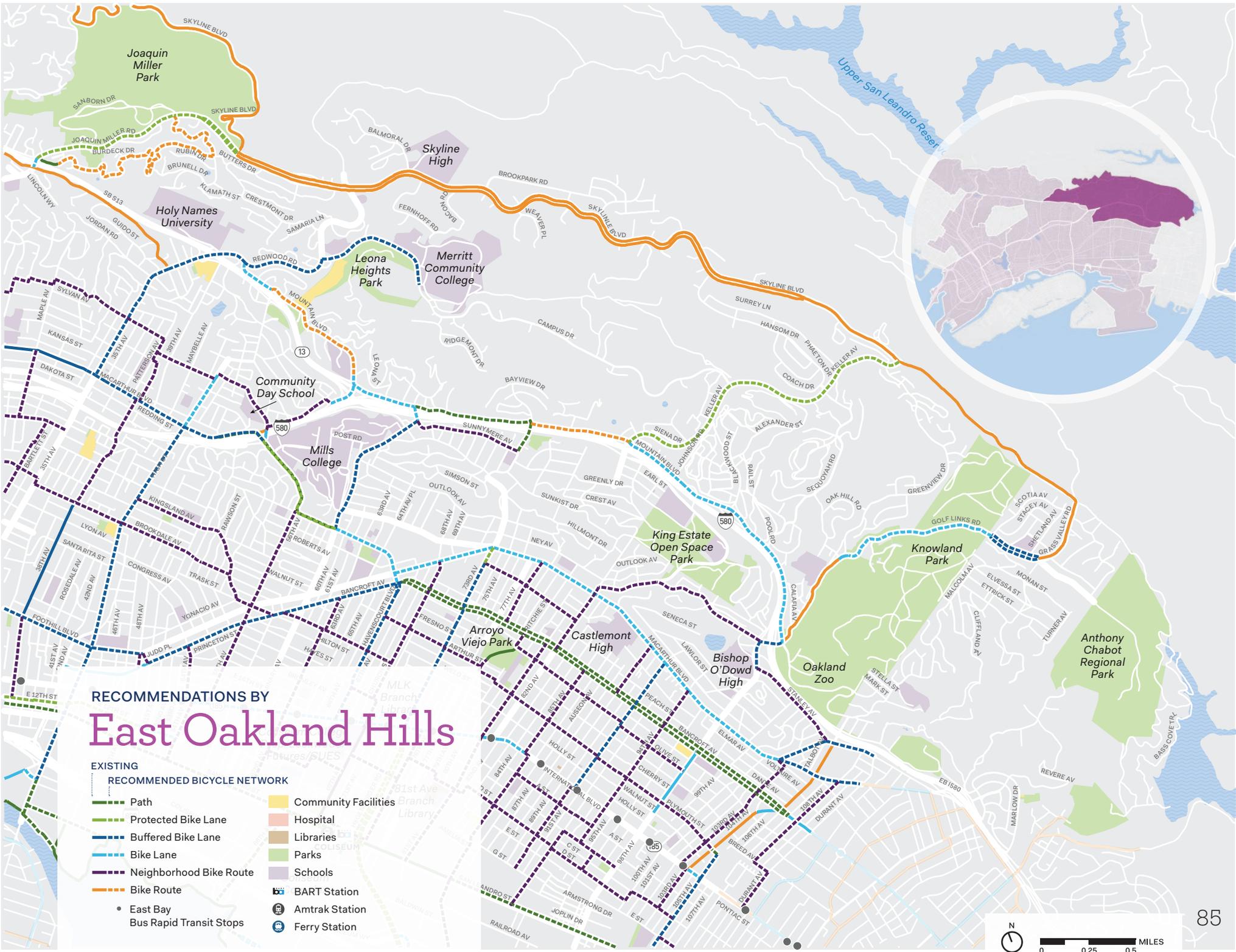
- EXISTING**
- Path
 - - - Protected Bike Lane
 - - - Buffered Bike Lane
 - Bike Lane
 - - - Neighborhood Bike Route
 - Bike Route
- RECOMMENDED BICYCLE NETWORK**
- Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - Amtrak Station
 - Ferry Station
- East Bay Bus Rapid Transit Stops





RECOMMENDATIONS BY
Coliseum/Airport

- EXISTING**
- RECOMMENDED BICYCLE NETWORK**
- Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - Amtrak Station
 - Ferry Station
 - East Bay Bus Rapid Transit Stops



RECOMMENDATIONS BY
East Oakland Hills

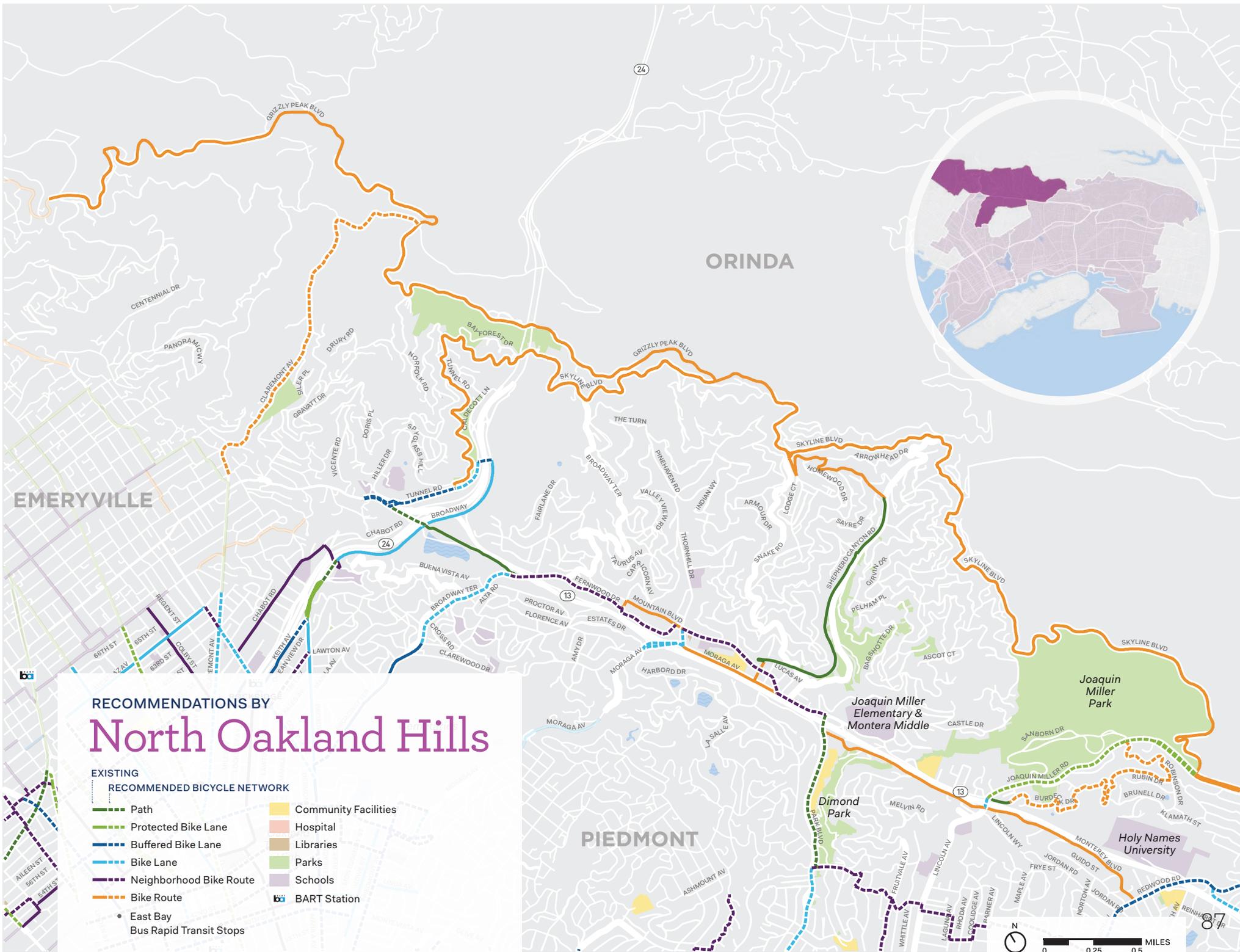
- EXISTING**
- RECOMMENDED BICYCLE NETWORK
 - Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - Amtrak Station
 - Ferry Station
 - East Bay Bus Rapid Transit Stops



RECOMMENDATIONS BY

Glenview Redwood Heights

- EXISTING**
- East Bay Bus Rapid Transit Stops
- RECOMMENDED BICYCLE NETWORK**
- Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools

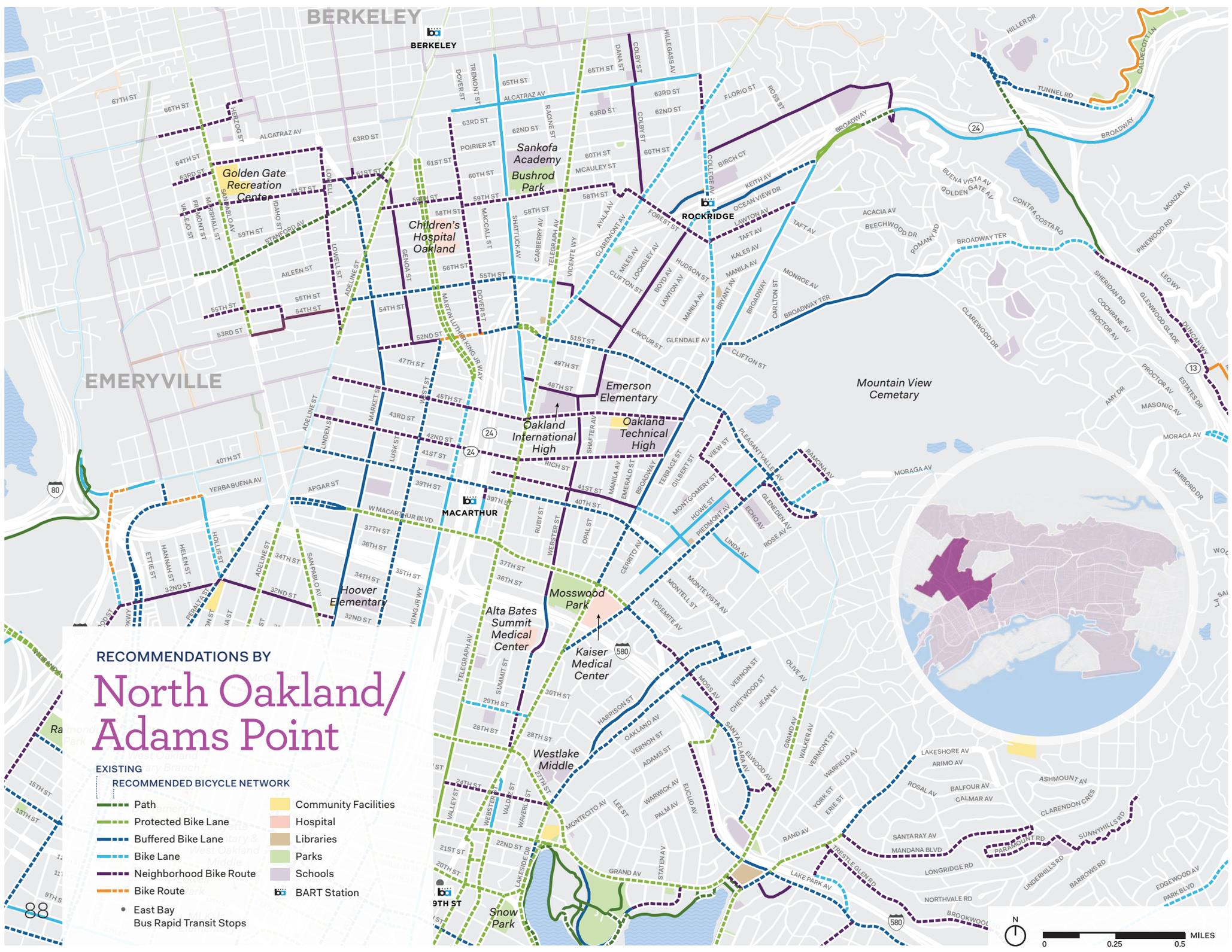


RECOMMENDATIONS BY North Oakland Hills

- EXISTING**
- RECOMMENDED BICYCLE NETWORK**
- Path
 - - - Protected Bike Lane
 - - - Buffered Bike Lane
 - - - Bike Lane
 - - - Neighborhood Bike Route
 - - - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - East Bay Bus Rapid Transit Stops

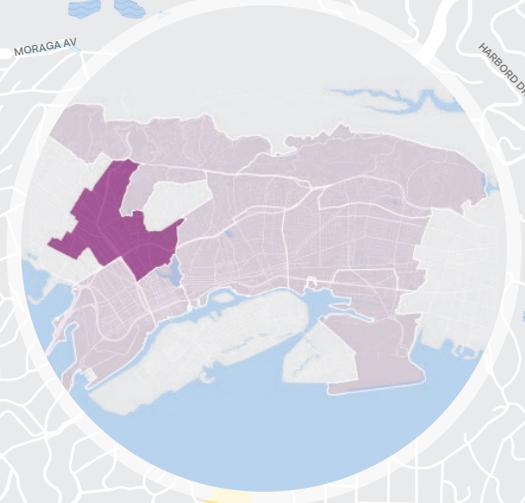


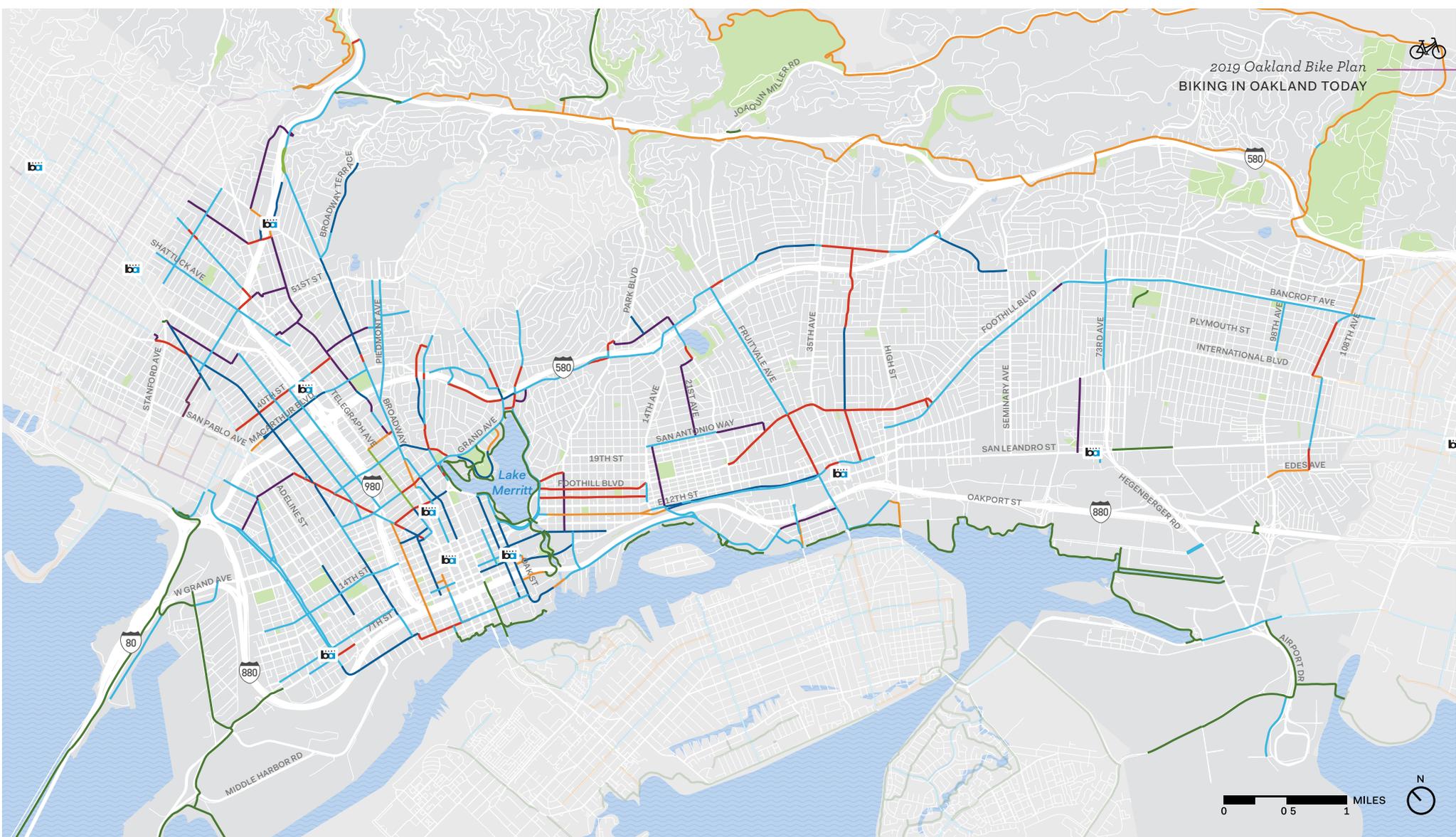
BERKELEY



RECOMMENDATIONS BY North Oakland/ Adams Point

- EXISTING**
- Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
- East Bay Bus Rapid Transit Stops





2019 Existing Bicycle Network

- Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route
- Arterial Bike Route
- Park
- Oakland City Limits
- BART Station





Let's Bike Oakland Bicycle Master Plan Update

Addendum to the Final Environmental Impact Report for
the Bicycle Master Plan (SCH #2005092011)

prepared by

City of Oakland

Department of Transportation
250 Frank H. Ogawa Plaza, Suite 4314
Oakland, California 94612
Contact: Lily Brown, Project Manager

prepared with the assistance of

Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

April 2019



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Environmental Scientists | Planners | Engineers

rinconconsultants.com

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Appendices

Appendix A	Existing Bikeways
Appendix B	Oakland's Standard Conditions of Approval

Acronyms and Abbreviations

ARDTP	Archaeological Research Design and Treatment Plan
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CO	carbon monoxide
DOC	(California) Department of Conservation
EIR	Environmental Impact Report
FTA	Federal Transit Administration
GHG	Greenhouse Gas
LOS	Level of Service
LUTE	Land Use and Transportation Element
OBMP	Oakland Bicycle Master Plan
NAHC	California Native American Heritage Commission
ROW	right-of-way
SCA	Standard Conditions of Approval
SWPPP	Stormwater Pollution Prevention Plan
VMT	Vehicle Miles Traveled
TAC	Toxic air contaminants
TCM	Transportation Control Measure
TR	Transportation

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Introduction

1. Overview

This document is an addendum to the *Oakland Bicycle Master Plan Final Environmental Impact Report* (EIR) (State Clearinghouse #2005092011), certified in 2007. It is prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, Public Resources Code Section 21000, et seq., as amended, and implementing *CEQA Guidelines*, Title 14, Chapter 3, Section 15000, et seq. of the California Code of Regulations. The purpose of this addendum is to assess any potentially significant impact differences between the proposed Let's Bike Oakland Bicycle Master Plan Update, herein referred to as the "project" or "Let's Bike Oakland," and the previously adopted Oakland Bicycle Master Plan (OBMP) of 2007. More specifically, this addendum is designed to determine whether and to what extent the Final EIR certified in 2007 is sufficient to address the potentially significant impacts of and provide mitigation for the project.

This addendum was prepared in accordance with CEQA and the *CEQA Guidelines*, and it is organized into the following sections:

- **Introduction.** This section describes the purpose and organization of this document. The introduction includes applicable statutory sections of the Public Resources Code and *CEQA Guidelines*, a brief planning history, and identification of the previously certified Final EIR findings. It also describes the project location, provides a project background, and offers a detailed description of the project. Project characteristics are discussed in the context of the previously analyzed bikeway network.
- **Environmental Checklist.** This section provides an environmental analysis of the project as compared to the previously certified documents. It presents an analysis of the environmental topics identified in Appendix G of the *CEQA Guidelines*, and determines for each topic whether the circumstances set forth in Public Resources Code Section 21166 and its implementing *CEQA Guidelines* sections 15162 and 15163 are present with respect to the project or the situation surrounding the project.
- **References.** This section provides a list of references used in the preparation of this addendum and identifies the people involved in its preparation and review.

2. Project Title

Let's Bike Oakland Bicycle Master Plan Update

3. Lead Agency Name and Address

City of Oakland
Department of Transportation
250 Frank H. Ogawa Plaza, Suite 4314
Oakland, California 94612

4. Contact Person and Phone Number

Lily Brown
City of Oakland, Department of Transportation
(510) 615-5566

5. Project Location

The project is in Oakland, California, on the eastern shore of the San Francisco Bay. The city encompasses 56 square miles of land and 24 square miles of water; it is bordered by the bay and Oakland Estuary on the southwest, the crest of the Berkley-Oakland Hills on the northeast, and other urban communities and municipalities on the north and south. It also entirely surrounds the municipality of Piedmont. Oakland is situated approximately 5 miles east of San Francisco and 90 miles southwest of Sacramento. Interstates 580, 880, and 80 provide regional access. Figure 1 shows the location of the project site in the region, and Figure 2 through Figure 6 depict the project area in its neighborhood context.

6. Statutory Authority

CEQA recognizes that between the date an environmental document for a project is completed and the date that project is implemented fully, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is set may change; and/or 3) previously unknown information can arise. Before proceeding with a project, CEQA requires the lead agency to evaluate these changes to determine whether they affect the conclusions in the prior environmental document.

When an EIR has been certified and a project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and Sections 15162, 15163, and 15164 of the *CEQA Guidelines*.

Section 15162(a) of the *CEQA Guidelines* provides that a Subsequent EIR is not required unless any or all of the following occurs:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR

Figure 1 Regional Location



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- ★ Project Location
- Oakland City Limits

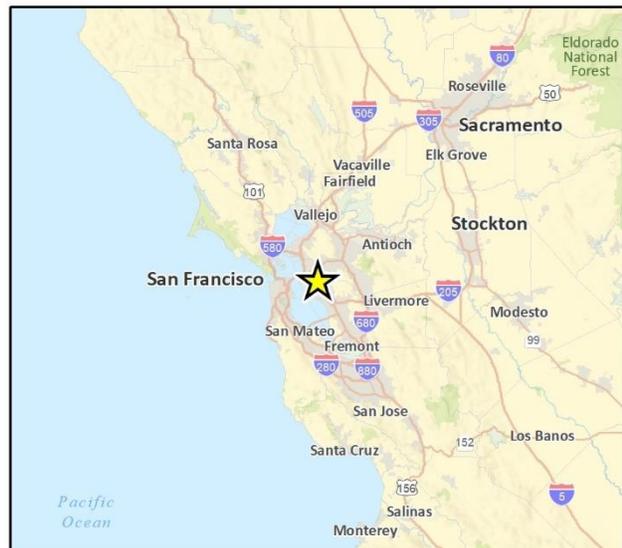
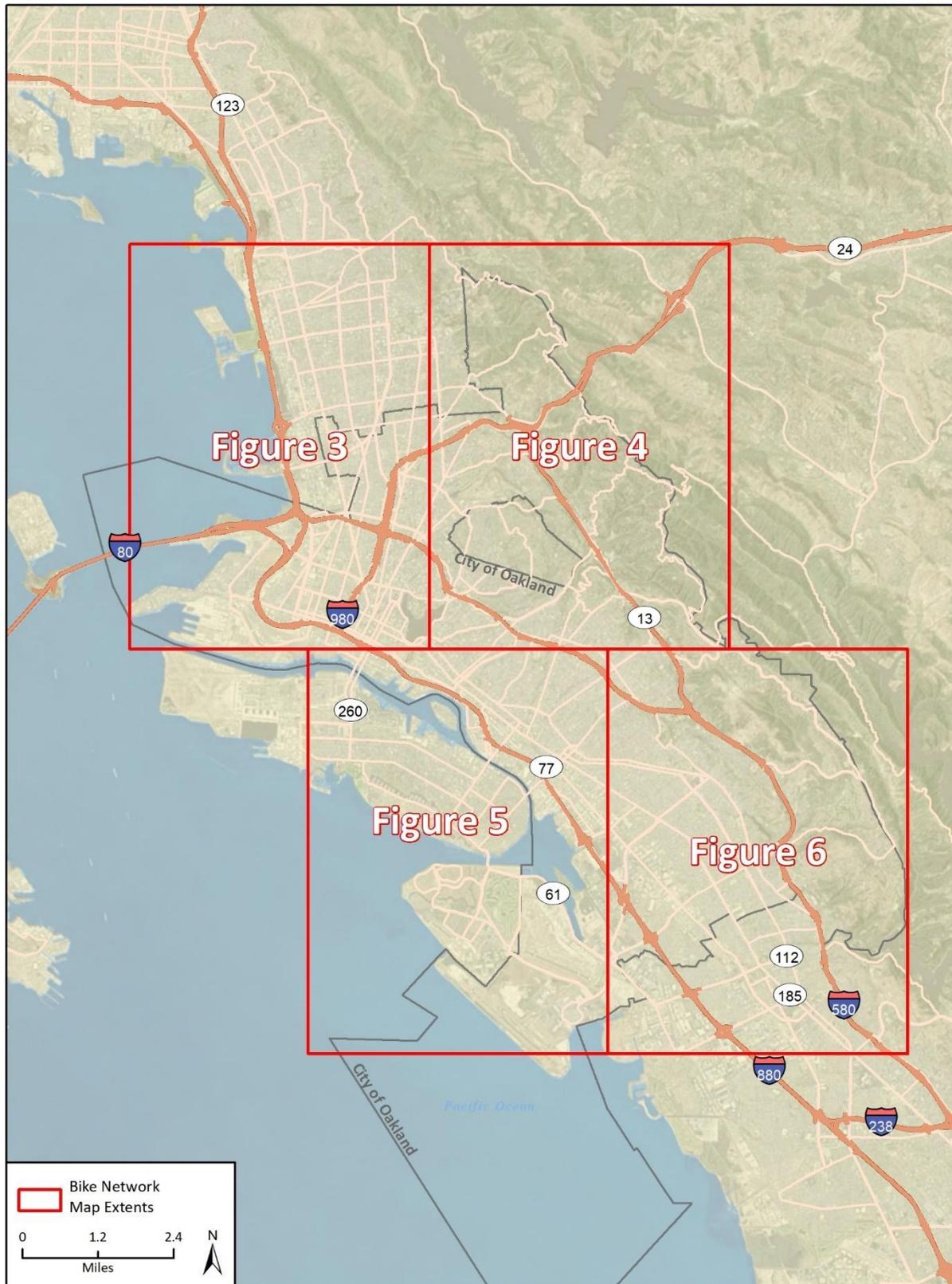


Fig 1 Regional Location

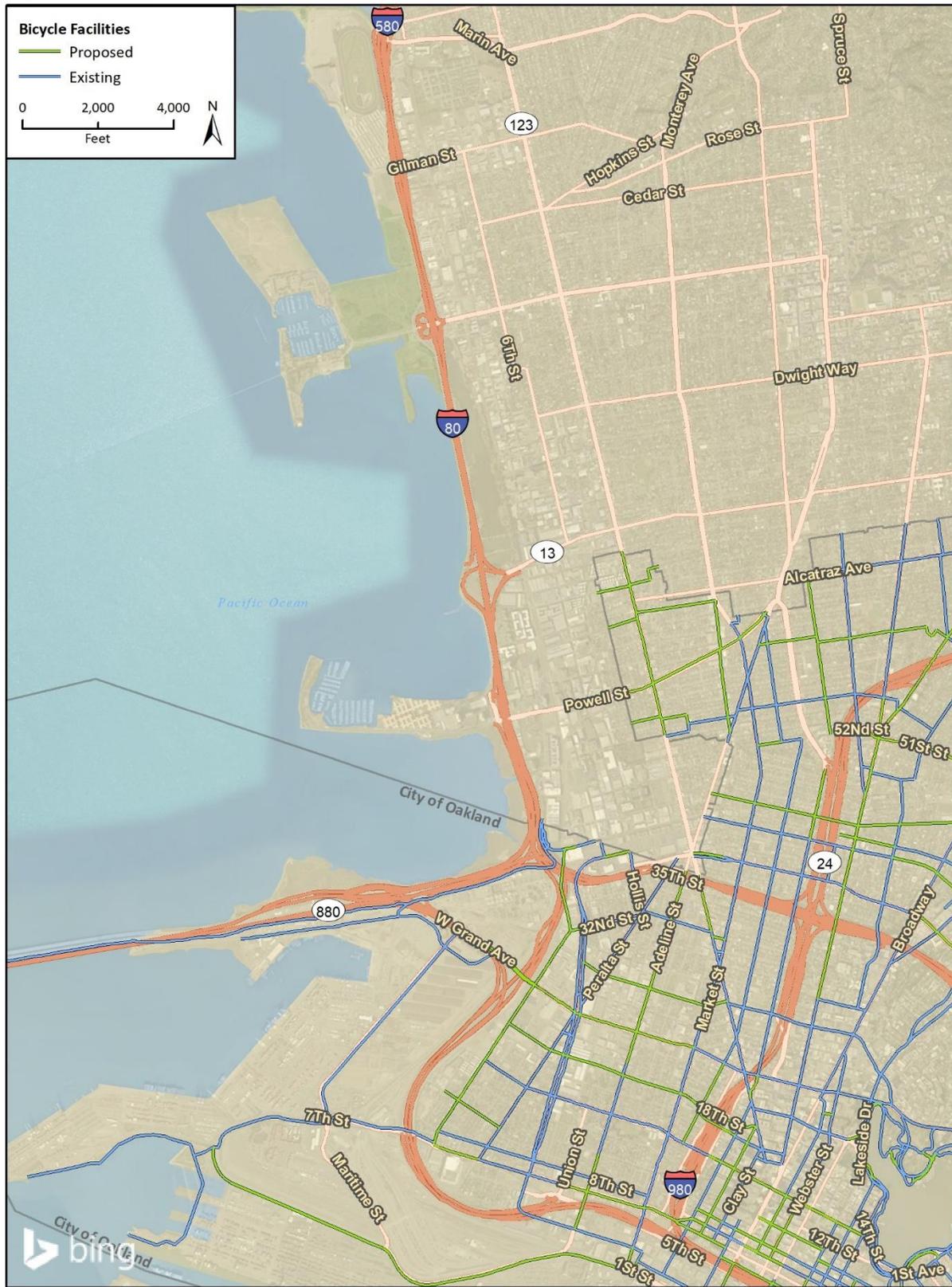
Figure 2 Bicycle Network Overview



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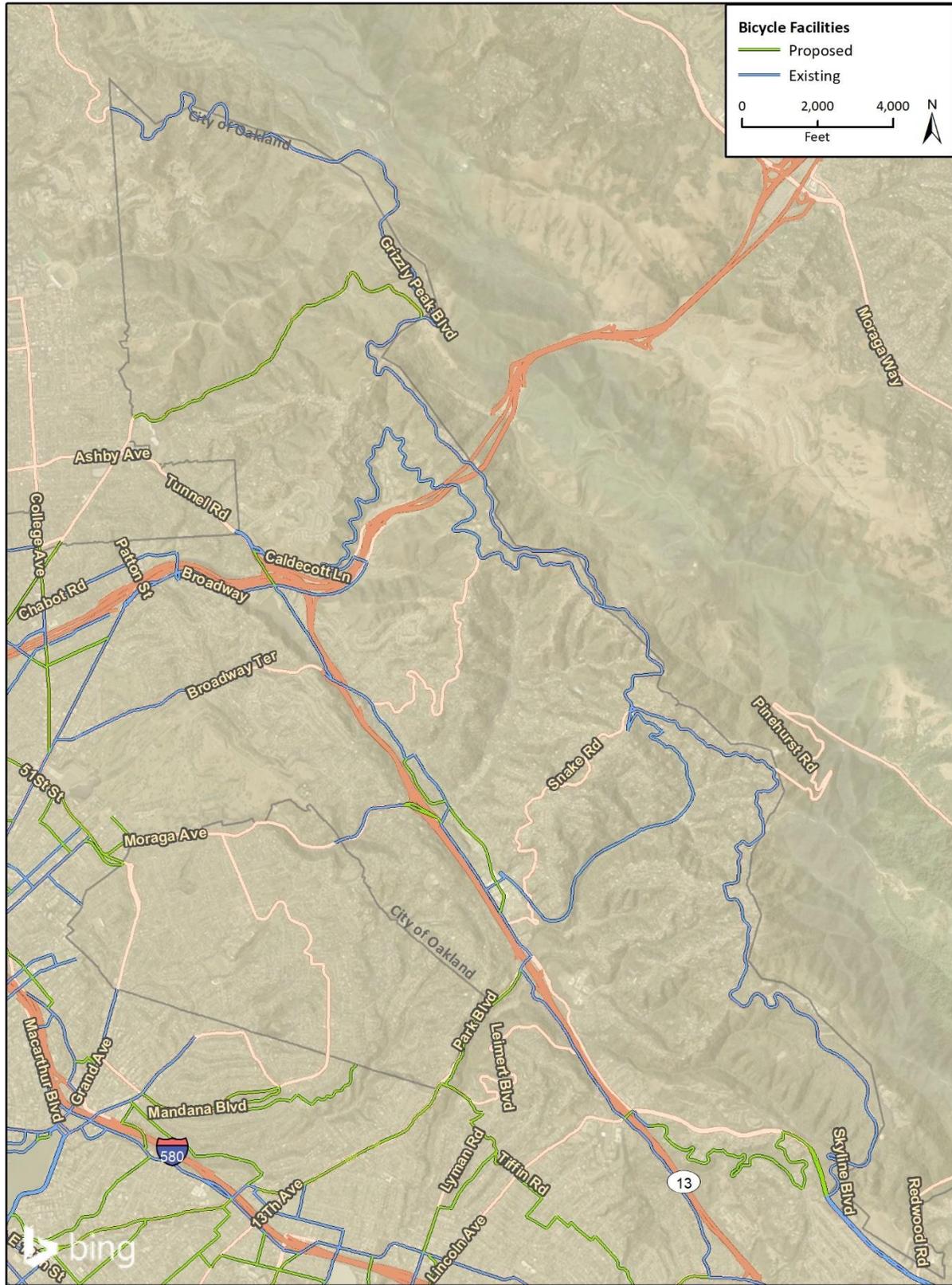
Fig 2 Bicycle Network_Overview

Figure 3 Bicycle Network, Northwest Quadrant



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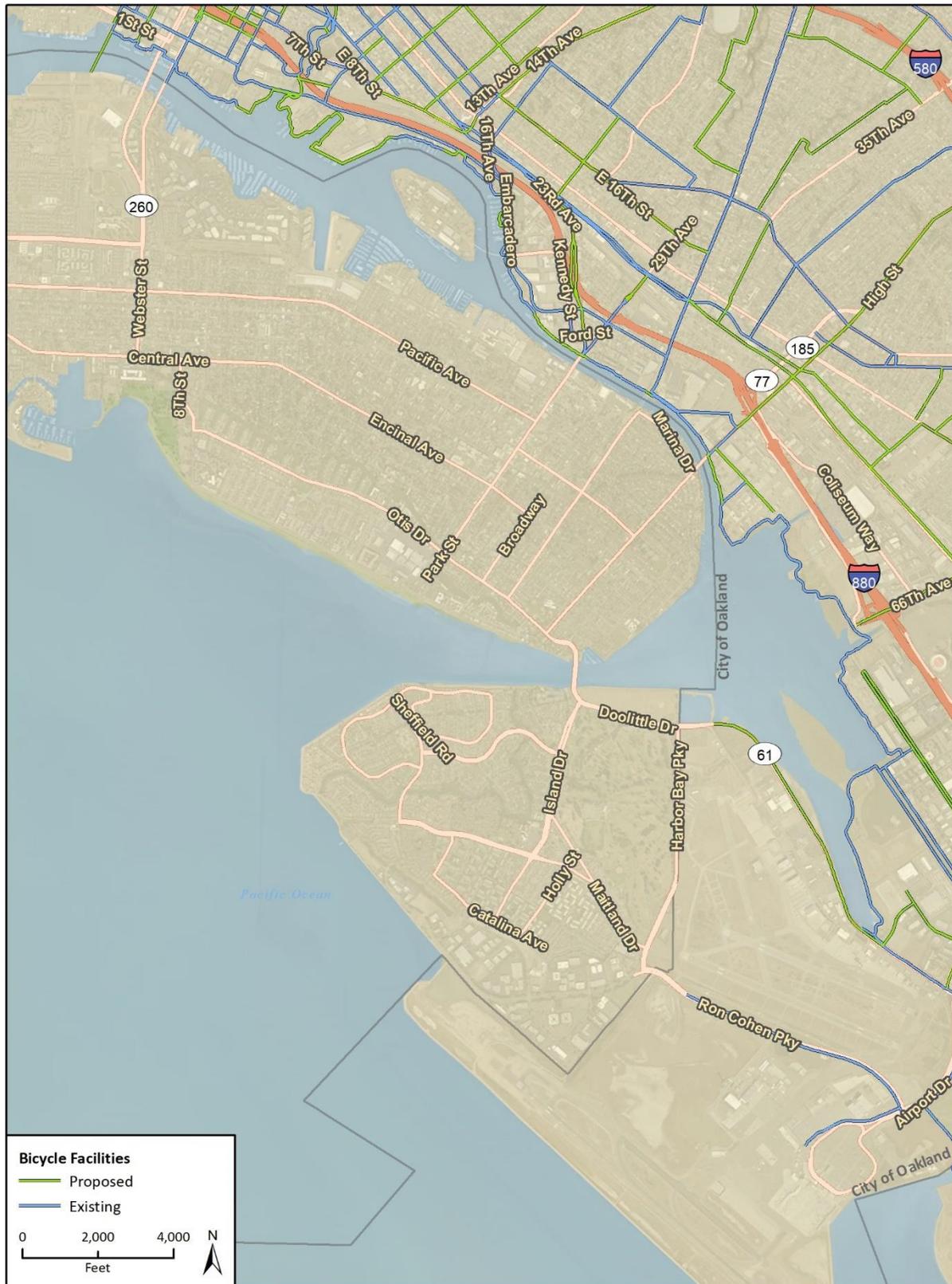
Figure 4 Bicycle Network, Northeast Quadrant



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Fig 4 Bicycle Network_Sheet A2

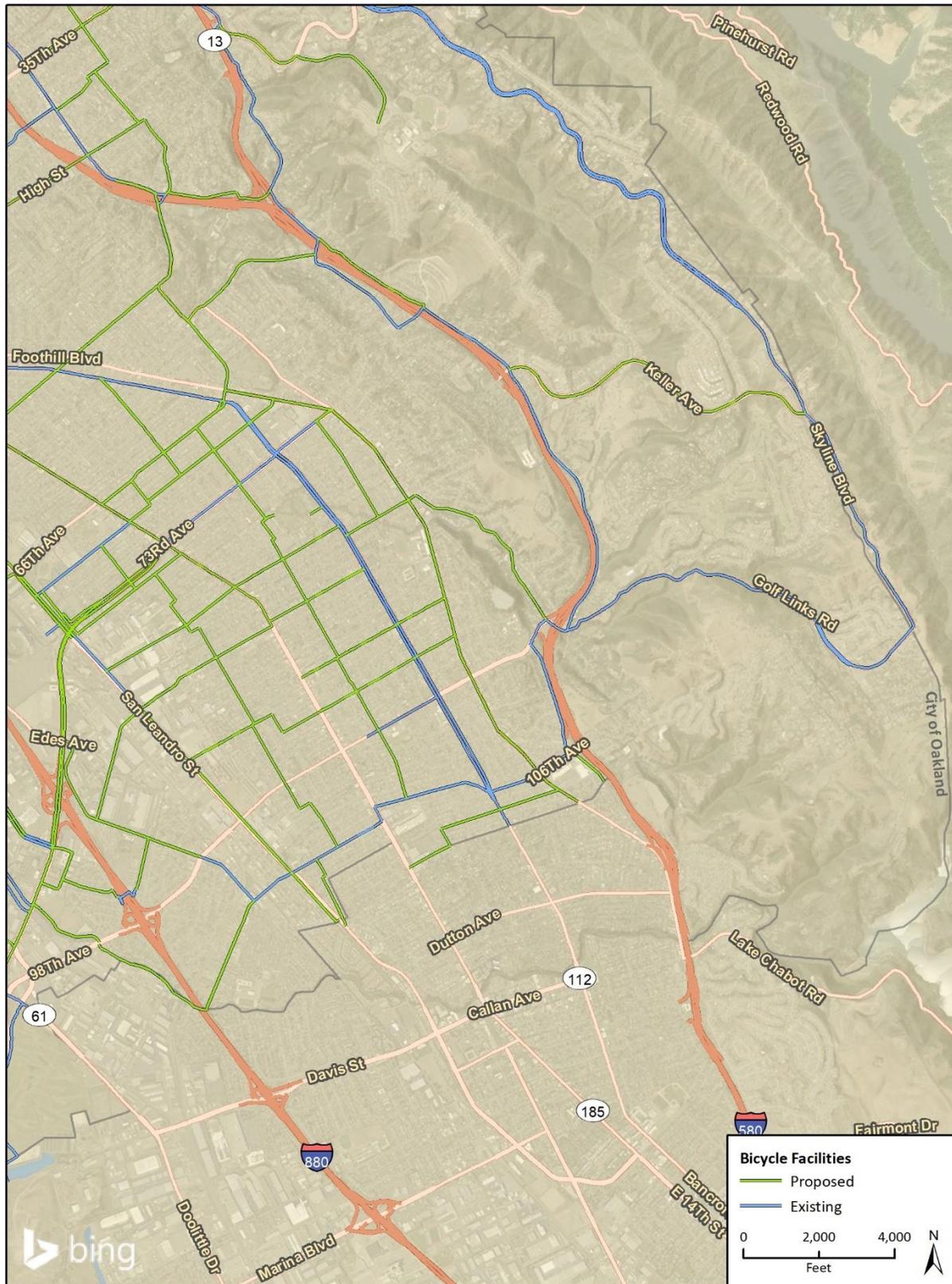
Figure 5 Bicycle Network, Southwest Quadrant



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Fig 5 Bicycle Network_Sheet B1

Figure 6 Bicycle Network, Southeast Quadrant



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Fig 6 Bicycle Network_Sheet B2

- C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative
- D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative

Pursuant to Section 15164(a) of the *CEQA Guidelines*, an addendum to an EIR may be prepared by the lead agency that issued the original EIR if some changes or additions to the project have become necessary, but none of the conditions have occurred that require preparation of a Subsequent EIR. An addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and it needs to be supported by substantial evidence in the record as a whole (Section 15164[e]). The addendum to the EIR need not be circulated for public review, but it may be included in or attached to the Final EIR (Section 15164[c]). The decision-making body must consider the addendum and the EIR prior to making a decision on the project (Section 15164[d]).

7. Background

On December 4, 2007, the Oakland City Council certified and adopted by resolution the Final EIR for the 2007 OBMP (City of Oakland 2007a, 2007b). The OBMP was created to fulfill goals of the Land Use and Transportation Element (LUTE) of the City's General Plan that promote alternatives to private automobile travel. The 2007 OBMP revised the 1999 Bicycle Master Plan and it addresses existing conditions, policy recommendations, bikeways, parking and support facilities, and implementation (including funding).

The certified Final EIR provided a programmatic analysis of the potential impacts of the buildout of the proposed bikeway network. No significant and unavoidable impacts were identified in the Final EIR. Information and technical analyses from the certified Final EIR are referenced throughout this addendum. The entire Final EIR is available for review at the City offices located at 250 Frank Ogawa Plaza, Oakland, California 94612, and online at <http://www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597>.

8. Project Description

Let's Bike Oakland Master Plan Update is intended to provide a bicycle network that is well connected, safe, and enjoyable for city residents and visitors. Let's Bike Oakland would update the vision, goals, and policies of the OBMP; document existing conditions and current best practices; plan a network of high-quality bikeways serving "all ages and abilities;" establish a methodology for measuring the quality and connectivity of bikeways; and develop an action-oriented plan for increasing the overall mode share of bicycle as a means of mobility, decreasing bicyclist crashes, and improving the quality of bikeways. Through implementation of Let's Bike Oakland and future updates, all city residents should have easy bicycle access to their community and the services and amenities that it offers.

Let's Bike Oakland includes the following key elements:

Let's Bike Oakland Bicycle Master Plan Update

- A comprehensive update to the Plan's vision, goals, and policies
- Robust community engagement, response tracking and incorporation into the OBMP
- Documentation on existing conditions and current best practices
- Planning for a network of high-quality bikeways to serve "all ages and abilities"
- Establishing a methodology for measuring the quality and connectivity of bikeways
- Developing an action-oriented plan with performance measures for increasing bicyclist mode share, decreasing bicyclist crashes, and improving the quality of bikeways

Let's Bike Oakland would add to the evolution of Oakland's bicycle planning by adding:

- Recommendations to streamline the project implementation and maintenance process
- The development of a concise plan with a modular format that anticipates and facilitates future, five-year updates of select sections
- Optional tasks that promote design development for priority projects and work to improve Oakland's data management for bicycle facilities

The project would construct various types of bikeways, including Class 1 bike paths, Class 2 bike lanes or buffered bike lanes, Class 3 bike routes, and Class 4 separated bike lanes. These bikeway types are defined by the California Department of Transportation (Caltrans) as follows:

- **Bicycle Paths (Class 1)** are two-way paths for the exclusive use of bicycles and pedestrians. Class 1 bike paths are set away from the roadway with minimal cross flows by vehicle traffic.
- **Bicycle Lanes (Class 2)** are established along streets by pavement striping and signage, which delineate a portion of the roadway as a one-way bike lane. Buffered Bicycle Lanes (referred to throughout this document as Class 2B) provide separation between vehicle lanes and bicycle lanes by using diagonal or chevron pavement striping between the travel lanes.
- **Bicycle Routes (Class 3)** designate a preferred route for bicycles to travel on local streets. Route signage and optional shared roadway markings (sharrows) are installed to delineate the bike route. Bicycle Boulevards are also shared roadways that prioritize bicycle travel on streets where traffic volumes are low.
- **Separated Bikeways/Cycle Tracks (Class 4)** are one- or two-way protected bike lanes for exclusive use by bicycles, which are physically separated from motor traffic with a vertical feature. This separation is achieved by installing flexible posts, inflexible barriers, on-street parking, or grade separation (Caltrans 2017).

The project also includes improvements to Class 3 bicycle routes defined as follows:

- **Arterial Bicycle Routes (Class 3A)** are designated on arterial streets where Class 2 bike lanes are not feasible, and parallel streets do not provide adequate connectivity. Sharrows, wide curb lanes, and signage define Class 3A routes.
- **Bicycle Boulevards (Class 3B)** prioritize through trips for bicyclists by assigning right-of-way (ROW) to travel on the route. Traffic calming measures are often installed to discourage drivers from using Class 3B boulevards.

This Addendum to the Final EIR for the OBMP will address the potential impacts of the project, including the proposed bikeway network and proposed upgrades to existing bikeways. Class 3 bicycle route upgrades are composed of signage and striping on existing roadways, and do not

require significant roadway modifications. In and of themselves, Class 3 projects would be categorically exempt from CEQA per Sections 15301(c) and 15304(h), but these projects are included in this EIR to avoid “piecemealing” under CEQA and to analyze cumulative impacts. Class 1 bicycle path projects are conceptual until the design phase is complete; therefore, this Addendum EIR contains a program-level analysis of proposed Class 1 bicycle paths, consistent with the 2007 EIR.¹ For the purposes of this Addendum EIR, only Class 2 and Class 4 bicycle projects are analyzed in detail. Table 1 lists all bicycle improvement projects in the city that this Addendum EIR analyzes. These bikeways are also shown in figures 2 through 6. Appendix A contains a list of existing bikeways in the city.

Table 1 Proposed Bicycle Improvement Projects

Roadway	Start	End	Description
Existing Bikeways with Proposed Improvements			
2nd St	Brush St	Oak St	Existing Class 2/3A with proposed upgrade to Class 2 from Brush St to Washington St
3rd St	Market St	Mandela Pkwy	Existing Class 2 with proposed upgrade to Class 2B
4th St	Oak St	4th St Path	Existing Class 3 with proposed upgrade to Class 2B from Oak St to Fallon St, and Class 2 from Fallon St to 4 th St Path
5th Ave	E 10th St	Embarcadero	Existing Class 2 with proposed upgrade to Class 2B
7th St	Peralta St	Union St	Existing Class 2/3A with proposed upgrade to Class 2B from Peralta St to Mandela Pkwy, and Class 4 with lane reconfiguration from Mandela Pkwy to Union St
7th St	Oak St	5th Ave	Existing Class 2B/3A with proposed upgrade to Class 4
8th St	Jefferson St	Broadway	Existing Class 2 with proposed upgrade to Class 4 from Jefferson St to Washington St, and Class 2B from Washington St to Broadway
8th St	Harrison St	Fallon St	Existing Class 2/2B with proposed upgrade to Class 2B
9th St	Harrison St	Fallon St	Existing Class 2/2B with proposed upgrade to Class 2B with lane reconfiguration from Harrison St to Oak St, and Class 4 with lane reconfiguration from Oak St to Fallon St
9th St	Clay St	Washington St	Existing Class 3 with proposed upgrade to Class 2B with lane reconfiguration
10th St	Madison St	2nd Ave	Existing Class 2B with proposed upgrade to Class 4
14th Ave	MacArthur Blvd	E 33rd St	Existing Class 2 with proposed upgrade to Class 4
14th St	Wood St	Castro St	Existing Class 2 with proposed upgrade to Class 2B from Wood St to Mandela Pkwy, and Class 4 from Mandela Pkwy to Castro St
16th St	Clay St	Telegraph Ave	Existing Class 2/2B/3A with proposed upgrade to Class 2 from Clay St to San Pablo Ave
17th St	Martin Luther King Jr Wy	Telegraph Ave	Existing Class 2B with proposed upgrade to Class 4
20th St	Peralta St	Mandela Pkwy (N)	Existing Class 3A/0 with proposed upgrade to Class 3
20th St	San Pablo Ave	Harrison St	Existing Class 2B/3A with proposed upgrade to Class 2B from San Pablo Ave to Broadway, and Class 4 from Broadway to Harrison St
23rd Ave	Kennedy St	29th Ave	Existing Class 2 with proposed upgrade to Class 2B
23rd Ave	E 31st St	E 30th St	Existing Class 3A with proposed upgrade to Class 3B

¹ The project includes some Class 1 bikeways previously analyzed or that will require additional environmental review. As described below and shown in Table 2, these bikeways are not addressed in this Addendum EIR, although they are considered a part of the project.

Let's Bike Oakland Bicycle Master Plan Update

Roadway	Start	End	Description
27th St	San Pablo Ave	Harrison St	Existing Class 2/2B with proposed upgrade to Class 4
29th Ave	23rd Ave	E 7th St	Existing Class 3 with proposed upgrade to Class 2
29th St	Telegraph Ave	Broadway	Existing Class 3/3A with proposed upgrade to Class 2
31st St	Market St	San Pablo Ave	Existing 2/0 with proposed upgrade to Class 2
38th Ave	MacArthur Blvd	E 12 th St	Existing 2B/3A with proposed upgrade to Class 3B from MacArthur Blvd to Brookdale Ave and Foothill Blvd to E 12 th St
40th St	Adeline St	Howe St	Existing Class 2/3A with proposed upgrade to Class 2B with lane reconfiguration from Adeline St to MLK Jr Way
41st St	BART ROW	Piedmont Ave	Existing Class 2/3A/3B with proposed upgrade to Class 3B from BART ROW to Webster St, and Class 2 from Broadway to Montgomery St
48th Ave	Foothill Blvd	Bancroft Ave	Existing Class 3A with proposed upgrade to Class 3B
52nd St	Market St	West St	Existing Class 3B from Genoa St to West St with proposed upgrade to Class 3B from Market St to Genoa St
55th St	Vicente Wy	Adeline St	Existing Class 2/3A/3B with proposed upgrade to Class 2 from Telegraph Ave to Shattuck Ave, and Class 2B from Shattuck Ave to Adeline St
73rd Ave	Hillside St	International Blvd	Existing Class 2/0 with proposed upgrade to Class 2B
98th Ave	Golf Links Rd	Stanley Ave	Existing Class 3 with proposed upgrade to Class 2
105th Ave	International Blvd	Edes Ave	Existing Class 2/3A with proposed upgrade to Class 3B from Pippin St to Edes Ave
108th Ave	MacArthur Blvd	Breed Ave	Existing bicycle infrastructure with proposed upgrade to Class 3B
Adeline St	61st St	47th St	Existing Class 2B with proposed upgrade to Class 4
Adeline St	19th St	10th St	Existing Class 2B with proposed upgrade to Class 4
Bancroft Ave	42nd Ave	Durant Ave	Existing Class 2/3B with proposed upgrade to Class 2B from 50 th Ave to Havenscourt Blvd, Class 1 from Havenscourt Blvd to 107 th Ave, and lane reconfiguration from 50 th Ave to Vicksburg Ave
Bay Place	27th St	Grand Ave	Existing Class 3A with proposed upgrade to Class 2B
Bayo Vista Ave	Oakland Ave	Harrison St	Existing Class 3A with proposed upgrade to Class 2B
Bellevue Ave	Park View Ter	Grand Ave	Existing Class 2B/Class 3 with proposed upgrade to Class 3B from Perkins St to Grand Ave
Breed Ave	108th Ave	Durant Ave	Existing bicycle infrastructure with proposed upgrade to Class 3B
Broadway	40 th St	22 nd St	Existing Class 2/2B/3A with proposed upgrade to Class 2B from 40 th St to MacArthur Blvd
Broadway	Embarcadero West	6th St	Existing bicycle infrastructure with proposed upgrade to Class 2B
Broadway Ter	Glenwood Glade	Duncan Wy	Existing Class 3 with proposed upgrade to Class 3B
Brush St	3rd St	2nd St	Existing Class 3A with proposed upgrade to Class 3B
Caldecott Ln	FWY overcrossing	Tunnel Rd	Existing Class 3 with proposed upgrade to Class 2
Clay St	17th St	7th St	Existing Class 2B with proposed upgrade to Class 4 with lane reconfiguration from 17 th St to 14 th St
Clay St	2nd St	Embarcadero	Existing Class 2 with proposed upgrade to Class 2B
College Ave	Chabot Rd	Shafter Ave	Existing Class 2B/3 with proposed upgrade to Class 2B from Chabot Rd to Miles Ave
Doolittle Dr	Harbor Bay Pkwy	Eden Rd	Existing Class 2 with proposed upgrade to Class 4
Duncan Way	Florence Ter	Broadway Ter	Existing Class 3 with proposed upgrade to Class 3B

Roadway	Start	End	Description
Durant Ave	Breed Ave	International Blvd	Existing bicycle infrastructure with proposed upgrade to Class 3B
E 7th St	Embarcadero	Fruitvale Ave	Existing Class 2/3B with proposed upgrade to Class 2B from Embarcadero to Kennedy St
E 8th St	5th Ave	7th Ave	Existing Class 2B/0 with proposed upgrade to Class 4
E 10th St	2nd Ave	9th Ave	Existing Class 2B with proposed upgrade to Class 4
E 12th St	1st Ave	40th Ave	Existing Class 2/2B/3/3A with proposed upgrade to Class 2 from 2 nd Ave to 14 th Ave, Class 4 from 14 th Ave to 33 rd Ave and from 35 th Ave to 40 th Ave, and Class 3B from 33 rd Ave to 35 th Ave
E 15th St	1st Ave	14th Ave	Existing Class 3A with proposed upgrade to Class 2B
E 18th St	Park Blvd	Lakeshore Ave	Existing Class 3A with proposed upgrade to Class 2B
E 21st St	14th Ave	Mitchell St	Existing Class 2/3B with proposed upgrade to Class 2B from 14 th Ave to 23 rd Ave
E 33rd St	Beaumont Ave	14th Ave	Existing Class 2ture with proposed upgrade to Class 2B
Edes Ave	105th Ave	98th Ave	Existing Class 3 with proposed upgrade to Class 3B
Edwards Ave	Mountain Blvd	Sunnymere Ave	Existing Class 3 with proposed upgrade to Class 1
El Embarcadero	Lakeshore Ave	Grand Ave	Existing Class 3A with proposed upgrade to Class 3B
Embarcadero	Oak St	E 7 th St	Existing Class 2/2B/3/0 with proposed upgrade to Class 2B from Lake Merritt Channel Bridge to E 7 th St
Fallon St	7th St	8th St	Existing Class 3A with proposed upgrade to Class 4 with lane reconfiguration
Foothill Blvd	Lakeshore Ave	14th Ave	Existing Class 3A with proposed upgrade to Class 2B
Foothill Blvd	23rd Ave	Fremont Wy	Existing Class 3A with proposed upgrade to Class 2B
Foothill Blvd	Stanley Ave	Stanley Ave	Existing Class 3 with proposed upgrade to Class 2B
Foothill Blvd	MacArthur Blvd	Havenscourt Blvd	Existing bicycle infrastructure with proposed upgrade to Class 2
Forest St	Claremont Ave	Shafter Ave	Existing Class 3A with proposed upgrade to Class 3B
Franklin St	Broadway	14th St	Existing Class 2 with proposed upgrade to Class 4
Fremont Wy	Foothill Blvd	Bancroft Ave	Existing Class 3A with proposed upgrade to Class 3B
Fruitvale Ave	MacArthur Blvd	Alameda Ave	Existing Class 2 with proposed upgrade to Class I from Alameda Ave to San Leandro Blvd
Golf Links Rd	Grass Valley Rd	98th Ave	Existing Class 2/3/0 with proposed upgrade to Class 2B from Grass Valley Rd to Scotia Ave and Mountain Blvd to 98 th Ave, and Class 2 from Scotia Ave to Elysian Fields Dr
Grand Ave	Jean St	Market St	Existing Class 2/2B/3A with proposed upgrade to Class 4
Harrison St	Grand Ave	Grand Ave slip turn	Existing bicycle infrastructure with proposed upgrade to Class 2B
Harrison St	Bayo Vista Ave	21st St	Existing Class 2/2B/3A with proposed upgrade to Class 2B and lane reconfiguration from Bayo Vista Ave to I-580 and from Fairmount Ave to 27 th St, Class 2B from Grand Ave to Grand Ave slip turn, and Class 4 from 27 th St to 21 st St
High St	Howard St	Alameda border	Existing Class 3 with proposed upgrade to Class 1
Hollis St	Mandela Pkwy	Peralta St	Existing Class 2/3A with proposed upgrade to Class 2 from MacArthur Blvd to Peralta St
Horton St	40th St	Mandela Pkwy	Existing Class 2 with proposed upgrade to Class 2B
Howard St	Alameda Ave	High St	Existing Class 3 with proposed upgrade to Class 2
International Blvd	104th Ave	105th Ave	Existing Class 3 with proposed upgrade to Class 2

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Roadway	Start	End	Description
Kay Overcrossing (Highway 24)	Broadway	Caldecott Ln	Existing Class 3A with proposed upgrade to Class 2B
Kennedy St	E 7th St	23rd Ave	Existing Class 2 with proposed upgrade to Class 2B
Kuhnle Ave	Mountain Blvd	Seminary Ave	Existing Class 3 with proposed upgrade to Class 2
Lake Merritt Blvd	Oak St	E 12th St	Existing Class 2 with proposed upgrade to Class 4
Lakeshore Ave	Winsor Ave	Foothill Blvd	Existing Class 2/3A with proposed upgrade to Class 2B from Winsor Ave to Mandana Blvd and MacArthur Blvd to El Embarcadero, and Class 4 from Mandana Blvd to MacArthur Blvd and El Embarcadero to Foothill Blvd
Lakeside Dr	14th St	Harrison St	Existing Class 2/4 with proposed upgrade to Class 4 with lane reconfiguration from 14 th St to 19 th St
MacArthur BART Frontage Rd	40th St	W MacArthur Blvd	Existing Class 2/3A with proposed upgrade to Class 3B from 40 th St to 39 th St
MacArthur Blvd	14th Ave	Seminary Ave	Existing Class 2/2B/3A with proposed upgrade to Class 2 from Fruitvale Ave to Lincoln Ave, Class 2B from Lincoln Ave to Coolidge Ave and 35 th Ave to Buell St, Class 1 from High St to Greenacre Rd, and Class 4 from Buell St to Seminary Ave
MacArthur Blvd	San Pablo Ave	Broadway	Existing Class 2/2B/3 with proposed upgrade to Class 2B from San Pablo Ave to 953 W MacArthur Blvd, and Class 4 from W MacArthur Underpass to Broadway
MacArthur Blvd	1017 MacArthur Blvd	Beaumont Ave	Existing Class 2/3A with proposed upgrade to Class 2B
MacArthur Blvd	Adams St	Alma Ave (250' E of Alma)	Existing Class 2/2B/3A with proposed upgrade to Class 3 from Adams St to Van Buren Ave, and Class 2B from Van Buren Ave to Grand Ave and Lakeshore Ave to Alma Ave
Mandela Pkwy	Horton St	3rd St	Existing Class 2/2B with proposed upgrade to Class 2B from Horton St to 7 th St
Market St	61st St	3rd St	Existing Class 2/2B/3A with proposed upgrade to Class 2B from 61 st St to 55 th St, 24 th St to 18 th St, and 7 th St to 3 rd St
MLK Jr Way	20th St	2nd St	Existing Class 3 with proposed upgrade to Class 4 and lane reconfiguration
Mountain Blvd	Redwood Rd	Sunnymere Ave	Existing Class 3 with proposed upgrade to Class 2 from Redwood Rd to Carson St and Twitter Ct to Sunnymere Ave, and Class 3 from Carson St to Twitter Ct
Mountain Blvd	Edwards Ave	Golf Links Rd	Existing Class 3 with proposed upgrade to Class 3 from Edwards Ave to Keller Ave, and Class 2 from Keller Ave to Golf Links Rd
Mountain Blvd	Florence Ave	Thornhill Dr	Existing Class 3 with proposed upgrade to Class 3 from Fernwood Dr to Thornhill Dr
Mountain Blvd	Moraga Ave	Park Blvd	Existing Class 3 with proposed upgrade to Class 3
Oak St	14th St	Embarcadero	Existing Class 2B with proposed upgrade to Class 4
Oakland Ave	Santa Clara Ave	Fairmount Ave	Existing Class 2/3A with proposed upgrade to Class 2B, and lane reconfiguration from Santa Clara Ave to Pearl St
Oakland Ave	Monte Vista Ave	MacArthur Blvd	Existing Class 2 with proposed upgrade to Class 2B
Park Blvd	Mountain Blvd	Monterey Blvd	Existing Class 3 with proposed upgrade to Class 1
Park Blvd	Kingsley St	MacArthur Blvd	Existing Class 2/3A/0 with proposed upgrade to Class 2
Peralta St	MacArthur Blvd	7th St	Existing Class 2 with proposed upgrade to Class 2B from MacArthur Blvd to Mandela and 20 th St to 7 th St, and Class 3 from Mandela Pkwy to 20 th St
Piedmont Ave	Pleasant Valley Ave	Broadway	Existing Class 2 with proposed upgrade to Class 2B
Redwood Rd	Mountain Blvd	Monterey Blvd	Existing Class 3 with proposed upgrade to Class 2B

Roadway	Start	End	Description
San Pablo Ave	32nd St	16th St	Existing Class 2/2B/3A with proposed upgrade to Class 4
Santa Clara Ave	I-580 off-ramp	Grand Ave	Existing Class 2 with proposed upgrade to Class 2B from I-580 off-ramp to I-580 on-ramp, and Class 4 from I-580 on-ramp to Grand Ave
Santa Clara Ave	I-580 off-ramp	Vernon St	Existing Class 2 with proposed upgrade to 2B
Shafter Ave	College Ave	48th St	Existing Class 3/3B with proposed upgrade to Class 2 from College Ave to Forest St
Stanley Ave	98th Ave	Foothill Blvd	Existing Class 3 with proposed upgrade to Class 3B
Sunnymere Ave	Seminary Ave	Edwards Ave	Existing Class 3 with proposed upgrade to Class 3B
Telegraph Ave	Woolsey St	55th St	Existing Class 2/3A with proposed upgrade to Class 4, and lane reconfiguration from Woolsey St to North St
Telegraph Ave	29th St	16th St	Existing Class 2/2B/4 with proposed upgrade to Class 4 from 19 th St to 17 th St
Thornhill Dr	Mountain Blvd	Moraga Ave	Existing Class 3 with proposed upgrade to Class 2
Tunnel Rd	Berkeley Border	Skyline Blvd	Existing Class 3 with proposed upgrade to Class 2B from Berkeley border to Caldecott Ln
Washington St	10th St	2nd St	Existing Class 2/3A with proposed upgrade to Class 2B from 9 th St to 7 th St, and Class 4 from 7 th St to 2 nd St
Webster St	25th St	14th St	Existing Class 2/2B/3A with proposed upgrade to Class 4, and lane reconfiguration from 25 th St to Grand Ave
West St	52nd St	Grand Ave	Existing Class 2 with proposed upgrade to Class 2B
Proposed New Bikeway Segments			
3rd Ave	Park Blvd	E 18th St	Proposed Class 2B
4th St	Harrison St	Harrison St	Proposed Class 1
5th Ave	E 10th St	E 12th St	Proposed upgrade to Class 2B
5th St	Harrison St	Oak St	Proposed Class 2B
6th St	Broadway	Oak St	Proposed Class 1
6th St	Washington St	Broadway	Proposed Class 4
6th St	Oak St	Harrison St	Proposed Class 4
7th St	Madison St	Oak St	Proposed Class 4
7th St	Union St	Washington St	Proposed Class 4 with lane reconfiguration from Union St to Adeline St
7th St	Wood St	Peralta St	Proposed Class 4
8th St	MLK Jr Wy	Jefferson St	Proposed Class 4
8th St	Broadway	Harrison St	Proposed Class 2B
9th St	MLK Jr Wy	Clay St	Proposed Class 2B
9th St	Washington St	Harrison St	Proposed Class 2B with lane reconfiguration from Washington St to Broadway
10th St	Jackson St	Madison St	Proposed Class 2B
11th St	Broadway	Oak St	Proposed Class 4
12 St	Broadway	Lake Merritt Blvd	Proposed Class 4
14th Ave	International Blvd	E 12th St	Proposed Class 2
14th Ave	E 33rd St	Foothill Blvd	Proposed Class 4
14th St	Castro St	Jefferson St	Proposed Class 2B
14th St	Jefferson St	Lakeside Dr	Proposed Class 4
17th St	Market St	MLK Jr Wy	Proposed Class 2B
18th St	Wood St	Market St	Proposed Class 2B

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Roadway	Start	End	Description
18th St	San Pablo Ave	West St	Proposed Class 2B
21st St	Franklin St	Webster St	Proposed Class 4
22nd Ave	Foothill Blvd	E 12th St	Proposed Class 2 with lane reconfiguration
23rd Ave	23rd Ave Bridge Ramp	Kennedy St	Proposed Class 4
23rd Ave	Kennedy St	Kennedy St	Proposed Class 2B
23rd Ave	E 12th St	E 11th St	Proposed Class 1
29th Ave	E 10th St	E 12th St	Proposed Class 2
35th Ave	International Blvd	Fruitvale BART driveway	Proposed Class 2B
35th Ave	Jordan Rd	MacArthur Blvd	Proposed Class 2B with lane reconfiguration
51st St	Shattuck Ave	Telegraph Ave	Proposed Class 4 with lane reconfiguration
51st St	Telegraph Ave	Broadway	Proposed Class 2B with lane reconfiguration
52nd St	Shattuck Ave	Dover St	Proposed Class 2B
55th Ave	MacArthur Blvd	International Blvd	Proposed Class 2
66th Ave	San Leandro St	Oakport Rd	Proposed Class 1
73rd Ave	MacArthur Blvd	Hillside St	Proposed Class 4
73rd Ave	Hawley St	Snell St	Proposed Class 4
90th Ave	International Blvd	MacArthur Blvd	Proposed Class 2B
Adeline St	36th St	19th St	Proposed Class 4
Adeline St	10th St	7th St	Proposed Class 4 with lane reconfiguration
Adeline St	7th St	3rd St	Proposed Class 2
Broadway Terrace	Harbord Dr	Glenwood Glade	Proposed Class 2
Calaveras Ave	Davenport Ave	Mountain Blvd	Proposed Class 2
Camden St	MacArthur Blvd	Bancroft Ave	Proposed Class 2
Campus Dr	Redwood Rd	Merritt College Entrance	Proposed Class 2 with lane reconfiguration
Castro St	San Pablo Ave	W Grand Ave	Proposed Class 2B
Claremont Ave	Alcatraz Ave	Telegraph Ave	Proposed Class 2
Claremont Ave	Tanglewood Rd	Grizzly Peak Blvd	Proposed Class 2
Clay St	Embarcadero	Water St	Proposed Class 2
College Ave	Alcatraz Ave	Chabot Rd	Proposed Class 2
College Ave	Shafter Ave	Broadway	Proposed Class 2
E 8th/E 12th St	5th Ave	14th Ave	Proposed Class 4
E 12th St	40th Ave	44th Ave	Proposed Class 4
Edes Ave	85th Ave	Hegenberger Rd	Proposed Class 2
Edgewater Dr	Bay Trail	Pendleton Wy	Proposed Class 2
El Embarcadero Path	Grand Ave	Lakeshore Ave	Proposed Class 1
Estuary Bridge - Washington St alignment	Oakland	Alameda	Proposed Class 1
Fallon St	8th St	10th St	Proposed Class 4 with lane reconfiguration
Foothill Blvd	14th Ave	23rd Ave	Proposed Class 2B; 2007 EIR determined this segment requires additional study
Foothill Blvd	Foothill Blvd	International Blvd	Proposed Class 2
Foothill Blvd	106th Ave	Durant Ave	Proposed Class 2B

Roadway	Start	End	Description
Franklin St	14th St	8th St	Proposed Class 2B
Gerry Adams Wy	8th St	7th St	Proposed Class 4
Grand Ave	Market St	Mandela Pkwy	Proposed Class 4
Grand Ave	Mandela Pkwy	Maritime St	Proposed Class 1
Harrison St	4th St	5th St	Proposed Class 2B
Harrison St	6th St	4th St	Proposed Class 1
Harrison St	20th St	11th St	Proposed Class 4
Harrison St	21st St	20th St	Proposed Class 4
Harrison St	21st St	Lakeside Dr	Proposed Class 2B
Havenscourt Blvd	Bancroft Ave	International Blvd	Proposed Class 2B
Hegenberger Rd	International Blvd	Hawley St	Proposed Class 4
Hegenberger Rd	San Leandro St bridge	San Leandro St bridge	Proposed Class 4
Hegenberger Rd	San Leandro St	Doolittle Dr	Proposed Class 4
High St	Howard St	Steele St	Proposed Class 2B
International Blvd	54th Ave	85th Ave	Proposed Class 2
International Blvd	105th Ave	107th Ave	Proposed Class 2
Jackson St	8th St	5th St	Proposed Class 4
Jefferson St	6th St	San Pablo Ave	Proposed Class 2
Joaquin Miller Rd	Mountain Blvd	Skyline Blvd	Proposed Class 4
Kaiser Convention Center Development Path	Lake Merritt Blvd	10 th St	Proposed Class 1
Keller Ave	Mountain Blvd	Skyline Blvd	Proposed Class 4
Lake Park Ave	Wesley Wy	MacArthur Blvd	Proposed Class 2
MacArthur Blvd	Broadway	Piedmont Ave	Proposed Class 4 with lane reconfiguration
MacArthur Blvd	Piedmont Ave	Fairmount Ave	Proposed Class 2B
MacArthur Blvd	958 W MacArthur Blvd	San Pablo Ave	Proposed Class 2
MacArthur Blvd	Seminary Ave	73rd Ave	Proposed
MacArthur Blvd	73th Ave	Foothill Blvd	Proposed Class 2; 2007 EIR determined this segment requires additional study
MacArthur Blvd	Foothill Blvd	Durant Ave	Proposed Class 2B
MacArthur Blvd Path	Greenacre Rd	Seminary Ave	Proposed Class 1
Market St	Embarcadero West	3rd St	Proposed Class 4
Middle Harbor Rd Path	7th St	Market St	Proposed Class 1
MLK Jr Way	San Pablo Ave	W Grand Ave	Proposed Class 2B
MLK Jr Way	40th St	52nd St	Proposed Class 2
MLK Jr Way	52nd St	Adeline St	Proposed Class 4
Moraga Ave	Pleasant Valley Ave	Ramona Ave	Proposed Class 2
Moraga Ave	Thornhill Dr	Estates Dr	Proposed Class 2
Pardee Dr	Hegenberger Rd	End of Street	Proposed Class 2B
Park Blvd	MacArthur Blvd	E 18th St	Proposed Class 2B; 2007 EIR determined this segment requires additional study

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Roadway	Start	End	Description
Park Blvd	Leimert Blvd	Kingsley St	Proposed Class 2
Pleasant Valley Ave	Broadway	Rose Ave	Proposed Class 2B
Redwood Rd	Monterey Blvd	Jordan Rd	Proposed Class 2B
Redwood Rd	Campus Dr	Mountain Blvd	Proposed Class 2
San Leandro St	37th St	Fruitvale Ave	Proposed 4
San Pablo Ave	32nd St	Emeryville Border	Proposed Class 4
San Pablo Ave	53rd St	Haskell St	Proposed Class 4
Seminary Ave	Sunnymere Ave	MacArthur Blvd	Proposed Class 2B
Standford Ave	Vallejo St	Emeryville Border	Proposed Class 1
Swan Way	Doolittle Dr	Pardee Dr	Proposed Class 2B
Telegraph Ave	55th St	29th St	Proposed Class 4 (undergoing separate CEQA review)
Tidewater Ave	High St	Waterfront Trail	Proposed Class 2
Webster St	14th St	8th St	Proposed Class 2B
Wood St	34th St	32nd St	Proposed Class 2
Proposed Class 3 Bicycle Routes			
7th Ave	E 8th St	Park Blvd	Proposed Class 3
10th St	Pine St	Peralta St	Proposed Class 3
11th Ave	E 8th St	Bayview Ave	Proposed Class 3
13th Ave	E 28th St	E 31st St	Proposed Class 3
13th Ave	E 21st St	E 19th St	Proposed Class 3
22nd Ave	E 21st St	Foothill Blvd	Proposed Class 3
25th Ave	E 27th St	E 29th St	Proposed Class 3
26th Ave	E 23rd St	E 27th St	Proposed Class 3
26th St	Mandela Pkwy	Market St	Proposed Class 3
27th St	Market St	San Pablo Ave	Proposed Class 3
32nd St	San Pablo Ave	Market St	Proposed Class 3
32nd St	Wood St	Mandela Pkwy	Proposed Class 3
34th Ave	Foothill Blvd	Davis St	Proposed Class 3
38th Ave	California St	MacArthur Blvd	Proposed Class 3
45th St	Broadway	Adeline St	Proposed Class 3
52nd St	Dover St	West St	Proposed Class 3
54th Ave	International Blvd	San Leandro St	Proposed Class 3
54th Ave	International Blvd	Wentworth Ave	Proposed Class 3
55th St	Gaskill St	Vallejo St	Proposed Class 3
59th St	Adeline St	Howell St	Proposed Class 3
61st St	Vallejo St	Adeline St	Proposed Class 3
62 nd Ave	Bancroft Ave	End of street	Proposed Class 3
63rd St	Market St	Emeryville Border	Proposed Class 3
65th St	Herzog St	Vallejo St	Proposed Class 3
66th St	Mabel St	Herzog St	Proposed Class 3
66th Ave	Fenham St	Eastlawn St	Proposed Class 3
69th Ave	International Blvd	Flora St	Proposed Class 3
75th Ave	Snell St	International Blvd	Proposed Class 3

Roadway	Start	End	Description
78th Ave	Arthur St	Arroyo Viejo Recreation Center	Proposed Class 3
79th Ave	Rudsdale St	Rudsdale St	Proposed Class 3
81st Ave	San Leandro St	Bancroft Ave	Proposed Class 3
82nd Ave	Golf Links Rd	Bancroft Ave	Proposed Class 3
82nd Ave	Rudsdale St	D St	Proposed Class 3
85th Ave	Bancroft Ave	Edes Ave	Proposed Class 3
88th Ave	Bancroft Ave	MacArthur Blvd	Proposed Class 3
90th Ave	International Blvd	End of street (west)	Proposed Class 3
92nd Ave	B St	San Leandro St	Proposed Class 3
94th Ave	Bancroft Ave	B St	Proposed Class 3
94th Ave	MacArthur Blvd	Bancroft Ave	Proposed Class 3
100th Ave	D St	C St	Proposed Class 3
105th Ave	Edes Ave	City Limits	Proposed Class 3
107th Ave	E St	Apricot St	Proposed Class 3
A St	85th Ave	94th Ave	Proposed Class 3
Apricot St	107th Ave	San Leandro St	Proposed Class 3
Arthur St	Havenscourt Blvd	78th Ave	Proposed Class 3
Athol Ave	MacArthur Blvd	E 18th St	Proposed Class 3
Avenal Ave	Bancroft Ave	Church St	Proposed Class 3
Ayala Ave	Howell St	Forest St	Proposed Class 3
B St	92nd Ave	98th Ave	Proposed Class 3
Bayo St	Patterson Ave	High St	Proposed Class 3
Bayview Ave	11th Ave	Elliot St	Proposed Class 3
Beach St	Halleck St	34th St	Proposed Class 3
Brandon St	Piedmont Ave	Rose Ave	Proposed Class 3
Brookdale Ave	Kingsland Ave	Fruitvale Ave	Proposed Class 3
Buell St	Steele St	Calaveras Ave	Proposed Class 3
Buell St	Calaveras Ave, North	Calaveras Ave, South	Proposed Class 3
Burdeck Dr	Butters Dr	Burdeck Path	Proposed Class 3
Butters Dr	Robinson Dr	Burdeck Dr	Proposed Class 3
C St	100th Ave	102nd Ave	Proposed Class 3
Cairo Rd	Coral Rd	Hegenberger Loop	Proposed Class 3
Calaveras Ave	Buell St	Daisy St	Proposed Class 3
California St	Patterson Ave	38th Ave	Proposed Class 3
Carlston Av	Mandana Bl	Paramount Rd	Proposed Class 3
Carmel St	Laguna Ave	Coolidge Ave	Proposed Class 3
Champion St	School St	MacArthur Blvd	Proposed Class 3
Church St	Flora St	Foothill Blvd	Proposed Class 3
Clemens Rd	Leimert Pl	Waterhouse Rd	Proposed Class 3
College Ave	Claremont Ave	Alcatraz Ave	Proposed Class 3
Coolidge Ave	Carmel St	Morgan Ave	Proposed Class 3
Coral Rd	Brookfied Bridge	Cairo Rd	Proposed Class 3

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Roadway	Start	End	Description
D St	82nd Ave	100th Ave	Proposed Class 3
Daisy St	Calaveras Ave	Davenport Ave	Proposed Class 3
Davenport Ave	Daisy St	Calaveras Ave	Proposed Class 3
Davis St	34th St	Humboldt Ave	Proposed Class 3
Dover St	52nd St	Alcatraz Ave	Proposed Class 3
E 12th St	44th Ave	54th Ave	Proposed Class 3
E 16th St	Foothill Blvd	Fruitvale Ave	Proposed Class 3
E 19th St	Park Blvd	13th Ave	Proposed Class 3
E 21st St	13th Ave	14th Ave	Proposed Class 3
E 23rd St	Fruitvale Ave	26th Ave	Proposed Class 3
E 27th St	26th Ave	25th Ave	Proposed Class 3
E 28th St	11th Ave	13th Ave	Proposed Class 3
E 29th St	25th Ave	Sheffield Ave	Proposed Class 3
E 31st St	13th Ave	23rd Ave	Proposed Class 3
E 34th St	Elliot St	Park Blvd	Proposed Class 3
E St	105th Ave	107th Ave	Proposed Class 3
Eastlawn St	66th Ave	69th Ave	Proposed Class 3
Edes Ave	98th Ave	85th Ave	Proposed Class 3
Elliot St	Bayview Ave	E 34th St	Proposed Class 3
Elmhurst Ave	B St	D St	Proposed Class 3
Elwood Ave	Valle Vista Ave	Grand Ave	Proposed Class 3
Fenham St	62nd Ave	66th Ave	Proposed Class 3
Fernwood Dr	Florence Ave	Mountain Blvd	Proposed Class 3
Flora St	Havenscourt Blvd	69th Ave	Proposed Class 3
Forest St	Ayala Ave	Claremont Ave	Proposed Class 3
Forest St	Shafter Ave	College Ave	Proposed Class 3
Fruitvale Ave	Tiffin Rd	MacArthur Blvd	Proposed Class 3
Gaskill St	55th St	54th St	Proposed Class 3
Gilbert St	John St	Pleasant Valley Ave	Proposed Class 3
Golf Links Rd	98th Ave	82nd Ave	Proposed Class 3
Grosvenor Pl	Holman Rd	Park Blvd	Proposed Class 3
Hamilton St	69th Ave	75th Ave	Proposed Class 3
Hegenberger Loop	Hegenberger Rd	Hegenberger Rd	Proposed Class 3
Herzog St	66th St	65th St	Proposed Class 3
Hillside St	73rd Ave	82nd Ave	Proposed Class 3
Holman Rd	Trestle Glen Rd	Grosvenor Pl	Proposed Class 3
Howell St	59th St	Ayala Ave	Proposed Class 3
Humboldt Ave	Davis St	School St	Proposed Class 3
Joaquin Miller Rd	Skyline Blvd	Robinson Dr	Proposed Class 3
John St	Piedmont Ave	Gilbert St	Proposed Class 3
Jones Ave	Edes Ave	Brookfield Bridge	Proposed Class 3
Keller Ave	Skyline Blvd	Mountain Blvd	Proposed Class 3
Laguna Ave	Potomac St	Carmel St	Proposed Class 3

Roadway	Start	End	Description
Lakeshore Ave	1st Ave	dead end	Proposed Class 3
Lawton Ave	College Ave	Broadway	Proposed Class 3
Leimert Blvd	Park Blvd	Oakmore Rd	Proposed Class 3
Leimert Pl	Oakmore Rd	Clemens Rd	Proposed Class 3
Lincoln Ave	Tiffin Rd	Potomac St	Proposed Class 3
Longridge Rd	Paramount Rd	Midcrest Rd	Proposed Class 3
Lowell St	63rd St	Adeline St	Proposed Class 3
Mandana Bl	Lakeshore Av	Carlston Av	Proposed Class 3
Mandela Pkwy	Hollis St	Horton St	Proposed Class 3
Maple Ave	School St	MacArthur Blvd	Proposed Class 3
Maple Ave	Morgan Ave	Wisconsin St	Proposed Class 3
Midcrest Rd	Longridge Rd	Sunnyhills Rd	Proposed Class 3
Morgan Ave	Coolidge Ave	Maple Ave	Proposed Class 3
Moss Ave	MacArthur Blvd	Vernon St	Proposed Class 3
Mountain Blvd	Thornhill Dr	Moraga Ave	Proposed Class 3
Olive St	Ritchie St	98th Ave	Proposed Class 3
Paramount Rd	Carlston Av	Longridge Rd	Proposed Class 3
Patterson Ave	Wisconsin St	California St	Proposed Class 3
Plymouth St	78th Ave	104th Ave	Proposed Class 3
Potomac St	Lincoln Ave	Laguna Ave	Proposed Class 3
Ramona Ave	Piedmont Ave	Moraga Ave	Proposed Class 3
Ritchie St	Bancroft Ave	Arroyo Viejo Park Path	Proposed Class 3
Robinson Dr	Joaquin Miller Rd	Butters Dr	Proposed Class 3
Rose Ave	Brandon St	Grand Ave	Proposed Class 3
Royal Ann St	102nd Ave	105th Ave	Proposed Class 3
Rudsdale St	75th St	82nd Ave	Proposed Class 3
School St	Fruitvale Ave	35th Ave	Proposed Class 3
Sheffield Ave	E 29th St	MacArthur Blvd	Proposed Class 3
Snell St	73rd Ave	75th Ave	Proposed Class 3
Steele St	High St	Buell St	Proposed Class 3
Stuart St	E 31st St	Macarthur Blvd	Proposed Class 3
Sunnyhills Rd	Midcrest Rd	Indian Rd/Piedmont Border	Proposed Class 3
Tiffin Rd	Waterhouse Rd	Lincoln Ave	Proposed Class 3
Trestle Glen Rd	Lakeshore Ave	Holman Rd	Proposed Class 3
Valle Vista Ave	Santa Clara Ave	Elwood Ave	Proposed Class 3
Vernon St	Moss Ave	Santa Clara Ave	Proposed Class 3
Vicksburg Ave	Wentworth Ave	Bancroft Ave	Proposed Class 3
Waterhouse Rd	Clemens Rd	Tiffin Rd	Proposed Class 3
Wayne Ave	Lakeshore Ave	Athol Ave	Proposed Class 3
Wayne Pl	Athol Ave	Park Blvd	Proposed Class 3
Webster St	27th St	29th St	Proposed Class 3
Wesley Wy	Trestle Glen Rd	Lake Park Ave	Proposed Class 3
West St	14th St	W Grand Ave	Proposed Class 3

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Roadway	Start	End	Description
Wisconsin St	Maple Ave	Patterson Ave	Proposed Class 3
Wood St	7th St	18th St	Proposed Class 3

Notes:

- Class 0 = No bikeway
- Class 1 = Shared-use bike path
- Class 2 = Bike lane on roadway
- Class 2B = Buffered bike lane on roadway
- Class 3 = Bike route/bike boulevard signage along roadway
- Class 3A = Sharrows on a collector or arterial roadway
- Class 3B = Bicycle boulevard
- Class 4 = Parking protected or cycle track; separated bikeway

Table 2 provides a list of Class 1 bikeways included in the Let's Bike Oakland Bicycle Master Plan Update that will require either separate environmental review or that have already undergone environmental review. While these Class 1 bikeways are not analyzed in this Addendum EIR, they are shown in figures 2 through 6.

Table 2 Class 1 Bikeways Not Analyzed within this Addendum EIR

Roadway	Start	End	Description and Reason for Elimination
7th St Path	Middle Harbor Shoreline Park	Wood St	Existing Class 1 (does not meet Caltrans standards) with proposed upgrade to Class 1 from Maritime St to Wood St (requires separate CEQA review)
Doolittle Dr	Harbor Bay Pkwy	Swan Wy	Proposed Class 1 (analyzed in 2007 OBMP EIR)
East Bay Greenway	85th Ave	San Leandro border	Proposed Class 1 (undergoing separate CEQA review)
East Bay Greenway	Fruitvale Ave	75th Ave	Proposed Class 1 (undergoing separate CEQA review)
Lake Merritt Channel Path Bridge	Lake Merritt Channel Path West	Lake Merritt Channel Path East	Proposed Class 1 (analyzed in Measure DD CEQA documents)
Lake Merritt Channel Path Connector	4th St Path	5th Ave	Proposed Class 1 (analyzed in Measure DD CEQA documents)
Lake Merritt Channel Path East	Lake Merritt Channel Path East/7 th St	Lake Merritt Path	Proposed Class 1 (analyzed in Measure DD CEQA documents)
Lake Merritt Path	Grand Ave	Veteran's Memorial	Proposed Class 1 (analyzed in Measure DD CEQA documents)
Lake Merritt Path	Edhoff Bandstand Connector	Lake Merritt Path (Fairlyland Spur Connector)	Proposed Class 1 (analyzed in Measure DD CEQA documents)
Lake Merritt Path	Sailboat House	Rotary Nature Center	Proposed Class 1 (analyzed in Measure DD CEQA documents)
Lake Merritt Path	Euclid Ave	Embarcadero Pergola	Proposed Class 1 (analyzed in Measure DD CEQA documents)
Lake Merritt Path	Madison St	Jackson St	Proposed Class 1 (analyzed in Measure DD CEQA documents)
Lake Merritt Path (Fairlyland spur)	Bellevue Ave	Perkins St	Proposed Class 1 (analyzed in Measure DD CEQA documents)
Lake Temescal Bridge	Tunnel Rd	Lake Temescal Path	Proposed Class 1 (analyzed in 2007 OBMP EIR)
Leona Quarry Path	Edwards Ave	Kuhnle Ave	Proposed Class 1 (analyzed in 2007 OBMP EIR)
Park Blvd	Monterey Blvd	Leimert Blvd	Proposed Class 1 (analyzed in 2007 OBMP EIR)
San Leandro Creek Path	Hegenberger Rd	105th Ave	Proposed Class 1 (requires separate CEQA review)
San Leandro Creek Trail	98th Ave	105th Ave	Proposed Class 1 (requires separate CEQA review)
Waterfront Trails	–	–	Proposed Class 1 (analyzed in 2007 OBMP EIR and Measure DD CEQA documents)

Table 3 provides the total length of proposed and existing bicycle facilities within the city based on facility classification. Full buildout of the project would add approximately 116 miles of bikeways, resulting in a total bicycle network of approximately 282 miles. Of the approximately 166 miles of existing bikeways, approximately 75 miles would be upgraded.

Table 3 Summary of Existing and Proposed Bikeway Network

Bikeway Type	Existing Facilities (miles)	Proposed Facilities (miles)	Total Facilities with Project (miles)
Class 1 – Bicycle Path	28.1	24.8 ¹	52.4
Class 2 – Bicycle Lane	52.9	23.1	38.5
Class 2B – Buffered Bicycle Lane	17.0	50.3	66.0
Class 3 – Bicycle Route	40.6	5.8	16.1
Class 3A – Arterial Bicycle Route	13.9	-	- ³
Class 3B – Bicycle Boulevard	10.2	64.1	118.3
Class 4 – Separated Bikeway/Cycle Track	1.1	51.3	52.4
Total Mileage	163.8	219.4	343.7²

¹ This distance includes all Class 1 facilities that are part of the project; although some of these Class 1 bikeways are not analyzed within this Addendum EIR, as described above in Table 2.

² Difference due to not double counting existing facilities proposed to be upgraded.

³ Arterial Bike Route classification is being removed. Existing facilities will be reclassified as Class III Bicycle Routes if not upgraded.

Construction

Construction activities would vary in intensity depending on the type of bikeway to be created.

- Class 1 bicycle paths would entail site preparation, paving, and striping of an approximately 14-foot-wide path in City rights-of-way (ROW), on school campuses, in or between parks, or along waterfronts.
- Class 2 and 2B facilities would entail striping of bicycle lanes on existing streets, with specific signage and stencils designating the lane for use by bicyclists. Most of the proposed bikeways would be on-street bikeways and would be constructed within the curb-to-curb width of existing streets.
- Class 3 bicycle routes would include painting bicycle route signage onto existing roadways and installing signage along the route on existing or new poles in the City’s ROW.
- Class 4 separated bikeways, like Class 2 and 2B facilities, would involve restriping existing streets to accommodate the separated bikeway and adjusted location of vehicle travel lanes and/or vehicle parking. Class 4 bikeways would also require the installation of vertical barriers between the bikeway and vehicle lanes, such as flexible posts or inflexible barriers, subject to final design of each proposed Class 4 bikeway.
- Classes 2, 2B, 3, and 4 bikeways would require temporary lane closures during construction for work in the roadway.
- Classes 2, 2B, and 4 bikeways may also require lane reconfiguration of certain roadway segments. Lane reconfigurations would reduce the number of vehicle travel lanes on a roadway segment to accommodate the required spacing for the proposed bicycle lanes within the roadway, typically from four total lanes (two lanes in each direction) to two total lanes (one lane in each direction).

9. Other Public Agencies Whose Approval is Required (e.g., Permits, Financing Approval, or Participation Agreement)

The City of Oakland is the lead agency with responsibility for approving the project. Approval from other public agencies is not required.

The project would require the following discretionary approvals from the City of Oakland pending final design of each proposed bikeway:

- Design and Site Development review
- Tree Removal Permit for removal of protected trees
- National Pollution Discharge Elimination System Permit for new construction projects that encompass more than one acre of ROW
- Creek Protection Permit

There may be other permits required based on the analysis contained in this document. In addition to the discretionary approvals and permits listed above, the project would also require ministerial encroachment permits for work in the City's ROW.

Environmental Checklist

Pursuant to CEQA Guidelines Section 15183, CEQA mandates that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified may not require additional review unless there may be project-specific effects that are peculiar to the project or site that were not adequately addressed in the EIRs for the General Plan or OBMP. In approving a project meeting the requirements of CEQA Guidelines Section 15183, a public agency shall limit its examination of environmental effects to those the agency determines, in an Initial Study or other analysis that:

1. Are peculiar to the project or the parcel on which the project would be located
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR

The purpose of this checklist is to assess consistency between the project, General Plan, and the OBMP, and to compare the project with the effects above to determine if additional environmental review is required under CEQA in accordance with CEQA Guidelines Section 15183.

Relationship of the Project to Previous EIR Analysis

The City of Oakland adopted the OBMP in December 2007 as an update to the 1999 Plan. It includes goals and polices that convey the City's long-term vision and guide local decision making to reach that vision.

The project site is included in the citywide OBMP planning area, which builds upon the LUTE of the General Plan and sets forth policies focused on the bikeway network of Oakland. The OBMP provides a long-range vision that promotes the routine accommodation of bicyclists, integrates bicycling into daily life, provides transportation and recreation that is both safe and convenient, provides infrastructure for making the city more accessible by bicycle, educates bicyclists on road safety, and encourages bicycling.

The project's revisions to the OBMP are similar to and consistent with previously adopted City policy documents, which have undergone review pursuant to CEQA, resulting in the certified/adopted environmental documents listed below:

- OBMP EIR (2007)
- LUTE EIR (1998)

Collectively, these are referred to as "previous environmental documents."

2007 OBMP EIR Mitigation Measures

Table 4 provides a summary of mitigation measures and Standard Conditions of Approval (SCA) provided in the 2007 OBMP EIR to reduce identified impacts from the 2007 OBMP. It should be noted that while the City provides an extensive list of SCAs, not all are applicable to every project, and only applicable SCAs to the project would be required to be implemented. Additionally, it should be noted that the City no longer uses level of service (LOS) as a metric for analyzing transportation impacts. LOS has been replaced with vehicle miles travelled (VMT); however, LOS is still described in this document as it was used in the 2007 OBMP EIR (see pages 106-107 for more details). Impacts that were determined to be less than significant with no mitigation measures are not included in the following table.

Table 4 Summary of Mitigation Measures from 2007 OBMP EIR

Impact	Mitigation Measures and SCAs	Residual Impact
Transportation, Circulation, and Parking		
Impact A.1: Implementation and use of new off-street bikeways, as proposed in the Bicycle Master Plan, could cause potential environmental impacts within the Plan area.	SCA A.1: The project shall incorporate all of the City’s uniformly-applied Standard Conditions (provided in Appendix D to [the 2007 OBMP] EIR and incorporated in this Standard Condition by reference).	Less than significant
Impact A.3: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on local roadways.	Mitigation Measure A.3a: If the removal of a travel lane would cause an intersection on a proposed bikeway to operate at an unacceptable level of service, the project shall be redesigned to maintain the operating conditions at an acceptable level of service on the affected intersection approach. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations. SCA A.3b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).	Less than significant
Impact A.4: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on CMP MTS segments.	Mitigation Measure A.4a: If the removal of a travel lane would cause a roadway segment on the Metropolitan Transportation System to operate at an unacceptable volume-to-capacity ratio, the project shall be redesigned to maintain the operating conditions at an acceptable volume-to-capacity ratio on the affected roadway segment. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations. SCA A.4b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).	Less than significant
Impact A.7: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could affect transit service.	Mitigation Measure A.7a: Implement Mitigation Measure A.3a (Redesign to maintain acceptable levels of service). Mitigation Measure A.7b: Implement Mitigation Measure A.4a (Redesign to maintain acceptable volume-to-capacity ratios).	Less than significant

Impact	Mitigation Measures and SCAs	Residual Impact
<p>Impact A.8: Altering existing roadway configurations in the Plan area to accommodate the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, would cause construction impacts.</p>	<p>SCA A.7c: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).</p> <hr/> <p>SCA A.8: Prior to commencing any construction or alterations related to the project, the construction contractor shall meet with the Transportation Services Division of the Oakland Public Works Agency and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion that may result during construction of this project and other nearby projects that could be simultaneously under construction. Specifically:</p> <ul style="list-style-type: none"> ▪ The construction contractor shall not block roadways or sidewalks so that adjacent residents or occupants would be adversely affected from getting to and from their respective property. Notify adjacent property owners and public safety personnel regarding when major (temporary) detours and or lane closures will occur due to construction activities. Notification shall occur not less than 48 hours before commencing such activities. ▪ The construction contractor shall locate construction staging areas for materials, equipment, and vehicles in areas as to not impede safe pedestrian and vehicular traffic. ▪ The construction contractor shall identify haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety. ▪ The construction contractor shall remove trash generated by project construction activity. ▪ The construction contractor shall clearly display contractor contact information pertaining to construction activity, including identification of an on-site complaint manager, for the purpose of tracking any complaints regarding construction activity impacts. 	<p>Less than significant</p>
<p>Impact A.12: Implementing the Proposed Bikeway Network, as proposed in the Bicycle Master Plan, could cause cumulative impacts.</p>	<p>Mitigation Measure A.12a: The City shall integrate proposed bikeway projects into overlapping and concurrent roadway projects such that the construction staging occurs as a single project. Where the integration of such projects is not feasible, the City shall schedule the implementation of the projects to avoid any cumulative impacts to transportation that would be caused by the simultaneous staging of multiple projects.</p> <p>Standard Condition A.12b: Implementation of Standard Condition A.1 (Incorporation of all uniformly-applied Standard Conditions).</p>	<p>Less than significant</p>
<p>Air Quality</p>		
<p>Impact B.1: Construction activities associated with the implementation of the Bicycle Master Plan could generate short-term emissions of criteria pollutants.</p>	<p>SCA B.1: Dust Control Measures – During all construction activities, applicable dust control measures shall be instituted and maintained during construction to minimize air quality impacts. The measures are consistent with, but are not limited to, the BAAQMD Basic and Enhanced dust</p>	<p>Less than significant</p>

Impact	Mitigation Measures and SCAs	Residual Impact
	<p>control measures recommended for sites larger than 4 acres and include:</p> <ul style="list-style-type: none"> ▪ Watering all active construction areas at least twice daily to control dust ▪ Covering stockpiles of debris, soils, or other material if blown by the wind ▪ Sweeping adjacent public rights of way and streets daily if visible soil material or debris is carried onto these areas ▪ Sweeping daily all paved access roads, parking areas, and staging areas at the construction site ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard ▪ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas ▪ Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) ▪ Install sandbags or other erosion control measures to prevent silt runoff onto public roadways ▪ Replant vegetation in disturbed areas as quickly as possible ▪ Limit traffic speeds on unpaved roads/driveways to 15 miles per hour ▪ Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site ▪ Install wind breaks at the windward sides of the construction areas ▪ Suspend excavation and grading activities when wind (as instantaneous gusts) exceed 25 miles per hour ▪ Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) should be performed for such equipment used continuously during the construction period 	
Noise		
<p>Impact C: Violate the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.130.050) regarding construction noise, except if an acoustical analysis is performed and all feasible mitigation measures imposed, including the standard City of Oakland noise measures adopted by the Oakland City Council on January 16, 2001?</p> <p>Impact D: Violate the City of Oakland Noise Ordinance (Oakland Municipal Code Section 8.18.020) regarding nuisance of persistent construction-related noise?</p>	<p>Mitigation Measure 11d (Construction Noise): To reduce daytime noise impacts due to construction, the project applicant shall require construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> ▪ Equipment and trucks used for project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible). ▪ Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. 	<p>Less than significant</p>

Project Consistency with Adopted City Plans and Ordinances

City of Oakland 1998 General Plan Land Use and Transportation Element

The project would be implemented throughout the entire city of Oakland. The General Plan LUTE is the fundamental document governing land use development and includes goals and policies relating to industry, commerce, transportation, and transit-related development. The project would be required to abide by all applicable goals and policies in the adopted LUTE, and in fact is intended to assist in the implementation of many of them. Consistent with LUTE objectives T2, T3, and W2; and policies T4.1, T4.10, T6.3, D1.11, and W2.1, the project would encourage the use of bicycles, implement design features that prioritize bicycling, and continue to develop a connected network of bicycle lanes in downtown Oakland and along the waterfront.

2007 Bicycle Master Plan

The OBMP, adopted December 2007, establishes a long-range vision that reflects the aspirations of the community and outlines the steps to achieve that vision, including providing infrastructure for accessible biking, educational programs for cyclists and drivers on road safety, and encouraging people to bicycle for physical activity and utilitarian trips. The OBMP describes how the ongoing development of the city's bicycle network will achieve its vision.

The project complies with and advances strategies intended with the 2007 OBMP, which calls for development of bikeways and support facilities to provide safe and convenient access by bicycles. The project would expand the number of proposed bikeways in the city to approximately 282 total miles (including approximately 116 miles of proposed new bikeways), and would upgrade approximately 75 miles of existing bikeways. Therefore, the project is consistent with overarching goals of the OBMP by expanding the total extent and overall safety of the bikeway network.

City of Oakland Municipal Code

The project complies with applicable provisions of the City of Oakland Municipal Code, and includes the approval of permits, described under *Project Approvals*. The project would improve and expand the bikeway network within the City, increasing the safety of on-street bike lanes and encouraging bicyclists to follow the Code's requirements regarding bicycle use in the city (refer to Sections 10.16.150 and 12.60.020 of the Municipal Code).

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1 Aesthetics

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project:

a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Cast shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Cast shadow on an historic resource, as defined by CEQA Guidelines section	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
15064.5(a), such that the shadow would materially impair the resource’s historic significance by materially altering those physical characteristics of the resource that convey its historical significance and that justify its inclusion on or eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, Local Register of historical resources, or a historical resource survey form (DPR Form 523) with a rating of 1-5?					
i. Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Create winds that exceed 36 mph for more than one hour during daylight hours during the year? [The wind analysis only needs to be done if the project’s height is 100 feet or greater (measured to the roof) and one of the following conditions exist: (a) the project is located adjacent to a substantial water body (i.e.,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Oakland Estuary, Lake Merritt or San Francisco Bay); or (b) the project is located in Downtown.]					

Analysis in the 2007 OBMP EIR

Impacts to aesthetics were analyzed on pages 15 and 16 of the OBMP Initial Study (attached to the 2007 OBMP EIR as Appendix A). The OBMP EIR found there would be no impacts to aesthetics.

The following describes the analysis included in previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project have a substantial adverse effect on a scenic vista?*
- b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*
- c. *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*
- d. *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*
- e. *Would the project introduce landscape that would now or in the future cast substantial shadows on existing solar collectors?*
- f. *Would the project cast shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors?*
- g. *Would the project cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space?*
- h. *Would the project cast shadow on an historic resource, as defined by CEQA Guidelines section 15064.5(a), such that the shadow would materially impair the resource’s historic significance by materially altering those physical characteristics of the resource that convey its historical significance and that justify its inclusion on or eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, Local Register of historical resources, or a historical resource survey form (DPR Form 523) with a rating of 1-5?*

The City's scenic quality is exemplified by the Oakland-Berkeley Hills ridgeline to the east and estuary shoreline and bay to the west. Individual neighborhoods and districts are defined by natural and built environmental features, such as creeks, ridges, canyons, hills, railroads, freeways, major thoroughfares, and high-density built precincts. Significant natural landmarks include Lake Merritt, Dimond and Leona canyons, redwood groves in the hills, eucalyptus trees along creeks, and the waterfront (City of Oakland 1997). The OBMP EIR found the impacts to these scenic vistas from development would be minimal as the addition of bikeways to existing roadways would not result in new above-grade construction nor would it physically change existing roadways. The OBMP EIR also found the project would not create new sources of light or glare or cast shadows. Impacts would be the same for the project as for the OBMP.

Class 1 bikeway projects would undergo design review and site development review as described in the Oakland Municipal Code, which helps ensure appropriate design and compatibility with its surroundings and with the General Plan policies intended to protect and enhance the visual character of the project area. Class 1 facilities would not involve the construction of above ground structures. Accordingly, proposed Class 1 bikeways would not substantially degrade the existing visual character or quality of the site and its surroundings beyond what was analyzed in previous environmental documents. Class 2, 3, and 4 bikeways would be constructed on existing roadways and would not require design review.

The project would not include the installation of lights or reflective materials that may cause glare. Facilities installed as part of the project would not create shadows, as bikeway facilities are constructed at ground level.

Project impacts to scenic vistas, lighting, shadows, and glare would be consistent with the findings of the previous environmental documents.

NO IMPACT

i. Would the project require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses?

The OBMP EIR found no impact would occur as no variances were required. Similarly, the project would not require an exception or variance to the General Plan, Planning Code, or Uniform Building Code for the provision of adequate light. The project does not include the installation of lighting facilities. Based on the project's consistency with General Plan policies protecting aesthetics and with the OBMP design guidelines, project impacts to scenic vistas would be consistent with the findings of the previous environmental documents.

NO IMPACT

j. Would the project create winds that exceed 36 mph for more than one hour during daylight hours during the year? [The wind analysis only needs to be done if the project's height is 100 feet or greater (measured to the roof) and one of the following conditions exist: (a) the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt or San Francisco Bay); or (b) the project is located in Downtown.]

The OBMP EIR found no impact would occur as no physical structures would be constructed as part of the project. Similarly, while the project does propose bikeway facilities in downtown Oakland and adjacent to substantial water bodies, the project would not result in the construction of physical

structures that would create wind speeds. Project impacts to scenic vistas would be consistent with the findings of the previous environmental documents.

NO IMPACT

Conclusion

The project is consistent with previous environmental documents for the project area. Compliance with applicable General Plan policies and city design guidelines would ensure the project would result in less than significant aesthetic impacts. The project would have no new or substantially more severe impacts to aesthetics and visual resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, there are no previously identified significant effects determined to have a more severe adverse impact than those discussed in previous environmental documents.

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2 Agriculture and Forestry Resources

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project:

a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to agriculture and forestry resources were analyzed on page 17 of the OBMP Initial Study. The OBMP EIR found there would be no impacts to agriculture and forestry resources.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Conflict with existing zoning for agricultural use or a Williamson Act contract?*
- e. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

The city of Oakland is designated as Urban and Built Up Land and Other Land by the California Resources Agency. No agricultural land or Williamson Act contracts exist in the city (California Department of Conservation [DOC] 2015; California DOC 2019). The OBMP EIR found no impacts to agricultural resources would occur, as proposed bikeways were in an urbanized area. Similarly, the project would not convert farmland or change agriculture resources to a non-agricultural use. There would be no impact to agricultural resources beyond those identified in the previous environmental documents.

NO IMPACT

- c. *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Result in the loss of forest land or conversion of forest land to non-forest use?*

As noted above, no agricultural land exists in the city of Oakland. The project would develop bikeways in an already urbanized area, and would not alter the land use of the project area or cause land to be rezoned or otherwise converted. No impacts would occur.

NO IMPACT

Conclusion

The project is in an area defined as Urban and Built-Up Land and Other Land, and would have no effect on agricultural lands. The project would have no new or substantially more severe impacts to agricultural resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental

documents. Also, there are no previously identified significant effects determined to have a more severe adverse impact than those discussed in previous environmental documents.

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3 Air Quality

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project:

a. Fundamentally conflict with the primary goals of the Bay Area Clean Air Plan (CAP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Fundamentally conflict with the CAP because the plan does not demonstrate reasonable efforts to implement control measures contained in the CAP or the plan conflicts with or obstructs implementation of any control measures in the CAP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Not include special overlay zones containing goals, policies, and objectives to minimize potential Toxic Air Contaminant (TAC) impacts in areas located (a) near existing and planned sources of TACs and (b) within 500 feet of freeways and high-volume roadways containing 100,000 or more average daily vehicle trips?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Not identify existing and planned sources of odors with policies to reduce potential odor impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

Impacts to air quality were analyzed on pages 4.B-10 through 4.B-13 of the OBMP EIR, and page 18 of the OBMP Initial Study. The OBMP EIR concluded no impacts for conflicts with an air quality plan and less than significant impacts to objectionable odors. Remaining air quality impacts discussed on pages 4.B-1 to 4.B-13 of the OBMP EIR found that impacts from operational emissions and toxic air

contaminants would be less than significant, and impacts from construction emissions would be less than significant with incorporation of the following SCA:

SCA 19: Dust Control Measures

During all construction activities, applicable dust control measures shall be instituted and maintained during construction to minimize air quality impacts. The measures are consistent with, but are not limited to, the BAAQMD Basic and Enhanced dust control measures recommended for sites larger than 4 acres and include:

- Watering all active construction areas at least twice daily to control dust
- Covering stockpiles of debris, soils, or other material if blown by the wind
- Sweeping adjacent public rights of way and streets daily if visible soil material or debris is carried onto these areas
- Sweeping daily all paved access roads, parking areas, and staging areas at the construction site
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.)
- Install sandbags or other erosion control measures to prevent silt runoff onto public roadways
- Replant vegetation in disturbed areas as quickly as possible
- Limit traffic speeds on unpaved roads/driveways to 15 miles per hour
- Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site
- Install wind breaks at the windward sides of the construction areas
- Suspend excavation and grading activities when wind (as instantaneous gusts) exceed 25 miles per hour
- Perform low-NO_x tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) should be performed for such equipment used continuously during the construction period.

The following describes the analysis included in the previous environmental document and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project fundamentally conflict with the primary goals of the Bay Area Clean Air Plan (CAP)?*
- b. *Would the project fundamentally conflict with the CAP because the plan does not demonstrate reasonable efforts to implement control measures contained in the CAP or the plan conflicts with or obstructs implementation of any control measures in the CAP?*

As addressed in the OBMP Initial Study, the project consists of adding bikeways throughout the City and would not induce population growth. The project would not result in new construction or physical changes that would conflict with growth assumptions, including the 2017 Clean Air Plan. Implementation of the project would support the primary goals of the 2017 Clean Air Plan to protect air quality and health and protect the climate by reducing emissions from motor vehicle use through converting more local trips from motor vehicles to bicycles. The project would support transportation (TR) control measures in the 2017 Clean Air Plan such as TR 1 to encourage trip reduction and TR 9 to encourage bicycle and pedestrian access and facilities. Therefore, because the project would not induce population growth and would be consistent with TR measures, the project would not conflict with the 2017 Clean Air Plan. No impacts beyond those previously analyzed would occur.

NO IMPACT

- c. *Would the project not include special overlay zones containing goals, policies, and objectives to minimize potential Toxic Air Contaminant (TAC) impacts in areas located (a) near existing and planned sources of TACs and (b) within 500 feet of freeways and high-volume roadways containing 100,000 or more average daily vehicle trips?*

The project would not involve construction of any stationary sources that would emit TACs or place sensitive receptors within 500 feet of freeways or high-volume roadways because the project would construct bikeways throughout the city. There would be no impact to TACs.

The project would construct Class 1 bicycle paths, which would occur off of roadways and would not impact motor vehicle operations by creating congestion or result in new motor vehicle trips. Proposed Class I bikeways would take private vehicles off of the road and have a beneficial impact on air quality.

The project involves developing new bicycle lanes along roadways or updates to existing bikeways. Some of the proposed bikeways would reduce the number of travel lanes or remove continuous two-way center turn lanes to make space for bicycle travel. The removal of such lanes could cause localized traffic congestion and could result localized, elevated levels of carbon monoxide (CO), or "hotspots." A worst case scenario of potential traffic congestion from lane reconfiguration was developed based on the data from the Broadway Corridor Bikeway Feasibility Study (2007), which is included as Appendix E to the OBMP EIR. The Study provides an illustrative example of how the framework established by this Addendum would be applied to the development and environmental compliance of proposed bikeway projects.

The Study analyzed 24 intersections within its project area. Of these intersections, Broadway at 51st Street/Pleasant Valley Avenue had the poorest intersection performance and was, therefore, chosen as a worst case scenario to test for this potential impact. Under existing conditions, the intersection operates at level of service (LOS) E (a.m. peak) and LOS F (p.m. peak). The removal of travel lanes on both roads would cause the intersection to operate at LOS F in both the AM Peak

and PM Peak for the existing and future year scenarios. However, the 1-hour and 8-hour CO concentrations at this intersection were found to be 7.02 parts per million (ppm) and 6.23 ppm, respectively. These concentrations are well under the State 1-hour and 8-hour standards for CO (i.e., 20 ppm and 9 ppm, respectively) (see Appendix E to the OBMP EIR). Even if the proposed bikeway reduced the number of travel lanes and caused motor vehicle volumes to double, the concentrations would continue to be well under the CO standards.

This worst case scenario is a conservative example because it reduces the number of travel lanes and doubles the motor vehicle volumes at a major intersection that is already performing at an unacceptable LOS. However, aside from temporary construction vehicle trips, project implementation would not generate new motor vehicle trips. Any localized congestion and emissions attributable to the project would be well within the bounds established by this worst case scenario. Since the worst case scenario would not cause air quality impacts, it is thus reasonable to extrapolate from this example and conclude that the project would not cause air quality impacts associated with traffic operations.

The Bay Area Air Quality Management District (BAAQMD) supports the construction of bikeways and provides funding for bicycle facility projects. BAAQMD supports bicycle facilities as a means of reducing motor vehicle trips and associated emissions. Therefore, the project would have a beneficial impact on air quality by reducing motor vehicle trips from area roadways, which would reduce vehicle emissions. The project would add approximately 116 miles of bicycle paths and would further reduce motor vehicle trips on area roadways. No impacts beyond those previously analyzed would occur.

As assessed in the OBMP EIR construction air quality impacts would be less than significant with implementation of the SCA 19 Dust Control Measures. The project would construct bikeways throughout the City and would mainly consist of pavement striping and sign installation, paving, and resurfacing. The project would result in small amount of criteria pollutants including carbon monoxide, particulate matter, and reactive organic gases. The SCA would control potential emissions. No impacts beyond those previously analyzed would occur.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project not identify existing and planned sources of odors with policies to reduce potential odor impacts?

As addressed in the OBMP Initial Study, the project would result in objectionable odors. Project implementation would result in various diesel-powered vehicles and equipment in use on the site that could create minor odors. However, these odors would be temporary over a short time along bikeway alignments. The project would not include sources of stationary equipment that would require an air permit from the BAAQMD. Furthermore, as discussed above under criteria b and c of this section, the project would not exceed BAAQMD screening criteria; therefore, it would not expose sensitive receptors to substantial pollutant concentrations. Impacts would not be more significant than what was analyzed previously.

According to the BAAQMD, odor-generating projects include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants, none of which are proposed (BAAQMD 2017). Therefore, no impacts beyond those previously analyzed would occur.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

Based on the air quality analysis provided in the OBMP EIR and consideration of the project relative to CO standards included above, no specific impacts or peculiar circumstances associated with the project would occur that would require additional review. The project would comply with all applicable City and BAAQMD standards. The project would have no new or substantially more severe impacts to air quality, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, there are no previously identified significant effects which are determined to have a more severe adverse impact than discussed in previous environmental documents.

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4 Biological Resources

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project:

- | | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <p>a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>d. Substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors,</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
or impede the use of native wildlife nursery sites?					
e. Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code (OMC) Chapter 12.36) by removal of protected trees under certain circumstances? [Factors to be considered in determining significance include the number, type, size, location and condition of (a) the protected trees to be removed and/or impacted by construction and (b) protected trees to remain, with special consideration given to native trees. ¹² Protected trees include Quercus agrifolia (California or coast live oak) measuring four inches diameter at breast height (dbh) or larger, and any other tree measuring nine inches dbh or larger except eucalyptus and Pinus radiata (Monterey pine); provided, however, that Monterey pine trees on City property and in development-related situations where more than five Monterey pine trees per acre are proposed to be removed are considered to be protected trees.]	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
g. Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in Previous Environmental Documents

Impacts to biological resources were analyzed on page 19 of the OBMP Initial Study. The EIR found there would be no impacts to biological resources.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than those discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

As addressed in the OBMP Initial Study there would be no habitat modification or impacts to special-status species because the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur as part of the OBMP. Consistent with this analysis, proposed Class 2, 3, and 4 bikeways included as part the project would not impact special-status species and no impacts beyond those previously analyzed would occur. However, the project would implement approximately 18 miles of Class 1 bikeways that have the potential to result in impacts to special-status species.

Class 1 bikeways could result in direct and indirect impacts to sensitive biological resources including special-status species because they could occur near existing roadways in undeveloped areas. Any Class 1 bikeways that would extend into previously undisturbed areas would have the potential to temporarily or permanently disturb or remove natural habitat and impact special-status species. Special-status species with the potential to occur in Oakland include: vernal pool fairy shrimp and California red-legged frog. In addition, Oakland contains critical habitat for the Alameda whipsnake (California Natural Diversity Database 2019). Class 1 bikeways that would be constructed in undeveloped areas have the potential to result in disturbance to special-status species and sensitive habitats. Construction and maintenance activities for Class 1 bikeways could result in a substantial reduction in local population size, lowered reproductive success, or habitat fragmentation of special-status plant and wildlife species.

Due to the programmatic level of this analysis specific impacts to special-status cannot be determined at this time. However, proposed Class 1 bikeways are generally located within developed or disturbed areas, and it is unlikely that special-status species would be present. Additionally, Oakland has developed SCAs for special-status species protection as shown in Appendix B. SCAs relevant to special-status species include the following:

SCA 26: Tree Removal During Bird Breeding Season

To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.

SCA 27(b): Tree Permit - Tree Protection During Construction

Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:

- Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth, and other debris which will avoid injury to any protected tree.
- Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.
- No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the

tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.

- Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.
- If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.
- All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations

SCA 28: Alameda Whipsnake Protection Measures

- a. **Pre-Construction Survey Required.** The project applicant shall hire a qualified biologist to conduct an Alameda whipsnake survey to identify the potential presence of Alameda whipsnakes at the project site. If the presence of Alameda whipsnakes is confirmed, the whipsnakes shall be captured and relocated away from the construction area by a qualified biologist in accordance with all applicable regulations and guidelines. The biologist shall submit the results of the survey (and capture/relocation if applicable) to the City for review and approval.
- b. **Information and Protocols for Construction Workers.** Requirement: The biologist from section (a) above shall instruct the project superintendent and the construction crews (primarily the clearing, demolition, and foundation crews) of the potential presence, status, and identification of Alameda whipsnakes. The biologist shall also establish a set of protocols for use during construction concerning the steps to take if a whipsnake is seen on the project site, including who to contact to ensure that whipsnakes are not harmed or killed. The project applicant shall submit evidence of compliance with these requirements to the City for review and approval.
- c. **Alameda Whipsnake Exclusion Fence.** Requirement: Unless alternative (equivalent or more effective) measures are recommended by the biologist, the project applicant shall install a solid fence to prevent whipsnakes from entering the work site. The snake exclusion fence shall be constructed as follows:
 - i. Plywood sheets at least three feet in height, above ground (heavy-duty geotextile fabric approved by the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife may also be used for the snake exclusion fence)
 - ii. Buried four to six inches into the ground
 - iii. Soil back-filled against the plywood fence to create a solid barrier at the ground
 - iv. Plywood sheets maintained in an upright position with wooden or masonry stakes
 - v. Ends of each plywood sheet overlapped to ensure a continuous barrier

- vi. Work site or construction area shall be completely enclosed by the exclusion fence or approved traps shall be installed at the ends of exclusion fence segments to allow capture and relocation of Alameda whipsnake away from the construction area by a qualified biologist

The location and design of the proposed exclusion fence shall be submitted for review and approval by the City and be included on plans for all construction-related permits.

- d. **Alameda Whipsnake Protection During Construction.** Requirement: The project applicant shall comply with the requirements in the above sections during construction activities. The approved protocol from section (b) above shall be followed in the event Alameda whipsnakes are encountered. The snake exclusion fence from section (c) above shall be installed and remain in place throughout the construction period. All construction activities and equipment/materials/debris storage shall take place on the project-side of the exclusion fence.

As applicable, SCAs are adopted as requirements of an individual project when the City approves that project, are designed to and will substantially mitigate environmental effects. Therefore, if individual Class 1 bikeway projects would have the potential to impact special-status species, SCAs 26, 27(b), and 28 would be required. SCA 26 and 27(b) would reduce impacts to bird species and sensitive tree species that provide habitat for special-status species.

Implementation of the City's SCAs would ensure impacts are less than significant by requiring avoidance and minimization of impacts to special-status species. Therefore, impacts would be consistent with the findings of the previous environmental documents.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

As the OBMP Initial Study indicates, there would be no habitat modification as part of the project because the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur as part of the OBMP. Consistent with this analysis, proposed Class 2, 3, and 4 bikeways included as part of the project would not impact sensitive natural communities and no impacts beyond those previously analyzed would occur. However, the project would implement approximately 18 miles of Class 1 bikeways that have the potential to result in impacts to sensitive habitats.

Riparian and sensitive natural communities in Oakland include northern coastal salt marsh and riparian hardwood. However, proposed Class 1 bikeways are generally located within developed or disturbed areas, and sensitive habitats are not present. In addition, SCA 27(b) would reduce impacts to trees that comprise sensitive natural communities by requiring a tree protection permit. Therefore, impacts would be less than significant and consistent with the findings of previous environmental documents.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means?*

As addressed in the OBMP Initial Study there would be no impacts to wetlands because the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur as part of the OBMP. Consistent with this analysis, proposed Class 2, 3, and 4 bikeways included as part of the project would not impact wetlands and no impacts beyond those previously analyzed would occur. However, the project would implement approximately 18 miles of Class 1 bikeways that have the potential to result in wetland impacts.

Wetlands are primarily located near San Francisco Bay in the western portion of the city. Estuarine and marine wetlands are located at the eastern portion of Oakland Inner Harbor and the remainder of the Oakland Inner Harbor is classified as Riverine wetland (USFWS 2018). While no Class 1 bikeways are proposed in the areas identified as wetlands, some Class 1 bikeways are located near federally-protected wetlands as defined by Section 404 of the Clean Water Act. Construction of Class 1 bikeways could cause erosion or sedimentation into nearby waterways. However, SCA 44 included in Appendix B requiring erosion and sedimentation control measures would ensure that the project would have no impact on wetlands. Therefore, impacts would be consistent with the findings of previous environmental documents.

SCA 44: Erosion and Sedimentation Control Measures for Construction

The project applicant shall implement BMPs to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.

Implementation of the City's SCAs would ensure impacts are less than significant by requiring erosion and sedimentation control measures for construction. Therefore, impacts would be consistent with the findings of the previous environmental documents.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. *Would the project substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

As the OBMP Initial Study indicates, there would be no impacts to wildlife movement corridors because the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur as part of the OBMP. Consistent with this analysis, proposed Class 2, 3, and 4 bikeways included as part of the project would not impact wildlife movement corridors and no impacts beyond those previously analyzed would occur. However, the project would result in approximately 18 miles of Class 1 bikeways that have the potential to result in impacts to wildlife movement corridors. Wildlife movement corridors in the City include lands near and adjacent to Lake Merritt and San Francisco Bay. Proposed Class 1 bikeways would be located in previously developed or disturbed areas generally along existing roadways and would not interfere with these two wildlife movement corridors because proposed bikeways would not disturb Lake Merritt or San Francisco Bay. There would be no impact.

NO IMPACT

e. *Would the project fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan?*

The project is not located in an area with a habitat conservation plan, natural community plan, or other approved state, regional, or local habitat conservation plan area. However, some proposed trail alignments are located in the City of Oakland's Estuary Policy Plan (1999) in a defined estuary planning area. As required, the project would comply with goals and policies set forth in the Estuary Policy Plan, shown in Table 5.

Table 5 Project Consistency with the Estuary Policy Plan

Estuary Plan Policy	Consistency Determination
<p>Objective LU-2: Provide for public activities that are oriented to the water.</p> <p>Objective SA-1: Create a clear and continuous system of public access along the Estuary shoreline.</p> <p>Objective SA-4: Develop opportunities for recreational activities that are oriented to the waterfront and serve identified neighborhood needs.</p> <p>OAK-1.2: Provide for continuous pedestrian and bicycle movement along the water's edge.</p>	<p>Consistent. The project would construct bikeways that would increase recreational access to the waterfront and along waterways.</p>
<p>Objective LU-6: Create greater land use connectivity between the Estuary waterfront and adjacent inland districts.</p> <p>Objective C-4: Strengthen local circulation connections between Oakland neighborhoods and the waterfront.</p>	<p>Consistent. The project would construct bikeways that would increase the connectivity of neighborhoods and districts within the city, providing increased bicycle access to the waterfront.</p>
<p>Objective C-2: Establish a continuous waterfront parkway; a safe promenade for pedestrians, bicycles, and slow-moving automobiles.</p> <p>Objective C-6: Improve pedestrian and bicycle circulation.</p>	<p>Consistent. The project would increase the safety of bicyclists and pedestrians travelling along the waterfront, as well as increase the connectivity of bikeways along the waterfront.</p>
<p>JL-13.5: 2nd & 3rd Streets: Reinforce Second and Third Streets as an east-west connector for pedestrian, vehicular and bicycle movement.</p> <p>JL-15.1: Provide bike lanes on Second and Third Streets.</p>	<p>Consistent. The project includes bikeway upgrades along 2nd Street between Brush Street and Oak Street.</p>
<p>JL-14.5: Enhance connections to existing transit modes and stations.</p> <p>JL-14.6: Encourage incentives for the use of alternative modes of transit.</p>	<p>Consistent. The project would increase the connectivity of alternative modes of transportation, including providing increased bicycle access to local transit stations.</p>
<p>JL-15.2: Establish bike lanes on Washington Street.</p>	<p>Consistent. The project includes bikeway upgrades along Washington Street between 10th Street and 2nd Street.</p>
<p>Policy OAK-2: Establish a well-structured, integrated system of major recreational facilities which accommodate a wide variety of activities and which take advantage of the unique waterfront setting. Promote a variety of recreational experiences.</p>	<p>Consistent. The project would construct bikeways that would increase recreational access to the waterfront and along waterways. The project would also increase the connectivity of neighborhoods and districts within the city, providing increased bicycle access to the waterfront.</p>
<p>Policy OAK-9: Improve the Embarcadero east of Oak Street as a multimodal landscaped parkway with bicycle, pedestrian and vehicular facilities.</p>	<p>Consistent. The project includes bikeway upgrades along Embarcadero between Oak Street and East 7th Street.</p>

The project would not conflict the provisions of an adopted conservation plan. No impacts beyond those previously analyzed would occur.

NO IMPACT

- f. *Would the project fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code (OMC) Chapter 12.36) by removal of protected trees under certain circumstances? [Factors to be considered in determining significance include the number, type, size, location and condition of (a) the protected trees to be removed and/or impacted by construction and (b) protected trees to remain, with special consideration given to native trees.12 Protected trees include Quercus agrifolia (California or coast live oak) measuring four inches diameter at breast height (dbh) or larger, and any other tree measuring nine inches dbh or larger except eucalyptus and Pinus radiata (Monterey pine); provided, however, that Monterey pine trees on City property and in development-related situations where more than five Monterey pine trees per acre are proposed to be removed are considered to be protected trees.*

As addressed in the OBMP Initial Study, there would be no impacts to city trees because the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur as part of the OBMP. Consistent with this analysis, proposed Class 2, 3, and 4 bikeways included as part of the project would not conflict with the Oakland Tree Protection Ordinance and no impacts beyond those previously analyzed would occur. However, the project would implement approximately 18 miles of Class 1 bikeways that have the potential to result in tree removal.

Any individual Class 1 bikeway projects involving tree trimming or removal have the potential to impact city trees. Due to the programmatic level of this analysis specific impacts to trees cannot be determined at this time. However, implementation of SCAs 27(a) and 27(c) would ensure that tree removal would be consistent with the City's Tree Protection Ordinance and obtain a tree permit if necessary. The following SCAs would reduce impacts to trees:

SCA 27(a): Tree Permit - Tree Permit Required

Pursuant to the City's Tree Protection Ordinance (Oakland Municipal Code Chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit prior to approval of a construction-related permit.

SCA 27(c): Tree Permit - Tree Replacement and Plantings

Prior to issuance of a final inspection of the building permit. Replacement plantings shall be required for erosion control, groundwater replenishment, visual screening and wildlife habitat, and in order to prevent excessive loss of shade, in accordance with the following criteria:

- No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.
- Replacement tree species shall consist of *Sequoia sempervirens* (Coast Redwood), *Quercus agrifolia* (Coast Live Oak), *Arbutus menziesii* (Madrone), *Aesculus californica* (California Buckeye) or *Umbellularia californica* (California Bay Laurel) or other tree species acceptable to the Tree Services Division.
- Replacement trees shall be at least of twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.
- Minimum planting areas must be available on site as follows:
 - For *Sequoia sempervirens*, three hundred fifteen square feet per tree;
 - For all other species listed in #2 above, seven hundred (700) square feet per tree.

- In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee as determined by the master fee schedule of the city may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.
- Plantings shall be installed prior to the issuance of a final inspection of the building permit, subject to seasonal constraints, and shall be maintained by the project applicant until established. The Tree Reviewer of the Tree Division of the Public Works Agency may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the project applicant's expense.

Implementation of SCAs 27(a) and 27(c), listed above, would ensure that implementation of Class 1 bikeways would be consistent with the City's Tree Protection Ordinance and impacts would be less than significant. Therefore, impacts would be consistent with the findings of previous environmental documents.

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g. Would the project fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources?

As addressed in the OBMP Initial Study there would be no impacts to creeks because the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur as part of the OBMP. Consistent with this analysis, proposed Class 2, 3, and 4 bikeways included as part of the project would not conflict with the Oakland Creek Protection Ordinance and no impacts beyond those previously analyzed would occur. However, the project would implement approximately 18 miles of Class 1 bikeways that have the potential to impact creeks throughout the city.

Implementation of Class 1 bikeways have the potential to result in direct and indirect impacts to creeks. Proposed Class 1 bikeways that would be constructed outside of existing paved rights-of-way may generate substantial erosion and sedimentation in waterways and impact nearby creeks. Direct impacts to creeks may occur when Class 1 bikeways cross creeks or are constructed adjacent to creeks and indirect impacts may result from erosion, siltation, and runoff from new impervious surfaces into creeks. If construction of a Class 1 bikeway would meet one of the four specified Creek Protection Permit Categories (Oakland Municipal Code Section 13.16.130), a Creek Protection Permit would be required for the individual project. Specifically, if an individual Class 1 bikeway project would be located between 20 feet from the top a creek bank and 100 feet from the centerline of a creek (Category 3) or when exterior work is conducted from the centerline of the creek to within 20 feet of the top of a creek bank (Category 4) the project would require a Creek Protection Permit and would need to develop a Creek Protection Plan consistent with SCA 54 outlined below.

SCA 54: Creek Protection Plan

- a. **Creek Protection Plan Required.** The project applicant shall submit a Creek Protection Plan for review and approval by the City. The Plan shall be included with the set of project drawings submitted to the City for site improvements and shall incorporate the contents required under section 13.16.150 of the Oakland Municipal Code including BMPs during

construction and after construction to protect the creek. Required BMPs are identified below in sections (b), (c), and (d).

- b. **Construction BMPs.** The Creek Protection Plan shall incorporate all applicable erosion, sedimentation, debris, and pollution control BMPs to protect the creek during construction. See Appendix B for a list of potential BMPs.
- c. **Post Construction BMPs.** The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains. The Creek Protection Plan shall include site design measures to reduce the amount of impervious surface to maximum extent practicable. New drain outfalls shall include energy dissipation to slow the velocity of the water at the point of outflow to maximize infiltration and minimize erosion.
- d. **Creek Landscaping.** The project applicant shall include final landscaping details for the site on the Creek Protection Plan, or on a Landscape Plan, for review and approval by the City. Landscaping information shall include a planting schedule, detailing plant types and locations, and a system to ensure adequate irrigation of plantings for at least one growing season. Plant and maintain only drought-tolerant plants on the site where appropriate as well as native and riparian plants in and adjacent to riparian corridors. Along the riparian corridor, native plants shall not be disturbed to the maximum extent feasible. Any areas disturbed along the riparian corridor shall be replanted with mature native riparian vegetation and be maintained to ensure survival.
- e. **Creek Protection Plan Implementation.** The project applicant shall implement the approved Creek Protection Plan during and after construction. During construction, all erosion, sedimentation, debris, and pollution control measures shall be monitored regularly by the project applicant. The City may require that a qualified consultant (paid for by the project applicant) inspect the control measures and submit a written report of the adequacy of the control measures to the City. If measures are deemed inadequate, the project applicant shall develop and implement additional and more effective measures immediately.

Erosion control measures, in compliance with the U.S. Environmental Protection Agency's National Pollution Discharge Elimination System program, would minimize adverse effects on water quality in creeks. Class 1 bikeway projects that would disturb at least one acre would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to the initiation of grading and implemented for all construction activity on the project site. The SWPPP would include specific measures to control the discharge of material from the site and into the creeks. Potential Best Management Practices may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets, and soil stabilizers.

Implementation of SCA 54, in combination with state regulations, would ensure that construction of Class 1 bikeways would be consistent with the City's Creek Protection Ordinance and impacts would be less than significant. Therefore, impacts would be consistent with the findings of previous environmental documents.

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Conclusion

With incorporation of the SCAs 26, 27(a), 27(b), 27(c), 28 and 54 the project would have no new or substantially more severe impacts to biological resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects

were determined to have a more severe adverse impact than those discussed in previous environmental documents.

5 Cultural Resources

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in Previous Environmental Documents

Impacts to cultural resources were analyzed on page 20 of the OBMP Initial Study and that found that there would be no impact to cultural resources.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than those discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

As addressed in the OBMP Initial Study there would be no impacts to historical resources because the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur as part of the OBMP. Consistent with this analysis, Class 2, 3, and 4 bikeways included as part of the project would not impact historic resources and no impacts beyond those previously analyzed would occur.

Oakland recognizes 45 identified historic resources and has identified nine preservation districts (City of Oakland 2019). Proposed Class 1 bikeways have the potential to impact these known historic resources since they would occur off paved rights-of-way. However, the proposed Class 1 bikeways have been designed to bypass existing structures, including historic resources, and would not directly affect any such resources. Historic resources would not be modified as part of the project. Impacts to historic resources would not be more severe than previously analyzed.

NO IMPACT

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*
- c. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

As addressed in the OBMP Initial Study there would be no impacts to archeology or paleontological resources because the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur as part of the OBMP. Consistent with this analysis, Class 2, 3, and 4 bikeways included as part of the project would not impact archeology or paleontological resources and no impacts beyond those previously analyzed would occur. However, proposed Class 1 bikeways that require excavation and grading have the potential to result in impacts to archaeological and/or paleontological resources.

Oakland's earliest known inhabitants were the Ohlones followed by the earliest European explorers that arrived in 1772 (City of Oakland 1993). Following European settlement, the history of the city included the railroad boom, African American migration, and establishment of Chinatown. Proposed Class 1 bikeway projects that would require ground disturbance for grading, underground drainage, or wiring could adversely affect archaeological resources. Although it is unlikely that construction of Class 1 bikeways projects would involve extensive excavation and earth moving activities, there is the potential for undiscovered archaeological resources to be uncovered during construction of Class 1 bikeways.

Fossilized plants, animals and microorganisms are prevalent throughout the East Bay and many of the hills are made up of sedimentary bedrock that is known to contain a wide range of fossils (City of Oakland 1993). Proposed Class 1 bikeway projects involving ground disturbance for grading, underground drainage, or wiring could adversely affect paleontological resources. Although it is unlikely that construction of Class 1 bikeways projects would involve extensive excavation and earth moving activities, there would be potential for undiscovered paleontological resources to be uncovered during construction of Class 1 bikeways, particularly impacts to paleontological resources in the Oakland hills.

Implementation of SCAs 29 and 30 would ensure that implementation of Class 1 bikeways would not affect archaeological or paleontological resources by requiring proper handling of cultural resources, if discovered, and pre-construction measures in areas of high archaeological sensitivity. The following SCAs would reduce impacts cultural resources:

SCA 29: Archaeological and Paleontological Resources – Discovery During Construction

Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.

In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.

In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant

SCA 30: Archaeologically Sensitive Areas – Pre-Construction Measures

The project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision B (Construction ALERT Sheet) concerning archaeological resources.

- **Provision A: Intensive Pre-Construction Study.** The project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The

purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. At a minimum, the study shall include:

- Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources.
- A report disseminating the results of this research.
- Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources

If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction.

- **Provision B: Construction ALERT Sheet.** The project applicant shall prepare a construction "ALERT" sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing activities occurring on the project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil disturbing activities within the project site.

The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City's Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted in a visible location at the project site.

Implementation the City's SCAs would ensure impacts are less than significant by requiring pre-construction and construction measures to protect and avoid archaeological and paleontological

resources. Therefore, impacts would be consistent with the findings of the previous environmental documents.

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d. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

As addressed in the OBMP Initial Study there would be no impacts to human remains because the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur as part of the OBMP. Consistent with this analysis, Class 2, 3, and 4 bikeways would not impact human remains. However, construction of Class 1 bikeways could uncover unknown human remains on undeveloped land during ground disturbance for grading, underground drainage, or wiring. Implementation of SCA 31 for discovery of human remains would ensure proper treatment of human remains if they are discovered during construction of Class 1 bikeways. The following SCA would reduce impacts to human remains:

SCA 31: Human Remains – Discovery During Construction

Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.

Implementation the City's SCAs would ensure impacts are less than significant by requiring construction to halt upon discovery of human remains. Therefore, impacts would be consistent with the findings of the previous environmental documents.

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Conclusion

As discussed in the OBMP EIR the project would not impact historical resources. SCAs 29, 30, and 31 would be implemented to reduce impacts to archaeological and paleontological resources, as well as human remains to less than significant levels. Accordingly, the project would have no new or substantially more severe impacts to cultural resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in previous environmental documents.

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6 Geology and Soils

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Expose people or structures to substantial risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil, creating substantial risks to life, property, or creeks/waterways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on expansive soil, as defined in section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
creating substantial risks to life or property?					
e. Be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to geology and soils were analyzed on pages 20 and 21 of the OBMP Initial Study. The OBMP EIR found that there would be no impacts to geology and soils.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than those discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project expose people or structures to substantial risk of loss, injury, or death involving:*
 1. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
 2. *Strong seismic ground shaking?*
 3. *Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, or collapse?*
 4. *Landslides?*

- b. *Would the project result in substantial soil erosion or the loss of topsoil, creating substantial risks to life, property, or creeks/waterways?*
- c. *Would the project be located on expansive soil, as defined in section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property?*
- f. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The Hayward Fault crosses the city and the project area. This fault is located generally along State Route 13, with branches including portions of MacArthur Boulevard and Mountain Boulevard (City of Oakland 1997). The OBMP EIR found no impacts would occur as no increase in people exposed to geological and soil hazards would result from the project. Similarly, the project would not involve physical changes that would increase the number of people exposed to geological and soils hazards. Ground shaking within the Oakland area could cause significant damage, but with implementation of General Plan policies, impacts would be less than significant. The project would not result in erosion, loss of topsoil, or expansive soils; expose additional people or structures to the risk of unstable soils; or result in an adverse impact related to soils incapable of supporting septic tanks or alternative wastewater systems. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

- d. *Would the project be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property?*
- e. *Would the project be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risks to life or property?*

Although portions of proposed bikeways may be located above a well, pit, swamp, mound, tank vault, unmarked sewer line, or landfill, no physical changes to existing roadways would occur that would increase the number of people exposed to these facilities. The project would not involve the use of septic tanks or other alternative wastewater disposal systems. Construction would be conducted in compliance with the Oakland Municipal Code, and would incorporate SCAs (Appendix B), as necessary. For these reasons, the project would have a less than significant impact.

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Conclusion

As addressed in the OBMP EIR, bikeway construction would result in no physical changes to existing roadways. Implementation of General Plan policies would reduce potential impacts to less than significant levels. The project would have no new or substantially more severe impacts to geology and soil resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in previous environmental documents.

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7 Greenhouse Gas Emissions

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, specifically: produce emissions of more than 6.6 metric tons of CO₂e per service population annually?

- b. Fundamentally conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions?

Analysis in Previous Environmental Documents

The OBMP EIR did not include a discussion of greenhouse gas (GHG) emissions.

Project-Specific Impacts

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, specifically: produce emissions of more than 6.6 metric tons of CO₂e per service population annually?*
- b. *Would the project fundamentally conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions?*

Construction

Project construction would generate temporary short-term GHG emissions, primarily due to truck trips and construction equipment. Construction-related emissions are speculative at this programmatic level of analysis because such emissions depend on the characteristics of individual bikeway segments. During construction, site preparation and grading typically emit the greatest amount of GHG emissions, due to the use of grading equipment and soil hauling. Construction timing and equipment for individual segments are not known at this time. However, the BAAQMD CEQA Air Quality Guidelines (2017) have no thresholds for determining plan level impacts from construction emissions. Any short-term construction impacts would be offset by the long-term reduction of GHG emissions after the bikeway improvements are built, by facilitating bicycling as a

substitute mode of travel for driving motorized vehicles. Therefore, construction GHG impacts would be less than significant.

Operation

Overall the project would reduce long-term emissions by promoting bicycling and taking vehicles off of the roadway. However, sources of operational emissions associated with the project include energy use from trail lighting. Per plan-level guidance from the BAAQMD CEQA Air Quality Guidelines, long-term operational emissions associated with project implementation are discussed qualitatively by comparing the project to the 2017 Clean Air Plan (2017 Plan) goals, policies, and control measures. In addition, comparing the rate of increase of plan vehicle miles traveled (VMT) and population is recommended by BAAQMD for determining significance of criteria pollutants.

Under BAAQMD's methodology, a determination of consistency with CEQA Guidelines thresholds should demonstrate that a project:

- Supports the primary goals of the 2017 Plan
- Includes applicable control measures from the 2017 Plan
- Does not disrupt or hinder implementation of any 2017 Plan control measures

The primary goals of the 2017 Plan are to:

- Protect air quality and health at the regional and local scale
- Protect the climate

The project would provide a more connected bicycle network by constructing new bikeways. The extension of the city's existing bicycle network would protect air quality and health by supporting bicycle riding instead of motor vehicle use. Because the project would reduce private vehicle use, it would reduce vehicle emissions and protect the climate. Therefore, the project would be consistent with the primary goals of the 2017 Plan.

The 2017 Plan contains 85 control strategies aimed at reducing air pollution and protecting the climate in the Bay Area. Applicable control measures to the project are measures TR2 Trip Reduction Programs and TR9 Bicycle and Pedestrian Access Facilities. Control Measure TR2 encourages trip reduction policies and programs in local plans and Control Measure TR9 encourages planning for bicycle and pedestrian facilities in local plans.

TR2: Trip Reduction Programs

Implement the regional Commuter Benefits Program (Rule 14-1) that requires employers with 50 or more Bay Area employees to provide commuter benefits. Encourage trip reduction policies and programs in local plans (e.g., general and specific plans), while providing grants to support trip reduction efforts. Encourage local governments to require mitigation of vehicle travel as part of new development approval, to adopt transit benefits ordinances in order to reduce transit costs to employees, and to develop innovative ways to encourage rideshare, transit, cycling, and walking for work trips. Fund various employer-based trip reduction programs.

TR9: Bicycle and Pedestrian Access and Facilities

Encourage planning for bicycle and pedestrian facilities in local plans (e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities).

The project, by its nature, would be consistent with Control Measures TR2 and TR9. Project implementation would not preclude any planned transit or bicycle pathways, and would not otherwise disrupt regional planning efforts to reduce VMT and meet federal and State air quality standards. Therefore, the project would not hinder implementation of any 2017 Plan control measures.

In addition, the project does not include any housing or other development that would increase population in the city. Therefore, project VMT would not exceed the rate of an increase in population from the project. Impact on criteria pollutants would be less than significant.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

The project would comply with all applicable state and City standards for GHG emissions reduction, as well as all applicable control measures in the 2017 Plan. The project would have a significant impact on GHG emissions and there would be no significant off-site or cumulative GHG impacts.

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8 Hazards and Hazardous Materials

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
f. Result in less than two emergency access routes for streets exceeding 600 feet in length unless otherwise determined to be acceptable by the Fire Chief, or his/her designee, in specific instances due to climatic, geographic, topographic, or other conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and would result in a significant safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
h. Be located within the vicinity of a private airstrip, and would result in a significant safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
i. Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to hazards and hazardous materials were analyzed on pages 21 and 22 of the OBMP Initial Study. The OBMP EIR found there would be no impacts to hazards and hazardous materials.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*
- d. *Would the project emit hazardous emissions or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*
- e. *Would the project be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*
- g. *Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and would result in a significant safety hazard for people residing or working in the project area?*
- h. *Be located within the vicinity of a private airstrip, and would result in a significant safety hazard for people residing or working in the project area?*

The OBMP EIR found no impacts from hazards and hazardous materials would occur, as no physical changes to roadways are proposed that would alter hazardous material transport routes, and the project would not increase exposure to hazardous materials. The project would involve pavement striping, street stencils, and bicycle signage. No storage or use of hazardous materials would occur during project operation.

The project would be required to comply with all applicable General Plan policies and federal, state, and local regulations to eliminate potential significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. During construction activities, it is anticipated that limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, hydraulic fluid, solvents, oils, and paints, would be brought onto the site. Construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws. Therefore, through the compliance with SCAs (Appendix B), the project would have a less than significant impact.

Multiple schools are located in the city. The project would not emit substantial quantities of hazardous materials or hazardous waste. Ground disturbance during construction of Class 1 facilities

could release contaminated soil during. However, the project would comply with SCA 39 (Appendix B):

SCA 39: Hazardous Materials Related to Construction

The project applicant shall ensure that BMPs are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:

- a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction.
- b. Avoid overtopping construction equipment fuel gas tanks.
- c. During routine maintenance of construction equipment, properly contain and remove grease and oils.
- d. Properly dispose of discarded containers of fuels and other chemicals.
- e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program).
- f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency/agencies and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.

With implementation of SCA 39, the impact would be less than significant.

The following databases were checked, pursuant to Government Code Section 65962.5, on January 18, 2019 for known hazardous materials contamination in the project area:

- **U.S. Environmental Protection Agency**
 - Comprehensive Environmental Response, Compensation, and Liability Information System/ Superfund Enterprise Management System/Envirofacts database search
- **State Water Resources Control Board**
 - GeoTracker search for leaking underground storage tanks and other cleanup sites
- **California Department of Toxic Substances Control (DTSC)**
 - EnviroStor search for hazardous facilities or known contamination sites
 - Cortese List of Hazardous Waste and Substances Sites

Various locations in the city are included on the above lists compiled pursuant to Section 65962.5 of the Government Code. The city contains a total of 1,100 sites on the Envirofacts database (U.S.

Environmental Protection Agency 2019), 1,230 sites on the GeoTracker database (State Water Resources Control Board 2019), 224 sites on EnviroStor (DTSC 2019a), and 16 sites on the Cortese List (DTSC 2019b). Although open hazardous materials sites exist within the city, project construction and operation would not increase the exposure of people to these existing sites or create a significant hazard to the public environment. No impacts beyond those identified in previous environmental documents would occur.

The project would construct bikeways near the Oakland International Airport; however, project construction would not pose a safety hazard for people residing or working in the area. Therefore, no impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

c. Would the project create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors?

The project would involve pavement striping, street stencils, and bicycle signage. The storage or use of hazardous materials would not occur during project operation. No impact would occur.

NO IMPACT

f. Result in less than two emergency access routes for streets exceeding 600 feet in length unless otherwise determined to be acceptable by the Fire Chief, or his/her designee, in specific instances due to climatic, geographic, topographic, or other conditions?

Some roadway segments would undergo a lane reconfiguration, which would reduce the total number of vehicle travel lanes. However, these modifications to existing roadways would not alter emergency access routes on any streets within the city. No impact would occur.

NO IMPACT

i. Would the project fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The OBMP EIR found no impacts from hazards and hazardous materials would occur, as no changes to emergency response plans would be required. Some roadway segments would have the total number of vehicle travel lanes reduced; however, these modifications would not impair implementation of or otherwise interfere with emergency response or evacuation plans. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

j. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The eastern portion of the city of Oakland is hilly and only partially developed, whereas the remainder is almost fully urbanized. The eastern portion of the city is in a very fire hazard severity zone (California Department of Forestry and Fire 2008) and in 1991, a fire in the northeastern corner of the city destroyed 3,000 homes (Swan 2016). The OBMP EIR found no impacts from hazards and hazardous materials would occur, as the project would not increase exposure to structures or wildfires. Similarly, while the project area is intermixed with and adjacent to wildlands, the project would not introduce new receptors to the area, or otherwise cause an increase in exposure to

wildland fires. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

Conclusion

The project would not generate or expose sensitive receptors to hazards and hazardous materials. The project would have no new or substantially more severe impacts regarding hazards and hazardous materials, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in previous environmental documents.

9 Hydrology and Water Quality

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in substantial flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f. Create or contribute substantial runoff which would be an additional source of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
g. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
h. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Expose people or structures to a significant risk of loss, injury, or death involving flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. Expose people or structures to a significant risk of loss, injury, or as a result of the inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a creek, river, or stream in a manner that would result in substantial erosion, siltation, or flooding, both on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m. Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources? [Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
<p>there is substantial degradation of water quality through (a) discharging a substantial amount of pollutants into a creek, (b) significantly modifying the natural flow of the water or capacity, (c) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability, or (d) substantially endangering public or private property or threatening public health or safety.]</p>				

Analysis in the 2007 OBMP EIR

Impacts to hydrology and water quality were analyzed on pages 23 and 24 of the OBMP Initial Study. The OBMP EIR found that there would be no impacts to hydrology and water quality.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project violate any water quality standards or waste discharge requirements?*
- b. *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*
- c. *Would the project result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters?*
- d. *Would the project result in substantial flooding on- or off-site?*

- e. *Would the project create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems?*
- f. *Create or contribute substantial runoff which would be an additional source of polluted runoff?*
- g. *Would the project otherwise substantially degrade water quality?*

The OBMP EIR found no impacts to hydrology and water quality would occur, as the project would not increase water usage or wastewater generation, or otherwise violate water quality standards and waste discharge requirements. The project consists of adding bikeways to existing roadways, with only minor ground disturbances for the installation of Class 1 bikeway facilities. Construction may result in minor cases of erosion; however, SCA 44 (Appendix B) would ensure no significant impacts would occur.

SCA 44: Erosion and Sedimentation Control Measures for Construction

The project applicant shall implement BMPs to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.

Project construction and operation would not use surface or groundwater supplies or generate wastewater. Therefore, the project would not deplete groundwater supplies substantially or result in the violation of water quality standards. The project would have no impacts beyond those identified in the previous environmental documents.

The project would not alter the existing drainage pattern of city roadways or increase impervious surfaces throughout the city. No increases in flooding or runoff would occur, nor would the project increase sources of polluted surface runoff. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

- h. *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, that would impede or redirect flood flows?*
- i. *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*
- j. *Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding?*
- k. *Would the project expose people or structures to a significant risk of loss, injury, or as a result of the inundation by seiche, tsunami, or mudflow?*
- l. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a creek, river, or stream in a manner that would result in substantial erosion, siltation, or flooding, both on- or offsite?*

Most of the city of Oakland is located in Zone X, defined as an area of minimal flood hazard; however, some areas of the city are in Zone A, defined as a special flood hazard area (Federal Emergency Management Agency 2018). The OBMP EIR found no impacts from flooding would occur,

as the project would not increase water usage or wastewater generation. Similarly, because project construction would not involve substantial amounts of cut and fill, the project would not affect flood hazard areas. The project would not alter the existing drainage pattern of city roadways or increase impervious surfaces throughout the city. No increases in flooding would occur. The project would not introduce people or structures to a significant flood risk, including seiche, tsunami, or mudflows. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

m. Would the project fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources? [Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of water quality through (a) discharging a substantial amount of pollutants into a creek, (b) significantly modifying the natural flow of the water or capacity, (c) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability, or (d) substantially endangering public or private property or threatening public health or safety.]

The OBMP EIR found no impacts from flooding would occur, as the project would not increase water usage or wastewater generation, or otherwise violate water quality standards and waste discharge requirements. The project would not involve new construction or physical changes to city roadways. As such, the project would not degrade water quality by introducing new pollutants, discharging pollutants, modifying the natural flow of existing waters, depositing material into creeks, or otherwise endanger public health and safety. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

Conclusion

While the project is located in a Federal Emergency Management Agency -designated flood hazard area, the project would not lead to flooding, increased runoff, or the significant degradation of water quality. The project would have no new or substantially more severe impacts to hydrological resources and water quality, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects were determined to have a more severe adverse impact than discussed in previous environmental documents.

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10 Land Use and Planning

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a fundamental conflict between adjacent or nearby land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to land use and planning were analyzed on pages 24 and 25 of the OBMP Initial Study. The OBMP EIR found that there would be no impacts to land use and planning.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project physically divide an established community?*
- b. *Would the project result in a fundamental conflict between adjacent or nearby land uses?*
- c. *Would the project fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change to the environment?*

The OBMP EIR found no impacts would occur, as project construction would not create new barriers to a community or change existing land uses in the city. Similarly, the project would not require rezoning and would not change the land use designation of any areas in the city. The addition of bikeways would not alter the land use or zoning of surrounding parcels, and thus would not introduce land use or zoning conflicts. The project would improve the bikeway network throughout the city, which would increase the connectivity between neighborhoods and would not physically divide an established community. The project would have no impact.

The project involves amending the Oakland General Plan, and would be consistent with existing policies and regulations in the General Plan and the Municipal Code. The project would also be consistent with applicable land use plans, policies, and regulations, and would help implement the adopted City and regional goals that promote multimodal transportation. By implementing new bikeways, the project may reduce private motor vehicle trips and would provide opportunities for recreation and alternative transportation modes. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

- d. *Would the project fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan?*

The OBMP EIR found no impacts would occur, as the project would not involve physical changes or new construction. Oakland is part of the Bay Area Habitat Conservation Plan (2017). However, the project does not involve physical changes to the city's roadways. Refer to Section 4, *Biological Resources*, regarding construction of Class 1 facilities regarding habitat impacts. The project would not otherwise conflict with adopted conservation plans. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

Conclusion

The project is consistent with the land use policies of the General Plan. The project would have no new or substantially more severe impacts to land use and planning, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, there are no previously identified significant effects determined to have a more severe adverse impact than those discussed in previous environmental documents.

11 Mineral Resources

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to mineral resources were analyzed on pages 25 and 26 of the OBMP Initial Study. The OBMP EIR found there would be no impacts to mineral resources.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The city contains one active quarry (Leona Quarry), at Edwards Avenue and Interstate 580. This quarry is designated as a regionally significant resource. The OBMP EIR found no impacts to mineral resources, however, as the project would occur in areas already developed with urban uses. Similarly, project construction near this resource (proposed Class 1 segment: Leona Quarry Path

from Edwards Avenue to Kuhnle Avenue) would not affect operation of the quarry or otherwise affect its ability to extract mineral resources. Therefore, the project would not result in the loss of availability of a known mineral resource of value to the residents of the state and the region, nor would it result in loss of a locally important mineral resource recovery site. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

Conclusion

The project would not involve construction or physical changes to existing mineral resource extraction facilities, nor does it propose to have peculiar or substantial impacts not covered in previous environmental documents. The project would have no new or substantially more severe impacts to mineral resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in previous environmental documents.

12 Noise

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project result in:

a. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommend measures to reduce potential impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code section 8.18.020) regarding persistent construction-related noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding operational noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or, if under a cumulative scenario where the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the project vicinity without the project (i.e., the cumulative condition including the project compared to the existing conditions) and a 3 dBA permanent increase is attributable to the project	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
(i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project)?					
e. Expose persons to interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24)?	<input type="checkbox"/>	<input type="checkbox"/>	■	■	<input type="checkbox"/>
f. Expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval?	<input type="checkbox"/>	<input type="checkbox"/>	■	■	<input type="checkbox"/>
g. Expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration [OSHA])?	<input type="checkbox"/>	<input type="checkbox"/>	■	■	<input type="checkbox"/>
h. During either project construction or project operation, expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA)?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>	■

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
i. Be located within an airport land use plan and would expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	■	■	<input type="checkbox"/>
j. Be located within the vicinity of a private airstrip, and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	■	■	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to noise were analyzed on pages 26 through 28 of the OBMP Initial Study. The OBMP EIR found that noise impacts would be less than significant with the incorporation of the following mitigation measure:

Mitigation Measure 11d (Construction Noise): To reduce daytime noise impacts due to construction, the project applicant shall require construction contractors to implement the following measures:

- Equipment and trucks used for project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible).
- Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommend measures to reduce potential impacts?*
- b. *Would the project generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code section 8.18.020) regarding persistent construction-related noise?*

Section 17.120.050 of the Oakland Municipal Code sets noise level standards for nearby residences and commercial uses for construction noise. Section 8.18.020 of the Oakland Municipal Code defines persistent noise as a nuisance and provides provisions for operation of construction equipment.

The OBMP EIR found impacts from construction noise would be less than significant with mitigation, as implementation of Mitigation Measure 11d would reduce potential short-term construction noise effects. Similarly, construction duration for proposed bikeways and bikeway upgrades would be very limited, as bikeway construction involves primarily superficial alterations to existing roadways (lane restriping, stenciling, and sign installation). Construction is not expected to generate excessive noise. Mitigation Measure 11d from the 2007 OBMP EIR would ensure construction noise standards set forth in the Oakland Noise Ordinance are not violated. Along with SCAs, this measure is adequate to ensure impacts are less than significant because it reduces the noise levels emitted by construction equipment and stationary noise sources. Therefore, no impacts beyond those identified in previous environmental documents would occur. Furthermore, the following SCAs (Appendix B) would be required as applicable:

SCA 58: Construction Days/Hours

The project applicant shall comply with the following restrictions concerning construction days and hours:

- a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m.
- b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.
- c. No construction is allowed on Sunday or federal holidays.

Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity

proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.

SCA 59: Construction Noise

The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:

- a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.
- b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- c. Applicant shall use temporary power poles instead of generators where feasible.
- d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.
- e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

Implementation the City's SCAs would ensure impacts are less than significant by limiting construction days and hours, and requiring construction noise reductions. Therefore, impacts would be consistent with the findings of the previous environmental documents.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding operational noise?*
- d. *Would the project generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or, if under a cumulative scenario where the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the project vicinity without the project (i.e., the cumulative condition including the project compared to the existing conditions) and a 3 dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project)?*
- e. *Would the project expose persons to interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by*

local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24)?

- f. Would the project expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval?*
- g. Would the project expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration [OSHA])?*

Section 17.120.050 of the Oakland Municipal Code sets noise level standards for nearby residential, commercial, and agricultural uses for operational noise.

The OBMP EIR found no impacts from operational noise, as the bikeways would not create a permanent stationary source of noise. Similarly, the project does not involve the creation of new stationary noise receptors or new stationary noise generators. Proposed bikeways would be used for short periods of time for recreational or practical purposes as a means of transportation to residences, shopping, work, or other destinations. Noise from proposed bikeway use themselves would be minimal. As analyzed in Section 16, *Transportation/Traffic*, the project would not lead to a substantial or measurable increase in vehicle travel. Although vehicle traffic may be diverted to cut-through streets, the increase to these streets would not be distinguishable from existing traffic. The provision of new and upgraded bikeways would not cause an increase in noise resulting from more vehicle traffic within the city. Therefore, no impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

- h. Would the project, during either project construction or project operation, expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA)?*

Project construction may involve vibration-emitting equipment and would be very limited in duration, as bikeway construction involves primarily superficial alterations to existing roadways (lane restriping, stenciling, and signage installation). Per Section 17.120.060 of the Oakland Municipal Code, which exempts temporary construction from the city's vibration standard, any construction vibration from the project would be less than significant.

The FTA groundborne vibration threshold is 65 VdB for humans and is 100 VdB for structures (FTA 2018). Project operation would not involve new substantial sources of groundborne vibration (e.g., rapid transit, light rail trains, commuter trains). The project would increase bicycle use of bikeways throughout the city. Bicycles are not known to be a source of substantial groundborne vibration. Therefore, the project would have a less than significant impact from groundborne vibration.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- i. Would the project be located within an airport land use plan and would expose people residing or working in the project area to excessive noise levels?*
- j. Would the project be located within the vicinity of a private airstrip, and expose people residing or working in the project area to excessive noise levels?*

The OBMP EIR found no impacts from noise near airports or airstrips, as the project would not construct residences or employment-generating facilities. Similarly, the project would include bikeways located in the Oakland Airport land use area, but it does not include residences or employment-generating facilities. Rather, proposed bikeways would be used for recreational purposes, to travel to commercial or other destinations, or to commute to work. Furthermore, the project would not generate a substantial amount of noise. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

Conclusion

With the implementation of applicable mitigation measures and the SCAs 58 and 59, the project would not increase substantially the permanent ambient noise levels or vibrations in the project vicinity above existing levels. The project would have no new or substantially more severe impacts to noise, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in previous environmental documents.

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13 Population and Housing

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project:

a. Induce substantial population growth in a manner not contemplated in the General Plan, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to population and housing were analyzed on pages 28 and 29 of the OBMP Initial Study. The OBMP EIR found that there would be no impacts to population and housing.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project induce substantial population growth in a manner not contemplated in the General Plan, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed?*
- b. *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?*
- c. *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?*

The OBMP EIR found no impacts to population and housing, as the project would not induce population growth. Similarly, the project would not introduce new population growth to the city and the project would not directly or indirectly affect the availability of housing. The project would increase connectivity between neighborhoods, and between residential and commercial areas. Therefore, the project would not displace housing, induce population growth, or require the construction of new housing. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

Conclusion

The project would not induce population growth or result in impacts to population and housing not covered in previous environmental documents. The project would have no new or substantially more severe impacts concerning population and housing, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in previous environmental documents.

14 Public Services

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to public services were analyzed on page 30 of the OBMP Initial Study. The OBMP EIR found that there would be no impacts to public services.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: (1) fire protection, (2) police protection, (3) schools, or (4) other public facilities?*

The OBMP EIR found no impacts to public services, as added bikeways would not result in the need for new or expanded facilities. Similarly, while the project would add bikeways to existing roadways, the project would not induce population growth in the area. Therefore, the project would not require the provision of new fire protection, police protection, school, or other public facilities. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

Conclusion

Impacts of the project would not require new or altered public service facilities, consistent with previous environmental documents. The project would have no new or substantially more severe impacts to public services, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in previous environmental documents.

15 Recreation

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to recreation were analyzed on pages 30 and 31 of the OBMP Initial Study. The OBMP EIR found that there would be less than significant impacts to recreation.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The OBMP EIR found less than significant impacts to recreation, as the addition of bikeways would not induce population growth, although it would increase access to local parks and recreational

facilities. Similarly, while the project would add bikeways to existing roadways, the project would not induce population growth in the area. The project would increase the usage of parks within the city by providing increased connectivity through the proposed bikeway network. However, this increased access would not substantially deteriorate existing park facilities as no new populations would be introduced to the area. The proposed bikeways are also viewed as linear recreational facilities, since they facilitate recreation from cycling, walking, and jogging. The network would not require the construction or expansion of other recreational facilities in the city. No impacts beyond those identified in previous environmental documents would occur.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Conclusion

Impacts of the project would not require new or altered recreational facilities, consistent with previous environmental documents. The project would be expected to expand and improve recreational opportunities by providing additional facilities for cycling, walking, and jogging. The project would have no new or substantially more severe impacts concerning recreational resources, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in previous environmental documents.

16 Transportation/Traffic

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project:

a. Conflict with a plan, ordinance or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause substantial additional VMT per capita, per service population, or other appropriate efficiency measure?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in substantially increased travel times for AC Transit buses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
f. Directly or indirectly result in a permanent substantial decrease in pedestrian safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Directly or indirectly result in a permanent substantial decrease in bicyclist safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Directly or indirectly result in a permanent substantial decrease in bus rider safety?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Fundamentally conflict with adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. Result in a substantial, though temporary, adverse effect on the circulation system during construction of the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
l. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
m. A project’s contribution to cumulative impacts is considered “considerable” (i.e., significant) when the project exceeds at least one of the thresholds listed above in a future year scenario.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to transportation and traffic were analyzed on pages 4.A-1 through 4.A-27 of the OBMP EIR. The OBMP EIR found that impacts from on-street bikeways (Class 2, 3, and 4), pedestrian facilities, existing bikeways, bicycle support facilities, bicycle education programs, and OBMP policies would be less than significant, and impacts from off-street bikeways (Class 1), travel lane removals, transit service, construction, and cumulative would be less than significant with the incorporation of the following SCAs and mitigation measures:

SCA A.1: The project shall incorporate all of the City’s uniformly-applied Standard Conditions (provided in Appendix D to [the OBMP] EIR and incorporated in this Standard Condition by reference).

SCA A.8: Prior to commencing any construction or alterations related to the project, the construction contractor shall meet with the Transportation Services Division of the Oakland Public Works Agency and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion that may result during construction of this project and other nearby projects that could be simultaneously under construction. Specifically:

- The construction contractor shall not block roadways or sidewalks so that adjacent residents or occupants would be adversely affected from getting to and from their respective property. Notify adjacent property owners and public safety personnel regarding when major (temporary) detours and or lane closures will occur due to construction activities. Notification shall occur not less than 48 hours before commencing such activities.
- The construction contractor shall locate construction staging areas for materials, equipment, and vehicles in areas as to not impede safe pedestrian and vehicular traffic.
- The construction contractor shall identify haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety.
- The construction contractor shall remove trash generated by project construction activity.
- The construction contractor shall clearly display contractor contact information pertaining to construction activity, including identification of an on-site complaint manager, for the purpose of tracking any complaints regarding construction activity impacts.

Mitigation Measure A.3a: If the removal of a travel lane would cause an intersection on a proposed bikeway to operate at an unacceptable level of service, the project shall be redesigned to maintain the operating conditions at an acceptable level of service on the affected intersection approach. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations.

Mitigation Measure A.4a: If the removal of a travel lane would cause a roadway segment on the Metropolitan Transportation System to operate at an unacceptable volume-to-capacity ratio, the project shall be redesigned to maintain the operating conditions at an acceptable volume-to-capacity ratio on the affected roadway segment. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations.

Mitigation Measure A.12a: The City shall integrate proposed bikeway projects into overlapping and concurrent roadway projects such that the construction staging occurs as a single project. Where the integration of such projects is not feasible, the City shall schedule the implementation of the projects to avoid any cumulative impacts to transportation that would be caused by the simultaneous staging of multiple projects.

On September 21, 2016, the City of Oakland's Planning Commission directed staff to update the City of Oakland's California Environmental Quality Act (CEQA) Thresholds of Significance Guidelines related to transportation impacts in order to implement the directive from Senate Bill 743 to modify local environmental review processes by removing automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA.

The Planning Commission direction aligned with draft proposed guidance from the Governor's Office of Planning and Research and the City's approach to transportation impact analysis; and with adopted plans and policies related to transportation that promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

In the OBMP EIR, Environmental Impacts A.4 and A.7 were based on level of service analysis. Mitigation Measures A.4a, A.7a, and A.7b were imposed on the program to offset potential level of service impacts which are no longer be considered an environmental impact under CEQA.

Environmental Impact A.3: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could increase traffic congestion on local roadways.

Mitigation Measure A.4a: If the removal of a travel lane would cause an intersection on a proposed bikeway to operate at an unacceptable level of service, the project shall be redesigned to maintain the operating conditions at an acceptable level of service on the affected intersection approach. Otherwise, the City shall prepare further environmental review that identifies significant and unavoidable impacts for which the City must adopt a statement of overriding considerations.

Environmental Impact A.7: Removing a travel lane within the Plan area to accommodate on-street bikeways, as proposed in the Bicycle Master Plan, could affect transit service.

Mitigation Measure A.7a: Implement Mitigation Measure A.3a (Redesign to maintain acceptable levels of service).

Mitigation Measure A.7b: Implement Mitigation Measure A.4a (Redesign to maintain acceptable volume-to-capacity ratios).

Consequently, Oakland Department of Transportation Staff drafted a “Bridge Memo” that gave direction for analysis of projects within the scope of the 2007 OBMP EIR. The Memorandum concluded that Intersection Operations Analysis included in the Bicycle Master Plan (page 157) and the associated Environmental Impacts A.4 and A.7 and Mitigation Measure A.4a, A.7a, and A.7b will no longer be applied to projects within the scope of the OBMP EIR.

The Bridge Memo further found that projects within the scope of the OBMP EIR should reflect significance criteria and thresholds of significance based on vehicle miles traveled. Generally, transportation improvements that expand the multimodal network, especially those that fill gaps in the bicycle network and create high quality, comfortable bicycle facilities for all ages and abilities, will contribute to mode shift and decrease VMT per capita. The Bridge Memo found that staff should presume that these projects and plans will have a less than significant impact on VMT, and will not require additional VMT or transportation impact analysis. This Addendum adopts the above analysis and conclusions from the Bridge Memo that resulted from a change in state and local law related to level of service.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project conflict with a plan, ordinance or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay)?*
- j. *Would the project fundamentally conflict with adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment?*

The OBMP EIR found less than significant impacts resulting from conflicts with adopted plans and policies with implementation of the City’s SCAs. The project would improve the safety and performance of the bicycle network throughout the city. Design of the project would ensure other aspects of the circulation system, including transit routes and pedestrian facilities, do not experience safety or performance conflicts beyond those already existing. The project expands the bikeway network and updates existing policies from the 2007 OBMP. These updates do not fundamentally conflict with adopted policies within the 2007 OBMP or General Plan, as their intent is to enhance the bikeway network and promote bicycling within the city. No impacts beyond those identified in previous environmental documents would occur.

LESS THAN SIGNIFICANT OR LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Would the project cause substantial additional VMT per capita, per service population, or other appropriate efficiency measure?*

Let's Bike Oakland Bicycle Master Plan Update

- c. *Would the project substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network?*

Per the *Technical Advisory on Evaluation Transpiration Impacts in CEQA* (Office of Planning and Research 2018), projects that would add bicycle lanes to existing roadways, construct Class 1 bike paths, and reduce through lanes would not lead to a substantial or measurable increase in vehicle travel and do not require a VMT analysis. Additionally, active transportation projects and roadway projects that reduce roadway capacity are generally known to reduce VMT and thus have less than significant impacts on transportation.

The project would increase the safety and connectivity of bikeways in the city, with a result of reducing total vehicle traffic and total VMT. However, to provide a conservative analysis, no change in existing vehicle traffic is assumed. The project includes the addition of Class 2, 3, and 4 bikeways to existing streets; upgrading existing bikeways; installing Class 1 bike paths; and, in some cases, reducing the number of travel lanes to accommodate the addition of bike lanes on existing streets. No new automobile roadways are proposed, and the project would not involve uses that generate vehicle traffic. This project is not expected to substantially increase or decrease total traffic in the project area, despite the reconfiguration of select streets. Roadway segments with proposed lane reconfiguration (reduction in travel lanes) may cause a portion of existing traffic to redirect itself onto parallel roadways or alternate routes. However, this would not change the overall volume of traffic in the project area and would not result in substantially longer VMT for existing traffic.

Because the project is not anticipated to increase VMT or induce additional vehicle travel by increasing roadway capacity, this impact would be less than significant and no mitigation is required.

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- d. *Would the project result in substantially increased travel times for AC Transit buses?*

- h. *Would the project directly or indirectly result in a permanent substantial decrease in bus rider safety?*

The OBMP EIR found potentially significant impacts to transit operations, as lane removal may impede operation of fixed route bus service. However, Mitigation Measures A.3a and A.4a, as well as SCA A.7c are considered to reduce the impacts to less than significant. Similarly, the project is not expected to alter transit ridership. However, the redesign of roadway segments would potentially require relocation of transit stops, and the removal of travel lanes on streets with transit stops. This is not anticipated to disrupt transit services, as transit stops would not be removed as part of the project. The relocation of stops may be necessary when constructing Class 4 bikeways that separate the bikeway from vehicle travel lanes. Where travel lanes are removed, increased congestion may occur, delaying transit vehicles. Mitigation Measure A.3a requires the design of travel lane removals to maintain acceptable level of service at affected intersections.

The project would increase bicycle usage throughout the city, which would result in an alteration in the traffic flow of roadways. This is unlikely to substantially affect public transit vehicles, as bicyclists would primarily utilize designated bikeways. Conflicts between bicyclists, transit passengers, and transit vehicles may occur at transit stops and intersections where the designated bikeway overlaps with the transit route or loading zone. This potential conflict can be minimized by careful bikeway design, such that there is adequate spacing for transit stops that does not conflict with the bikeway; and by providing educational seminars discussing bicycle safety for the benefit of bicyclists, transit

passengers, and transit drivers. Final project design would consider potential safety hazards associated with transit stops and conflicts between bicyclists and transit riders. No impacts beyond those identified in previous environmental documents would occur.

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e. Would the project directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses?

The OBMP EIR found beneficial impacts to pedestrian and bicyclists and less than significant impacts to transit riders and motorists. Similarly, the project would include expansion and upgrades to the bicycle network in the city. Project improvements would increase the safety of bicyclists on existing roadways, and design of new bikeways would consider the safety of all roadway users, including motorists, pedestrians, transit passengers, and bicyclists. Signing and striping of bikeways on existing roadways would improve traffic safety by providing guidance to bicyclists and drivers. The project would also enhance the compatibility of existing roadways to better serve bicyclists. No impacts beyond those identified in previous environmental documents would occur.

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f. Would the project directly or indirectly result in a permanent substantial decrease in pedestrian safety?

The OBMP EIR found beneficial impacts to pedestrian safety, as bikeway improvements would not modify or remove pedestrian facilities and travel lane removal would reduce conflict points between pedestrians and vehicles. Similarly, the project would not require modification or removal of existing pedestrian facilities. Where the project is located near pedestrian facilities, design of the project is required to meet the Oakland Municipal Code standards for pedestrian circulation. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

g. Would the project directly or indirectly result in a permanent substantial decrease in bicyclist safety?

The OBMP EIR found beneficial impacts to bicyclist safety, as bikeway improvements would improve bicycling conditions in the city. Similarly, the project would improve bicyclist safety throughout the city by upgrading and installing bikeways with appropriate levels of protection from vehicle traffic. Each class of bikeway has its own safety benefits. Class 1 bikeways are located off roadways and avoid conflicts with vehicle traffic entirely, with the exception of occasional intersection crossings. These conflict areas can be remedied by installing signage warning of bikeway crossings and/or traffic signals to allow bicyclists to cross roadways safely and continue riding along the bike path.

Class 2 bikeways provide a designated lane for bicycles to use on roadways shared with vehicle traffic. Conflicts between bicycles and vehicles can occur when the bike lane is located between the vehicle travel lane and vehicle parking and at intersections and driveways where turning vehicles cross the bikeway or use the bikeway as a turning lane. These conflict areas can be remedied by installing signage affirming right-of-way rules, disallowing right turns on red lights, installing separated turning lanes for vehicles, and providing educational seminars discussing bicycle safety for the benefit of bicyclists and drivers.

Class 3 bikeways designate preferred bike routes on streets where bicyclists share the travel lane with vehicles. Conflicts between bicycles and vehicles can occur when vehicles pass bicyclists by driving in the oncoming lane. These conflicts are compounded when traffic is flowing in both directions. These conflicts can be minimized by installing traffic control measures to encourage slower vehicle speeds and alternate vehicle routes, and by providing educational seminars discussing bicycle safety for the benefit of bicyclists and drivers.

Class 4 bikeways provide the most protection of the on-street bikeways, with separation between the bike lane and vehicle lanes by vertical features such as parking or flexible posts. Conflicts between vehicles and bicyclists can still occur at intersections and driveways where vehicles cross the bicycle lane. In some cases, bikeways separated by vehicle parking can decrease the visibility of bicyclists utilizing the bikeway, potentially leading to collisions at intersections. These conflicts areas can be remedied by installing signage affirming right-of-way rules, disallowing right turns on red lights, installing separated turning lanes for vehicles, installing bicycle signals at intersections to separate bicycle and vehicle intersection crossings, and providing educational seminars discussing bicycle safety for the benefit of bicyclists and drivers.

Final project design would consider potential safety features, such as those identified above, to ensure bicyclists are not exposed to undue hazards. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

i. Would the project generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard?

While the project does include bikeway improvements at railroad crossings, the project itself would not generate substantial traffic within the city, although bicycle ridership is expected to increase. Design of proposed bikeways at railroad crossings would include necessary safety features to ensure incidents at the crossing are minimized. This impact would be less than significant, with the incorporation of appropriate design features.

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k. Would the project result in a substantial, though temporary, adverse affect on the circulation system during construction of the project?

The OBMP EIR found potentially significant impacts from construction, as restriping lanes and reconfiguring intersections would result in temporary traffic delays. However, SCA A.8 reduced the impacts to less than significant. Similarly, construction at each project roadway segment would be of very limited duration and would occur in phases throughout the city. Construction would include restriping existing roadways, installing signage, and lane reconfiguration to reduce travel lanes. These activities may require temporary lane closures while the work is completed, and would be timed to occur at off-peak hours to minimize traffic delays. SCA 68(b) (Appendix B) would also ensure construction incorporates appropriate traffic control measures to minimize impacts from traffic delays:

SCA 68(b): Traffic Control Plan

In the event of obstructions to vehicle or bicycle travel lanes, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit.

The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.

Implementation of SCAs would ensure this impact would be less than significant. No impacts beyond those identified in previous environmental documents would occur.

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l. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The OBMP EIR found no impacts to air traffic patterns would occur, as the addition of bikeways would not generate air traffic. The project would include bikeways near the Oakland International Airport, providing additional transportation modes for accessing the airport. However, the project would not increase traffic in the city or increase utilization of the airport. Therefore, the project would not affect air traffic patterns. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

m. A project's contribution to cumulative impacts is considered "considerable" (i.e., significant) when the project exceeds at least one of the thresholds listed above in a future year scenario.

As shown in the analysis provided above, the project would not exceed transportation thresholds or introduce substantial amounts of new traffic to the city. The project would expand the city's bikeway network and increase the safety of bikeways within the city. As the project is built out, future increases in traffic volume would be offset by the increase in utilization of bikeways. Therefore, cumulative impacts would be less than significant and would not be considerable.

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Conclusion

Adherence to and implementation of General Plan policies and actions, the OBMP, and SCAs A.1, A.8 and 68(b) would ensure that the project would not result in significant transportation impacts. The project would have no new or substantially more severe impacts concerning transportation and traffic, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, there are no previously identified significant effects were determined to have a more severe adverse impact than those discussed in previous environmental documents.

17 Tribal Cultural Resources

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 20174 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe?

Analysis in Previous Environmental Documents

The OBMP EIR does not include a discussion of tribal cultural resources.

As of July 1, 2015, California Assembly Bill (AB) 52 of 2014 was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resource Code Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (Public Resource Code Section 21084.3).

Public Resource Code Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed in the jurisdiction of the lead agency.

Project-Specific Impacts

- a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*
- b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1?*

As discussed in Section 5, *Cultural Resources*, Class 2, 3, and 4 bikeways would have no impacts to tribal cultural resources because the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur as part of the project. Therefore, tribal cultural resources would not be disturbed during project implementation. However, the project would implement approximately 18 miles of Class 1 bikeways with the potential to result in impacts to tribal cultural resources.

AB 52 requires that the City send consultation letters to those Native American stakeholders who have requested to be notified. To date, no stakeholders have requested notification.

Although excavation and grading of proposed bikeways is not expected to uncover tribal cultural resources, the possibility for such resources to be encountered cannot be completely ruled out because the Class 1 bikeway alignments may be undeveloped. Implementation of SCAs (refer to SCA 29 and 30, in Section 5, *Cultural Resources*, and Appendix B) would reduce potential impacts to tribal cultural resources to a less-than-significant level by ensuring that any discovery of archaeological resources of Native American origin are appropriately identified and processed, as applicable.

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Conclusion

The project would not result in a substantial adverse change to any tribal cultural resources. Implementation of SCAs would ensure that if any resources of Native American origin are discovered they would be properly evaluated and mitigated. The project would not have a significant impact on tribal cultural resources and there would be no significant off-site or cumulative tribal cultural resource impacts.

18 Utilities and Service Systems

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project:

a. Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new storm water or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Exceed water supplies available to serve the project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
e. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	■	■	<input type="checkbox"/>
f. Violate applicable federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	■	■	<input type="checkbox"/>
g. Violate applicable federal, state and local statutes and regulations relating to energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	■	■	<input type="checkbox"/>
h. Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	■	■	<input type="checkbox"/>

Analysis in the 2007 OBMP EIR

Impacts to cultural resources were analyzed on pages 32 and 33 of the OBMP Initial Study. The OBMP EIR found there would be no impacts to utilities and service systems.

The following describes the analysis included in the previous environmental documents and provides a streamlined review to determine whether there would be project-specific impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-Specific Impacts

- a. *Would the project exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board?*
- b. *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
- c. *Would the project exceed water supplies available to serve the project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects?*
- d. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects?*
- e. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects?*
- f. *Would the project violate applicable federal, state, and local statutes and regulations related to solid waste?*
- g. *Would the project violate applicable federal, state and local statutes and regulations relating to energy standards?*
- h. *Would the project result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects?*

The OBMP EIR found no impacts to utilities and service systems, as the addition of bikeways would not generate wastewater or increase demand for public utilities or services. Similarly, the project would not increase wastewater generation or otherwise increase the need for public utilities or services. The project would not induce population growth to the city. Project construction and operation would not result in the need for the construction of new or expansion of existing wastewater treatment, storm water, water supply, solid waste, or energy facilities. No impacts beyond those identified in previous environmental documents would occur.

NO IMPACT

Conclusion

Project impacts would not require new or altered utility facilities, consistent with previous environmental documents. The project would have no new or substantially more severe impacts, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, no previously identified significant effects were determined to have a more severe adverse impact than those discussed in previous environmental documents.

19 Mandatory Findings of Significance

	Significant Impact	Less than significant or Less than significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Does the project:

- | | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Project-Specific Impacts

- a. *Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Consistent with the findings of the 2007 OBMP EIR, and as discussed in Section 4, *Biological Resources*, the project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in Section 5, *Cultural Resources*, the project would not impact or eliminate important examples of the major periods of California history or prehistory, including archaeological or paleontological resources. As such, the project would not result in impacts peculiar to the project beyond those identified in the 2007 OBMP EIR and subsequent environmental documents.

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- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Conformance with General Plan and OBMP policies and implementation of recommended mitigation measures from the 2007 OBMP EIR and SCAs specified in this document would ensure potential impacts are individually limited and not cumulatively considerable in the context of impacts associated with other pending and planned development projects. As part of the 2007 OBMP EIR, cumulative impacts associated with buildout of the bikeway network were analyzed. The project is consistent with the 2007 OBMP EIR and subsequent documents, and other existing and allowable land uses in the project vicinity are not significantly different than those studied in the cumulative analysis of the 2007 OBMP EIR. The OBMP is a planning document that establishes goals, policies, and objectives for development of bikeways throughout the city. Thus, the impact analyses in the 2007 OBMP EIR effectively constitute cumulative analyses of the approved bikeways in the planning boundaries. The project would not result in significant impacts peculiar to the project area, as indicated in Sections 1 through 18 above. Nearby development would be required to be consistent with the local planning documents, including the General Plan, or mitigation would be required to assess the impacts that were not addressed in the General Plan EIR or 2007 OBMP EIR. Therefore, the project’s consistency with the General Plan and OBMP, and subsequent analysis above in Section 1 through 18 indicate the project would not result in new significant cumulative impacts not addressed in the 2007 OBMP EIR.

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- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, geology and soils, noise, and traffic safety. As detailed in the preceding responses, the project would not result, either directly or indirectly, in substantial adverse impacts related to these

issue areas. The project's effects on regional air quality, transportation/traffic, and geology and soils would be less than significant or analyzed in prior environmental review documents. As discussed in Section 8, *Hazards and Hazardous Materials*, construction and operations on-site would not expose residents or visitors to known hazardous materials. In addition, the generation of noise and vibration from construction activity, as discussed in Section 12, *Noise*, would be reduced to a level that is less than significant by the implementation of SCAs listed therein. Therefore, the project would not have substantial direct or indirect adverse effects on human beings.

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Conclusion

The Let's Bike Oakland Bicycle Master Plan Update is consistent with the development density established by existing zoning, OBMP, and General Plan policies for which previous EIRs were certified. Accordingly, based on the assessments presented the environmental checklist, the project does not require additional environmental review as the impacts:

1. Are not peculiar to the project or the parcel on which the project would be located
2. Were analyzed as significant effects in a prior EIR on the zoning action, general plan, and specific plan, with which the project is consistent where applicable
3. Are not potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan and specific plan
4. Are not previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR

Furthermore, impacts would be reduced mitigated by the imposition of uniformly applied development policies or standards. Accordingly, implementation of the project complies with Section 15183 of the CEQA Guidelines, which determines the requirements for when a Supplemental or Subsequent EIR is necessary for projects consistent with a community plan or zoning code, and no further environmental review is required.

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List of Preparers

Rincon Consultants, Inc. prepared this EIR Addendum pursuant to CEQA Guidelines Section 15183 under contract to Alta Planning + Design, Inc. Persons involved in data gathering analysis, project management, and quality control are listed below.

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Executive Summary

1. Overview

This executive summary provides a summary of the addendum to the *Oakland Bicycle Master Plan Final Environmental Impact Report* (EIR) (State Clearinghouse #2005092011), certified in 2007. The Addendum EIR is prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, Public Resources Code Section 21000, et seq., as amended, and implementing *CEQA Guidelines*, Title 14, Chapter 3, Section 15000, et seq. of the California Code of Regulations. The purpose of the Addendum EIR is to assess any potentially significant impact differences between the proposed Let's Bike Oakland Bicycle Master Plan Update, herein referred to as the "project" or "Let's Bike Oakland," and the previously adopted Oakland Bicycle Master Plan (OBMP) of 2007. More specifically, the Addendum EIR determines whether and to what extent the Final EIR certified in 2007 is sufficient to address the potentially significant impacts of and provide mitigation for the project.

2. Project Title

Let's Bike Oakland Bicycle Master Plan Update

3. Lead Agency Name and Address

City of Oakland
Department of Transportation
250 Frank H. Ogawa Plaza, Suite 4314
Oakland, California 94612

4. Contact Person and Phone Number

Lily Brown
City of Oakland, Department of Transportation
(510) 615-5566

5. Project Location

The project is in Oakland, California, on the eastern shore of the San Francisco Bay. The city encompasses 56 square miles of land and 24 square miles of water; it is bordered by the bay and Oakland Estuary on the southwest, the crest of the Berkley-Oakland Hills on the northeast, and other urban communities and municipalities on the north and south. It also entirely surrounds the municipality of Piedmont. Oakland is situated approximately 5 miles east of San Francisco and 90 miles southwest of Sacramento. Interstates 580, 880, and 80 provide regional access. **Error! Reference source not found.** of the Addendum EIR shows the location of the project site in the

region, and **Error! Reference source not found.** through **Error! Reference source not found.** of the Addendum EIR depict the project area in its neighborhood context.

6. Statutory Authority

CEQA recognizes that between the date an environmental document for a project is completed and the date that project is implemented fully, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is set may change; and/or 3) previously unknown information can arise. Before proceeding with a project, CEQA requires the lead agency to evaluate these changes to determine whether they affect the conclusions in the prior environmental document.

When an EIR has been certified and a project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and Sections 15162, 15163, and 15164 of the *CEQA Guidelines*.

Pursuant to Section 15164(a) of the *CEQA Guidelines*, an addendum to an EIR may be prepared by the lead agency that issued the original EIR if some changes or additions to the project have become necessary, but none of the conditions have occurred that require preparation of a Subsequent EIR as described in Section 15162(a) of the *CEQA Guidelines*. An addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and it needs to be supported by substantial evidence in the record as a whole (Section 15164[e]). The addendum to the EIR need not be circulated for public review, but it may be included in or attached to the Final EIR (Section 15164[c]). The decision-making body must consider the addendum and the EIR prior to making a decision on the project (Section 15164[d]).

7. Background

On December 4, 2007, the Oakland City Council certified and adopted by resolution the Final EIR for the 2007 OBMP (City of Oakland 2007a, 2007b). The OBMP was created to fulfill goals of the Land Use and Transportation Element (LUTE) of the City's General Plan that promote alternatives to private automobile travel. The 2007 OBMP revised the 1999 Bicycle Master Plan and it addresses existing conditions, policy recommendations, bikeways, parking and support facilities, and implementation (including funding).

The certified Final EIR provided a programmatic analysis of the potential impacts of the buildout of the proposed bikeway network. No significant and unavoidable impacts were identified in the Final EIR. Information and technical analyses from the certified Final EIR are referenced throughout this addendum. The entire Final EIR is available for review at the City offices located at 250 Frank Ogawa Plaza, Oakland, California 94612, and online at

<http://www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024597>.

8. Project Description

Let's Bike Oakland Master Plan Update is intended to provide a bicycle network that is well connected, safe, and enjoyable for city residents and visitors. Let's Bike Oakland would update the vision, goals, and policies of the OBMP; document existing conditions and current best practices;

plan a network of high-quality bikeways serving “all ages and abilities;” establish a methodology for measuring the quality and connectivity of bikeways; and develop an action-oriented plan for increasing the overall mode share of bicycle as a means of mobility, decreasing bicyclist crashes, and improving the quality of bikeways. Through implementation of Let’s Bike Oakland and future updates, all city residents should have easy bicycle access to their community and the services and amenities that it offers.

Let’s Bike Oakland includes the following key elements:

- A comprehensive update to the Plan’s vision, goals, and policies
- Robust community engagement, response tracking and incorporation into the OBMP
- Documentation on existing conditions and current best practices
- Planning for a network of high-quality bikeways to serve “all ages and abilities”
- Establishing a methodology for measuring the quality and connectivity of bikeways
- Developing an action-oriented plan with performance measures for increasing bicyclist mode share, decreasing bicyclist crashes, and improving the quality of bikeways

Let’s Bike Oakland would add to the evolution of Oakland’s bicycle planning by adding:

- Recommendations to streamline the project implementation and maintenance process
- The development of a concise plan with a modular format that anticipates and facilitates future, five-year updates of select sections
- Optional tasks that promote design development for priority projects and work to improve Oakland’s data management for bicycle facilities

The project would construct various types of bikeways, including Class 1 bike paths, Class 2 bike lanes or buffered bike lanes, Class 3 bike routes, and Class 4 separated bike lanes. These bikeway types are defined by the California Department of Transportation (Caltrans) as follows:

- **Bicycle Paths (Class 1)** are two-way paths for the exclusive use of bicycles and pedestrians. Class 1 bike paths are set away from the roadway with minimal cross flows by vehicle traffic.
- **Bicycle Lanes (Class 2)** are established along streets by pavement striping and signage, which delineate a portion of the roadway as a one-way bike lane. Buffered Bicycle Lanes (referred to throughout this document as Class 2B) provide separation between vehicle lanes and bicycle lanes by using diagonal or chevron pavement striping between the travel lanes.
- **Bicycle Routes (Class 3)** designate a preferred route for bicycles to travel on local streets. Route signage and optional shared roadway markings (sharrows) are installed to delineate the bike route. Bicycle Boulevards are also shared roadways that prioritize bicycle travel on streets where traffic volumes are low.
- **Separated Bikeways/Cycle Tracks (Class 4)** are one- or two-way protected bike lanes for exclusive use by bicycles, which are physically separated from motor traffic with a vertical feature. This separation is achieved by installing flexible posts, inflexible barriers, on-street parking, or grade separation (Caltrans 2017).

The project also includes improvements to Class 3 bicycle routes defined as follows:

- **Arterial Bicycle Routes (Class 3A)** are designated on arterial streets where Class 2 bike lanes are not feasible, and parallel streets do not provide adequate connectivity. Sharrows, wide curb lanes, and signage define Class 3A routes.

Let's Bike Oakland Bicycle Master Plan Update

- **Bicycle Boulevards (Class 3B)** prioritize through trips for bicyclists by assigning right-of-way (ROW) to travel on the route. Traffic calming measures are often installed to discourage drivers from using Class 3B boulevards.

The Addendum to the Final EIR for the OBMP addresses the potential impacts of the project, including the proposed bikeway network and proposed upgrades to existing bikeways. Class 3 bicycle route upgrades are composed of signage and striping on existing roadways, and do not require significant roadway modifications. In and of themselves, Class 3 projects would be categorically exempt from CEQA per Sections 15301(c) and 15304(h), but these projects are included in this EIR to avoid “piecemealing” under CEQA and to analyze cumulative impacts. Class 1 bicycle path projects are conceptual until the design phase is complete; therefore, the Addendum EIR contains a program-level analysis of proposed Class 1 bicycle paths, consistent with the 2007 EIR. For the purposes of the Addendum EIR, only Class 2 and Class 4 bicycle projects are analyzed in detail. **Error! Reference source not found.** of the Addendum EIR lists all bicycle improvement projects in the city that the Addendum EIR analyzes. These bikeways are also shown in Figures 2 through 6 of the Addendum EIR. **Error! Reference source not found.** of the Addendum EIR contains a list of existing bikeways in the city.

Error! Reference source not found. of the Addendum EIR provides a list of Class 1 bikeways included in the Let’s Bike Oakland Bicycle Master Plan Update that will require either separate environmental review or that have already undergone environmental review. While these Class 1 bikeways are not analyzed in the Addendum EIR, they are shown in Figures 2 through 6 of the Addendum EIR.

Table A provides the total length of proposed and existing bicycle facilities within the city based on facility classification. Full buildout of the project would add approximately 116 miles of bikeways, resulting in a total bicycle network of approximately 282 miles. Of the approximately 166 miles of existing bikeways, approximately 75 miles would be upgraded.

Table A Summary of Existing and Proposed Bikeway Network

Bikeway Type	Existing Facilities (miles)	Proposed Facilities (miles)	Total Facilities with Project (miles)
Class 1 – Bicycle Path	28.1	24.8 ¹	52.4
Class 2 – Bicycle Lane	52.9	23.1	38.5
Class 2B – Buffered Bicycle Lane	17.0	50.3	66.0
Class 3 – Bicycle Route	40.6	5.8	16.1
Class 3A – Arterial Bicycle Route	13.9	-	- ³
Class 3B – Bicycle Boulevard	10.2	64.1	118.3
Class 4 – Separated Bikeway/Cycle Track	1.1	51.3	52.4
Total Mileage	163.8	219.4	343.7²

¹ This distance includes all Class 1 facilities that are part of the project; although some of these Class 1 bikeways are not analyzed within this Addendum EIR, as described above in **Error! Reference source not found.**

² Difference due to not double counting existing facilities proposed to be upgraded.

³ Arterial Bike Route classification is being removed. Existing facilities will be reclassified as Class III Bicycle Routes if not upgraded.

Construction

Construction activities would vary in intensity depending on the type of bikeway to be created.

- Class 1 bicycle paths would entail site preparation, paving, and striping of an approximately 14-foot-wide path in City ROW, on school campuses, in or between parks, or along waterfronts.
- Class 2 and 2B facilities would entail striping of bicycle lanes on existing streets, with specific signage and stencils designating the lane for use by bicyclists. Most of the proposed bikeways would be on-street bikeways and would be constructed within the curb-to-curb width of existing streets.
- Class 3 bicycle routes would include painting bicycle route signage onto existing roadways and installing signage along the route on existing or new poles in the City's ROW.
- Class 4 separated bikeways, like Class 2 and 2B facilities, would involve restriping existing streets to accommodate the separated bikeway and adjusted location of vehicle travel lanes and/or vehicle parking. Class 4 bikeways would also require the installation of vertical barriers between the bikeway and vehicle lanes, such as flexible posts or inflexible barriers, subject to final design of each proposed Class 4 bikeway.
- Classes 2, 2B, 3, and 4 bikeways would require temporary lane closures during construction for work in the roadway.
- Classes 2, 2B, and 4 bikeways may also require lane reconfiguration of certain roadway segments. Lane reconfigurations would reduce the number of vehicle travel lanes on a roadway segment to accommodate the required spacing for the proposed bicycle lanes within the roadway, typically from four total lanes (two lanes in each direction) to two total lanes (one lane in each direction).

9. Other Public Agencies Whose Approval is Required (e.g., Permits, Financing Approval, or Participation Agreement)

The City of Oakland is the lead agency with responsibility for approving the project. Approval from other public agencies is not required.

The project would require the following discretionary approvals from the City of Oakland pending final design of each proposed bikeway:

- Design and Site Development review
- Tree Removal Permit for removal of protected trees
- National Pollution Discharge Elimination System Permit for new construction projects that encompass more than one acre of ROW
- Creek Protection Permit

There may be other permits required based on the analysis contained in this document. In addition to the discretionary approvals and permits listed above, the project would also require ministerial encroachment permits for work in the City's ROW.

10. Environmental Checklist Analysis within the Addendum EIR

Pursuant to CEQA Guidelines Section 15183, CEQA mandates that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified may not require additional review unless there may be project-specific effects that are peculiar to the project or site that were not adequately addressed in the EIRs for the General Plan or OBMP. In approving a project meeting the requirements of CEQA Guidelines Section 15183, a public agency shall limit its examination of environmental effects to those the agency determines, in an Initial Study or other analysis that:

1. Are peculiar to the project or the parcel on which the project would be located
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR

The purpose of the Addendum EIR is to assess consistency between the project, General Plan, and the OBMP, and to compare the project with the effects above to determine if additional environmental review is required under CEQA in accordance with CEQA Guidelines Section 15183.

It should be noted that while the City provides an extensive list of Standard Conditions of Approval (SCAs), not all are applicable to every project, and only applicable SCAs to the project would be required to be implemented. Additionally, it should be noted that the City no longer uses level of service (LOS) as a metric for analyzing transportation impacts. LOS has been replaced with vehicle miles travelled (VMT); however, LOS is still described in this document as it was used in the 2007 OBMP EIR. SCAs and mitigation measures within the OBMP EIR are included in Table 4 of the Addendum EIR.

The project's revisions to the OBMP are similar to and consistent with previously adopted City policy documents, which have undergone review pursuant to CEQA, resulting in the certified/adopted environmental documents listed below:

- OBMP EIR (2007)
- LUTE EIR (1998)

Collectively, these are referred to as "previous environmental documents."

Aesthetics

Impacts to aesthetics were analyzed on pages 15 and 16 of the OBMP Initial Study (attached to the 2007 OBMP EIR as Appendix A). The OBMP EIR found there would be no impacts to aesthetics. The project would not result in new above-grade construction, physical changes to existing roadways, the installation of lights or reflective materials, the creation of shadows, or the construction of physical structures that would create wind speeds. The project would not require an exception or

variance to the General Plan, Planning Code, or Uniform Building Code for the provision of adequate light.

Class 1 bikeway projects would undergo design review and site development review as described in the Oakland Municipal Code, which helps ensure appropriate design and compatibility with its surroundings and with the General Plan policies intended to protect and enhance the visual character of the project area. Accordingly, proposed Class 1 bikeways would not substantially degrade the existing visual character or quality of the site and its surroundings beyond what was analyzed in previous environmental documents. Class 2, 3, and 4 bikeways would be constructed on existing roadways and would not require design review. Therefore, project impacts to scenic vistas, lighting, shadows, and glare would be consistent with the findings of the previous environmental documents.

Agriculture and Forestry Resources

Impacts to agriculture and forestry resources were analyzed on page 17 of the OBMP Initial Study. The OBMP EIR found there would be no impacts to agriculture and forestry resources. Proposed bikeways are in an urbanized area; the city is designated as Urban and Built Up Land with no agricultural land or Williamson Act contracts within city boundaries. The project would not convert farmland or change agriculture resources to a non-agricultural use, alter the land use of the project area, or cause land to be rezoned or otherwise converted. No impacts would occur.

Air Quality

Impacts to air quality were analyzed on pages 4.B-10 through 4.B-13 of the OBMP EIR, and page 18 of the OBMP Initial Study. The OBMP EIR concluded no impacts for conflicts with an air quality plan and less than significant impacts to objectionable odors. Remaining air quality impacts discussed on pages 4.B-1 to 4.B-13 of the OBMP EIR found that impacts from operational emissions and toxic air contaminants would be less than significant, and impacts from construction emissions would be less than significant with incorporation of SCA 19 regarding dust control measures.

The project would not result in new construction or physical changes that would conflict with growth assumptions, induce population growth, construct stationary sources that would emit TACs, or generate new vehicle trips. The project would support the primary goals of the 2017 Clean Air Plan to reduce emissions, as well as transportation (TR) control measures. Construction air quality impacts would be less than significant with implementation of the SCA 19 Dust Control Measures.

The project would construct Class 1 bicycle paths, which would occur off of roadways and would not impact motor vehicle operations by creating congestion or result in new motor vehicle trips. Proposed Class I bikeways would take private vehicles off of the road and have a beneficial impact on air quality. The Bay Area Air Quality Management District (BAAQMD) supports the construction of bikeways as a means of reducing motor vehicle trips and associated emissions. Therefore, the project would have a beneficial impact on air quality by reducing motor vehicle trips from area roadways, which would reduce vehicle emissions. The project would not exceed BAAQMD screening criteria; therefore, it would not expose sensitive receptors to substantial pollutant concentrations.

Some of the proposed bikeways would reduce the number of travel lanes or remove continuous two-way center turn lanes to make space for bicycle travel, which could cause localized, elevated levels of carbon monoxide (CO), or “hotspots.” CO concentrations at the “worst case” intersection would be well under the State 1-hour and 8-hour standards. The project would not create new CO hotspots. Odors generated during construction of the project would be temporary over a short time

along bikeway alignments. No permanent stationary equipment is proposed that would generate odors. The project would comply with all applicable City and BAAQMD standards. The project would have no new or substantially more severe impacts to air quality.

Biological Resources

Impacts to biological resources were analyzed on page 19 of the OBMP Initial Study. The EIR found there would be no impacts to biological resources. Class 2, 3, and 4 bikeways would be constructed on existing roadways which would not modify habitat for special-status species, impact sensitive natural communities, impact wetland habitats, disrupt wildlife movement corridors, impact city trees, or impact creeks. No impacts beyond those previously analyzed would occur.

Portions of Class 1 bikeways that would extend into previously undisturbed areas have the potential to result in impacts to special-status species, riparian and sensitive natural communities, wetlands, city trees, and protected creeks. SCAs 26, 27(b), and 28 for special-status species protection are designed to and will substantially mitigate environmental effects to bird species and sensitive tree species that provide habitat for special-status species. SCA 44 requires erosion and sedimentation control measures would ensure that the project would have no impact on wetlands.

Implementation of SCAs 27(a) and 27(c) would ensure that tree removal would be consistent with the City's Tree Protection Ordinance and obtain a tree permit if necessary. Implementation of SCA 54, in combination with state regulations, would ensure that construction of Class 1 bikeways would be consistent with the City's Creek Protection Ordinance and impacts would be less than significant. With incorporation of the SCAs 26, 27(a), 27(b), 27(c), 28, and 54, the project would have no new or substantially more severe impacts to biological resources.

Class 1 bikeway projects that would disturb at least one acre would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to the initiation of grading and implemented for all construction activity on the project site. The SWPPP would include specific Best Management Practices which may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets, and soil stabilizers.

Class 1 bikeways have the potential to result in impacts to wildlife movement corridors. Wildlife movement corridors in the City include lands near and adjacent to Lake Merritt and San Francisco Bay. Proposed Class 1 bikeways would be located in previously developed or disturbed areas generally along existing roadways and would not interfere with these two wildlife movement corridors. There would be no impact.

The project is not located in an area with a habitat conservation plan, natural community plan, or other approved state, regional, or local habitat conservation plan area. However, some proposed trail alignments are located in the City of Oakland's Estuary Policy Plan (1999) in a defined estuary planning area. As required, the project would comply with goals and policies set forth in the Estuary Policy Plan, shown in **Error! Reference source not found.** of the Addendum EIR. No impacts beyond those previously analyzed would occur.

Cultural Resources

Impacts to cultural resources were analyzed on page 20 of the OBMP Initial Study and that found that there would be no impact to cultural resources. Class 2, 3, and 4 bikeways included as part of the project would not impact historic, archaeological, or paleontological resources, or human remains, as the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur.

Proposed Class 1 bikeways have the potential to impact known historic resources since they would occur off paved ROW. However, the proposed Class 1 bikeways have been designed to bypass existing structures, including historic resources, and would not directly affect any such resources. Historic resources would not be modified as part of the project.

Proposed Class 1 bikeway projects that would require ground disturbance for grading, underground drainage, or wiring could adversely affect archaeological resources, paleontological resources, and/or human remains. Implementation of SCAs 29, 30, and 31 would ensure that construction of Class 1 bikeways would not affect previously undiscovered archaeological resources, paleontological resources, and/or human remains by requiring proper handling, proper treatment, and pre-construction measures in areas of high archaeological sensitivity.

As discussed in the OBMP EIR the project would not impact historical resources. SCAs 29, 30, and 31 would be implemented to reduce impacts to archaeological and paleontological resources, as well as human remains to less than significant levels. Accordingly, the project would have no new or substantially more severe impacts to cultural resources.

Geology and Soils

Impacts to geology and soils were analyzed on pages 20 and 21 of the OBMP Initial Study. The OBMP EIR found that there would be no impacts to geology and soils. The project would not involve physical changes that would increase the number of people exposed to geological and soils hazards. With implementation of General Plan policies, ground shaking impacts would be less than significant. The project would not result in erosion, loss of topsoil, or expansive soils; expose additional people or structures to the risk of unstable soils; or result in an adverse impact related to soils incapable of supporting septic tanks or alternative wastewater systems. Construction would be conducted in compliance with the Oakland Municipal Code and would incorporate SCAs (provided in **Error! Reference source not found.** of the Addendum EIR) as necessary. For these reasons, the project would have a less than significant impact and no impacts beyond those identified in previous environmental documents would occur.

Greenhouse Gas Emissions

The OBMP EIR did not include a discussion of greenhouse gas (GHG) emissions.

Project construction would generate temporary short-term GHG emissions. BAAQMD CEQA Air Quality Guidelines (2017) have no thresholds for determining plan level impacts from construction emissions. Any short-term construction impacts would be offset by the long-term reduction of GHG emissions from increased bicycling and reduced vehicle use. Therefore, construction GHG impacts would be less than significant.

Overall the project would reduce long-term emissions by promoting bicycling, taking vehicles off of the roadway, and providing a more connected bicycle network. However, operational emissions include energy use from trail lighting. The project would be consistent with control measures TR2 Trip Reduction Programs and TR9 Bicycle and Pedestrian Access Facilities from the 2017 Clean Air Plan and would not hinder implementation of Plan measures. In addition, the project would not increase the population in the city; therefore, project VMT would not exceed the rate of an increase in population from the project. Impact on criteria pollutants would be less than significant.

The project would comply with all applicable state and City standards for GHG emissions reduction, as well as all applicable control measures in the 2017 Plan. The project would have a significant impact on GHG emissions and there would be no significant off-site or cumulative GHG impacts.

Hazards and Hazardous Materials

Impacts to hazards and hazardous materials were analyzed on pages 21 and 22 of the OBMP Initial Study. The OBMP EIR found there would be no impacts to hazards and hazardous materials. The project would not result in physical changes to roadways that would alter hazardous material transport routes, increase exposure to hazardous materials, or store or use hazardous materials. Limited quantities of miscellaneous hazardous substances would be brought onto the site during construction. Compliance with applicable federal and state environmental and workplace safety laws, General Plan Policies, and SCAs would result in less than significant impacts.

Project construction and operation would not increase the exposure of people to existing off-site hazardous materials, create a significant hazard to the public environment, or pose a safety hazard for people residing or working in the area. Modifications to existing roadways would not alter emergency access routes on any streets within the city or impair implementation of or otherwise interfere with emergency response or evacuation plans. No changes to emergency response plans would be required. While the project area is intermixed with and adjacent to wildlands, the project would not introduce new receptors to the area, or otherwise cause an increase in exposure to wildland fires. The project would have no new or substantially more severe impacts regarding hazards and hazardous materials.

Hydrology and Water Quality

Impacts to hydrology and water quality were analyzed on pages 23 and 24 of the OBMP Initial Study. The OBMP EIR found that there would be no impacts to hydrology and water quality. The project consists of adding bikeways to existing roadways, with only minor ground disturbances for the installation of Class 1 bikeway facilities. Construction may result in minor cases of erosion; however, SCA 44 would ensure no significant impacts would occur. Project construction and operation would not use surface or groundwater supplies or generate wastewater. Therefore, the project would not deplete groundwater supplies substantially or result in the violation of water quality standards.

Because project construction would not involve substantial amounts of cut and fill, the project would not affect flood hazard areas. The project would not alter the existing drainage pattern of city roadways or increase impervious surfaces throughout the city. No increases in flooding or runoff would occur, nor would the project increase sources of polluted surface runoff. The project would not introduce people or structures to a significant flood risk, including seiche, tsunami, or mudflows.

The project would not degrade water quality by introducing new pollutants, discharging pollutants, modifying the natural flow of existing waters, depositing material into creeks, or otherwise endanger public health and safety. The project would have no new or substantially more severe impacts to hydrological resources and water quality.

Land Use and Planning

Impacts to land use and planning were analyzed on pages 24 and 25 of the OBMP Initial Study. The OBMP EIR found that there would be no impacts to land use and planning. The project would not require rezoning and would not change the land use designation of any areas in the city nor would the addition of bikeways alter the land use or zoning of surrounding parcels. The project would improve the bikeway network throughout the city and increase the connectivity between neighborhoods and would not physically divide an established community. The project would be consistent with applicable land use plans, policies, and regulations, and would help implement the

adopted City and regional goals that promote multimodal transportation. No impacts beyond those identified in previous environmental documents would occur.

Mineral Resources

Impacts to mineral resources were analyzed on pages 25 and 26 of the OBMP Initial Study. The OBMP EIR found there would be no impacts to mineral resources. Project construction near City's one active quarry (proposed Class 1 segment: Leona Quarry Path from Edwards Avenue to Kuhnle Avenue) would not affect operation of the quarry or otherwise affect its ability to extract mineral resources. Therefore, the project would not result in the loss of availability of a known mineral resource of value to the residents of the state and the region, nor would it result in loss of a locally important mineral resource recovery site. No impacts beyond those identified in previous environmental documents would occur.

Noise

Impacts to noise were analyzed on pages 26 through 28 of the OBMP Initial Study. The OBMP EIR found that noise impacts would be less than significant with the incorporation of mitigation measure 11d. Construction duration for proposed bikeways and bikeway upgrades would be very limited, and is not expected to generate excessive noise. Mitigation Measure 11d from the 2007 OBMP EIR, along with SCAs 58 and 59, would ensure construction noise standards set forth in the Oakland Noise Ordinance are not violated and impacts are less than significant.

Project construction that may involve vibration-emitting equipment and would be very limited in duration. Per Section 17.120.060 of the Oakland Municipal Code, which exempts temporary construction from the city's vibration standard, any construction vibration from the project would be less than significant. Project operation would not involve new substantial sources of groundborne vibration. Therefore, the project would have a less than significant impact from groundborne vibration.

The project does not involve the creation of new stationary noise receptors or new stationary noise generators. Noise from proposed bikeway use themselves would be minimal and the project would not lead to a substantial or measurable increase in vehicle travel. The project would include bikeways located in the Oakland Airport land use area, but it does not include residences or employment-generating facilities and, the project would not generate a substantial amount of noise.

With the implementation of applicable mitigation measures and the SCAs 58 and 59, the project would not increase substantially the permanent ambient noise levels or vibrations in the project vicinity above existing levels. The project would have no new or substantially more severe impacts to noise.

Population and Housing

Impacts to population and housing were analyzed on pages 28 and 29 of the OBMP Initial Study. The OBMP EIR found that there would be no impacts to population and housing. The project would increase connectivity between neighborhoods, and between residential and commercial areas. The project would not introduce new population growth to the city, displace housing, or require the construction of new housing. No impacts beyond those identified in previous environmental documents would occur.

Public Services

Impacts to public services were analyzed on page 30 of the OBMP Initial Study. The OBMP EIR found that there would be no impacts to public services. As stated previously, the project would not induce population growth in the area. Therefore, added bikeways would not result in the need for new or expanded fire protection, police protection, school, or other public facilities. No impacts beyond those identified in previous environmental documents would occur.

Recreation

Impacts to recreation were analyzed on pages 30 and 31 of the OBMP Initial Study. The OBMP EIR found that there would be less than significant impacts to recreation. The addition of bikeways would not induce population growth, although it would increase access to local parks and recreational facilities. However, this increased access would not substantially deteriorate existing park facilities as no new populations would be introduced to the area. Impacts of the project would not require new or altered recreational facilities, but would expand and improve recreational opportunities by providing additional facilities for cycling, walking, and jogging. The project would have no new or substantially more severe impacts concerning recreational resources.

Transportation/Traffic

Impacts to transportation and traffic were analyzed on pages 4.A-1 through 4.A-27 of the OBMP EIR. The OBMP EIR found that impacts from on-street bikeways (Class 2, 3, and 4), pedestrian facilities, existing bikeways, bicycle support facilities, bicycle education programs, and OBMP policies would be less than significant, and impacts from off-street bikeways (Class 1), travel lane removals, transit service, construction, and cumulative would be less than significant with the incorporation of SCAs A.1 and A.8; and Mitigation Measures A.3a, A.4a, and A.12a.

The project would improve the safety and performance of the bicycle network throughout the city. Design of the project would ensure other aspects of the circulation system, including transit routes and pedestrian facilities, do not experience safety or performance conflicts beyond those already existing. Final project design would consider potential safety features to ensure bicyclists are not exposed to undue hazards. Design of proposed bikeways at railroad crossings would include necessary safety features to ensure incidents at the crossing are minimized.

The project would not require modification or removal of existing pedestrian facilities and is not expected to alter transit ridership. However, the redesign of roadway segments would potentially require relocation of transit stops, and the removal of travel lanes on streets with transit stops. This is not anticipated to disrupt transit services, as transit stops would not be removed as part of the project. Mitigation Measure A.3a requires the design of travel lane removals to maintain acceptable LOS at affected intersections.

Per the *Technical Advisory on Evaluation Transpiration Impacts in CEQA* (Office of Planning and Research 2018), projects that would add bicycle lanes to existing roadways, construct Class 1 bike paths, and reduce through lanes would not lead to a substantial or measurable increase in vehicle travel and do not require a VMT analysis. Additionally, active transportation projects and roadway projects that reduce roadway capacity are generally known to reduce VMT and thus have less than significant impacts on transportation.

Construction at each project roadway segment would be of very limited duration and would occur in phases throughout the city. SCA 68(b) would ensure construction incorporates appropriate traffic control measures to minimize impacts from traffic delays.

The project would include bikeways near the Oakland International Airport, providing additional transportation modes for accessing the airport. However, the project would not increase traffic in the city or increase utilization of the airport. Therefore, the project would not affect air traffic patterns.

Adherence to and implementation of General Plan policies and actions, the OBMP, and SCAs A.1, A.8 and 68(b) would ensure that the project would not result in significant transportation impacts. The project would have no new or substantially more severe impacts concerning transportation and traffic.

Tribal Cultural Resources

The OBMP EIR does not include a discussion of tribal cultural resources. AB 52 requires that the City send consultation letters to those Native American stakeholders who have requested to be notified. To date, no stakeholders have requested notification. Excavation and grading of proposed bikeways is not expected to uncover tribal cultural resources; however, implementation of SCAs 29 and 30 would reduce potential impacts to previously undiscovered tribal cultural resources to a less than significant level. The project would not have a significant impact on tribal cultural resources and there would be no significant off-site or cumulative tribal cultural resource impacts.

Utilities and Service Systems

Impacts to cultural resources were analyzed on pages 32 and 33 of the OBMP Initial Study. The OBMP EIR found there would be no impacts to utilities and service systems. The addition of bikeways would not generate wastewater or increase demand for public utilities or services as the project would not induce population growth to the city. Project impacts would not require new or altered utility facilities. The project would have no new or substantially more severe impacts to utilities and service systems.

Mandatory Findings of Significance

As described above, project impacts would be consistent with the findings of the previous environmental documents. Compliance with applicable General Plan policies, SCAs, and city design guidelines would ensure the project would result in less than significant impacts. The project would have no new or substantially more severe impacts, nor would there be any potentially significant off-site impacts, cumulative impacts, or previously identified significant effects not discussed in previous environmental documents. Also, there are no previously identified significant effects determined to have a more severe adverse impact than those discussed in previous environmental documents.

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LET'S OAKLAND

2019 OAKLAND BIKE PLAN



City of
Oakland

Department of
Transportation

LET'S OAKLAND

ACKNOWLEDGMENTS

Funding for *Let's Bike Oakland* was provided by the Alameda County Transportation Commission



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THE VISION

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Vision statement, the equity framework, and policies and goals

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What we heard and OakDOT's collaboration with 6 community partners



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and supporting
programs that invest
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RECOMMENDED BICYCLE PROJECTS

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comfortable, and
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network

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[Online Map Tool Input](#)



Photo: Clane Gessel Photography





Oakland will be a bicycle-friendly city where bicycling provides **affordable, safe, and healthy mobility** for all Oaklanders.

New projects and programs will work to enhance existing communities and their mobility needs.

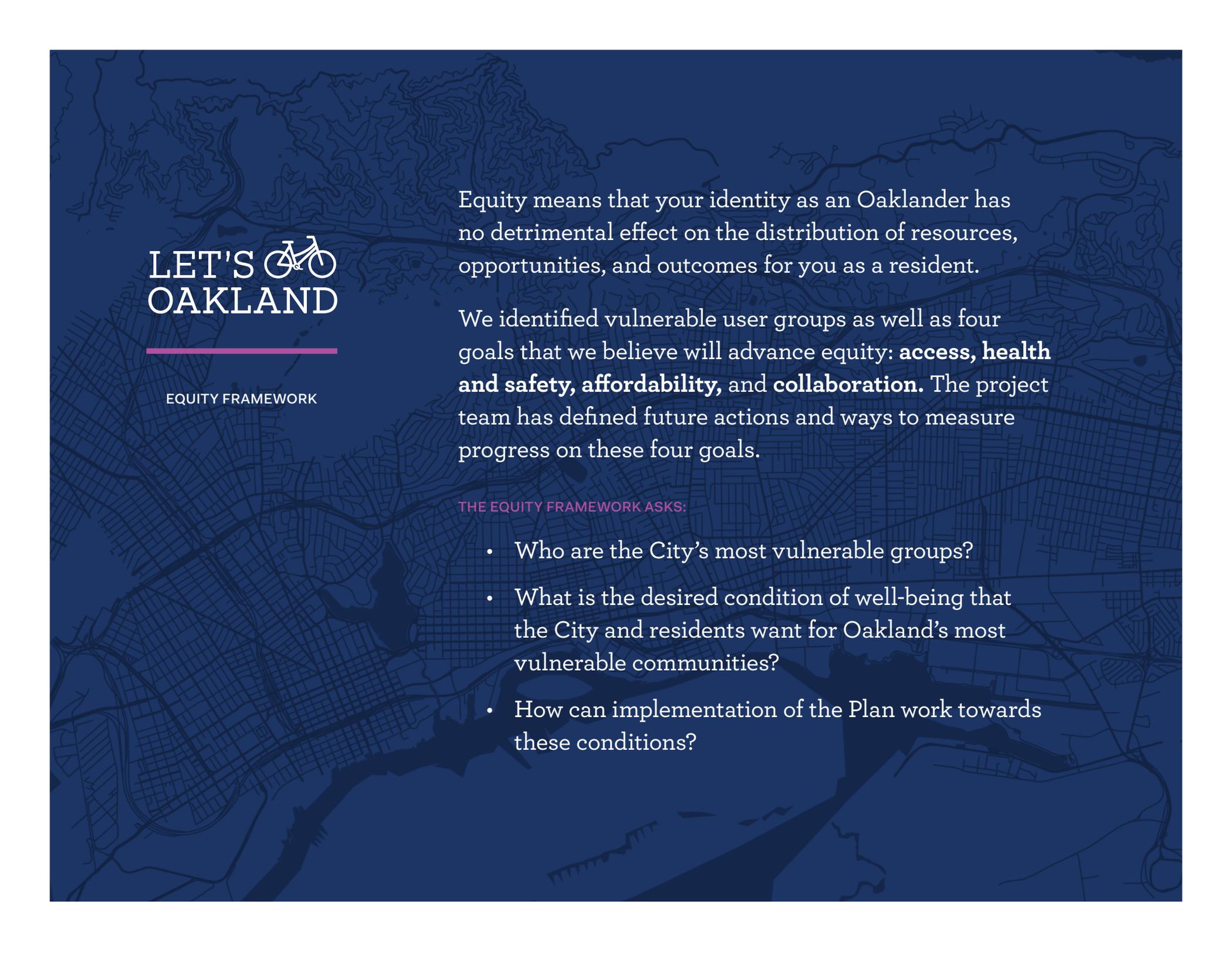
01

The Vision



This Plan's New Approach

- **A representative survey** to learn about Oaklanders' experience biking
- **An Equity Framework** to guide plan analysis, plan recommendations and engagement
- **New engagement strategies** including partnering with community-based organizations to reach underrepresented Oaklanders, host community workshops, and help guide the plan recommendations
- **New outreach strategies** including the use of a digital engagement tools and in-person mobile workshops to meet people where they're at, across the city



LET'S OAKLAND

EQUITY FRAMEWORK

Equity means that your identity as an Oaklander has no detrimental effect on the distribution of resources, opportunities, and outcomes for you as a resident.

We identified vulnerable user groups as well as four goals that we believe will advance equity: **access, health and safety, affordability, and collaboration**. The project team has defined future actions and ways to measure progress on these four goals.

THE EQUITY FRAMEWORK ASKS:

- Who are the City's most vulnerable groups?
- What is the desired condition of well-being that the City and residents want for Oakland's most vulnerable communities?
- How can implementation of the Plan work towards these conditions?



Focusing on Disadvantaged Groups

Some groups of Oaklanders face greater vulnerabilities and disparities in the transportation system.

The more groups a person identifies with, the greater the disparity.

These groups include:

- People of color
- Women
- People of no- and low-income
- People with limited English proficiency
- People with disabilities
- Children and seniors
- Single parents
- People who don't own cars or do not drive



“

Bicycling is about more than just commuting. It has a wide array of uses and benefits.”

OUTDOOR AFRO LISTENING
SESSION PARTICIPANT





GOAL

Access

Let's Bike Oakland will support increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, bus stops and BART.

ASKING THE RIGHT QUESTIONS

- Does the Plan prioritize the needs and trip patterns of vulnerable users?
- Does the Plan address barriers so that vulnerable populations can take part in or enjoy the improvements?
- Does the Plan help support and not impede public transit service?
- Does the Plan serve people with disabilities?

HOW DO WE MEASURE PROGRESS?

- Increase the density of low-stress bikeways so that 90% or more of Oakland lives within 1/4 mile of a low stress bikeway
- Double the overall share of bicycle commuters from 5% to 10%
- Increase share of women bicycle commuters to at least 50% of all bicycle commuters





OBJECTIVE

ACTIONS

<p>A Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations</p>	<ol style="list-style-type: none"> 1 Build low-stress bicycle facilities that provide access to local destinations in every neighborhood in Oakland. 2 Increase the supply of bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices. 3 Evaluate the potential to combine transportation-impact fees for new developments within the same neighborhood to provide continuous, high-quality bicycle facilities.
<p>B Address barriers so that vulnerable populations can take part in the improvements</p>	<ol style="list-style-type: none"> 1 Work to increase local bicycle businesses owned by people of color in underserved neighborhoods, consistent with the City's Economic Development Strategy (2018-2020). 2 Provide fix-it and hydration stations at all OPL branches. 3 Provide free basic bicycle maintenance training and bicycle tool lending at Oakland Public Library (OPL) branches to empower Oaklanders to fix bicycle issues for minimal cost. 4 Make OPL branches neighborhood bike shops by adding staff positions as bike mechanics. OPL will act as a small business incubator to provide skills and job experience.
<p>C Support public transit service</p>	<ol style="list-style-type: none"> 1 Design bikeways that provide first and last mile connections to transit. 2 Work with AC Transit to increase the percentage of its fleet with racks that accommodate three bicycles. 3 Install more secure, long-term bicycle parking at Oakland's BART stations, Amtrak stations, transit center, and ferry terminal.
<p>D Reduce travel times for low-income households</p>	<ol style="list-style-type: none"> 1 Increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2025.
<p>E Prioritize the needs and trip patterns of vulnerable populations</p>	<ol style="list-style-type: none"> 1 Prioritize the construction of bikeways that address disparities and close gaps in the bicycle network between neighborhoods.
<p>F Serve people with disabilities</p>	<ol style="list-style-type: none"> 1 Ensure that bikeway designs do not create additional barriers for people with disabilities. 2 Expand bike share opportunities for people with physical disabilities.



GOAL

Health & Safety

Let's Bike Oakland will empower Oaklanders to live a more active lifestyle by providing a network of safe and comfortable bikeways for everyone to enjoy.

ASKING THE RIGHT QUESTIONS

- Will the Plan help reduce crashes and fatalities while increasing opportunities for physical activity among vulnerable populations?
- Will the Plan help address discrimination or racially-biased policing?
- Does the Plan help reduce air pollution, asthma rates, and greenhouse gas emissions within vulnerable populations?

HOW DO WE MEASURE PROGRESS?

- Eliminate severe and fatal bicyclist injuries on Oakland streets
- Increase percentage of K-12 students receiving bicycling education
- Increase outreach and education events in disadvantaged neighborhoods by 20%
- Decrease police stops for people biking in Oakland and percentage of stops of people of color by 50%





OBJECTIVE

ACTIONS

A Reduce bicycle crashes through safe and comfortable bikeways

- 1 Prioritize quick implementation of bicycle facilities on Oakland's high-injury network to rapidly address known safety issues.
- 2 Adopt bikeway design guidelines that guide planners and engineers in designing streets with separation between bicyclists and drivers.
- 3 Fund safety education programs for both people driving and people biking that encourage safe behaviors.
- 4 Adopt a City Council resolution authorizing school zone speed limits as low as 15 MPH.

B Promote an active lifestyle that includes bicycling

- 1 Dedicate City staff to develop an open streets program, such as Oaklavia, that encourage Oaklanders to walk and bike together on city streets.
- 2 Fund programs that incorporate bicycling into physical education programs at Oakland Unified School District schools.

C Reduce air pollution, asthma rates, and greenhouse gas emissions

- 1 Build a bicycle network that encourages Oaklanders to chose modes of transportation other than driving by providing low-stress facilities and integrating bikes with transit.
- 2 Achieve a 20% reduction in vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, bicycling, and using transit, consistent with the City's [Energy and Climate Action Plan \(2018\)](#).

D Eliminate discrimination or racially-biased policing of bicyclists

- 1 Continue annual release of police stop data and break out police stops by mode: motor vehicle, bicycle, and pedestrian. Include stop data in all annual bicycling reports, reporting disparities in stops by race and sex.
- 2 Analyze police stop data with added reasons that stops were made. Adopt changes to operational policies that help reduce disparities in who is stopped by Oakland Police while biking.
- 3 Convene conversations about bicycle stops with the Oakland Police Department, Department of Race and Equity, Bicycle and Pedestrian Advisory Commission (BPAC) policing subcommittee, and community partners, based on annual police stop data. Explore racial biased metrics for officers to be used in performance reviews and non-punitive approaches to safety enforcement.
- 4 Configure Oak311 to allow residents to report non-emergency bicycle collisions and near misses for instances that do not need immediate Police attention.



GOAL

Affordability

Let's Bike Oakland will work to reduce the burden of household transportation costs.

ASKING THE RIGHT QUESTIONS

- Does the Plan help reduce the burden of transportation costs?
- Is it likely to reduce transportation costs in the long run (e.g. by reducing the need for vehicle ownership or for parking in new developments)?

HOW DO WE MEASURE PROGRESS?

- Increase the density of low-stress bikeways so that 90% or more of Oakland lives within 1/4 mile of a low stress bikeway
- Household transportation costs for Oaklanders decreases or remains stable
- All major transit stops are connected by bicycle facilities





OBJECTIVE

ACTIONS

A Reduce the overall household costs for all Oaklanders

- 1 Build a bicycle network that provides low-stress bicycle facilities for people in low-income neighborhoods, encouraging the use of bicycling as low-cost transportation.
- 2 Build bikeways that provide first and last mile connections to public transit stations and major bus stops.

B Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments

- 1 Update the Oakland Planning Code to eliminate parking minimums.
- 2 Revise menu of Transportation Demand Management options to include bike share passes, fix-it stations, and hydration stations.
- 3 Update Oakland's Bicycle Parking Ordinance to determine whether they reflect the type and quantity of parking needed in new developments and major renovations.
- 4 Update the Oakland Planning Code to require end-of-trip-facilities, such as showers and changing rooms, in major non-residential developments.
- 5 Revise menu for affordable housing developer options to include discounts for bike sharing or bike purchase from local bike shops.



GOAL

Collaboration

Let's Bike Oakland will foster an increased role for the community in the planning process and improve trust that the City will fulfill its promises.

ASKING THE RIGHT QUESTIONS

- Do vulnerable people have confidence that the government will build what they ask?
- Does government follow through?
- Do vulnerable populations feel like they have adequately participated in the City's plans?
- Were community members consulted from the beginning and throughout the planning process?

HOW DO WE MEASURE PROGRESS?

- City follows outreach guidelines for every major implementation project
- Increase outreach and education events in disadvantaged neighborhoods by 20%
- Conduct and publish results of citywide bicycling survey and all project specific studies





OBJECTIVE

ACTIONS

A Increase the participation of vulnerable groups through the planning process

- 1 Work with community-based organizations to host more outreach events and interact with more people as part of future planning processes.
- 2 Ensure project-based outreach for any Plan recommendations follows inclusive public engagement practices and that all project and program materials are translated.
- 3 Track demographic information at education and outreach events and compare with the demographics of Oakland as a whole.

B Government follows through on project commitments

- 1 Dedicate a percentage of the transportation impact fee program to the implementation of bikeway projects.
- 2 Coordinate the implementation of bicycle facilities with the City's paving program to deliver bicycle enhancements cost effectively and improve roadway condition.
- 3 Develop a maintenance plan that specifies timeline for repainting of roadway markings, sweeping equipment and schedule, specifications for vertical elements, and opportunities for coordination with paving projects.
- 4 Pursue funding for additional staff resources to follow through with community projects.

C Oaklanders believe the City will build what they ask for

- 1 Implement short-term, high visibility bicycle projects in collaboration with community-based organizations that can be applied throughout the Town.
- 2 Prioritize long-term capital investment in vulnerable communities.
- 3 Increase funding for Paint the Town program that includes the community in the design and implementation of pedestrian and bicycle facilities.
- 4 Implement statistically significant citywide survey on a regular basis and study the effectiveness of each program and major bicycle infrastructure projects.



How does transportation infrastructure impact affordability?

In the past, the City has not invested in bike infrastructure in East Oakland at the same rate as other parts of the City. As part of this plan, OakDOT intends to correct the disparity of bike investments in disadvantaged communities. The investment of bike infrastructure in East Oakland is happening as housing unaffordability continues to put pressure on Oaklanders. We heard some Oaklanders voice concerns that investments in bike lanes will contribute to displacement, gentrification, and housing unaffordability. We also heard that improved bike networks can help reduce transportation costs as cost of living in Oakland increases. This plan attempts to be sensitive to these concerns and to promote a transparent and collaborative decision making process.

COMMUNITY CONVERSATIONS



Oakland Bike Plan community partners helped facilitate conversations with Oakland residents around creating an authentic processes of engaging residents, so that bike lanes and other investments in the community serve existing residents and their mobility needs.

More than any other area, half of survey respondents in West Oakland felt that new bike lanes are a sign that a neighborhood is about to get less affordable.

How will this plan respond to this concern:

- 1. Serve the mobility needs of existing and long-term residents*
- 2. Create processes for community-led design that develops projects and programs that are tailored to neighborhood needs*
- 3. Help the City pursue a comprehensive approach to housing and transportation affordability*



“

Seeing other women bike around Oakland is one of the best visual cues that can encourage other women to start biking.”

OAKLAND RESIDENT, OUTDOOR AFRO
LISTENING SESSION





Biking today in Oakland is fun, it's brave, it's necessary, and a lot people want to bicycle more often.

02

Biking in Oakland Today



Who bikes in Oakland?

The City surveyed a random sample of Oaklanders to learn about their behaviors and perceptions of bicycling. 1,688 residents took the survey, statistically representative of Oakland demographics, with at least 100 interviews collected in each of 8 geographic zones.



The U.S. Census and BART Station Profile Study tells us that 5% of Oaklanders bike to work regularly. The data from the survey conducted for this Plan confirms that 5% of Oaklanders consider the bicycle their main form of transportation and 6% consider it an additional form of transportation. The survey also shows us that many more Oaklanders (around 20%) bike at least once a month for their transportation needs, including but not limited to commuting to work.



HOW ARE WE USING THIS DATA?

The statistically representative sample of Oaklanders surveyed helped us get a more well-rounded understanding of who is bicycling in Oakland today, and their perceptions of bicycling. At the same time, we understand relying solely on quantitative data over the knowledge and experiences of marginalized communities can lead to incomplete decision-making. We worked closely with community partners through this planning process to clarify, dispute, and enhance the data from this survey in order to prioritize the knowledge and contribution of community residents.



What Oaklanders say about biking...

20%

TYPICALLY
RIDE A BIKE

..... to get to



WORK,
SCHOOL,
AND OTHER PLACES

72%

..... feel biking would



REDUCE THE
AMOUNT OF
MONEY

THEY SPEND ON
TRANSPORTATION



ACROSS ALL
CATEGORIES OF RACE
AND ETHNICITY,

..... the

MAJORITY OF
OAKLANDERS

..... see

PEOPLE SIMILAR
TO THEM BIKING
IN OAKLAND

29%

BIKED
IN THE PAST



57%

..... would like to



RIDE A BIKE
MORE

THAN THEY DO NOW

ACROSS ALL
CATEGORIES OF RACE
AND ETHNICITY,

..... Oaklanders believe

THEIR NEIGHBORHOODS
WOULD BE BETTER PLACES
TO LIVE

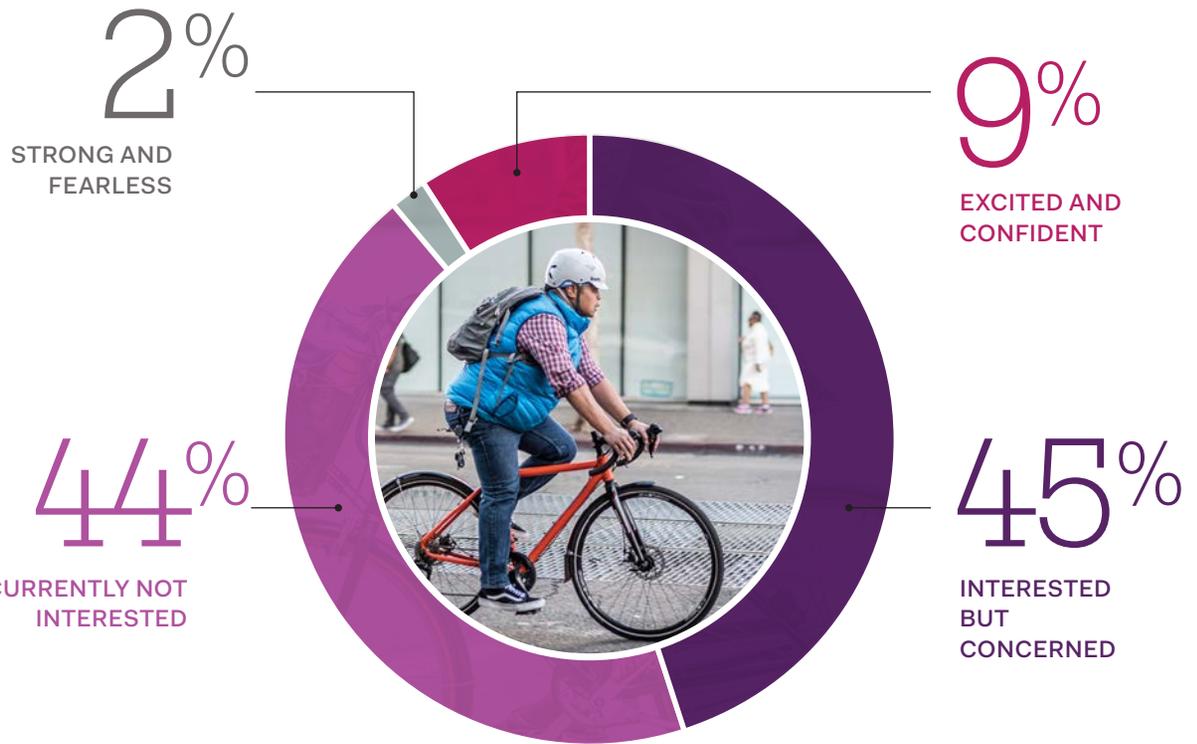
..... if

MORE PEOPLE
RODE BICYCLES



Types of Bicyclists in Oakland

To better understand the demand for bicycling in Oakland, we've generally classified Oaklanders into groups based both on their current bicycling behavior and their bicycling comfort level on different roadway conditions. This allows us to see who is biking and their current comfort level so we can tailor new bike facilities to encourage more people to ride.



STRONG AND FEARLESS

This group is willing to ride a bicycle on any roadway regardless of traffic conditions. Comfortable taking the lane and riding in a vehicular manner on major streets without designated bicycle facilities.



EXCITED AND CONFIDENT

This group consists of people riding bicycles who are confident riding in most roadway situations but prefer to have a designated facility. Comfortable riding on major streets with a bike lane.



INTERESTED BUT CONCERNED

This group is more cautious and has some inclination towards bicycling, but is held back by concern over sharing the road with cars. Not very comfortable on major streets, even with a striped bike lane, and prefer separated pathways or low traffic neighborhood streets.



CURRENTLY NOT INTERESTED

This group comprises residents who currently are not interested at all in bicycling, may be physically unable or don't know how to ride a bicycle, and they are currently unlikely to adopt bicycling in any way.



“

Programs, especially in ‘underserved’ areas need to be built with the community not just for the community. We do not want handouts. We want programs that bring long-term benefits to the community. We want ownership.”

OAKLAND RESIDENT,
EAST OAKLAND COLLECTIVE WORKSHOP



Bicycle Facility Types

Existing bikeways in Oakland provide a base from which the City can propose a low stress bikeway network. Read about the low stress bike facilities that this Plan centers on page 80.



Shared Use Path

- Paths shared by people walking and biking completely separated from motor vehicle traffic
- Comfortable for people of all ages and abilities
- Typically located within or along parks, roadway medians, rail corridors, or bodies of water
- Oakland refers to this as Class 1 Bikeway



Protected Bike Lane

- On-street bike lane separated from motor vehicle traffic by curb, median, planters, parking, or other physical barrier
- Oakland refers to this as Class 4 Bikeway



Buffered Bicycle Lane

- Dedicated lane for bicycle travel separated from traffic by a painted buffer
- Adding a buffer provides additional comfort and space from motor vehicles and/or parking
- Oakland refers to this as Class 2B Bikeway



Bike Lane

- Dedicated lane for bicycle travel adjacent to traffic
- Oakland refers to this as a Class 2 Bikeway



Neighborhood Bike Route

- Calm local streets where bicyclists have priority, but share roadway space with automobiles.
- Includes shared roadway bicycle markings on pavement and additional traffic calming measures like speed humps or traffic diverters to keep streets comfortable for bicyclists
- Comfortable for bicyclists with wider range of comfort levels
- Oakland refers to this as Class 3B Bikeway



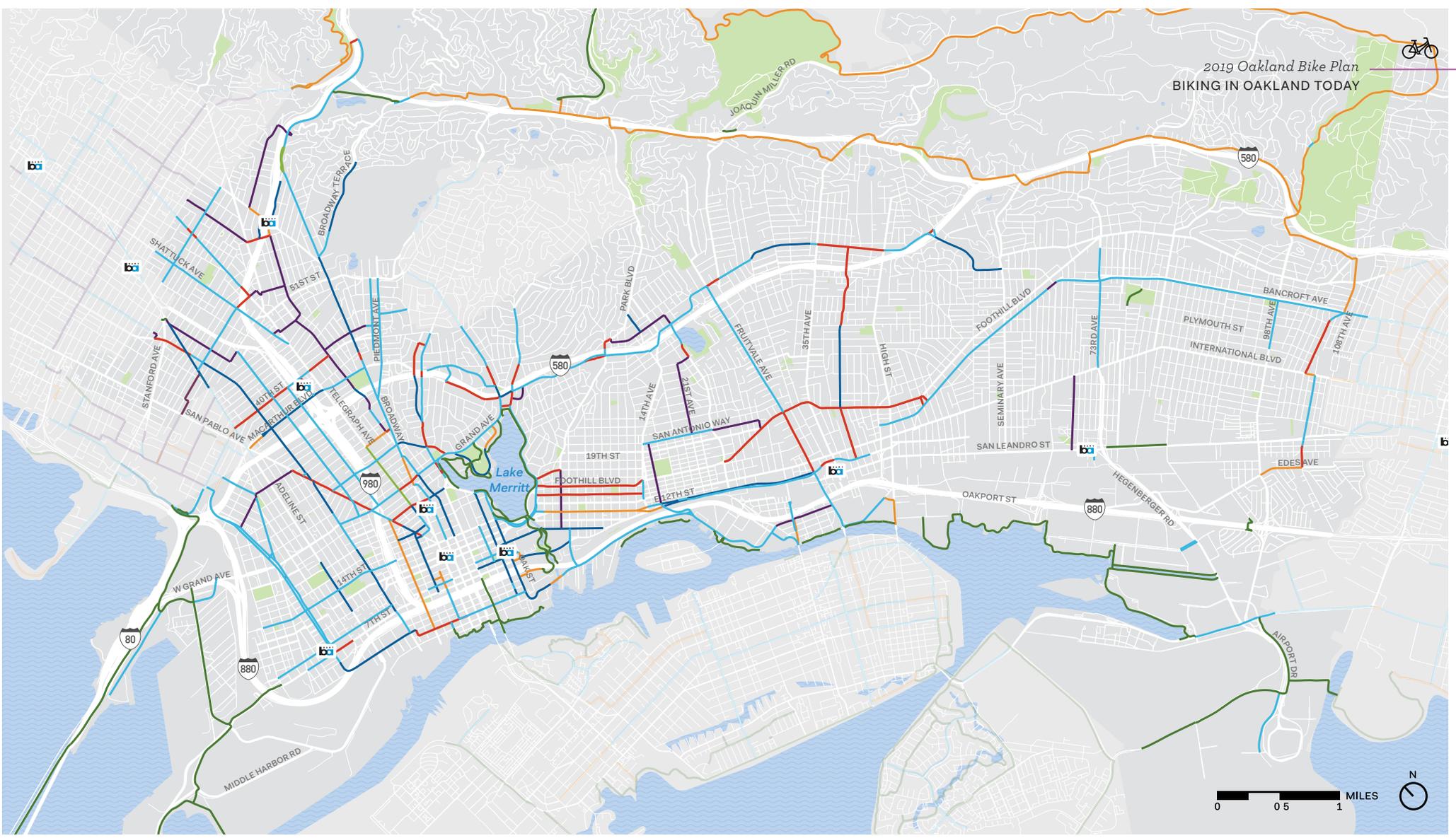
Bike Route

- Signed bike route, sharing the roadway with motor vehicles
- Can include pavement markings
- Comfortable for more confident people biking
- Used when space for bike lane may not be feasible
- Oakland refers to this as a Class 3 Bikeway



Arterial Bike Route

Arterial Bike Routes, which require bicyclists to share lanes with cars on busy streets, will no longer be proposed.



2019 Existing Bicycle Network

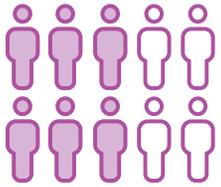
- Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route
- Arterial Bike Route
- Park
- Oakland City Limits
- b BART Station



Who wants to bike more?

Whether it is for work, errands, or recreation, **Oaklanders want to bicycle more than they do now.**

The survey asked participants if they were interested in traveling by bike for their daily commute, errands, and other activities more than they do now. People in the flat areas of Oakland were more likely to respond yes.

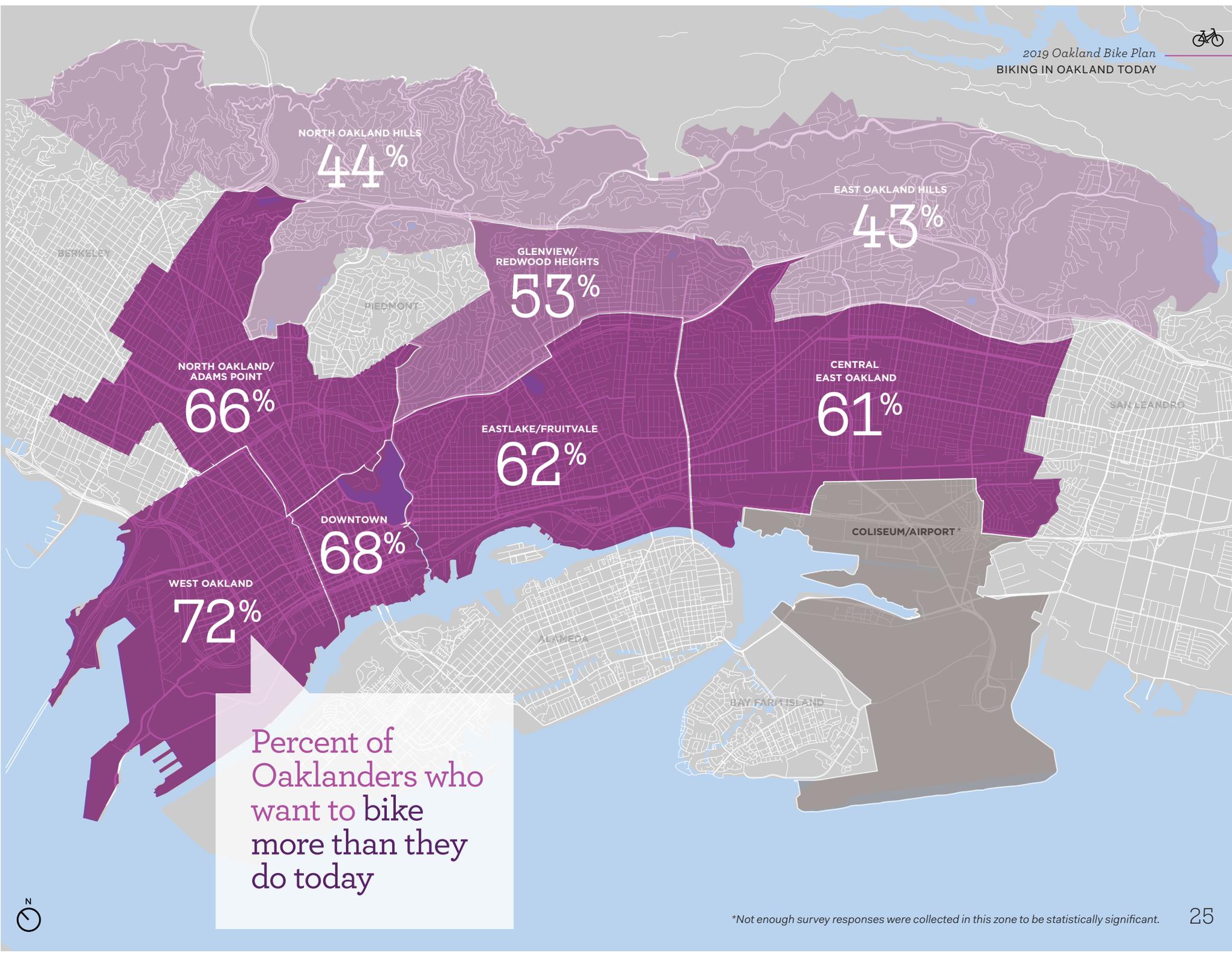


6 *in* 10 OAKLAND RESIDENTS

..... indicated that

THEY WOULD LIKE TO
BIKE MORE
THAN THEY DO TODAY





Percent of Oaklanders who want to bike more than they do today

*Not enough survey responses were collected in this zone to be statistically significant.

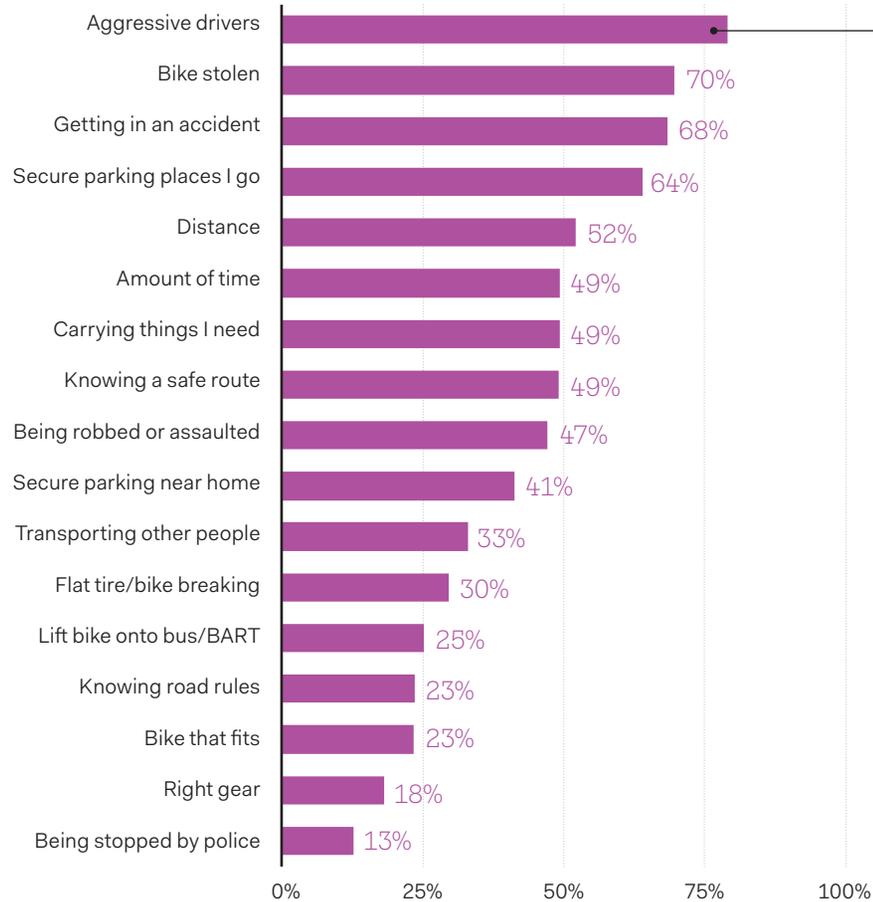




Why are people not biking more today?

Feeling unsafe on the road, bike theft, and distance were all top concerns to biking today in Oakland.

BIGGEST CHALLENGES FOR PEOPLE BIKING AROUND OAKLAND



79%

of Oaklanders cited
AGGRESSIVE DRIVERS
as a
major concern



“Safety is the biggest issue.”

OUTDOOR AFRO LISTENING SESSION

“Fix potholes! There are so many everywhere. I’ve been thrown off my bike before because of potholes.”

OAKLAND RESIDENT, OAKLAND
FIRST FRIDAYS

“I stopped biking because people driving were running stop signs and signals.”

OAKLAND RESIDENT, GRAND LAKE
FARMERS MARKET.

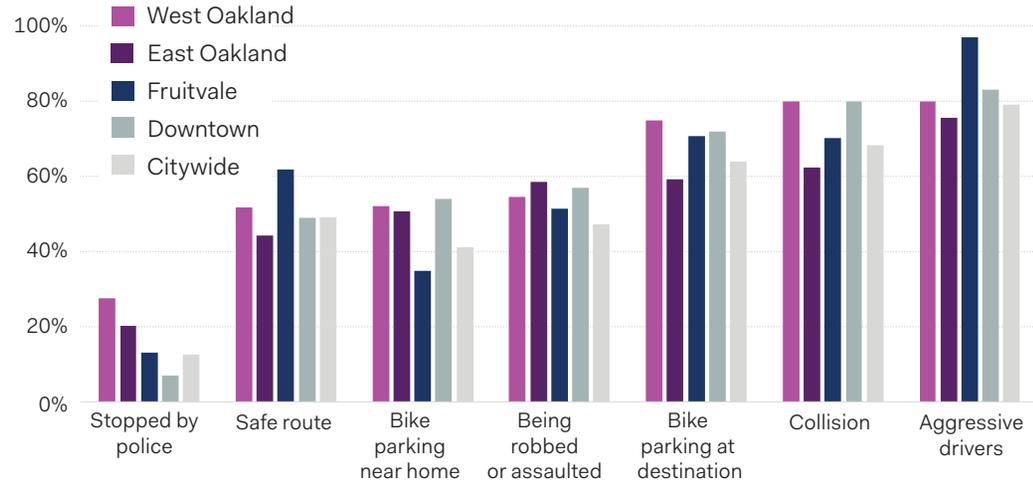


What other barriers do Oaklanders face when bicycling?

There are socioeconomic, cultural, and discriminatory barriers people face to access bicycling, and public spaces more generally.

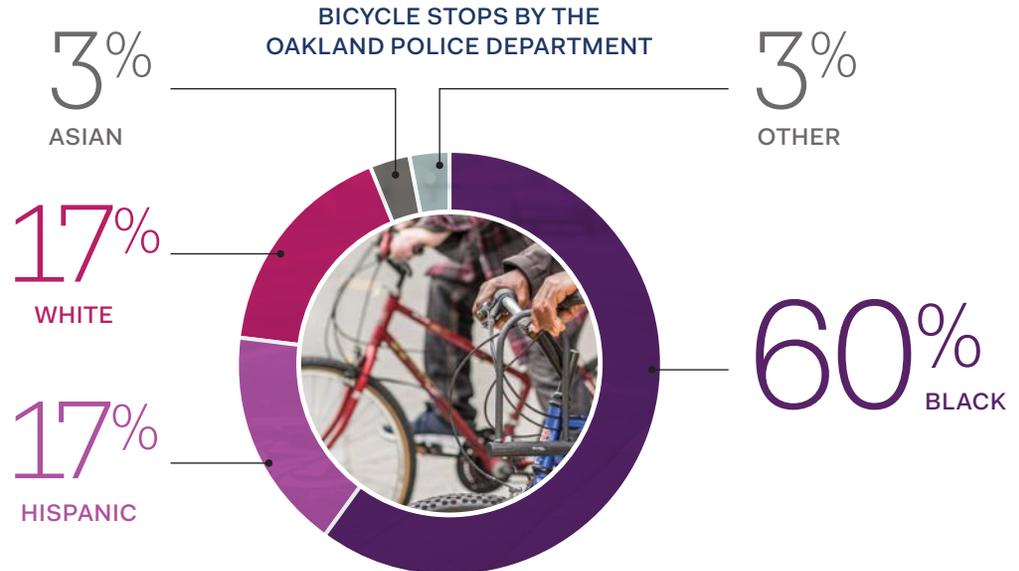
For people of color in Oakland, barriers mostly track to the citywide averages. Those listed here stood out more than 10%.

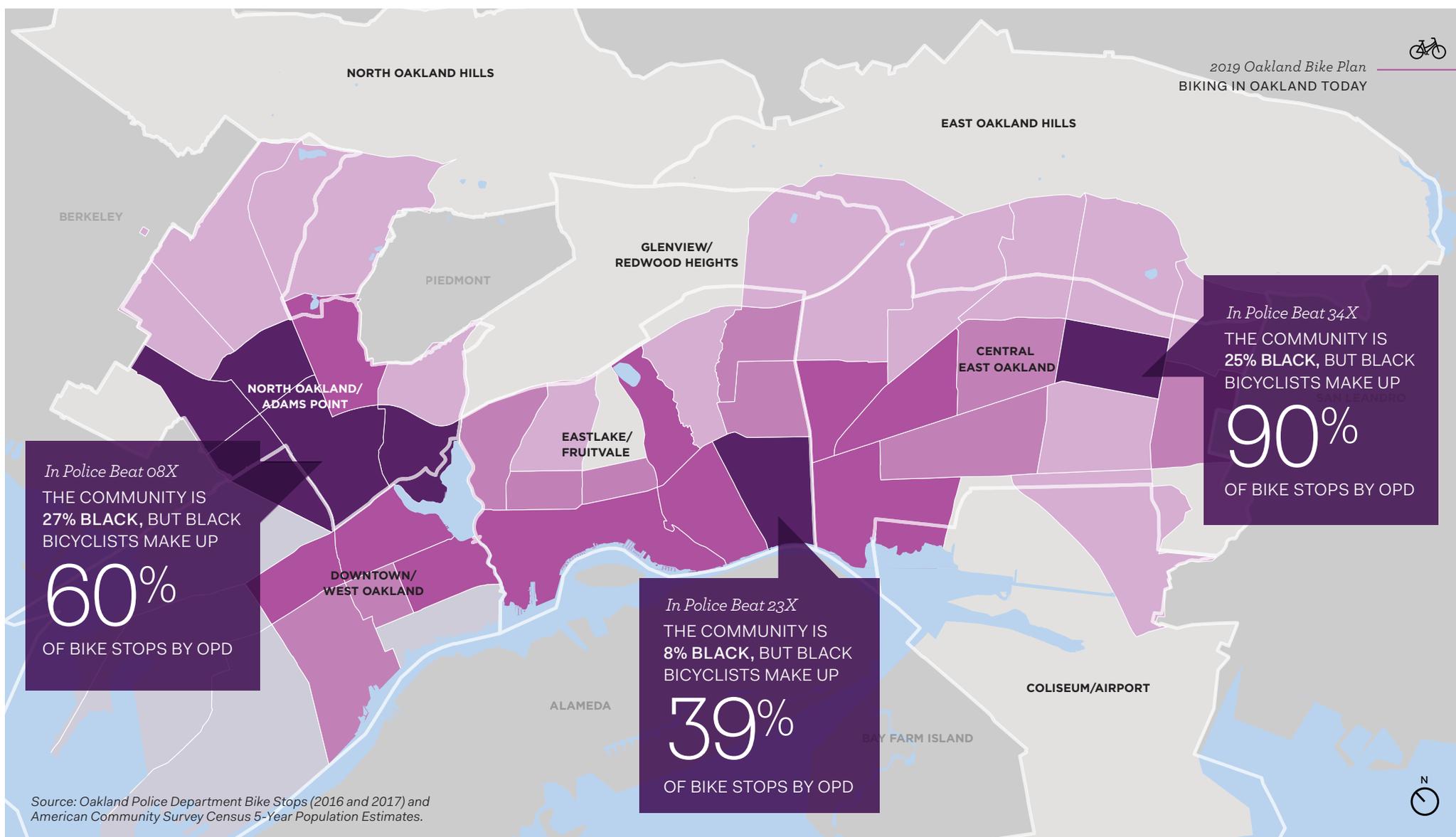
MAJOR CONCERNS ABOUT BIKING
People of Color by Neighborhood Compared to Citywide



Who is being stopped on bikes and where?

African Americans make up a quarter of Oaklanders. Data on bicyclist stops by the Oakland Police Department (OPD) between 2016-2017 shows that Black individuals were the most likely to be stopped while biking than any other group.





Source: Oakland Police Department Bike Stops (2016 and 2017) and American Community Survey Census 5-Year Population Estimates.

In 2016 and 2017, Oakland Police Department stopped over 550 people on bicycles.

All over Oakland, Black bicyclists are being stopped by the Police Department at higher rates than other racial groups. For policy recommendations, see Health & Safety Objective D on Page 9.

TOTAL BICYCLE STOPS PER SQUARE MILE

by Oakland Community Police Beat (2016-2017)

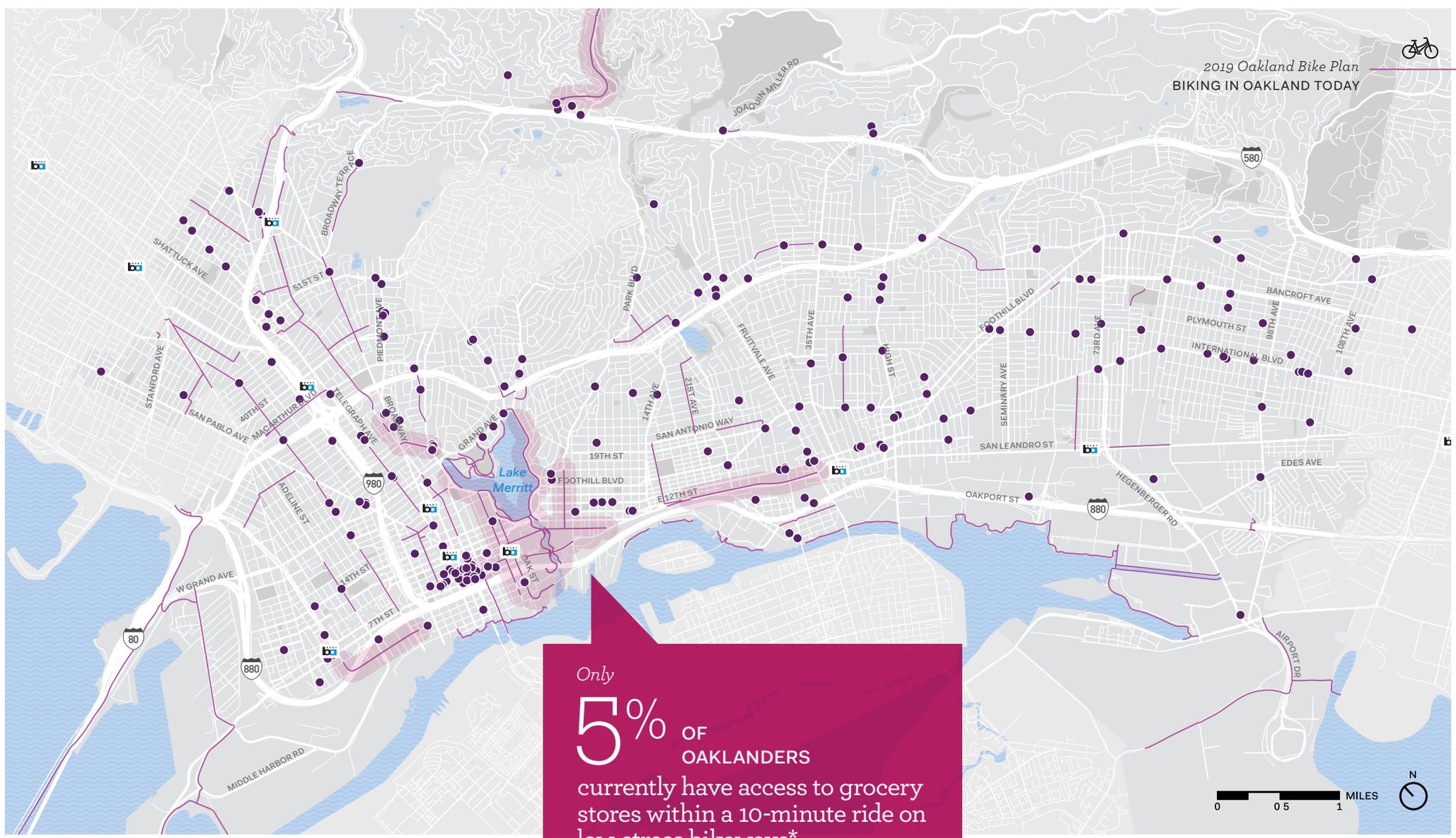
- Less than 10 Stops
- 10 - 20 Stops
- 20 - 40 Stops
- 40 - 102 Stops



How many people can use a bicycle to access key needs?

Not every bike trip is for commuting to work, and residents need to access local destinations, such as grocery stores, libraries, parks, recreation centers, and schools, via bike. We looked at how Oaklanders, specifically those living in disadvantaged communities, can access key needs on a low-stress bike route.





Only
5% OF
 OAKLANDERS
 currently have access to grocery
 stores within a 10-minute ride on
 low-stress bikeways*

ACCESS TO KEY NEEDS

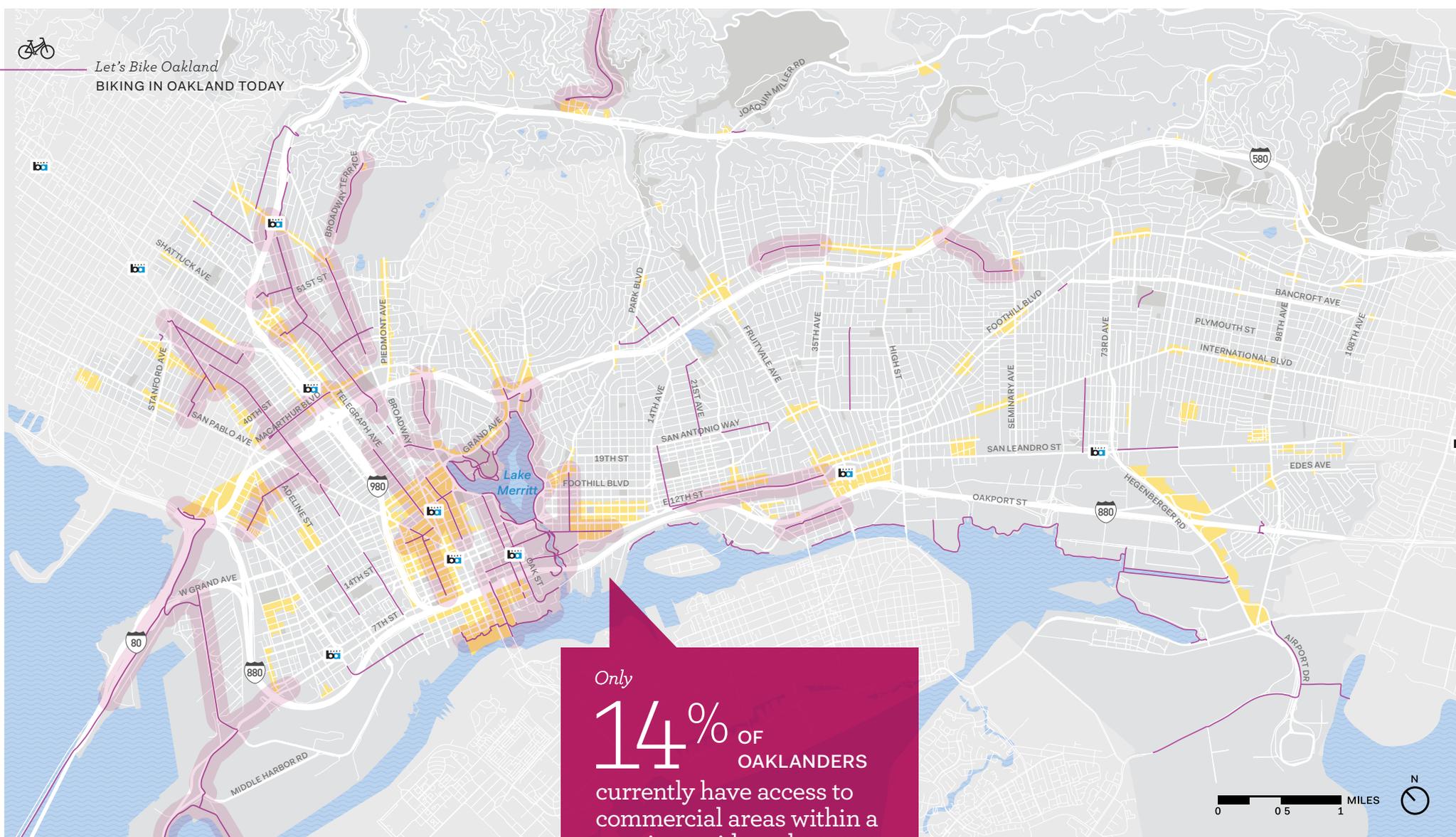
Grocery Stores

6% of Oaklanders within disadvantaged communities have access to grocery stores within a 10-minute ride on low-stress bikeways

Source: City of Oakland, Department of Economic Development.
Note: Convenience stores were not included in this analysis.

- Access within 10 minute bike ride
- Existing Low-Stress Bicycle Network
- Grocery Store
- BART Station

*For the purposes of this analysis, low-stress bikeways include trails, protected bike lanes, and bike lanes with painted buffers where a majority of Oaklanders report feeling more comfortable biking.

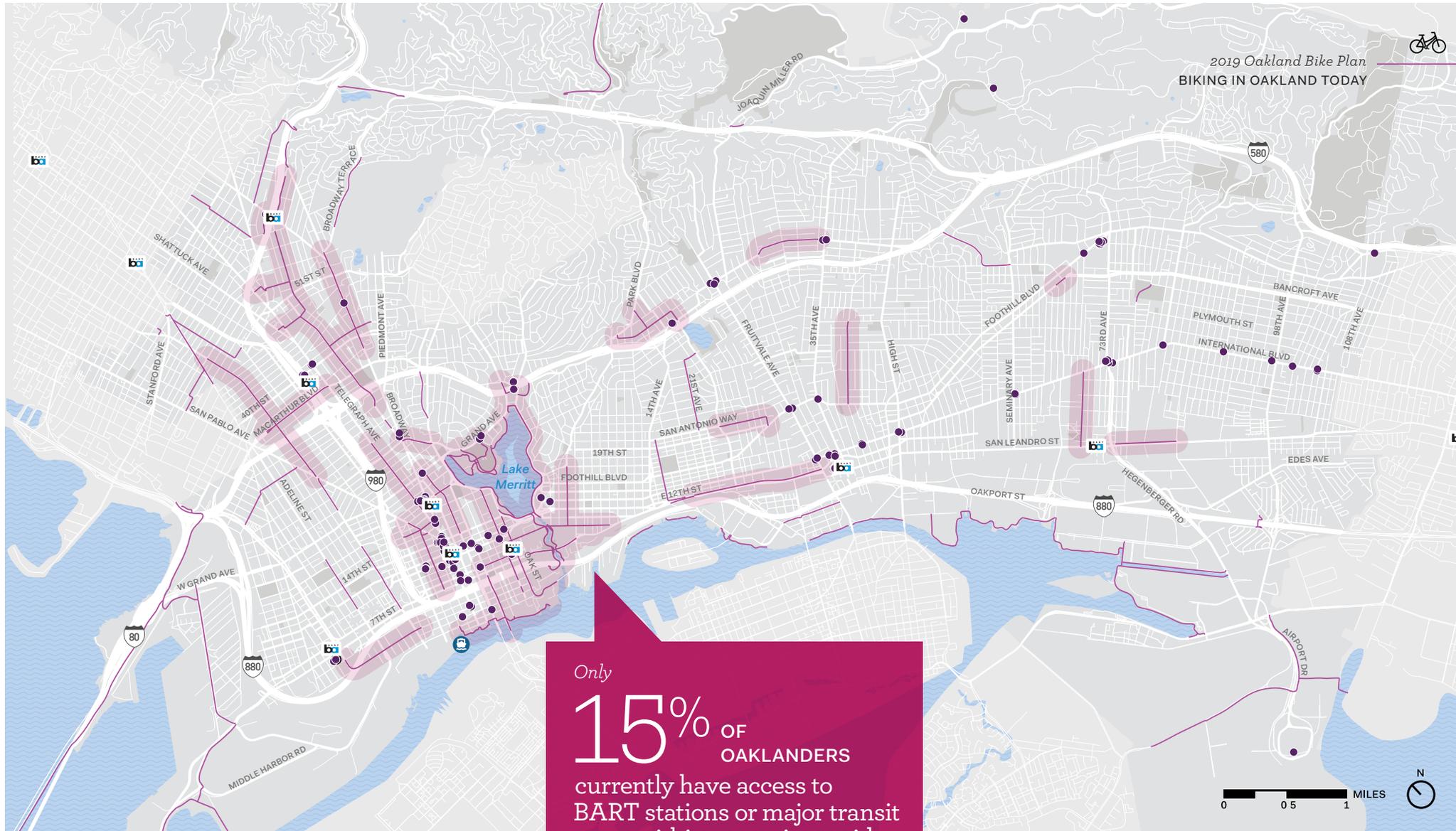


ACCESS TO KEY NEEDS

Commercial Areas

9% of Oaklanders within disadvantaged communities have access to commercial areas within a 10-minute ride on low-stress bikeways

- Access within 10 minute bike ride
- Commercial Areas
- BART Station
- Existing Low-Stress Bicycle Network

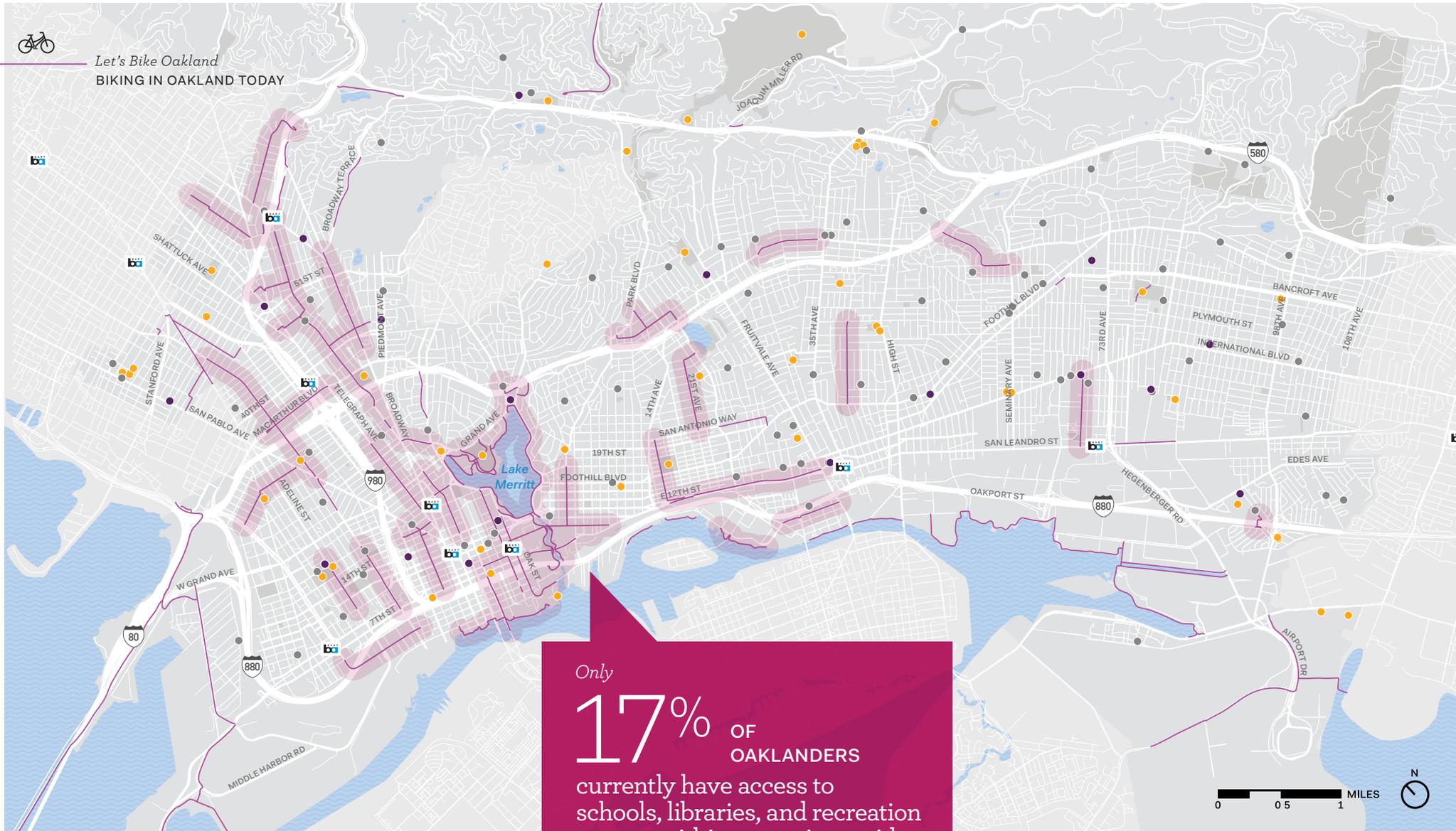


ACCESS TO KEY NEEDS

Transit

15% of Oaklanders within disadvantaged communities have access to BART stations or AC Transit bus stops with more than 300 daily boardings within a 10-minute ride on low-stress bikeways

-  Access within 10 minute bike ride
-  Existing Low-Stress Bicycle Network
-  Ferry
-  BART Station
-  Major Transit Stop
AC Transit bus stops with more than 300 daily boardings



Only
17% OF
OAKLANDERS
currently have access to
schools, libraries, and recreation
centers within a 10-minute ride
on low-stress bikeways

ACCESS TO KEY NEEDS

Schools, Libraries, Recreation Centers

17% of Oaklanders within disadvantaged communities have access to schools, libraries, and recreation centers within a 10-minute ride on low-stress bikeways

- Access within 10 minute bike ride
- Existing Low-Stress Bicycle Network
- School
- Library
- Recreation Center
- BART Station





“

Biking is a very important part of my life. I ride a lot with my kids and I've been teaching my kids how to ride. I'm trying to replace driving with riding.”

OAKLAND RESIDENT, PEDALFEST 2018



Where should we prioritize safety?

Is biking in Oakland getting safer?
Where are most of the collisions happening today?

The number of collisions has decreased recently, but the number of fatal and serious injury collisions is on the rise. The locations of collisions largely track to locations where there are more people biking and higher bike ridership.

PROJECTS SHOULD FOCUS ON:

- 1 Designing for safety in all bikeway projects across the city
- 2 Educational opportunities for all road users and all ages
- 3 Ensuring all High Injury Network corridors have an action plan

BIKE CRASHES BY YEAR & SEVERITY

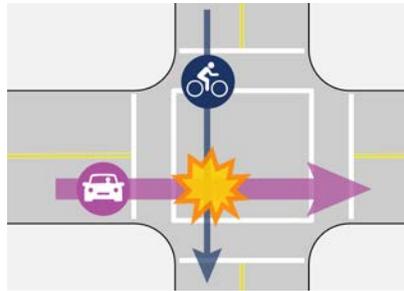




MOST COMMON BIKE CRASH TYPES IN OAKLAND

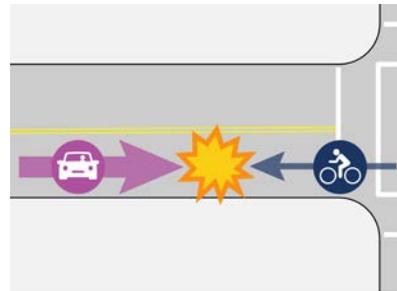
The following crash types account for more than half of all bike crashes in Oakland.

Broadside



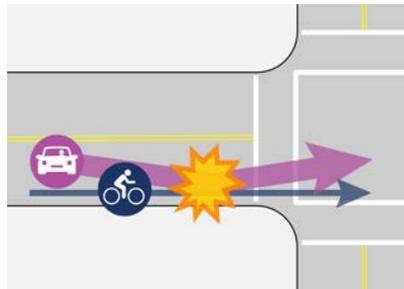
22%
of Oakland
bike crashes

Wrong-Way Biking



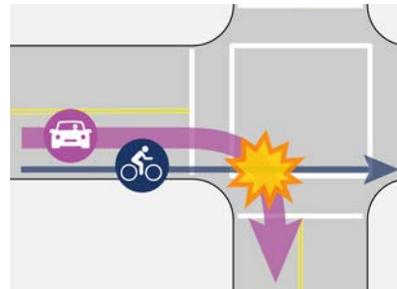
8%
of Oakland
bike crashes

Sideswipe



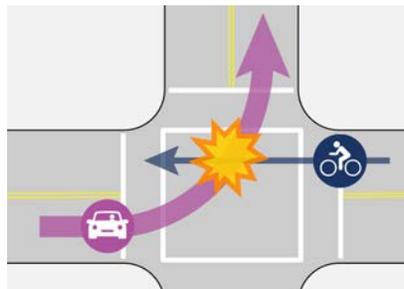
10%
of Oakland
bike crashes

Right Hook



6%
of Oakland
bike crashes

Left Hook



8%
of Oakland
bike crashes

Left-Turn Broadside



6%
of Oakland
bike crashes

*Bikes may be coming from left or right

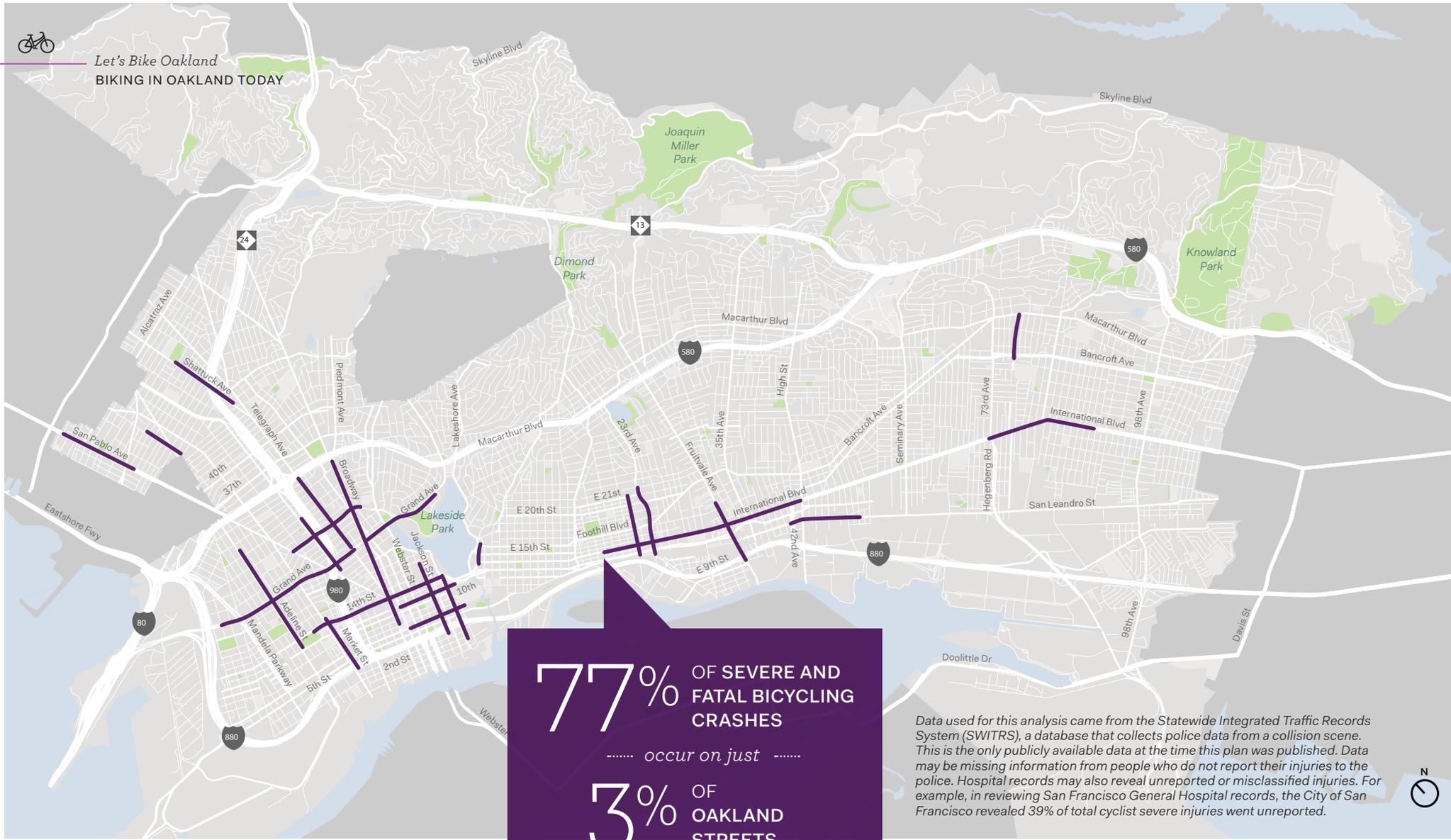
DESIGNING FOR SAFETY

Bike crashes are preventable through strategies intended to improve safety and increase bicycle ridership. They include engineering, education, enforcement, evaluation, and policy measures, which form a holistic approach to reducing bicycle crashes. Specific street design treatments that address the most common bike crashes in Oakland include:

- Protected bikeways and intersections
- Extending bike lanes through intersections
- Slowing vehicle speeds
- Signal installation and signal timing changes
- Bike boxes



Let's Bike Oakland
BIKING IN OAKLAND TODAY



77% OF SEVERE AND FATAL BICYCLING CRASHES
..... occur on just
3% OF OAKLAND STREETS

Data used for this analysis came from the Statewide Integrated Traffic Records System (SWITRS), a database that collects police data from a collision scene. This is the only publicly available data at the time this plan was published. Data may be missing information from people who do not report their injuries to the police. Hospital records may also reveal unreported or misclassified injuries. For example, in reviewing San Francisco General Hospital records, the City of San Francisco revealed 39% of total cyclist severe injuries went unreported.

HIGH INJURY CORRIDORS

The high injury corridors are identified by weighting all reported bike crashes by their severity and their frequency on Oakland's roadways. Identifying high injury corridors can identify the streets and intersections where improvements can have the most impact in reducing fatalities and serious injuries for people biking. Focusing on corridors helps reveal the broader patterns underlying road safety challenges, and prevents more crashes than a focus on individual intersections alone.

-  2018 High Injury Corridors
-  School, Library or Community Center
-  Park
-  City of Oakland



Summary

PROGRESS MADE SINCE 2007

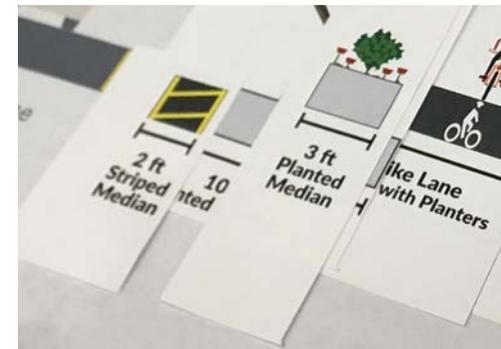
- The bicycle network grew by 58%, from 104 miles to 164 miles,
- Adoption of a Complete Streets Policy in 2013, with over 3 out of 4 implemented road projects now including bicycle facilities,
- A tripling of publicly available bike parking spaces, including two attended bike stations that can serve 366 bicyclists daily.

Overall,

- **Bikeways are disconnected.** Just 14% of Oakland's streets have designated bicycle facilities, only 6% have bike routes that aren't stressful for most people ("low stress bikeways"), and many of these bikeways don't connect to other low stress bikeways.
- **Biking can be stressful.** 79% of Oaklanders said aggressive drivers are a major concern, and 70% are concerned about getting their bike stolen. Dodging potholes is a problem, too--71% of Oaklanders said the streets in their neighborhood have potholes and are badly in need of repairs.
- **The network is not equally distributed.** Most of Oakland's low stress routes are in Downtown, North Oakland/Adams Point, and West Oakland. Around 2% of streets in Central/East Oakland are low stress bikeways, compared to 25% of Downtown streets.

And:

- **People want to bike more.** Across the flats, most people (61-72%) said they'd like to bike more than they do now. Most Oaklanders feel biking would reduce the amount of money they spend on transportation (72%) and that their neighborhood would be a better place if more people rode bicycles (51%).
- **Oakland is a great place to bike.** Oakland is mostly flat, we have nice weather, and our street network is a grid in the areas where most people live and where education and community centers, jobs, grocery stores and connections to transit are concentrated.
- **Good design works.** While only 5% of Oaklanders feel comfortable biking on roads without bike lanes, 67% feel comfortable biking on roads with protected bike lanes.





03

Community Voice

Oakland Department of Transportation teamed up with a number of local organizations to help identify and give voice to the mobility needs of different communities in Oakland.



COMMUNITY PARTNERS



Community Voice

The Oakland Bicycle Plan is part of a wider effort by the City to strive for more equitable City investment in our transportation system. To work towards this, the Oakland Department of Transportation (OakDOT) teamed up with a number of community organizations to help identify and give voice to the mobility needs of disadvantaged communities in East and West Oakland.

The Plan gathered input from communities and residents throughout the City about their priorities for and concerns about biking and overall mobility in their

neighborhoods. Community input guided the City in developing a citywide plan that prioritizes bicycle needs and projects over the next several years.

OakDOT sees these partnerships as a part of a longer process: a process to build trust, improve communication and collaboration, and foster a common vocabulary and mobility agenda across different neighborhoods and communities in Oakland.

With input from City Council, OakDOT contracted with five community-based organizations that

work with Oakland adults and youth, particularly communities of color within East and West Oakland.

The Community Partners included:

- Bikes4Life
- Cycles of Change
- East Oakland Collective
- The Original Scraper Bike Team
- Outdoor Afro



“

Biking and bike infrastructure is different for various communities and neighborhoods — what works for one neighborhood may not work for another. It is crucial to involve resident input in any type of City planning.”

EAST OAKLAND COLLECTIVE



MEET THE COMMUNITY PARTNERS

BIKES 4 LIFE



The Bikes 4 Life mission is to inspire residents to create positive change in the community by biking as an alternative to other transportation. We utilize political education and building a base of committed advocates for change to empower communities to live healthier lives one bike at a time.

? **What has been your role within the Oakland Bike Plan and what do you consider the most important outcome of your involvement?**

Our role within the Bike Plan has been to provide outreach to our community in the Lower Bottom neighborhood of West Oakland and educate them about the Plan. We hosted an evening community meeting and invited those interested, mostly cyclists, to attend.

More neighbors in our community are aware of the Bike Plan and feel more included in the process being invited to provide their feedback. The Bike Plan's effort to include the community has inspired many to continue civic engagement in Oakland.

? **What is a message you would like to convey to the City about biking in Oakland and/or the Bike Plan?**

Our message to the City of Oakland is for them to continue to put community and residents first. The City should continue to listen to their needs and critiques as a way to make things better and a smoother ride for all.



WWW.BIKES4LIFE.COM



MEET THE COMMUNITY PARTNERS

THE EAST OAKLAND COLLECTIVE



WWW.EASTOAKLANDCOLLECTIVE.COM

The East Oakland Collective (EOC) is a member-based community organizing group invested in serving the communities of deep East Oakland by working towards racial and economic equity. With programming in economic development, civic engagement and leadership, and homeless services and solutions, we help amplify underserved communities from the ground up. We are committed to driving impact in the landscape, politics and economic climate of deep East Oakland.

? What has been your role within the Oakland Bike Plan and what do you consider the most important outcome of your involvement?

EOC organized three community workshops in East Oakland to engage residents in the update of the Bike Plan and to make sure community input was voiced and heard.

Thinking of creative ways to engage the East Oakland community in the Bike Plan update and work with the entire planning team to adjust to community needs and inputs. Advocating for neighborhood equity from bike infrastructure to funding opportunities that center youth in the update of the Plan.

? What is a message you would like to convey to the City about biking in Oakland and/or the Bike Plan?

Biking and bike infrastructure is different for various communities and neighborhoods— what works for one neighborhood, may not work for another. It is crucial to involve resident input in any type of City planning. East Oakland has a rich history of bicycling and it should be implemented in the Plan— from creative bike culture, skills in bike repair, to a wealth of knowledge in bike education. In the Bike Plan update we want to see increased funding for these opportunities in East Oakland.



MEET THE COMMUNITY PARTNERS

CYCLES OF CHANGE



WWW.CYCLESOFCHANGE.ORG

Cycles of Change works to improve the health and sustainability of our neighborhoods by increasing the access and use of bicycles. We are a collectively-run, People Of Color led organization that has been empowering Oakland youth through bikes since 1998. We provide the much-loved, after school Bike Clubs, in-school PE bicycle safety classes, Upcycle bike commuter and mechanics workshops, watershed education, high school mentorship, and youth job-training.

? What has been your role within the Oakland Bike Plan and what do you consider the most important outcome of your involvement?

We hosted a community listening session, providing valuable feedback to the planning team for the Bike Plan update. Cycles has a longstanding history in Oakland. Our relationships and integrity in the community have made it possible to engage under-represented voices in sharing important, experience-based recommendations. This feedback regarding neighborhood-specific needs for infrastructural improvements, as well as programming and education needs, helped affirm our work, and holds us accountable to seeing this feedback impact the updated Bike Plan.

? What is a message you would like to convey to the City about biking in Oakland and/or the Bike Plan?

Representation is important, it's to ensure the inclusion and steady support of vital community-based organizations, who represent and serve residents best. But residents feel that addressing larger, urgent challenges, such as gentrification, affordable housing, living-wage jobs, better education, and more programs for youth, cannot be ignored in the conversation. How can the Bike Plan prioritize and incorporate larger solutions for Oakland's longtime residents? While infrastructure may contribute to aspects of a more bikeable city, it's hard for some not to feel even further left out. Addressing inequity and prioritizing dignity and security for all residents needs to be a crucial part of the process as well.



“Regular community-based rides, low cost or free resources, accessible mechanics workshops, and diversified bike safety education curriculum for youth and adults enable communities to better access bikes as a powerful form of transportation and wellness, and are a necessary part of a successful, inclusive bike plan.”

CYCLES OF CHANGE



MEET THE COMMUNITY PARTNERS

SCRAPER BIKE TEAM



The Scraper Bike Team empowers urban youth living in underserved communities through self-expression and creativity. We encourage youth entrepreneurship and promote healthy, sustainable living for all. The Scraper Bike Team will use each work-of-bicycle-art to impact social justice and global change.

? **What has been your role within the Oakland Bike Plan and what do you consider the most important outcome of your involvement?**

The Scraper Bike Team's role in the Oakland Bike Plan is to bring awareness of East Oakland's crumbling bike infrastructure and to identify new bikeways that should be considered for the Bike Plan. The most important outcome from our involvement in the Bike Plan was advocating for a center running bike lane on 90th Street in East Oakland. Listening to community's concerns and being able to answer some questions validated our network, that the Bike Plan is indeed listening and considering the people's ideas.

? **What is a message you would like to convey to the City about biking in Oakland and/or the Bike Plan?**

The Scraper Bike Team would like to open up the conversation about creating another center-running bike lane on Bancroft, from 106th to 68th Ave. The Scraper Bike Team is just getting started and we plan on making East Oakland a more bike-friendly community for existing East Oaklanders while capturing and highlighting the true culture.



WWW.SCRAPERBIKETEAM.ORG



MEET THE COMMUNITY PARTNERS

OUTDOOR AFRO



Founded in Oakland, Outdoor Afro is the nation's leading, cutting edge network that celebrates and inspires African American connections and leadership in nature. With nearly 80 leaders in 30 states from around the country, we connect thousands of people to outdoor experiences, who are changing the face of conservation.

? What has been your role within the Oakland Bike Plan and what do you consider the most important outcome of your involvement?

Outdoor Afro hosted opportunities for the community to discuss and ride along the pathways of consideration - among a wide variety of rider ability - to groundtruth us to appropriate and accessible bike lanes that connect neighborhoods to community events, cultural centers, commerce, nature, and each other. We were proud of the ways we were able to use this discussion and experiential opportunity to highlight and elevate African American contribution and culture in Oakland where that community is increasingly displaced and unseen.

? What is a message you would like to convey to the City about biking in Oakland and/or the Bike Plan?

It is important that the most diverse constituents be represented in plans that effect their neighborhood. We want access to safe biking alternatives, but only with input from the communities that live near them will there be relevant sharing and engagement with inclusion for all. Increasingly, as people move into urban centers like Oakland, it will be important for people to have multiple and accessible ways to move about. It is essential that we include as many voices as we can that represent the city of Oakland and its beautiful economic and diversity.



WWW.OUTDOORAFRO.COM



JANUARY - APRIL 2018

Public Engagement and Existing Conditions

MAY - DECEMBER 2018

Proposed Bicycle Network and Priority Projects

SEPTEMBER 2017 - JANUARY 2018

Project Initiation

SEP 2017 OCT NOV DEC JAN 2018 FEB MAR APR MAY JUN JUL

Cycles of Change Listening Session

Outdoor Afro West Oakland Bike Tour

MOBILE WORKSHOPS



Oakland Resident Survey



Bike Plan TAC Meetings



Outdoor Afro-hosted Workshop
East Oakland Collective-hosted Workshop
Bikes4Life-hosted Workshop



Let's Bike Oakland Design Lab



Scrapers Bike Ride - Part I

PROJECT TIMELINE



Left: Bikes4Life-hosted Workshop doorhanger; Right: Outdoor Afro-hosted Workshop



Scrapers Bike Ride - Part 1



MAY 2019

Final Bicycle Plan

Outdoor Afro West Oakland Bike Tour



Oakland Bike Plan
TAC Meetings

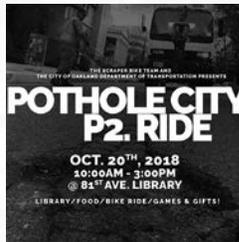
AUG SEP OCT NOV DEC JAN 2019 FEB MAR APR MAY

MOBILE WORKSHOPS



Let's Bike Oakland Design Lab

Scrapper Bike Ride -
Part II



Scrapper Bike Ride Flyer

DECEMBER 2018 - MARCH 2019

Draft Bicycle Plan

Oakland Bike Plan
TAC Meetings

Cycles of Change
Working Session

East Oakland Collective-
hosted workshop

West Oakland Mobile
Workshop with Bikes4Life



60

COMMUNITY MEETINGS or EVENTS

By the Numbers

We connected with Oaklanders in many ways: through Bike Plan events hosted by our community partners, Bike Plan "mobile workshops" at existing community events, and web-based input tools.



3,644

PEOPLE ENGAGED

... in ...

PERSON



1,351

SUBSCRIBERS

..... to the

OAKLAND BIKE PLAN MAILING LIST



576

OAKLAND DOT STAFF HOURS

..... in the

COMMUNITY



Over
2,300
COMMENTS

... on ...

BIKE PLAN WEB MAPS



Outreach Process

“What is needed to make a more bike-friendly Oakland that serves you?”

The outreach process looked to facilitate conversations around that question and to build ownership of the Plan from community groups and Oaklanders at large. To do that, the process centered on partnerships with five community partner organizations - established community groups that have trusted reputation in communities of color in East and West Oakland.

The outreach process was broken into three stages: listen, collaborate, and refine that aimed to build a common understanding of existing conditions and recommendations that started with listening, was strengthened by partnerships, and fine tuned with feedback.





1

PHASE 1

Listen

Within the first phase, each community partner hosted listening sessions with the intent to hear the ideas and concerns of residents. The goals of the first phase included:

- **Hear from residents** about what community ownership of the Bike Plan development process would look like
- **Inform residents** on the Bike Plan process

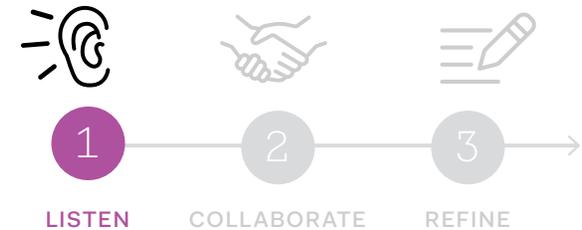
- **Solicit feedback from community members** in East and West Oakland who typically have barriers to participating in planning processes
- **Understand the unique bicycling and overall mobility needs** of East and West Oaklanders
- **Have East and West Oaklanders inform the City and its Project Team** on how to prioritize projects, programs, and policies in the Bike Plan and funding for bicycle infrastructure in the Bike Plan



LISTENING SESSIONS



The Community Partners shaped the discussion questions and invited their constituents. The engagement of the Plan was able to benefit from the existing relationships and trust these organizations have within their community, and offered a space for those attending to share experience-based recommendations.



MOBILE WORKSHOPS



Across the project, the Project Team has shared information and received feedback at over 25 mobile workshops. Mobile Workshops allowed us to set up a table and bring bike plan updates while receiving feedback from Oaklanders at highly frequented locations and events around Oakland. The Mobile Workshops aimed to reach those that may not be able to attend more formal workshops to intercept them in their daily lives at places such as festivals, transit stations, libraries, and grocery stores.

WHAT DID WE HEAR?

Enforcement Policy

Policing practices disproportionately target people of color riding bicycles, and this deters people in Oakland from bicycling.

Separated Bikeways

Separated bike lanes in Oakland are welcomed, but much more caution, care, and community input needs to be put into the design of these facilities.

Support Existing Bike Cultures

Many people in Oakland already bike, and existing POC and youth bicycling culture should be recognized and enhanced by the Bike Plan recommendations.

Fix it First

Many of Oakland's streets have potholes and declining infrastructure. Focusing on improving pavement quality in underserved areas on neighborhood streets would greatly increase bikeability.

Shape the Future of Bikeshare

Many people expressed dislike of the current form of bikeshare and expressed that future iterations should be community-owned and expanded into East Oakland.

Prioritize Youth

City investment around bicycling should prioritize and serve Oakland youth.

Transparent Process

People want to see how their input in the Bike Plan is shaping the program and network recommendations.

Programs to Encourage Biking

Programs should focus on highlighting the benefits of biking to encourage more people to try this mode.



2

PHASE 2

Collaborate

From the start of the process, participants have asked: "how will my ideas be used to shape the priorities and recommendations of the Bike Plan?" These questions pushed the project team to work towards a more transparent process of developing bikeway and bike program recommendations.

DESIGN LAB

As part of the Collaborate Phase, the Project Team and East Oakland Collective hosted a Design Lab, an all day event where Oakland residents could provide their input on the Bike Plan recommendations. The goal of the event was to let residents draw their preferred bike routes on the map, develop roadway concepts and help shape bike programs and policies within Oakland through small group discussion around enforcement policies, the future of bikeshare, and the process for making infrastructure decisions.



WHAT DID WE HEAR?

To watch interviews with Design Lab participants, follow this link:
<https://youtu.be/w10gds8r-zk>



“For our people of color and for our young bikers of color, I want to see more fair enforcement of the laws and also safer spaces for them to ride their bikes.”

OAKLAND RESIDENT AND DESIGN LAB PARTICIPANT



Residents submitted ideas for new neighborhood bike route pavement markings to better reflect their unique neighborhoods.

Design Lab Make Your Mark(ing)

Wayfinding or directional signage is something every city can customize to their specific design requirements. Oakland already has a network of bicycle-focused wayfinding signs. Help design the next generation of Oakland-themed signs.

Design Lab Make Your Mark(ing)

Wayfinding or directional signage is something every city can customize to their specific design requirements. Oakland already has a network of bicycle-focused wayfinding signs. Help design the next generation of Oakland-themed signs.

MAKE A HUGE BIKE Symbol





3

PHASE 3

Refine

Within the final phase of outreach, the project team hoped to edit, vet and refine the Programs, Policies and Network developed throughout the process. In other words, it was an opportunity for the project team to say “did we get it right?” and “is there anything we missed?”

We did this in a variety of ways including:

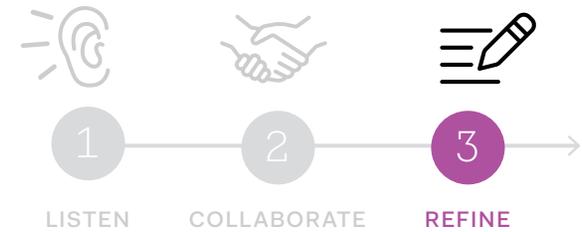
- A Scrapper Bike Team-hosted ride of proposed bikeways in East Oakland
- Receiving online comments on the proposed bikeway network through the online web tool
- Community workshops and meetings hosted by Bikes 4 Life, East Oakland Collective, and Cycles of Change



BIKE PLAN BIKE RIDES



Group bike rides provided valuable feedback on proposed bikeways in Oakland. The Original Scrapper Bike Team hosted a ride in Fall 2018 to test out some of the proposed bikeways in East Oakland. The Scrapper Bike Team’s bike shed, and home base, is located in East Oakland at the MLK Library on International Boulevard. The Bike Team brought ride participants on a proposed network of low volume bike boulevards that connected to libraries, parks, and schools. The ride highlighted some of the pavement quality and pothole issues, and challenging intersections that future bike infrastructure will have to address.



ONLINE WEB TOOL



Oaklanders could provide feedback on the proposed bikeway network through an online web tool that allowed people to “like,” “dislike,” and add comments. This tool gathered over 2,300 comments and nearly 6,500 votes.

WHAT DID WE HEAR?

14th Street

People identified 14th Street as an important Downtown-West Oakland connector. Currently people commented that biking this street can feel harrowing, and cars do not give people biking adequate space.

Telegraph Avenue

While support for Telegraph Avenue is mixed, there were many comments to continue bike facilities on Telegraph Avenue, citing how challenging it is that the bike lane currently drops off suddenly.

Foothill Boulevard

Foothill Boulevard is seen as an important long-distance biking corridor from East Oakland to Downtown. People riding this segment would like to see more separation from speeding and aggressive drivers.

Grand Avenue

People would like to see more protected bicycle facilities on Grand Avenue, especially as cars enter and exit Hwy-580.

Access to Shoreline

In East Oakland, people want to see more bike connections to the shoreline, both to the Bay Trail and San Leandro Creek Trail.

Fruitvale BART/ Fruitvale Avenue

People want to see better bike connections to Fruitvale BART, including better wayfinding and signage. There is a desire for more protected facilities on Fruitvale Avenue.



Photo courtesy of Red, Bike, and Green



Creating a more bicycle friendly Oakland means investing not only in new infrastructure, but also community-led ongoing programs that encourage bicycling.

04

Recommended Bicycle Programs



Bicycle Programs

Oakland is home to a wealth of nonprofit bicycle advocacy organizations, grassroots groups, and community bike shops that for decades have been removing barriers to biking -- barriers that go beyond the lack of safe places to ride. This plan honors their long standing work that has paved the way for so many to choose biking despite the real challenges community members face as detailed in previous chapters.

On its own, access to the bike network is not enough to increase

bicycle ridership in Oakland. Building new bike infrastructure without providing residents culturally-competent bike education on how to use it can feel like an intrusion to a community that does not regularly bike. Our community bike leaders stress the even more crucial step of encouragement in biking. This requires removing real and perceived social barriers -- the fears of being stopped by the police, discomfort riding alongside aggressive vehicle traffic, the fear of riding at night, concerns of theft, lack of knowledge

of bicycle rules and routes, lack of proper bicycle maintenance skills -- all of which can significantly deter new bicyclists.

Bicycle programs offered by nonprofit organizations have played a large role in fostering safe bicycling behavior in Oakland, especially among youth and people of color, at low or no cost. In addition to teaching bike riding and bike maintenance skills, these organizations also provide safe places for youth and nontraditional biking groups to find community and



express themselves through biking. These nonprofit organizations are proud to offer a multitude of services and programs that cater to youth, adults (including formerly incarcerated and older adults), and other groups less likely to bike and teach them how to be confident on the road.

Bicycle promotion has primarily focused on reducing traffic collisions, but often overlooked are other safety concerns felt by marginalized communities related to race, gender, and income. Marginalized groups, including women and gender non-conforming individuals, are more likely to be harassed on the street than non-marginalized groups, which can discourage them from biking. Men of color, especially Black men, are also disproportionately policed in public spaces. In low income communities, theft is a larger concern where there are few safe places to store bicycles.¹ These concerns need to also be addressed to encourage bicycling among non-traditional groups.



The City recognizes the role and contributions made by bike nonprofit organizations that have preceded the city's efforts and will work to support their ongoing programs. OakDOT staff will seek funding and partnerships to support these ongoing community-generated programs and broaden their reach so that more Oaklanders can take advantage of biking in the city.

OakDOT has principally been engaged in delivering infrastructure, and acknowledges that funding and delivery of bicycle programs has largely been left to others and often on a completely volunteer basis. The plan recognizes that funding bicycle programs is equally as important as funding bicycle infrastructure in creating a safe biking environment.

¹ McCullough, S. R., Lugo, A., & Stokkum, R. V. (2019). *Making Bicycling Equitable: Lessons from Sociocultural Research*. UC Davis: Institute of Transportation Studies. <http://dx.doi.org/10.7922/G22R3PWK> Retrieved from <https://escholarship.org/uc/item/37s8b56q>

HOW WILL BICYCLE PROGRAMS ACHIEVE OUR GOALS?



ACCESS

Bicycle programs should expand the reach of the bicycle network with information and support facilities that make bicycling the preferred travel option for more trips.



HEALTH & SAFETY

Bicycle programs should both support safe bicycling behaviors and address unsafe driving behaviors. Programs should encourage physical activity for oaklanders.



AFFORDABILITY

Bicycle programs should be designed to reduce the cost of bicycling and encourage Oaklanders to bicycle more, reducing their transportation costs.



COLLABORATION

Bicycle programs should be rooted in best practices and community needs, build trust in the city and encourage meaningful participation in governance.



Existing Programs

The following bicycle programs already exist in Oakland to teach and support new and continuing bicyclists. Most have the desire to broaden their reach by hosting more regular programming or to expand to new program models.





Cycles of Change Bike Club

EXISTING PROGRAM

COMMUNITY RIDES / BIKE CLUBS

Community rides help build both community and physical skills among new and continuing riders. They provide a guided pathway for new bicyclists to gain confidence riding and navigating the city on a bike for the first time. Regular rides foster community among riders, especially youth who are often looking for physical and creative outlets outside of school. During school, nonprofit organizations also lead bike clubs at middle and high schools, where staff provide bikes and safety gear and take students on group adventure rides. Community rides can be offered to the entire community or geared to female, queer-identifying, and other demographic groups less likely to bike who can learn bicycle skills in a safe space that celebrates

and empowers rider identity. For example Red, Bike and Green is a collective of urban cyclists with an eleven-year legacy that leads bike rides for Black cyclists in Oakland with the goals of addressing health, economic, and environmental disparities in the community.

TARGET AUDIENCE

General public

ORGANIZATIONS OFFERING SERVICES

[Scrapper Bikes](#), [Cycles of Change](#), [Red, Bike and Green](#), [Bay Area Outreach & Recreation Program \(BORP\)](#), [Bike East Bay](#), [Walk Oakland Bike Oakland \(WOBO\)](#), [Bikes4Life](#)



The Bikery

EXISTING PROGRAM

COMMUNITY-BASED BIKE SHOPS / SHEDS

Community-based bike shops provide a space and tools for do-it-yourself repairs with staff available to assist and teach basic mechanics. Depending on the mission of the host organization these community bike shops attract different demographics to a safe and comfortable space. For examples, Spokeland sets aside specific times for women and gender nonconforming individuals to come in; and the Scrapper Bike Shed at the MLK Jr. Library is a safe place for many youth who are looking for places to hang outside of school.

TARGET AUDIENCE

General public, youth

ORGANIZATIONS OFFERING SERVICES

[Cycles of Change](#), [Spokeland](#), [Scrapper Bikes](#), [Bikes4Life](#), [The Crucible](#), [Hard Knox Bikes](#)

Above photo: The Bikery is the Cycles of Change collectively run, not-for-profit community bike shop in East Oakland



ADULT BIKE SAFETY CLASSES

Adults can learn riding skills, rules of the road, crash avoidance, theft prevention, how to ride at night, and how to use bike safety equipment in these classes. Bike East Bay offers a two-part course that includes both an in-class and an on-road lesson.

TARGET AUDIENCE

Adults

ORGANIZATIONS OFFERING SERVICES

[Bike East Bay](#), [Cycles of Change](#)

Photo courtesy of Bike East Bay: Oakland Adult Learn-to-Ride Class offered by Bike East Bay

EXISTING PROGRAM

BIKE EDUCATION CLASSES

Bike education classes are anywhere between one to multiple sessions that teach riders bike safety, bike mechanics, theft prevention, and other useful skills. The following are a few examples of the variety of different bicycle classes offered by nonprofit organizations.

YOUTH BIKE RODEOS

Cycles of Change visits schools on request to set up mock-infra-structure to simulate real-life situations, where instructors can teach students good safety, communication, and decision-making skills. This is part of Alameda County Safe Routes to School program.

TARGET AUDIENCE

Youth

ORGANIZATIONS OFFERING SERVICES

[Bike East Bay](#), [Cycles of Change](#)

BIKE MECHANICS CLASSES

These one-hour workshops are designed to teach basic bike maintenance skills and how to use different tools. Red, Bike and Green offers various workshops and trainings to teach bicyclists new skills.

TARGET AUDIENCE

Adults

ORGANIZATIONS OFFERING SERVICES

[Bike East Bay](#), [Cycles of Change](#), [Red, Bike, Green](#)

FAMILY BIKING WORKSHOPS

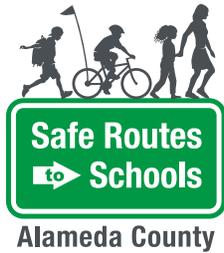
Bike East Bay offers family bike workshops that teach parents with kids with their own bikes and helmets how to ride together safely on a designed course.

TARGET AUDIENCE

Adults with Children

ORGANIZATIONS OFFERING SERVICES

[Bike East Bay](#)



Alameda County Bike Mobile

EXISTING PROGRAM

SAFE ROUTES TO SCHOOL (SR2S)

Safe Routes to School is a national program dedicated to promoting walking, biking, and taking transit to get to school. Alameda County has one of the most robust Safe Routes to School programs in the nation, which serves Oakland schools with free programming including bicycle rodeos, bicycle repairs, school site safety assessments, and other education and encouragement activities to engage students to use alternative modes to school. The program is administered by the Alameda County Transportation Commission and includes a number

of Oakland-based organizations delivering services. However, less than fifty percent of Oakland Unified Schools currently participate in the SR2S program.

TARGET AUDIENCE
Youth

ORGANIZATIONS OFFERING SERVICES
[Cycles of Change](#), [Alameda CTC](#), [TransForm](#), [Alameda County Bike Mobile](#)

EXISTING PROGRAM

EARN-A-BIKE PROGRAMS

Nonprofits have also been providing youth and low-income adults free bikes following completion of a bike training and/or eligibility based on income. In past years, Cycles of Change's Upcycle program has collaborated with the International Rescue Committee (IRC) and the Society of St. Vincent de Paul to provide bicycles to low-income participants, so that they have transportation to reach jobs, services, and transit lines.

TARGET AUDIENCE
Youth, eligible adults

ORGANIZATIONS OFFERING SERVICES
[Cycles of Change](#), [Spokeland](#), [Scraper Bikes](#), [The Crucible](#)

EXISTING PROGRAM

YOUTH BICYCLE INTERNSHIPS

Some bike nonprofits with available funding offer internships to young bike enthusiasts to provide them bike mechanic and youth educator skills which ultimately contributes to work experience that can create pathways to careers. The Cycles of Change Bikery offers youth internships to develop their bike mechanic and leadership skills.

TARGET AUDIENCE
Youth

ORGANIZATIONS OFFERING SERVICES
[Cycles of Change](#)



Photo: David Meza

EXISTING PROGRAM

BIKE TO WORK DAY

Bike East Bay annually coordinates Bike to Work Day in the East Bay region, a day-wide campaign encouraging everyone to try commuting by bicycle for the first time and celebrate those who ride regularly. For the 2019 Bike to Work Day, there were 21 “energizer stations” around the city - small booths run by volunteers along major biking routes where people riding to work can stop to get refreshments and giveaways. This event becomes a community-wide effort as companies, organizations, and individuals support Bike to Work Day each year by hosting one or more of the energizer stations. Walk Oakland Bike Oakland (WOBO) hosts the largest energizer station in the East Bay - a free pancake breakfast for 1,000 people at Frank Ogawa Plaza. On the morning of Bike to Work Day, WOBO volunteers help lead bike rides across Oakland where residents can bike to the pancake breakfast alongside their City Councilmembers. The City of Oakland is a sponsor of Bike to Work Day.



Photo: Bike East Bay



Photo: Bike East Bay

EXISTING PROGRAM

PEDALFEST

Pedalfest is a free annual festival in Jack London Square, put together by Bike East Bay, that brings together over 20,000 people to learn about and celebrate biking and bike-friendly communities. The event is touted as a celebration of bikes, cycling, food, and family and includes activities such as a pedal-powered stage, amphibious bike race, a BMX bike stunt stage, and many booths for local bike businesses and organizations. The City of Oakland is a sponsor of PedalFest.



Photo: Bike East Bay



Recommended Bicycle Programs

Creating a more bicycle friendly Oakland means investing not only in new infrastructure, but also ongoing programs that will encourage and support more people who choose to make bicycling part of their transportation. Envisioning new initiatives and supporting existing ones is an important way for the City of Oakland to invest in the people they hope will benefit from this plan. This section walks through what the Project Team heard, the program

ideas that were developed and vetted at Bike Plan and community events, and first steps toward implementing these ideas.

The Bike Plan recommends three community priorities:

- Promote Hometown Efforts
- Support the Local Bicycling Economy
- Provide Shared Resources



Photo: Scrapper Bike Team at the Shed (Martin Luther King Jr. Library)



“

I don't even know what fixie bikes are, but I would be really interested in having students teach adults more about these bikes and the way they ride. Let's flip the script and have youth teach adults about biking.”

OAKLAND BIKE PLAN
LISTENING SESSION PARTICIPANT



COMMUNITY PRIORITY

PROMOTE HOMETOWN EFFORTS



WHAT WE HEARD

Integrating biking into the culture of the community must come from people living in their own neighborhoods. By supporting and expanding cultures of biking, adults and youth can be exposed to all the benefits of biking and build community around social events and bike rides. The youth of Oakland are essential to developing a successful plan and must be included in planning for the future. There are also opportunities for youth development and empowerment by providing skills training, safety education, and recreational opportunities.



WHAT WE'VE PROPOSED

Existing organizations and groups already lead rides through Oakland (East Bay Bike Party, Scraper Bike Rides) bringing people together around different benefits of riding. One participant noted that the Safe Routes to School program run by Alameda County is currently “opt-in”—providing a gap in bicycle education for students in schools without a Safe Routes to School program. This Plan proposes OakDOT work with local nonprofits and funders to expand the reach of bicycle education and encouragement programs.

Proposed Initiatives:

- Create program to support community bike rides
- Create annual open streets program
- Augment bike education at Oakland Unified School District (OUSD) schools
- Continue to partner with Alameda County Transportation Commission to deliver Safe Routes to School assessments and programs

FIRST STEPS

OakDOT will work with Alameda County Transportation Commission to identify how to increase capacity of Oakland schools to receive Safe Routes to School programs through existing programming.



COMMUNITY PRIORITY

SUPPORT THE LOCAL BICYCLING ECONOMY



WHAT WE HEARD

Overall there was a concern that there was a lack of bike shops (both non-profit and for profit) in East Oakland. Many people want to see more bike services run by or rooted in people of color and family-owned bike shops. In addition, many felt that bike programs should provide employment opportunities for low to no-income Oaklanders that already have technical skills or are interested in job training.



WHAT WE'VE PROPOSED

The City of Oakland is interested in supporting a bicycling economy that supports Oakland-based entrepreneurs, and extends into East Oakland. There is an opportunity financially support bike mechanic job training, and League Cycling Instructor training, which is often a necessity for being hired to lead group rides.

Proposed Initiatives:

- Create stipend program for unhoused people to get job training as mechanics at bike shops
- Create stipend program for League Cycling Instructor (LCI) training
- Encourage small local bike shops and businesses to be recognized as Bicycle Friendly Businesses through the League of American Bicyclists
- Work to increase local bicycle businesses owned by people of color in underserved neighborhoods, consistent with the City's Economic Development Strategy (2018-2020)

FIRST STEPS

OakDOT will explore other agencies and organizations to partner with to develop a plan for the proposed programming.



COMMUNITY PRIORITY

PROVIDE SHARED RESOURCES



WHAT WE HEARD

People felt that bike maintenance was one of the greatest deterrents to riding more, and access to free and low-cost bike repair would allow more people to ride bikes. Community members want bike maintenance resources to be more available, affordable and community owned to decrease barriers to biking and to empower community ownership. In addition, there was an interest in “pit stops” on corners where people can fix their tire, get a sip of water, and hang out without having to lock up their bike. Libraries, community spaces, and social groups can provide these resources.



WHAT WE'VE PROPOSED

Providing bike repair, maintenance, and education through the Oakland Public Library branches is a strategy to provide concrete locations for services (distributed throughout Oakland) that are free of charge and accessible to the entire public.

Proposed Initiatives:

- Add two full-time staff positions to OPL as bike mechanics
- Add fix-it and hydration stations to all OPL branches
- Add bike tool lending library to all OPL branches
- Funding purchase of bike books, DVDs at OPL branches
- Provide bikes as incentives for OPL summer reading program

FIRST STEPS

- OakDOT and the Oakland Public Libraries will discuss funding, timeline and training necessary to add full-time bike mechanic staff to chosen Oakland Public Library branches.
- OakDOT will research best practices for the design and location of installing fix-it stations

LYFTUP EAST OAKLAND

In 2019, Lyft is partnering with Oakland-based transportation advocacy group TransForm to partially fund \$1 million dollars of projects that will extend mobility options in East Oakland. These projects were developed from ideas we heard from residents at Bike Plan events about how bike share and shared mobility could better meet residents needs while expanding access into East Oakland.

Mobility4All Partnership

Lyft and TransForm will fund the East Oakland Collective to pilot a community free ride program for underserved populations. Qualifying participants will have access to subsidized AC Transit Passes, Lyft ridesharing and Lyft's \$5/month community pass, which enables unlimited 30 minute rides on Lyft's electric scooters and unlimited 60 minute rides on GoBikes.

The Shed Bike Library

Lyft and TransForm will work with the Scraper Bike Team to establish a community-run bike lending library at The Scraper Bike's Shed. The Bike Library will allow residents to borrow bikes free of charge on a daily and weekly basis. A portion of the bikes will be made available for month-long lending, including bikes that serve the needs of families with young children.

Community-Driven Bike Station Activation (Parklets)

TransForm will convene a network of East Oakland organizations to help guide a creative design process for future bike share stations in East Oakland. Bike share station installation will focus on placemaking, building community ownership, and stabilizing local businesses, including the creation of three parklets integrated with future bike share stations.





“

I want to ride here, I just want it to be safer.”

FRUITVALE RESIDENT

05

Recommended Bicycle Projects



The Bicycle Network

In 2007, at the time Oakland adopted its last Bicycle Plan, the City had 104 miles of bikeways. Today, there are over 164 miles of bikeways in Oakland, with an increasing focus on bikeway types that provide greater protection for bike riders from vehicles.

Chapter Five introduces the different types of bikeways and supporting amenities that OakDOT will be installing, and the overall strategy the project team employed in deciding where and what kind of facilities should be recommended- guided by the community input we heard.



WHAT WE HEARD

Bicycling is uncomfortable because of all the potholes and stressful because cars drive too fast.

Any investment in bikeways should first serve local neighborhood destinations and meet the transportation needs of existing residents.

Bikeways are only useful if they are connected. Gaps as short as crossing an intersection or as long as several miles can keep more people from bicycling more often.



WHAT WE'VE PROPOSED

Three strategies to guide future bikeway investments

Make it Comfortable

- Move streets that share a bikeway recommendation to the front of the line in Oakland's repaving schedule.
- Involve the community in bikeway design process early and often to help weigh the benefits and tradeoffs that may be needed to create as much separation from moving vehicles as possible.

Make it Local

- Prioritize bikeways that connect residents within established neighborhoods to destinations like grocery stores, schools, parks, libraries, recreation centers, commercial districts, and popular bus stops.
- Find opportunities for bikeway designs and wayfinding to reflect the existing local culture within Oakland's neighborhoods.

Make it Connected

- Build continuous cross-town corridors that help people bicycle safely to Lake Merritt and downtown from as many parts of Oakland as possible.
- Evaluate design changes at intersections so that crossing a street is not a barrier to bicycling.
- Continue to provide directional signs to help bicyclists find their way and secure bicycle parking to protect their property once they reach their destination.



<p>HOW WILL BICYCLE NETWORK RECOMMENDATIONS ACHIEVE OUR GOALS?</p>				
	<p>ACCESS</p>	<p>HEALTH & SAFETY</p>	<p>AFFORDABILITY</p>	<p>COLLABORATION</p>
	<p>Bicycle network recommendations create continuous routes throughout the City, connecting neighborhoods to major destinations and to one another.</p>	<p>Bicycle network recommendations should address the most critical safety issues and prioritize improvements at high-injury corridors and intersections.</p>	<p>Bicycle network recommendations should provide affordable travel options for low-income neighborhoods.</p>	<p>The Plan should prioritize bicycle network recommendations desired by the community and should include realistic cost estimates that keep the City accountable for project delivery.</p>

PROGRESS UPDATE SINCE 2007 BIKE PLAN

Oakland has made great strides in developing a more bikeable city since the last Bike Master Plan was adopted in 2007. A few accomplishments include:

- Creation of a citywide Department of Transportation (OakDOT) with direction to “reimagine how city streets are used, with a focus on serving people, rather than simply moving vehicles”
- The bicycle network grew by 58%, from 104 miles to 164 miles
- Improvement to the comfort of the bikeway network with low-stress bikeway mileage raising from 18.2 miles to 55.7 miles; a growth of 206%
- Adoption of a Complete Streets Policy in 2013, with over 3 out of 4 implemented road projects now including bicycle facilities
- A tripling of publicly available bike parking spaces, including two attended bike stations that can serve 366 bicyclists daily
- Roll-out of regionwide bikeshare program adding 850 bikes within Oakland and offering a \$5 annual membership for low income residents
- Increase in grant funding secured for protected bike lanes, specifically \$28 million dollars in grant funding between 2015 and 2018
- Recognized national leader in coordinating bikeway implementation with routine resurfacing projects, allowing the recent majority of Oakland’s bikeway mileage to be delivered through paving projects
- Recognition as a Bicycle Friendly Community (BFC) by the League of American Bicyclists since 2010 and recognition as a Gold Level BFC since 2018 (one of only 34 cities nationwide to carry this distinction)





Bikeways Toolbox

Different types of bikeways are better suited for different roadways, based on considerations such as how fast and how frequently vehicles use the road, the roadway width, and other types of transportation using the space. The following bikeways and bike amenities are part of Oakland Department of Transportation's bikeway "toolbox."

LOW-STRESS BIKEWAYS



Shared Use Path

- Paths shared by people walking and biking completely separated from motor vehicle traffic
- Comfortable for people of all ages and abilities
- Typically located within or along parks, roadway medians, rail corridors, or bodies of water
- Oakland refers to this as Class 1 Bikeway



Protected Bike Lane

- On-street bike lane separated from motor vehicle traffic by curb, median, planters, parking, or other physical barrier
- Oakland refers to this as Class 4 Bikeway



Buffered Bicycle Lane

- Dedicated lane for bicycle travel separated from traffic by a painted buffer
- Adding a buffer provides additional comfort and space from motor vehicles and/or parking
- Oakland refers to this as Class 2B Bikeway



Neighborhood Bike Route

- Calm local streets where bicyclists have priority, but share roadway space with automobiles.
- Includes shared roadway bicycle markings on pavement and additional traffic calming measures like speed humps or traffic diverters to keep streets comfortable for bicyclists
- Comfortable for bicyclists with wider range of comfort levels
- Oakland refers to this as Class 3B Bikeway



Bike Lane

- Dedicated lane for bicycle travel adjacent to traffic
- Oakland refers to this as a Class 2 Bikeway



Bike Route

- Signed bike route, sharing the roadway with motor vehicles
- Can include pavement markings
- Comfortable for more confident people biking
- Used when space for bike lane may not be feasible
- Oakland refers to this as a Class 3 Bikeway



BIKE AMENITIES



Bike Parking

- Includes curbside and sidewalk racks, corrals, bike lockers or bike stations
- Racks provide short-term dedicated parking outdoors
- Lockers provide long-term secure parking at high demand locations
- Stations provide long-term indoor parking typically near transit and can be staffed or self-serve



Bicycle-Friendly Intersections

- Intersections designed to provide additional separation, comfort, and safety for people biking and walking
- May include bike boxes, signal priority, curb extensions, or islands to separate bicyclists from turning motorists
- Ideal for locations with conflicts between people driving, walking, and biking



Bike Share

- Self-serve bike pickup, either at designated stations or dockless
- Ideal for short point-to-point trips and connections to and from transit stations
- Provides access to bikes for people who may not own a personal bicycle or not have storage space for a bike



Bike Repair/ Hydration Stations

- Self-serve bike repair with tools and stand
- Allows access to tools for basic do-it-yourself bike repair
- Ideal locations along trails and at community facilities





Neighborhood Bike Routes

More than any other type of bikeway, this plan is focusing on designating neighborhood bike routes (over 60 miles recommended in total). Also known as bicycle boulevards, these type of bikeways resonated with people we talked to as facilities that provide continuous, comfortable bicycle routes on the local street network instead of busy arterials. Neighborhood Bike Routes include directional marking and wayfinding signage to provide users with coherent routing, but also importantly focus on traffic calming that decrease cars speeds and limit motorist volumes to prioritize people biking. Streets designated as neighborhood bike routes, OakDOT will focus on the following actions:

IMPROVING MAJOR STREET CROSSINGS

A person's comfort biking on a low volume neighborhood street can be impacted when crossing of a high volume arterial. OakDOT will focus on improving these intersections with treatments such as protected intersections, bike boxes, traffic signals, or curb extensions to improve the visibility and safety of bicyclists at major crossings.

REDUCING OR PREVENTING SPEEDING

Research shows that the severity of an injury of a bicyclist in a collision is related to the speed of the vehicle. Neighborhood Bike Routes are recommended for bikeways with posted speeds of 25 MPH

or below. Some nearby cities and neighborhoods within Oakland are choosing to reduce speeds through traffic calming measures (speed humps, chicanes, curb extensions) and reduced posted speeds to create a more bicycle friendly street.

PREVENTING HIGH CAR VOLUMES

The number of cars passing someone biking on the street affects the comfort of a bicyclist, particularly when sharing a lane with motor vehicles. We can look at the average numbers of vehicles per day as a proxy for comfort. For example, at 3,000 vehicles a day, a car passes a bicycle every 46 seconds. For Neighborhood Bike Routes, having 2,000 vehicles per day is preferred

and 3,000 vehicles per day is acceptable. For roadways with higher volumes, traffic diversion methods should be considered.

INCREASING PAVEMENT QUALITY

Many of the streets designated as Neighborhood Bike Routes through this plan currently have low pavement quality. Cracks, potholes, and bumps can make riding these streets uncomfortable. OakDOT is working to repave these streets by prioritizing them in their internal paving schedule.



“

I use back streets, not main streets when biking to stay away from speeding cars. I grew up in Oakland so I don't need a map, I just know the roads.”

OAKLAND BIKE PLAN LISTENING
SESSION PARTICIPANT



2019 Existing Bicycle Network

- Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route
- Arterial Bike Route
- Park
- Oakland City Limits
- BART Station



1 The City's focus on lane conversion projects that reduce the number of travel lanes, such as on Grand Avenue, is a strategy to make room for bikeways while providing traffic calming benefits to the roadway.



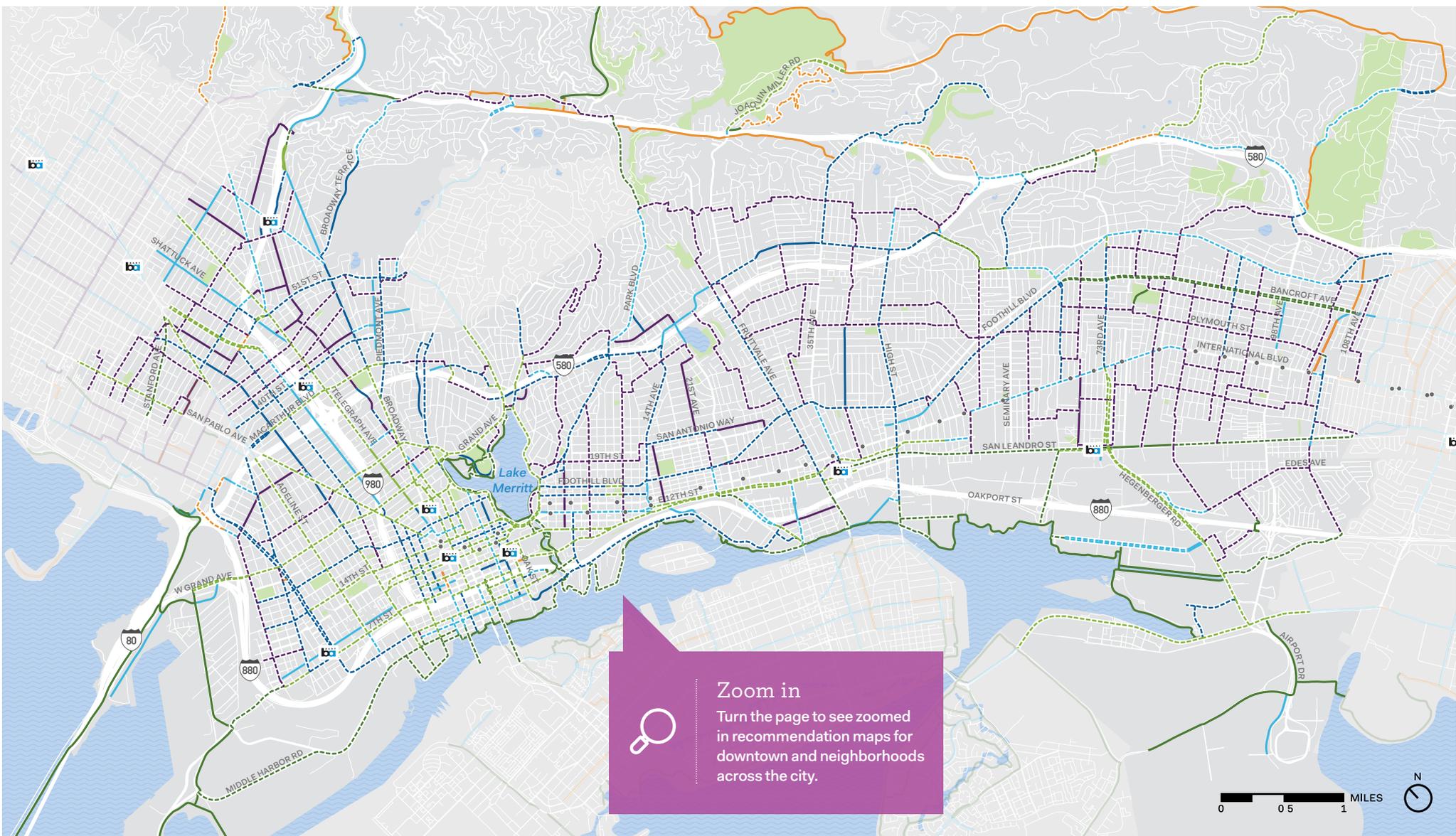
2 Oakland's first parking protected bikeway on Telegraph Ave has illustrated the safety benefits of increased separation - with a 40% reduction in collisions measured after installation.



3 Projects like the Lakeside Green Streets project next to Lake Merritt are providing high quality, separated experiences of Oakland's assets.

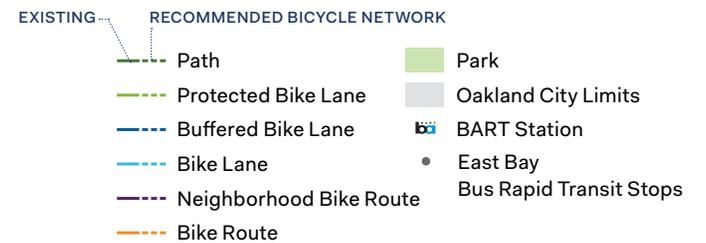


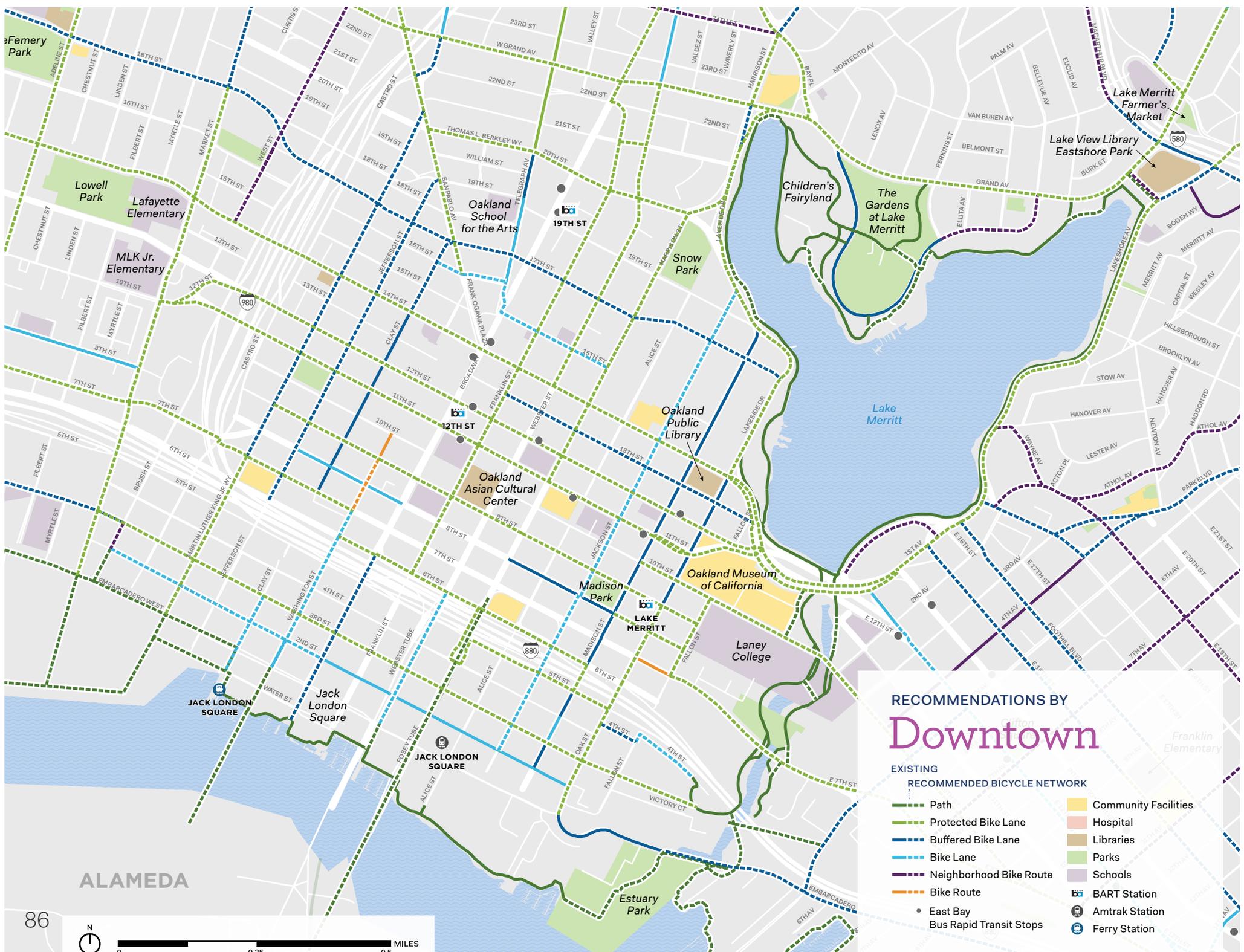
4 Arterial Bike Routes, which require bicyclists to share lanes with cars on busy streets, will no longer be proposed. The 14 miles of existing routes are proposed for more comfortable bikeway types.



Citywide Recommendations

This map identifies Oakland's existing 164-mile bike network and the 219 miles of proposed upgraded and new bikeways.



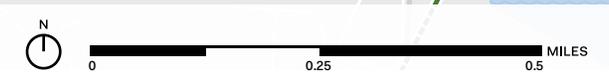


RECOMMENDATIONS BY
Downtown

- EXISTING**
- Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - Amtrak Station
 - Ferry Station

ALAMEDA

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The Oakland Athletics are currently proposing to relocate their ballpark to Howard Terminal. This unique nature of this proposed project may necessitate adjustments to this Bike Plan network to balance competing game-day demands on surrounding streets, including but not limited to Broadway, Market Street, Martin Luther King Jr. Way, Embarcadero West, and 3rd Street. While precise street segments on the Bike Network may change to accommodate these demands, high quality bicycle facilities and from the ballpark will be incorporated in both the Howard Terminal project design and any revisions to the network envisioned herein to ensure safe and sustainable transportation to and from the waterfront.



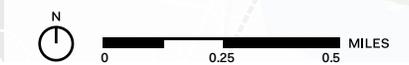
EMERYVILLE

PORT OF OAKLAND

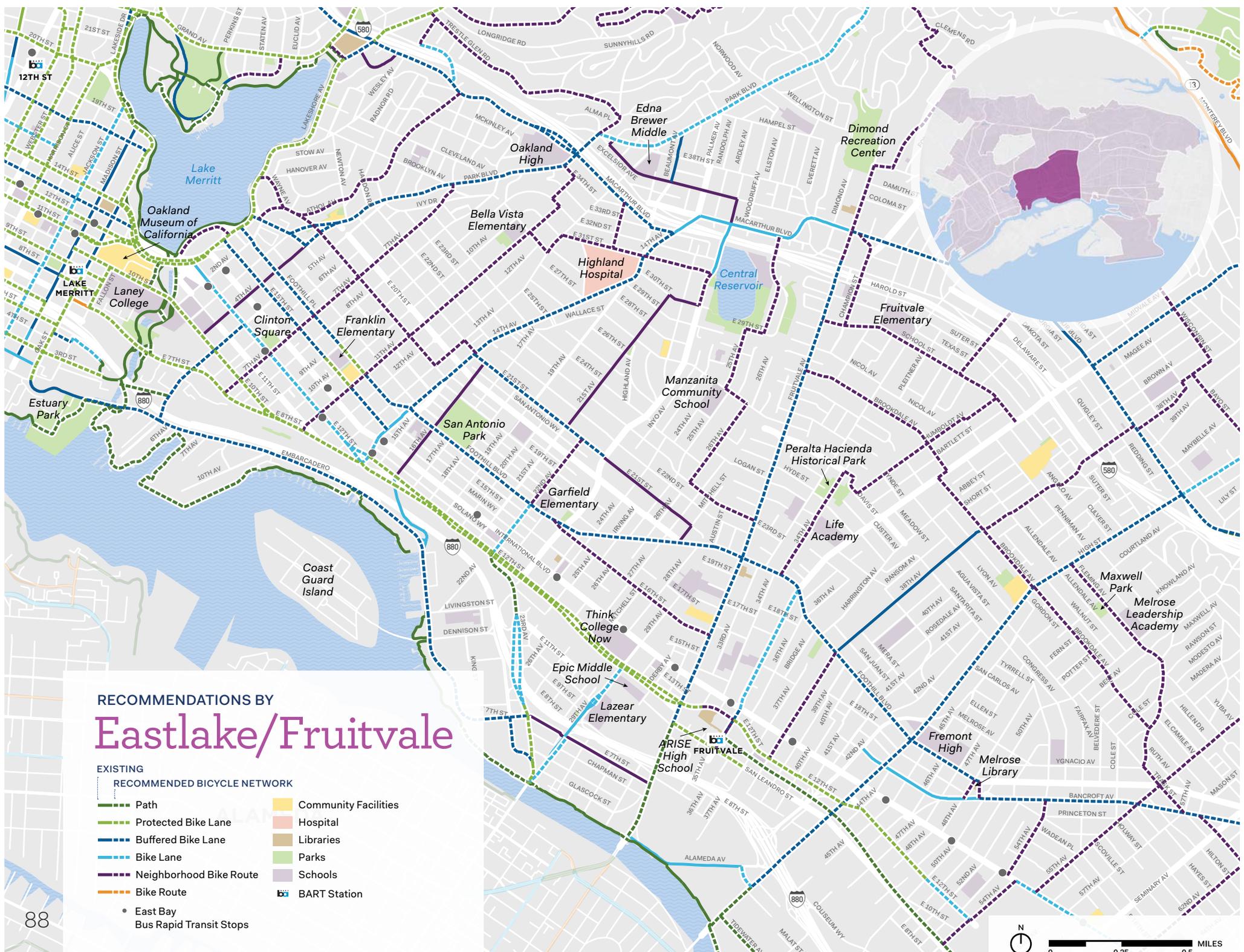
ALAMEDA

RECOMMENDATIONS BY West Oakland

- | | |
|-----------------------------|----------------------------------|
| EXISTING | |
| RECOMMENDED BICYCLE NETWORK | |
| | Path |
| | Protected Bike Lane |
| | Buffered Bike Lane |
| | Bike Lane |
| | Neighborhood Bike Route |
| | Bike Route |
| | Community Facilities |
| | Hospital |
| | Libraries |
| | Parks |
| | Schools |
| | BART Station |
| | Amtrak Station |
| | Ferry Station |
| | East Bay Bus Rapid Transit Stops |

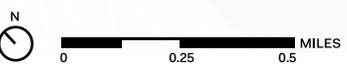
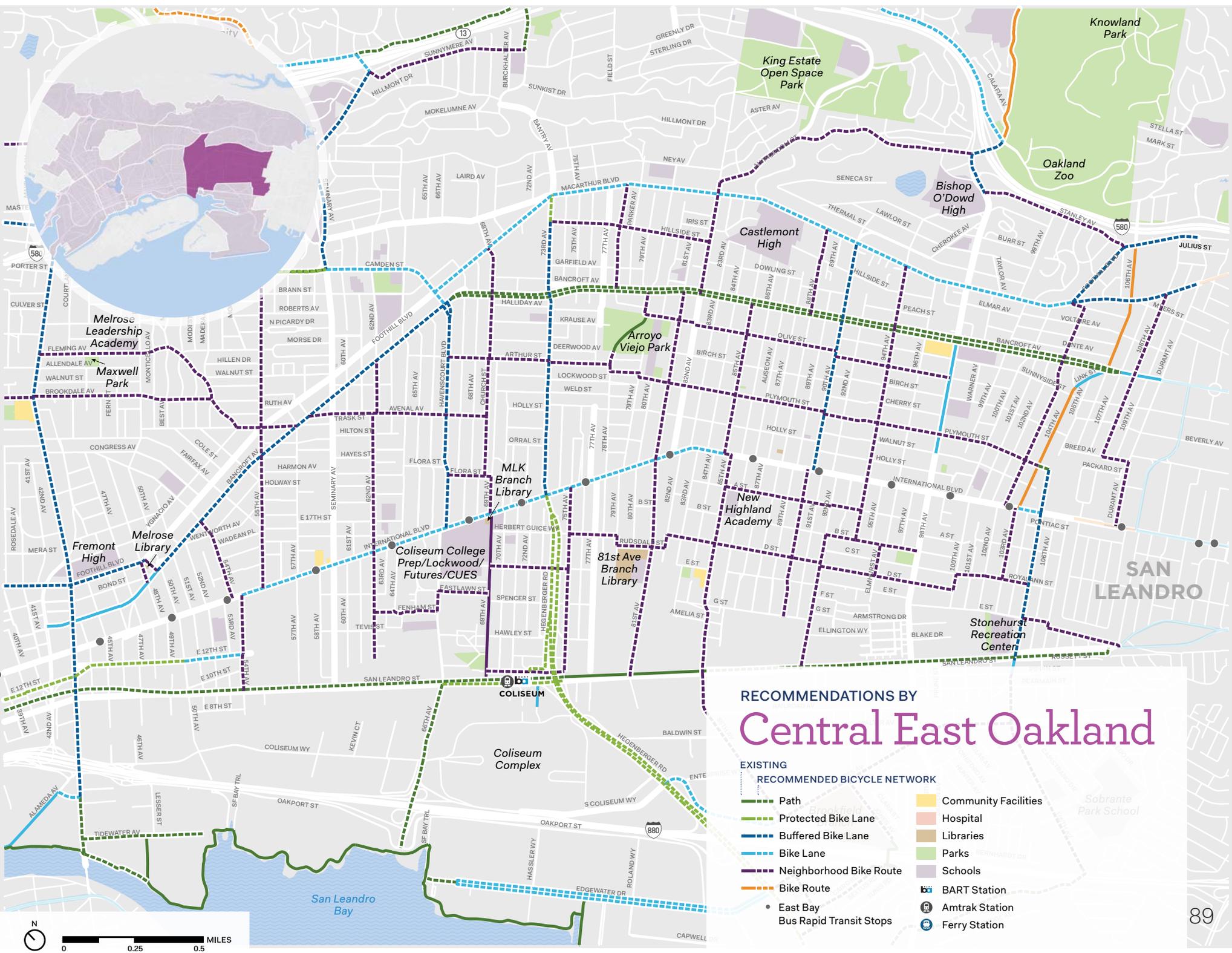


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RECOMMENDATIONS BY
Eastlake/Fruitvale

- EXISTING**
- Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - East Bay Bus Rapid Transit Stops





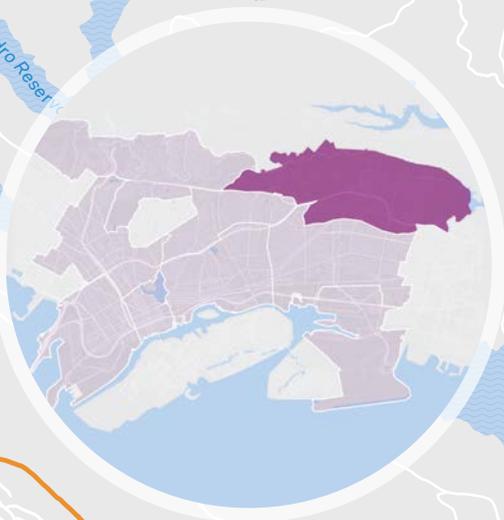
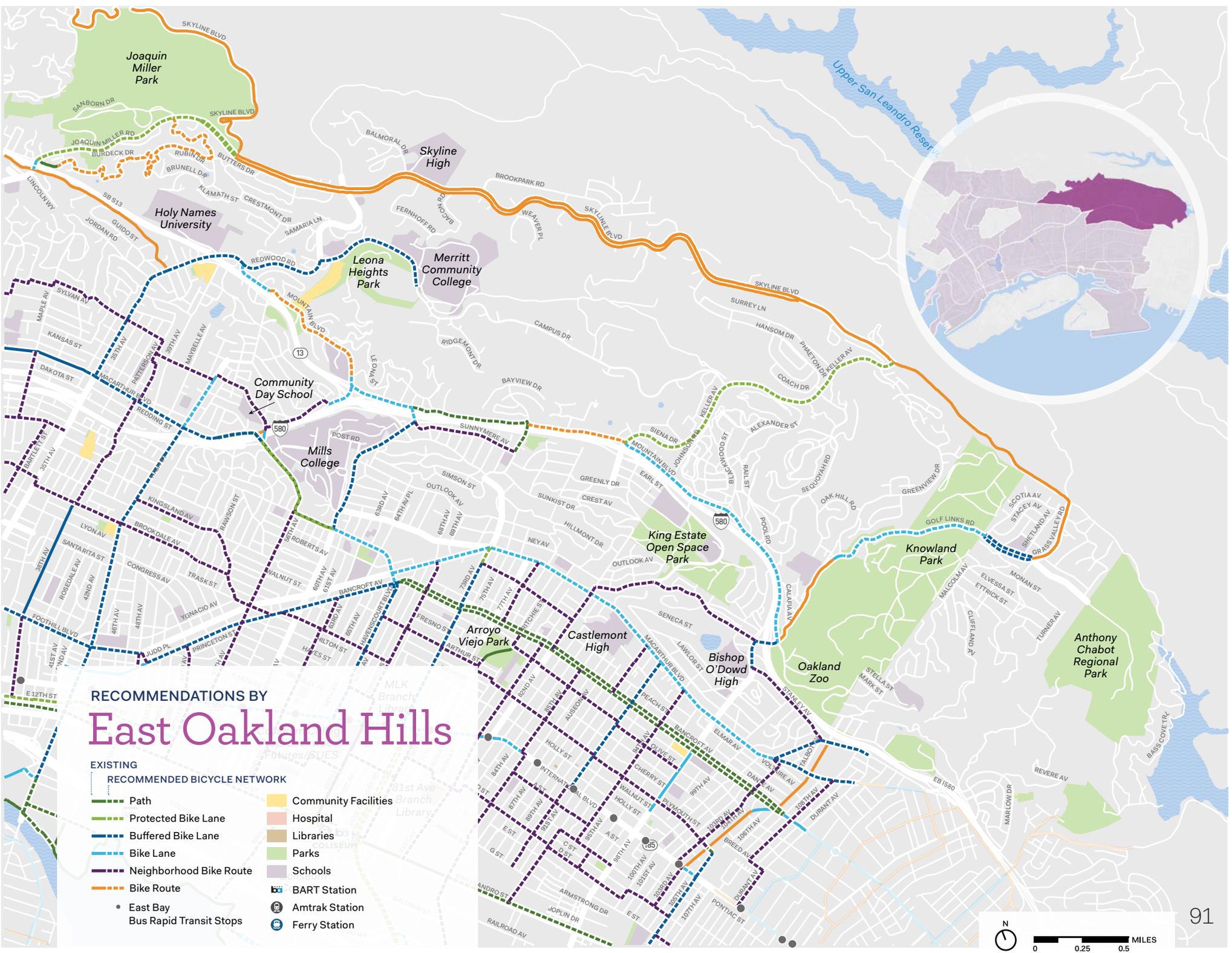
RECOMMENDATIONS BY

Coliseum/Airport

EXISTING

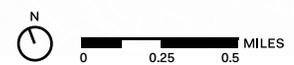
RECOMMENDED BICYCLE NETWORK

- | | |
|----------------------------------|----------------------|
| Path | Community Facilities |
| Protected Bike Lane | Hospital |
| Buffered Bike Lane | Libraries |
| Bike Lane | Parks |
| Neighborhood Bike Route | Schools |
| Bike Route | BART Station |
| East Bay Bus Rapid Transit Stops | Amtrak Station |
| | Ferry Station |



RECOMMENDATIONS BY
East Oakland Hills

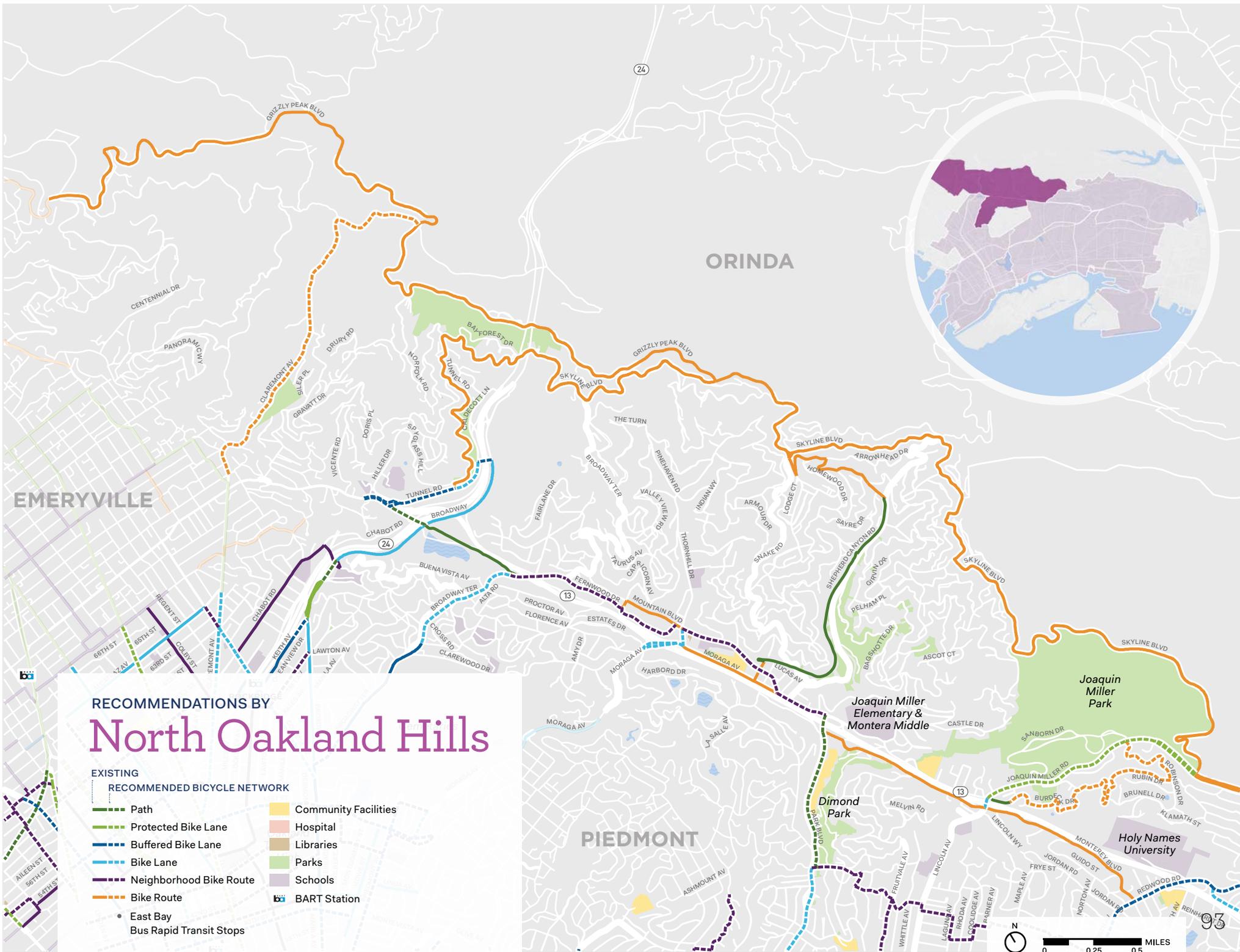
- EXISTING**
- RECOMMENDED BICYCLE NETWORK**
- Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - Amtrak Station
 - Ferry Station
 - East Bay Bus Rapid Transit Stops





RECOMMENDATIONS BY
**Glenview
 Redwood Heights**

- EXISTING**
- East Bay Bus Rapid Transit Stops
- RECOMMENDED BICYCLE NETWORK**
- Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools

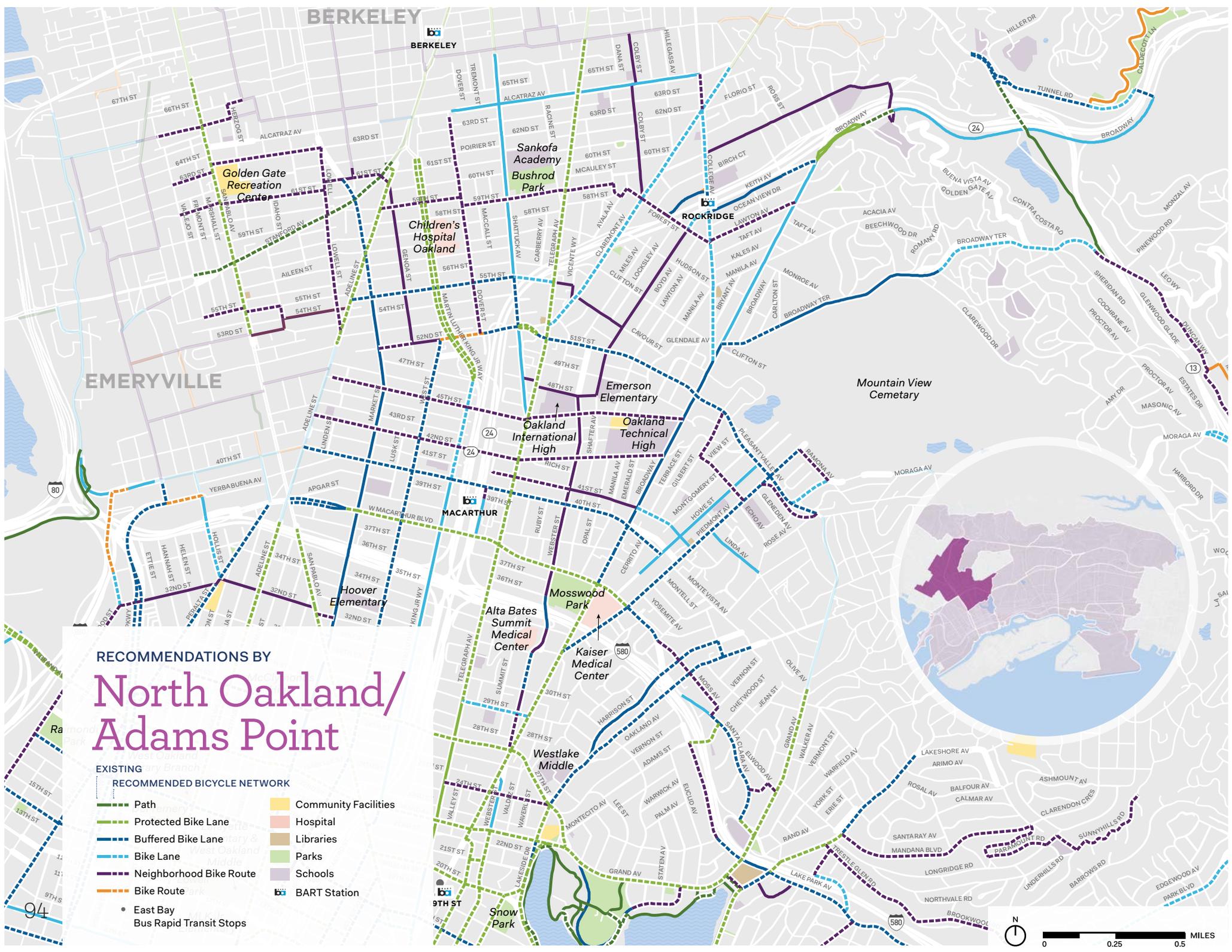


RECOMMENDATIONS BY North Oakland Hills

- EXISTING**
- RECOMMENDED BICYCLE NETWORK**
- Path
 - - - Protected Bike Lane
 - - - Buffered Bike Lane
 - - - Bike Lane
 - - - Neighborhood Bike Route
 - - - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - East Bay Bus Rapid Transit Stops

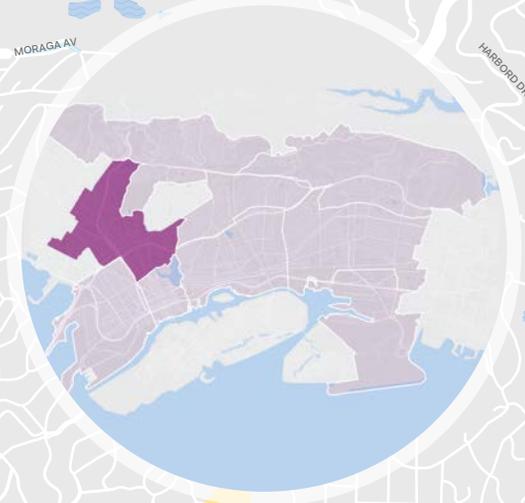


BERKELEY



RECOMMENDATIONS BY North Oakland/ Adams Point

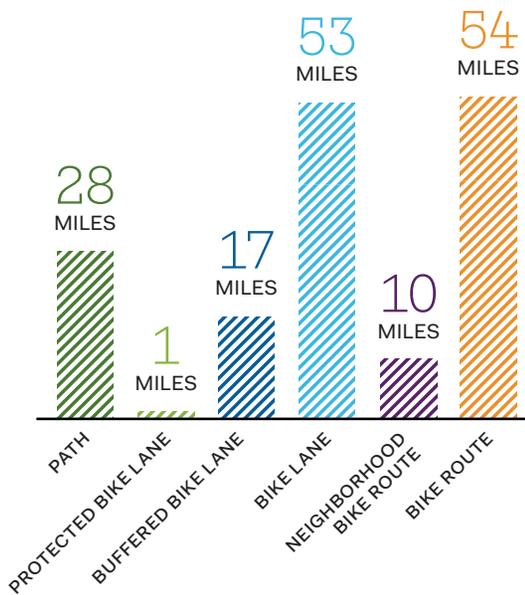
- EXISTING
RECOMMENDED BICYCLE NETWORK
- Path
 - Protected Bike Lane
 - Buffered Bike Lane
 - Bike Lane
 - Neighborhood Bike Route
 - Bike Route
 - Community Facilities
 - Hospital
 - Libraries
 - Parks
 - Schools
 - BART Station
 - East Bay Bus Rapid Transit Stops



By the Miles

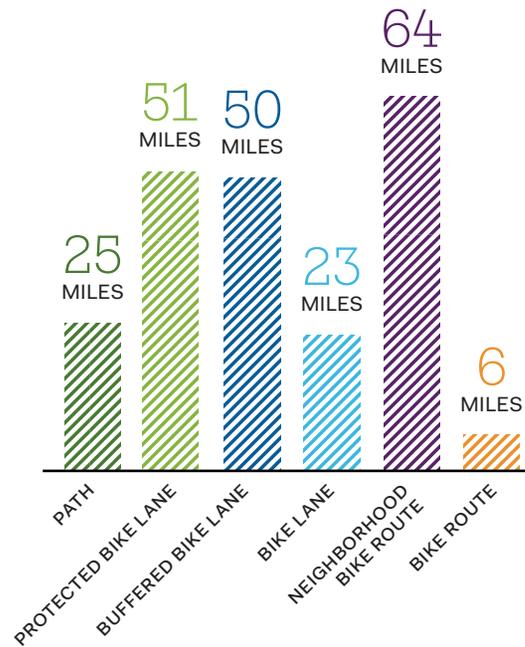
164
MILES

BIKE NETWORK TODAY



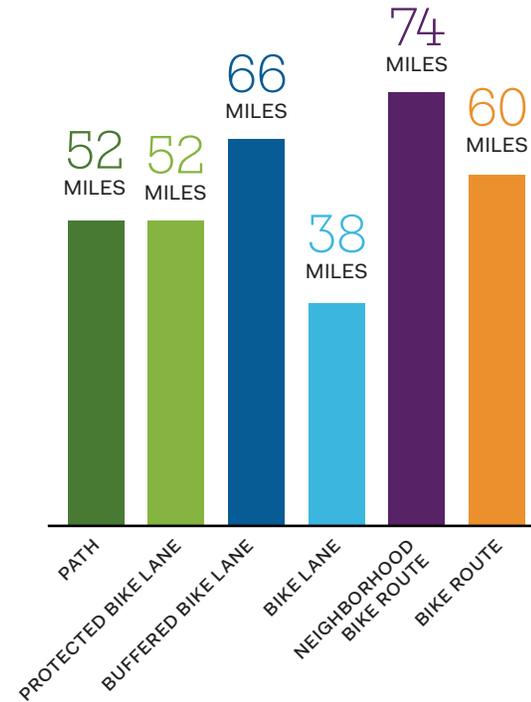
219
MILES

PROPOSED NEW & UPGRADED BIKEWAYS



344
MILES

COMPLETE NETWORK





How Did we Develop the Recommended Network?

What steps did the project team take to develop the recommended bikeway network that supports a comfortable, local, and connected network?

- **Public Input**

Demand for new and improved bikeways was recorded through Bike Plan workshops and listening sessions, the online community input map, and mobile workshop events. Roadways and areas that were mentioned across different outreach methods were examined for inclusion in the bikeway network.

Example: Public interest for a bikeway on High Street resulted in a Vision Network project on that corridor.

- **2007 Bike Plan Recommendations**

The project team identified completed projects and upgraded remaining recommendations to current low-stress bikeway standards, where possible.

- **Local Destination Connectivity**

The project team identified bikeways to better connect users to parks, community centers and libraries, transit centers, and local middle and high schools.

Example: The proposed neighborhood bike routes on Rudsdale Street and 81st Avenue will provide new connections to the 81st Ave Library.

- **Network Coverage**

Research shows that coverage and density of bikeways is an important factor to encourage bike ridership. The project team identified bikeways that would increase the density of the bikeways, especially in East Oakland where there are few existing bikeways.

Example: The proposed network of neighborhood bike routes in Central East Oakland fills in coverage of East-West and North-South bikeways in that area.

- **Gap Closure**

The project team looked at where new facilities were needed to close the gap in the existing network. These were often more challenging projects that were precluded from past planning efforts because of design constraints.

Example: the proposed continuation of bike facilities on Telegraph Avenue will provide connections to existing bikeways through downtown and North Oakland.

- **Projects and Plans Under Development**

The project team incorporated bikeway projects that were part of recent or undergoing planning efforts.

Example: Bikeway recommendations from Oakland-based planning efforts such as the Downtown Oakland Specific Plan are included, as are multi-jurisdictional efforts such as the Stanford Bike Path and the East Bay Greenway.

- **Upgrading Existing Bikeways**

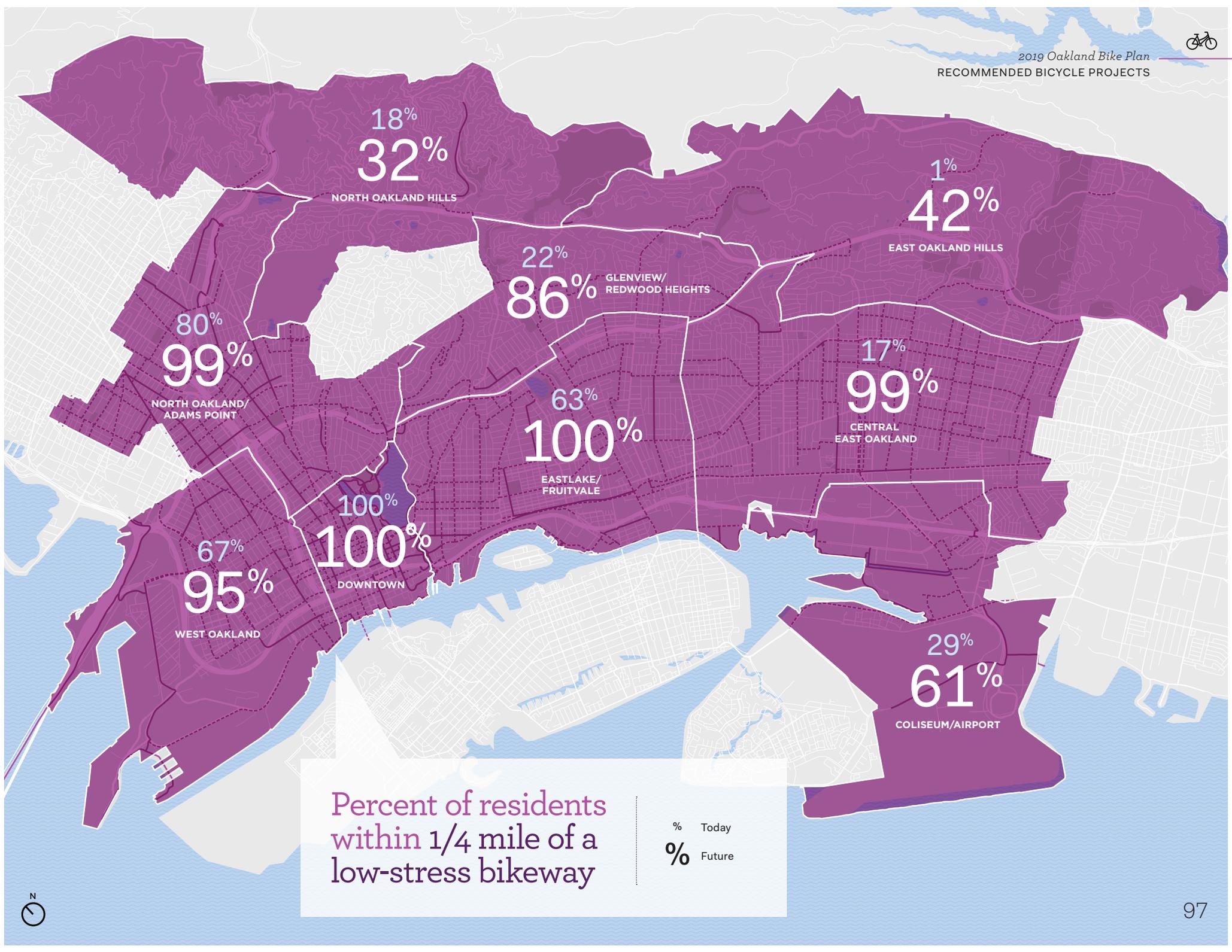
The project team look at which existing bikeways could be upgraded to provide a more comfortable connection.

Example: Recommendations on Grand Avenue, Adeline Street, and many of the east-west cross streets through Downtown upgrade existing bicycle lanes.

- **OakDOT Staff Recommendations**

The project team incorporated projects proposed by OakDOT staff that have been generated since the adoption of the 2007 Oakland Bicycle Plan.

Example: OakDOT staff identified the challenges with the current 104th-106th Ave bikeways, and project team staff proposed an alternative bike boulevard route on 108th Avenue, Breed Avenue, and Durant Avenue.



Percent of residents within 1/4 mile of a low-stress bikeway

% Today
% Future





REALITY CHECK

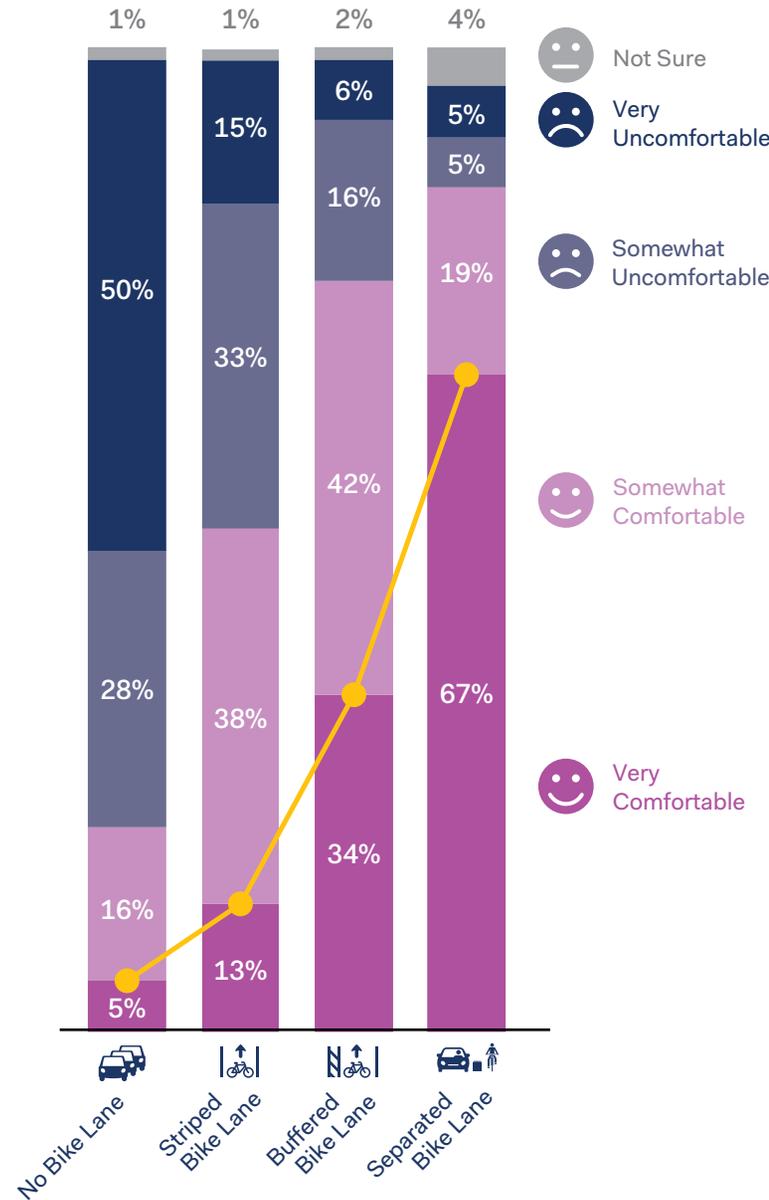
How are Oakland's three strategies to make bicycling more comfortable, local, and connected reflected in the proposed network?

STRATEGY 1

Make it Comfortable

Nearly half of Oaklanders who bike prefer not to share the road with cars, and prefer to bike on low volume streets or streets with separated bikeways. The proposed bikeway network should provide low-stress routes that allow for families and those that are interested but concerned to reach their destinations.

To do that, the project team tried to designate low-stress bikeways (see Bikeways Toolbox section), wherever possible, to provide riders with more protection from moving vehicles.



LOW-STRESS BIKEWAYS

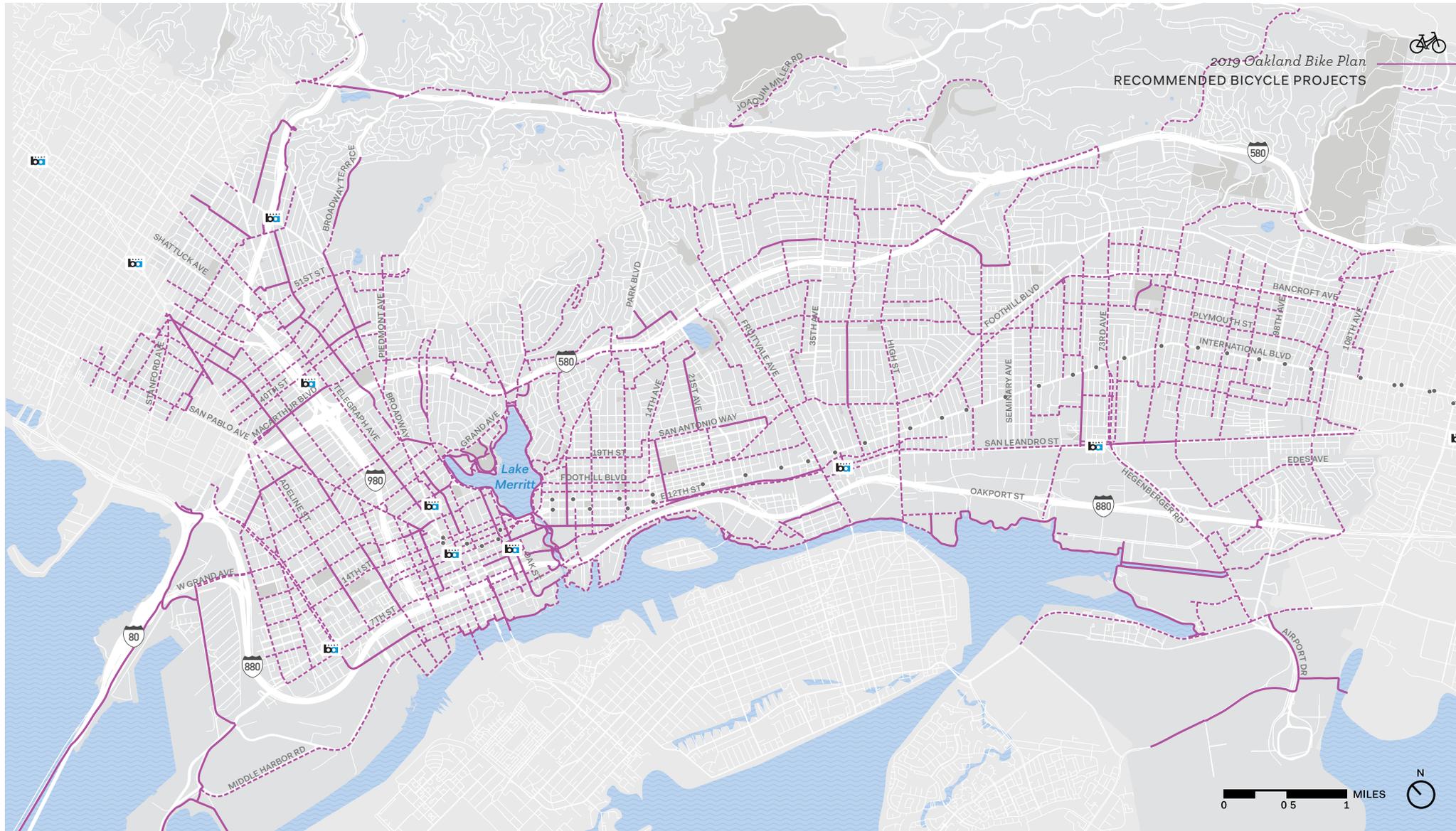
Providing low-stress bikeways can be an important strategy for people to feel more comfortable or safer biking to their destinations. Bikeways are considered low-stress if they involve very little traffic interaction by nature of the roadway's vehicle speeds and volumes (e.g., a shared low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bikeway and traffic lane on roadways with higher traffic volumes and speeds.



Neighborhood Bike Route on Shafter Ave



Protected Bike Lane on Telegraph Photo courtesy of Bike East Bay



Low-Stress Bikeways

More than 80% of the recommended new or upgraded bikeway miles will provide low-stress options that appeal to more Oaklanders.

- Existing
- - - Recommended
- Park
- Oakland City Limits
- bt BART Station
- East Bay Bus Rapid Transit Stops



STRATEGY 2

Make it Local

Not every bike trip is for commuting to work, and residents need to be able to access local destinations, such as grocery stores, libraries, parks, and schools, via bike. The proposed bikeway network should designate bikeways that provide good connections within neighborhoods.

To do that, the project team looked at how new bikeways could better connect people to BART stations, frequented bus stops, middle and high schools, libraries and parks, and grocery stores, among others destinations.





CLOSER LOOK

To make sure the network connects residents with as many local neighborhood destinations as possible, OakDOT measured how many people can access schools, parks, recreation centers, grocery stores, and transit within a **ten minute bike ride** using low-stress bikeways. Existing access to local destinations was then compared to how many more people will gain access when the full set of recommended bikeways are built. The following pages display the results of this analysis.



Let's Bike Oakland

RECOMMENDED BICYCLE PROJECTS



Only **5%** OF OAKLANDERS CURRENTLY HAVE ACCESS TO GROCERY STORES *within a 10-minute ride on low-stress bikeways*

67% OF OAKLANDERS WILL HAVE ACCESS AFTER INSTALLING THE RECOMMENDED BIKEWAYS

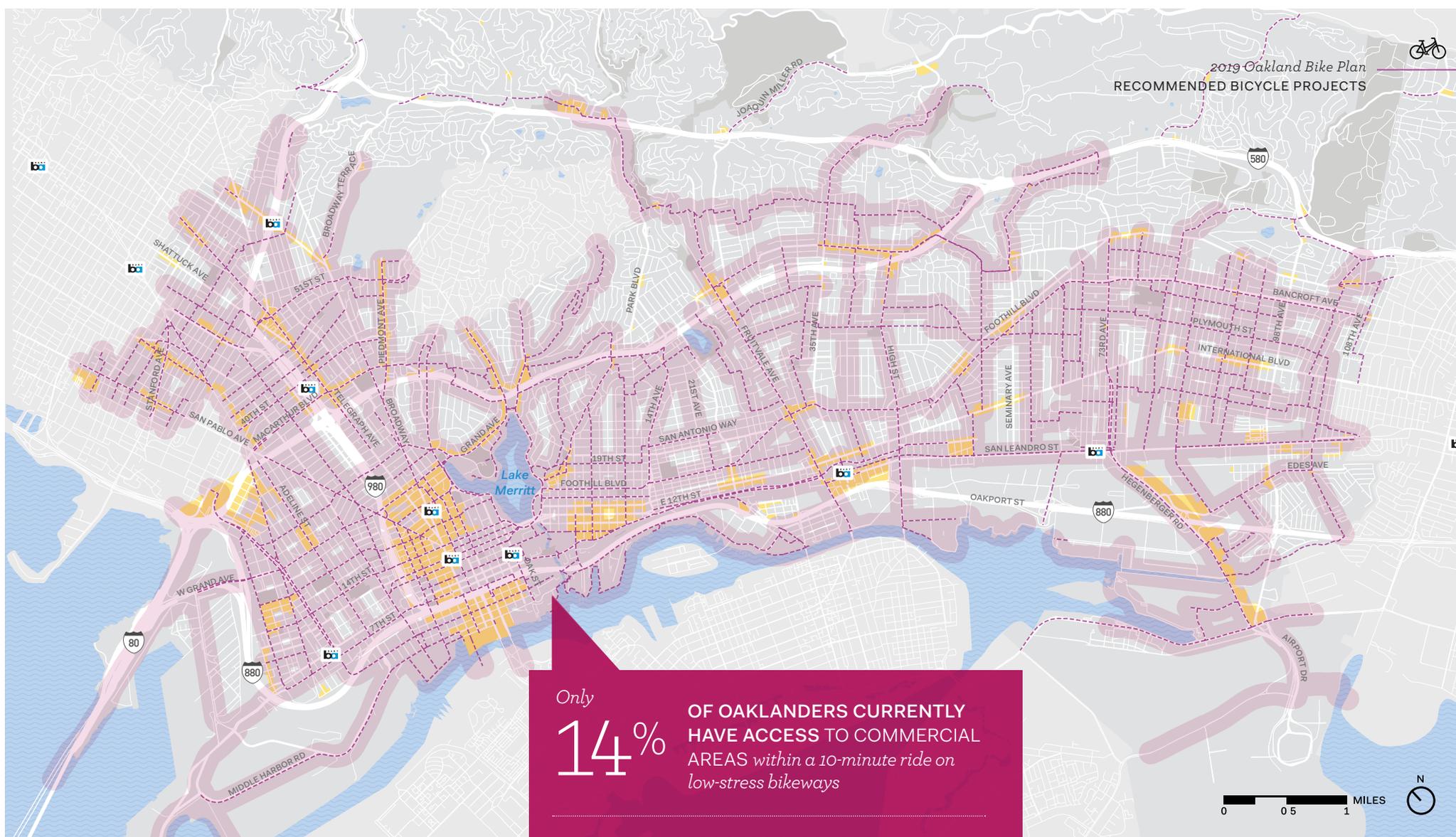
82% of Oaklanders within disadvantaged communities will have access to grocery stores within a 10-minute ride on low-stress bikeways

RECOMMENDED BICYCLE NETWORK

Access to Grocery Stores

Source: City of Oakland, Department of Economic Development. Note: Convenience stores were not included in this analysis.

- Access within 10 minute bike ride
- Existing Low-Stress Bicycle Network
- Recommended Low-Stress Bicycle Network
- Grocery Store
- BART Station



Only **14%** OF OAKLANDERS CURRENTLY HAVE ACCESS TO COMMERCIAL AREAS *within a 10-minute ride on low-stress bikeways*

65% OF OAKLANDERS WILL HAVE ACCESS AFTER INSTALLING THE RECOMMENDED BIKEWAYS

79% of Oaklanders within disadvantaged communities will have access to commercial areas within a 10-minute ride on low-stress bikeways.

RECOMMENDED BICYCLE NETWORK

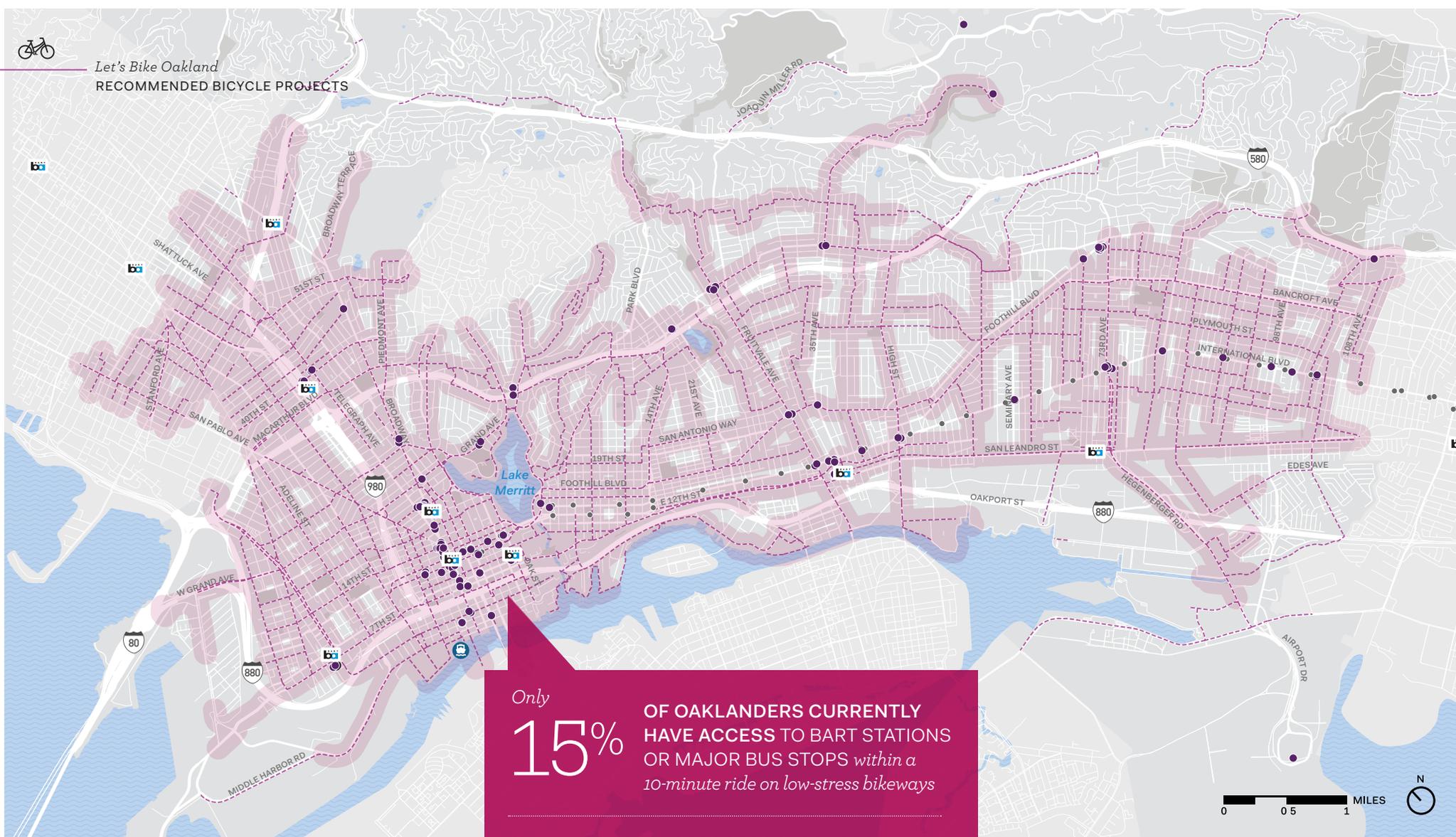
Access to Commercial Areas

- Access within 10 minute bike ride
- Commercial Areas
- Existing Low-Stress Bicycle Network
- Recommended Low-Stress Bicycle Network
- BART Station



Let's Bike Oakland

RECOMMENDED BICYCLE PROJECTS



Only **15%** OF OAKLANDERS CURRENTLY HAVE ACCESS TO BART STATIONS OR MAJOR BUS STOPS *within a 10-minute ride on low-stress bikeways*

69% OF OAKLANDERS WILL HAVE ACCESS AFTER INSTALLING THE RECOMMENDED BIKEWAYS

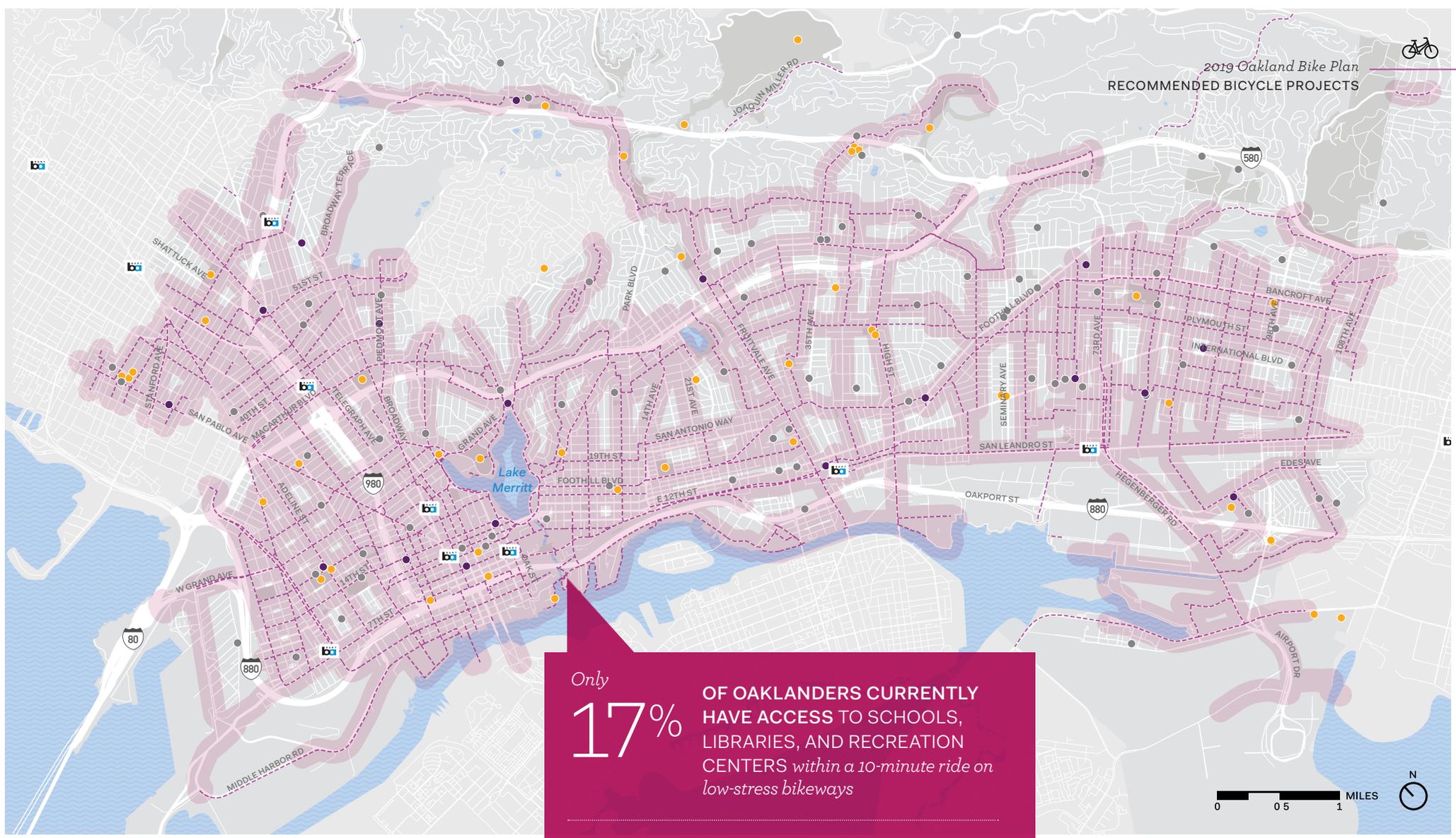
82% of Oaklanders within disadvantaged communities will have access to BART stations or major bus stops within a 10-minute ride on low-stress bikeways.

RECOMMENDED BICYCLE NETWORK

Access to Transit

- Access within 10 minute bike ride
- Existing Low-Stress Bicycle Network
- Recommended Low-Stress Bicycle Network
- Ferry
- BART Station
- East Bay Bus Rapid Transit Stops
- Major Transit Stop
Future Bus Rapid Transit stops and AC Transit bus stops with more than 300 daily boardings





Only **17%** OF OAKLANDERS CURRENTLY HAVE ACCESS TO SCHOOLS, LIBRARIES, AND RECREATION CENTERS *within a 10-minute ride on low-stress bikeways*

70% OF OAKLANDERS WILL HAVE ACCESS AFTER INSTALLING THE RECOMMENDED BIKEWAYS

84% of Oaklanders within disadvantaged communities will have access to schools, libraries, and recreation centers within a 10-minute ride on low-stress bikeways.

RECOMMENDED BICYCLE NETWORK

Access to Schools, Libraries, Recreation Centers

- Access within 10 minute bike ride
- Existing Low-Stress Bicycle Network
- Recommended Low-Stress Bicycle Network
- School
- Library
- Recreation Center
- BART Station



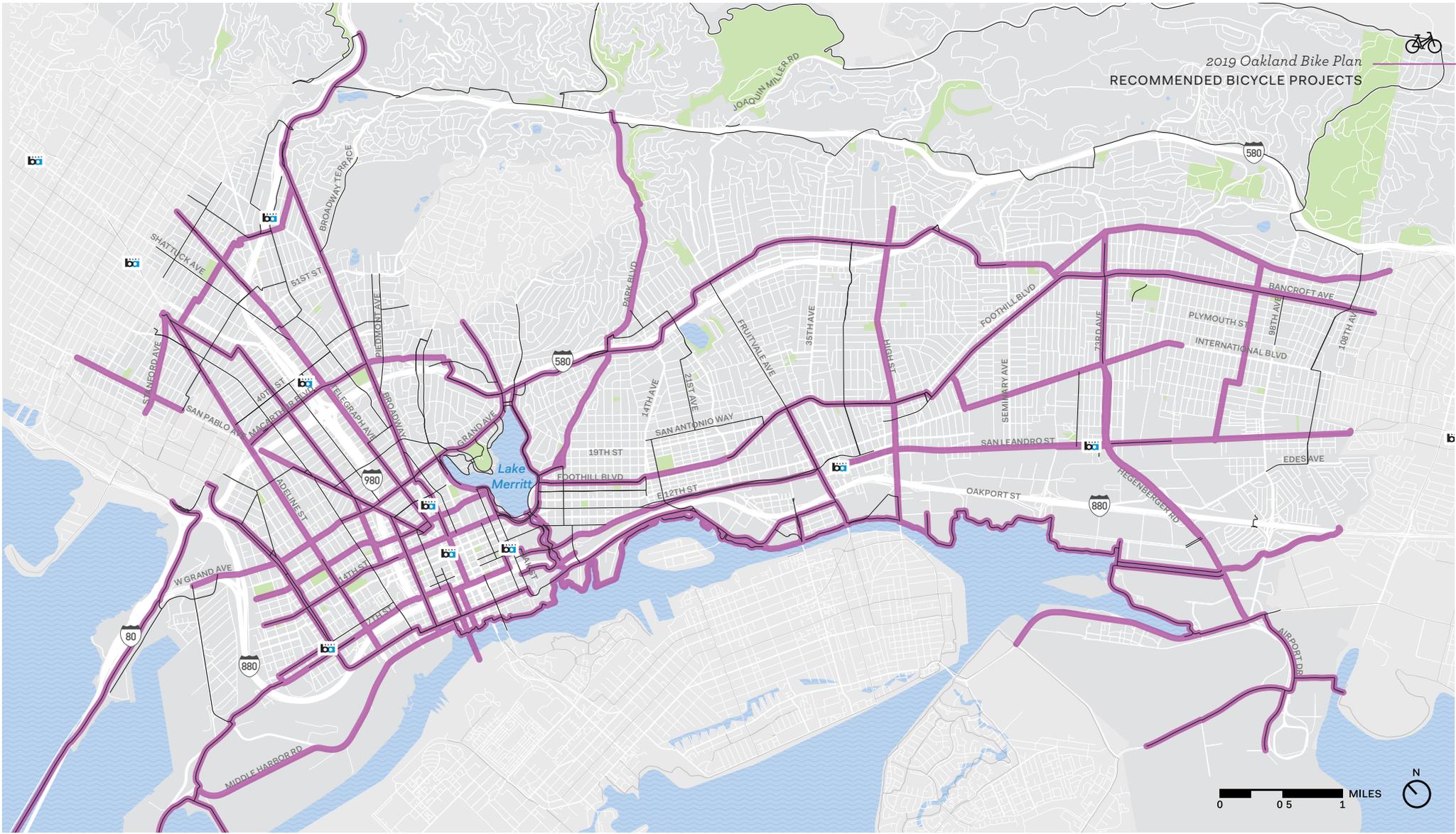
STRATEGY 3

Make it Connected

The proposed bikeway network closes gaps in the existing bikeway network to help people biking reach their destinations across town. This strategy will look to add bikeways where bike lanes currently end, and focus on longer corridors to serve as the bike network backbone .

To do that, OakDOT is also looking at long distance corridors in the City, such as Broadway, Telegraph Avenue, Foothill Boulevard, and Bancroft Avenue that can provide meaningful connections across different neighborhoods.





STRATEGY 3: MAKE IT CONNECTED

Long-Distance Corridors

These corridors will provide a continuous travel experience for those who need to move beyond their immediate neighborhood.

- Existing Bikeways
- Long-Distance Corridors
- Park
- Oakland City Limits
- b BART Station



Bike Share

BACKGROUND

In July, 2017 bike share launched in Oakland. It is part of the regional bike share system that includes Berkeley, Emeryville, San Francisco and San Jose. Bike sharing systems allow members to rent bikes for short trips. Oakland has 80 bike sharing stations with about 900 bikes , including 400 electric-assist "E-bikes". Bike sharing can help reduce barriers to bicycling, such as repair costs, availability of a bicycle and fear of having a bike stolen. In 2018, Oakland's 1,600 bike share members who took 250,000 trips.

However, bike sharing systems have their own barriers that include credit card requirements, up-front costs, cell phone access, a lack of stations in underserved communities and a lack of familiarity with how the system works.

In order to address some of those barriers, Oakland's bike sharing system offers a discounted



membership to anyone who qualifies for CalFresh or PG&E's CARE service. Known as Bike Share for All, this program costs \$5 for the first year and \$5 per month afterwards. Members can pay using cash at the Oakland Public Library Main Branch.

OakDOT staff worked with TransForm, Bike East Bay, the Scraper Bike Team and Cycles of Change to sign up hundreds of Oaklanders for Bike Share for All. These efforts helped to introduce bike sharing to the community. As of early 2019, Oakland has 350 Bike Share for All members, about 20% of the total.



WHAT WE HEARD

Many people at mobile workshops and listening sessions expressed dislike of the current form of bikeshare and expressed that future iterations should be community-owned and expanded into East Oakland. Concerns also included station design, corporate branding and the age limit for use (18).

Participants in the Design Lab provided ideas on how to make bike share better. They suggested that bike share systems should:

- Offer technical support
- Fund a community owned bike share system (such as a bike library)
- Support and partner with community groups
- Offer a more accessible pricing structure
- Offer bikes for kids
- Expand service to East Oakland
- Make bike share accessible to people with physical disabilities



WHAT WE'VE PROPOSED

Community-led Bike Share Expansion

Mobility4All Partnership Expansion

Fund a pilot free ride program for underserved populations.

The Shed Bike Library

Establish a bike lending library at the Scraper Bike's Shed.

Community-Driven Bike Station Activation (Parklets)

Work with community members to design bike stations that better serve and reflect the culture and businesses in East Oakland.

See page 75 for more information on how we are working towards addressing these issues in the future expansion of the system to meet the needs of Oaklanders and support our unique bike culture.

Expand Adaptive Bike Share Pilot

Adaptive bikes are cycles that are modified to meet the needs of the individual rider, making it possible for anyone to ride, regardless of physical ability. In partnership with Oakland's ADA Programs Division, Ford GoBike, and the Bay Area Outreach and Recreation Program (BORP) Oakland's adaptive bike share pilot program will provide hand cycles, recumbent trikes, and side-by-side tandems for people with disabilities.

Six adaptive bikes will be available twice a week at a "pop-up" location near bike routes that includes off-street trail, such as the Lake Merritt Trail or the Bay Trail. The "pop-up" will also be near regular bike share stations. Staff from BORP, the region's leading provider of accessible sports and recreation opportunities for people with disabilities, will be on-hand to fit,

train and assist riders on how to use the adaptive bikes.

After this six-month pilot, OakDOT will gather data and survey riders to determine how to permanently increase the accessibility of the bike share program.



Photo: Clane Gessel Photography



NOT JUST FOR BICYCLES

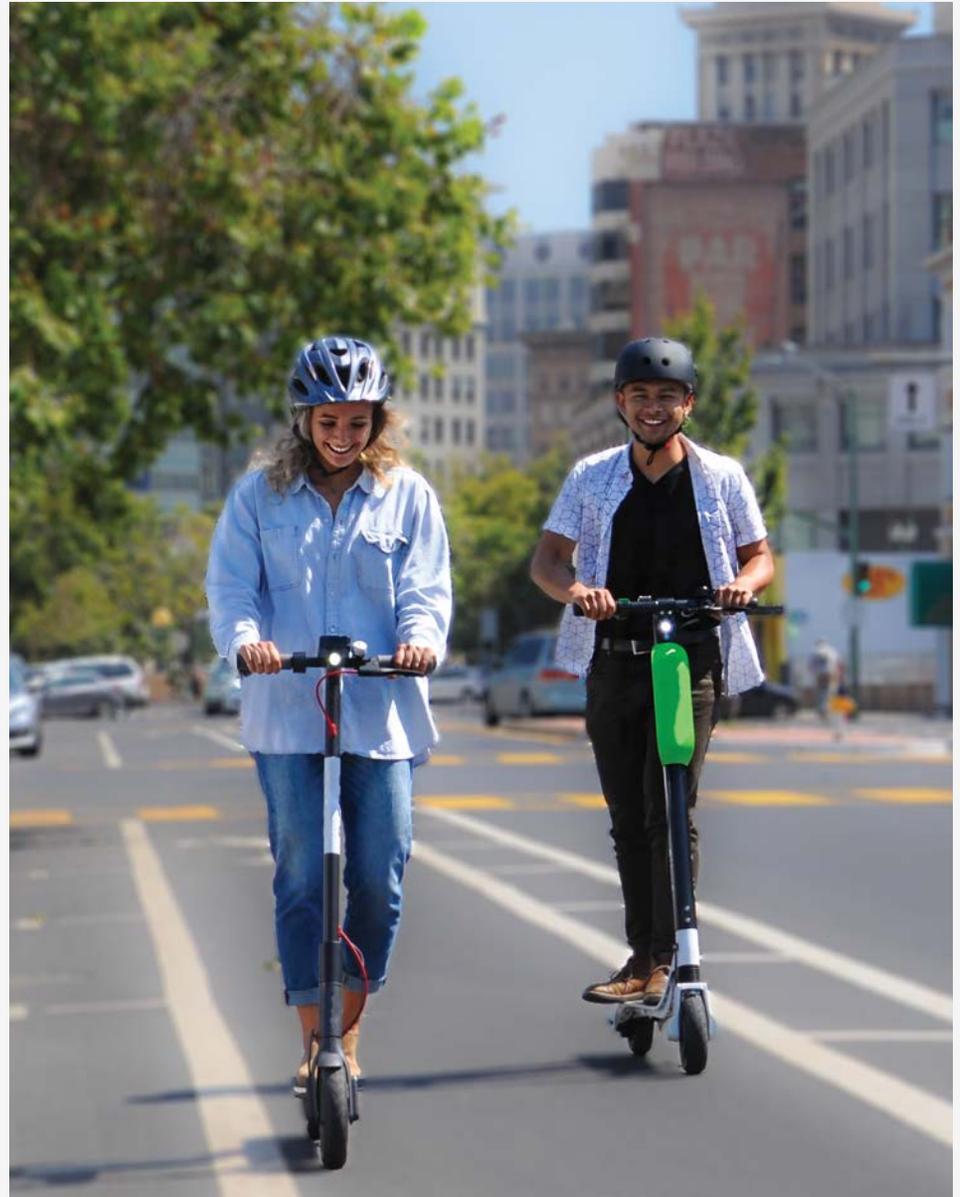
Bike lanes aren't only used by people riding bikes, and have long been used by people on small-wheeled devices such as mobility scooters, skateboards, roller skates, and tricycles. Shared electric scooter, or "E-scooter" sharing companies arrived in Oakland in 2018 offering two-wheeled, battery powered vehicles for short term rental throughout Oakland. Since Fall 2018, riders in Oakland took nearly one million scooter trips covering 1.2 million miles.

Public input

OakDOT held five community listening sessions to learn about Oaklanders experience and inform our E-scooter permitting program. Participants asks included the need for the City to fix potholes and design streets to make riding safer.

What's next?

Electric scooters have greatly increased the number of Oaklanders using bike lanes, and we expect this trend to continue. Small electric vehicles are rapidly evolving into new forms, helping to meet the needs of a wider range of users. While the future of e-scooters is unknown, one thing is clear: small electric vehicles will be rolling though Oakland's bike lanes for years to come.



Supporting Infrastructure

Building a network of connected and low-stress bikeways is the first step in supporting existing bicyclists and attracting more people to bicycle in Oakland. To ensure an enjoyable trip from beginning to end, supporting infrastructure is needed at intersections to make crossing easier, wayfinding signs along the way to help reach your destination, and secure parking once you reach your destination to store your bicycle.

TYPES OF SUPPORTING INFRASTRUCTURE

- **Intersection Enhancements**
A bike network is not complete without looking at how people cross challenging intersections and reduce conflicts between people driving, walking, and biking. New treatments can be added to retrofit intersections to better serve bicyclists moving through or turning across intersections. Consideration must also be given when designing bike infrastructure adjacent to accessible parking.
- **Bike Parking**
Knowing you have a secure place to store your bike at your destination is an important part of making a bike trip feasible. The City has thousands of bicycle parking locations, however it is not distributed across the City.
- **Wayfinding**
The City continues to work on providing wayfinding that directs people to nearby destinations on the safest route and reflect the local bicycling culture and context of each neighborhood.





SUPPORTING INFRASTRUCTURE

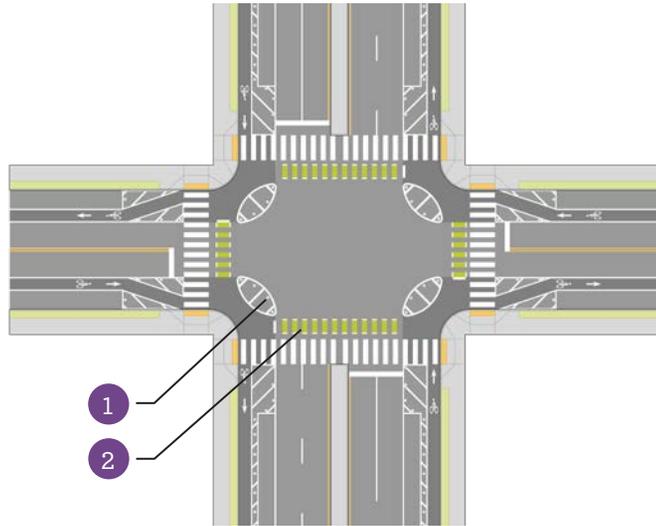
TYPICAL INTERSECTION TREATMENTS

Street intersections create conflict points between different modes of travel. Intersection design is important because it affects how pedestrians, bicycles, and motor vehicles interact. There is no single intersection design that can be applied everywhere. Variations in each location's context need different design features. The best approach is to create predictable interactions between pedestrians, bicycles, and motor vehicles. This increases safety and comfort for everyone. The following graphics illustrate some common design methods.

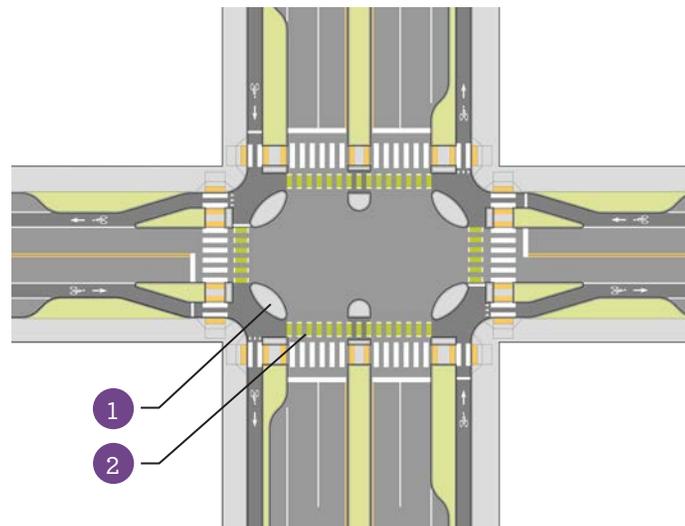
OakDOT consults the NACTO Urban Bikeway Design Guide, AASHTO Guide for the Development of Bicycle Facilities, California Manual on Uniform Traffic Control Devices (MUTCD), Caltrans Highway Design Manual (HDM), AC Transit Multimodal Corridor Guidelines, City standards, and engineering judgment to make context sensitive design decisions.

Protected intersections minimize exposure to conflicts, reduce speeds at conflicts points, increase sight distance, and clarify right-of-way priority.

PROTECTED INTERSECTION Short Term/Lower Cost



PROTECTED INTERSECTION - Long Term/Higher Cost



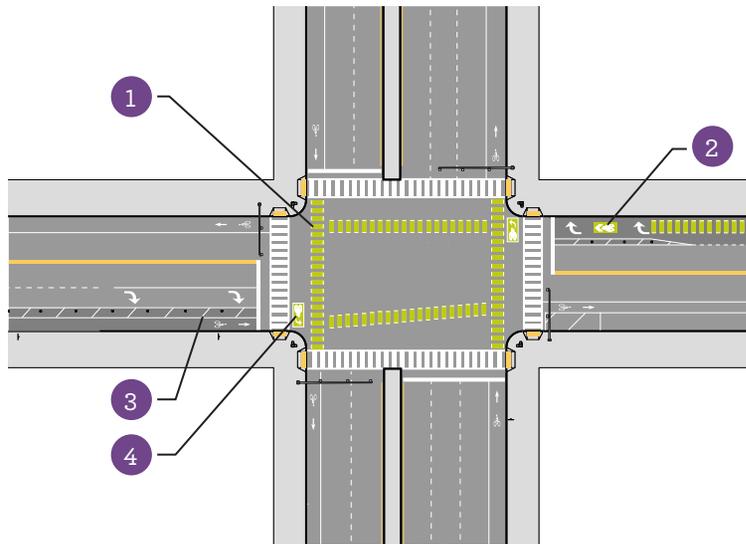
Key Features:

- 1 **Bike lane buffer** – install bike lane buffer treatments that extend into the intersection and include protection islands at corners. The extension of the protection buffer provides a safer and more intuitive crossing through the intersection, and allows bicycles to wait for red lights in a position that is more visible to motor vehicle traffic.
- 2 **Marked bicycle crossings** – install to enhance awareness of bicycles crossing roadway and define dedicated space to make those crossings.

Optional Features:

- **Buffers** – can be semi-permanent (e.g., flex posts, painted buffer) or permanent (e.g., raised curb)
- **Bicycle signals** – use for separate bicycle-specific signal phasing.
- **Pedestrian and median refuge islands** – can provide additional safety for pedestrians crossing arterial roadway.

BIKE LANES CROSSING AN ARTERIAL INTERSECTION



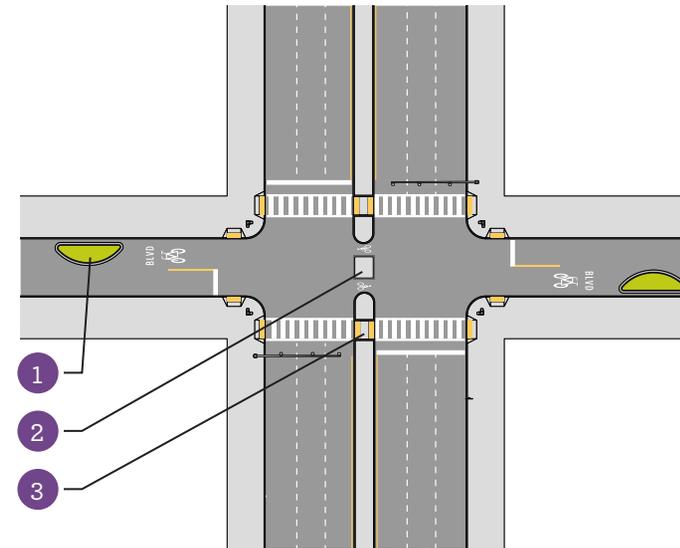
Key Features:

- 1 **Marked bicycle crossings** – install to enhance awareness of bicycles crossing roadway and define dedicated space to make those crossings.
- 2 **Right-turn channelization** – install to define locations for bicycles and right turning vehicular traffic at the intersection with pavement markings, flexible posts, and possible signalization.
- 3 **Bike lane buffer** – continue buffered area adjacent to bike lane up to the to intersection where possible.
- 4 **Two-stage green turn boxes** – identify space for left-turning bicycles to make a two-stage left turn.

Optional Features:

- **Bicycle signals** – use for separate bicycle-specific signal phasing

NEIGHBORHOOD BIKE STREET CROSSING AN ARTERIAL



Key Features:

- 1 **Traffic calming** – install features on neighborhood bike streets to reduce traffic speeds, such as the chicanes shown above. Other options include speed humps, curb bulbs, traffic circles, etc.
- 2 **Traffic Diverters** – can reduce non-neighborhood cut-through traffic along bike boulevard.
- 3 **Median refuge islands** – can provide additional safety for pedestrians crossing arterial roadway.

Optional Features:

- **Signalization** – use rectangular rapid flashing beacons (RRFB) or full signalization for pedestrians and bicycles.



ADA ACCESS NEXT TO SEPARATED BIKE LANES

At separated bike lanes, ADA accessible parking and transit stops need clear, accessible pedestrian crossings of the bike lane that indicate that pedestrians have the right-of-way.

The City of Oakland reserves 4% of parking spaces on each square block to have blue curbs. An accessible parking space shall be provided at a

“

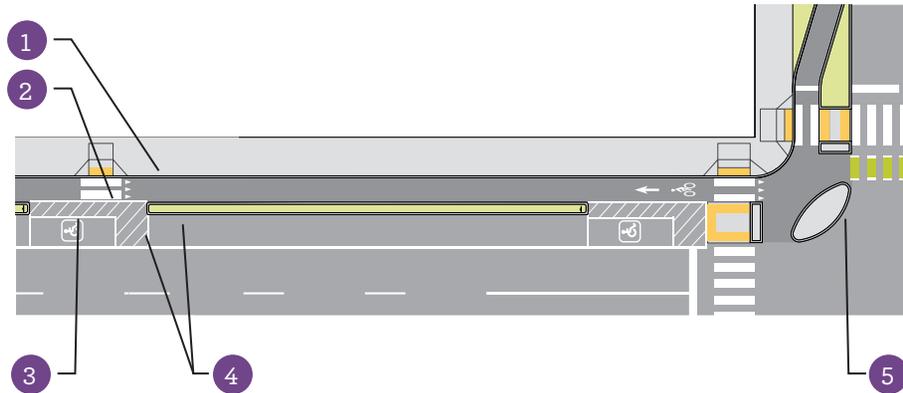
We need streets that feel safer for everyone.”

OAKLAND RESIDENT,
LAUREL STREETFAIR

minimum of 150 feet. Locations for accessible spaces are typically selected based on access to key destinations, engineering considerations, and distance to intersections. Sometimes accessible parking spaces are located next to separated bike lanes, as shown below.



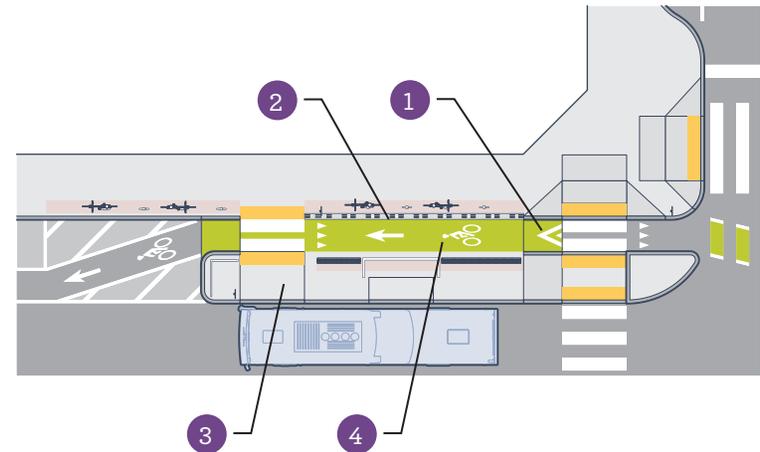
ACCESSIBLE PARKING SPACE ALONG A SEPARATED BIKE LANE



Key Features

- 1 **Curb ramp** – provide a curb ramp at a minimum of 150' from the intersection to connect between street/bike lane and sidewalk grades, if bike lane is at street grade.
- 2 **Access aisle** – provide a 5' minimum wide access aisle, extending the full length of the parking space, to allow a clear path to the curb ramp and sidewalk.
- 3 **Accessible parking signs** – place RESERVED PARKING (R7-8) and, if applicable, VAN ACCESSIBLE (R7-8P) sign at the head of each accessible parking space.
- 4 **Accessible parking space dimensions** – minimum parking space size shall be 8' x 20'. 5' deep rear clear access area connecting the rear and drivers side of the vehicle to the access aisle is recommended.
- 5 **Corner refuge island** – separate the bike lane up to the intersection corner with a refuge island that helps control potential conflicts with turning vehicles.

ACCESSIBLE TRANSIT ISLAND ALONG A SEPARATED BIKE LANE



Key Features

- 1 **Sidewalk-grade bike lane and bike ramp** – bring bike lanes up to sidewalk and transit island grade to provide level pedestrian access between sidewalk and transit island.
- 2 **Vertical railing** – direct pedestrians to the designated crossing areas.
- 3 **Accessible landing zone** - provide a clear area with space for wheelchairs to turn.
- 4 **Green paint** - highlight the bike lane.



SUPPORTING INFRASTRUCTURE

BIKE PARKING

Bicyclists expect a safe, convenient place to secure their bicycle when they reach their destination. This may be short-term parking of 2 hours or less, or long-term parking for employees, students, residents, and commuters.

29

CORRALS

..... can hold

400

BICYCLES

13

LOCKER LOCATIONS
IN OAKLAND

..... can hold

440

BICYCLES





TYPES OF BICYCLE PARKING



Bike Racks

Bike racks provide short-term bicycle parking and is meant to accommodate visitors, customers, and others expected to depart within two hours. It should be an approved standard rack, appropriate location and placement, and weather protection. As of January 2019, over 1,900 locations in Oakland have bicycle racks.



On-street Bike Corrals

Bike corrals consist of bicycle racks grouped together in a common area within the street traditionally used for automobile parking. Each motor vehicle parking space can be replaced with approximately 6-10 bicycle parking spaces. Corrals may be prioritized for installation where demand for bike parking is higher than can be accommodated on the sidewalk. Corrals will be installed in response to requests from businesses or business improvement districts and require a signed maintenance agreement from the applicant.



Bicycle Lockers

Bicycle lockers are intended to provide long-term bicycle storage for employees, students, residents, commuters, and others expected to park more than two hours. Long-term facilities protect the entire bicycle, its components and accessories against theft and against inclement weather, including snow and wind-driven rain. Renting an Oakland eLocker costs five cents an hour, and the first five hours of each rental are free.

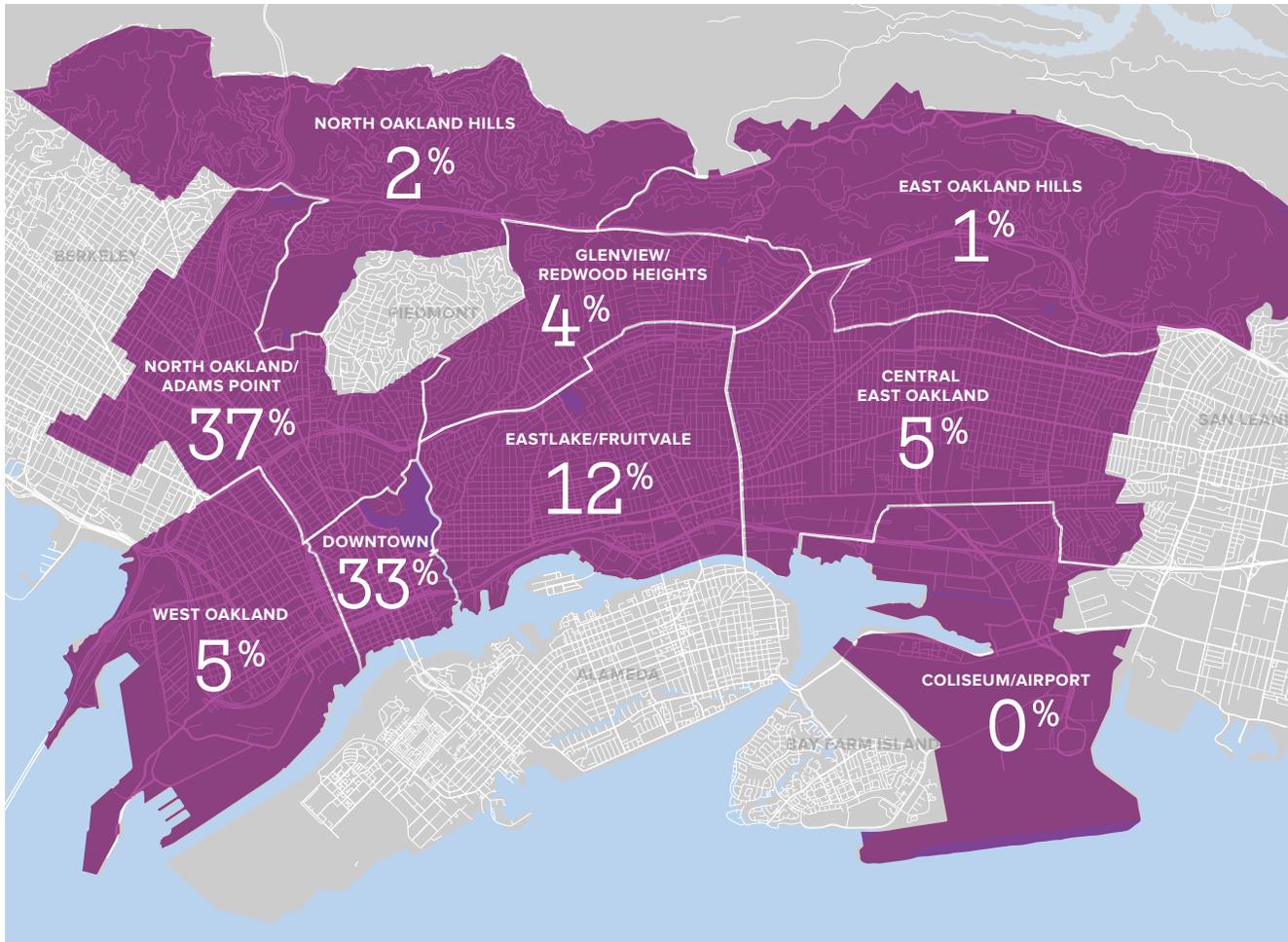


Secure Parking Area

A Secure Parking Area for bicycles, also known as a Bike Station, is a semi-enclosed space that offers a higher level of security than ordinary bike racks. Bike Stations provide high-capacity parking for 10 to 300 or more bicycles. Increased security measures create an additional transportation option for those whose biggest concern is theft and vulnerability. Oakland's two Bike Stations are located at Fruitvale and 19th Street BART stations where valet parking is free during the day. Two additional Bike Stations are in development for MacArthur and Rockridge BART stations.



DISTRIBUTION OF BIKE PARKING CURRENTLY AVAILABLE



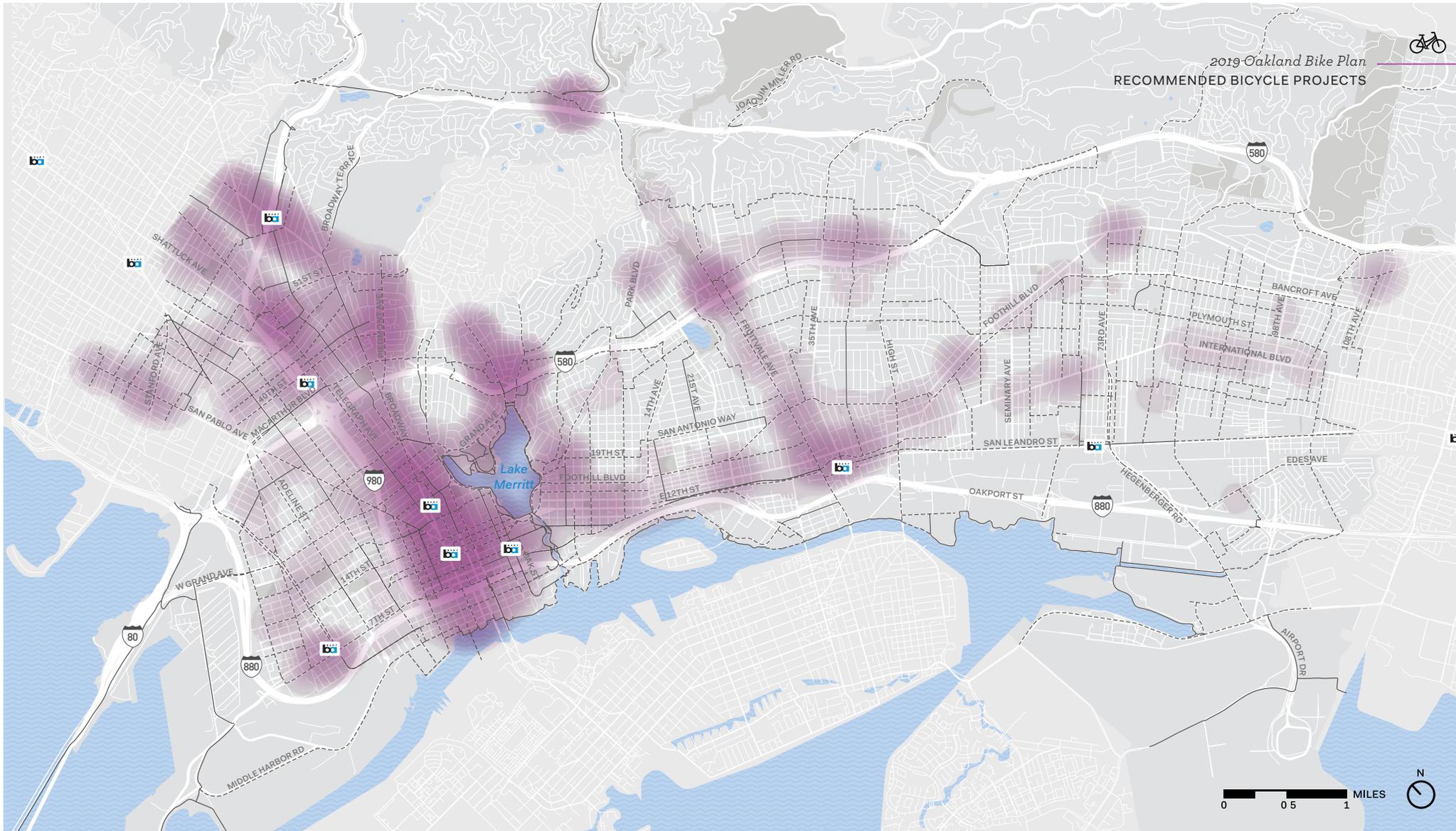
Bike Parking Recommendation #1:

While some bicycle parking is required as part of new development, the majority of parking is installed by the City in the public right of way via the by-request CityRacks Program (now in its 20th year). Many key destinations without bike parking are on private property. The City should continue to work with schools and private property owners to site bike parking at locations outside the scope of the by-request program. Locations in the flatlands should be prioritized. For more information on bike parking or to request a rack, go to <https://www.oaklandca.gov/topics/bicycle-parking>



Bike Parking Recommendation #2:

Install more customized bicycle parking designs that are both functional and reflect the neighborhood in which they are located. Bike parking can be part of a larger placemaking and public art initiative.



Bike Parking Density

-  Low Density
-  High Density
-  Existing Bikeways
-  Recommended Bikeways
-  Park
-  Oakland City Limits
-  BART Station



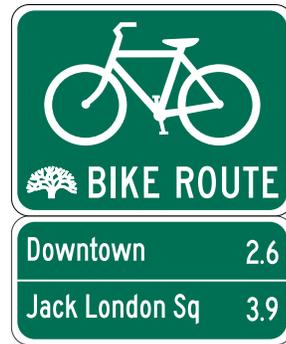
SUPPORTING INFRASTRUCTURE

WAYFINDING

The Department of Transportation has made great strides to provide direction to people bicycling. Currently, over 130 lane miles of Oakland's bikeway network have wayfinding signs with destinations, distances, and directions.

What we heard from community groups is that there is a desire to customize wayfinding elements so that they reflect different cultures of biking that are in Oakland. Efforts like this are already happening through Oakland's Paint the Town pilot program where community members can paint temporary street murals on Oakland's roads.

CURRENT WAYFINDING SIGN TYPES



Confirmation Sign



Turn Sign



Decision Sign



Branded street signs on Berkeley's Bicycle Boulevards support a broader wayfinding approach.



Wayfinding Recommendation #1

OakDOT will engage communities in a collaborative design process to develop placemaking signage for Neighborhood Bike Routes. The signs will complement bicycle wayfinding signage by depicting neighborhood identities.

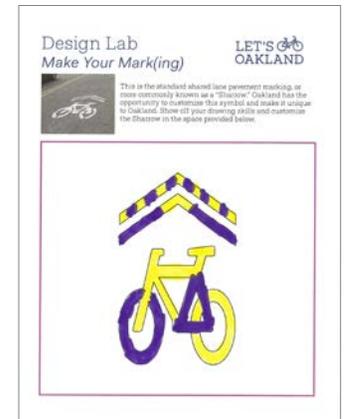


OakDOT's Paint the Town program allows communities to paint temporary murals on Oakland's streets. The program adds playfulness and art to the street in the spirit of bringing communities together. The mural in the image above is located on Arthur Street between Dashwood and 78th Avenue. The program could serve as a model for designing wayfinding signs for Neighborhood Bike Routes.



Wayfinding Recommendation #2

To provide a low-stress experience, sometimes bike facilities are shifted off of high stress roads onto parallel routes. We heard that it's not always clear when bikeways change designation how to navigate to the nearest route. OakDOT will continue to evaluate wayfinding needs where low-stress bikeways end and install wayfinding to parallel routes where available.



Residents submitted ideas for new neighborhood bike route pavement markings to better reflect their unique neighborhoods.





06

Next Steps

“

The Plan should be implemented equitably. We pay taxes, we want the same benefits as downtown.”

EAST OAKLAND COLLECTIVE
WORKSHOP PARTICIPANT



An artistic rendering for future bicycle and pedestrian safety improvements on Foothill Boulevard in front of Franklin Elementary School.

Implementing the Bike Plan

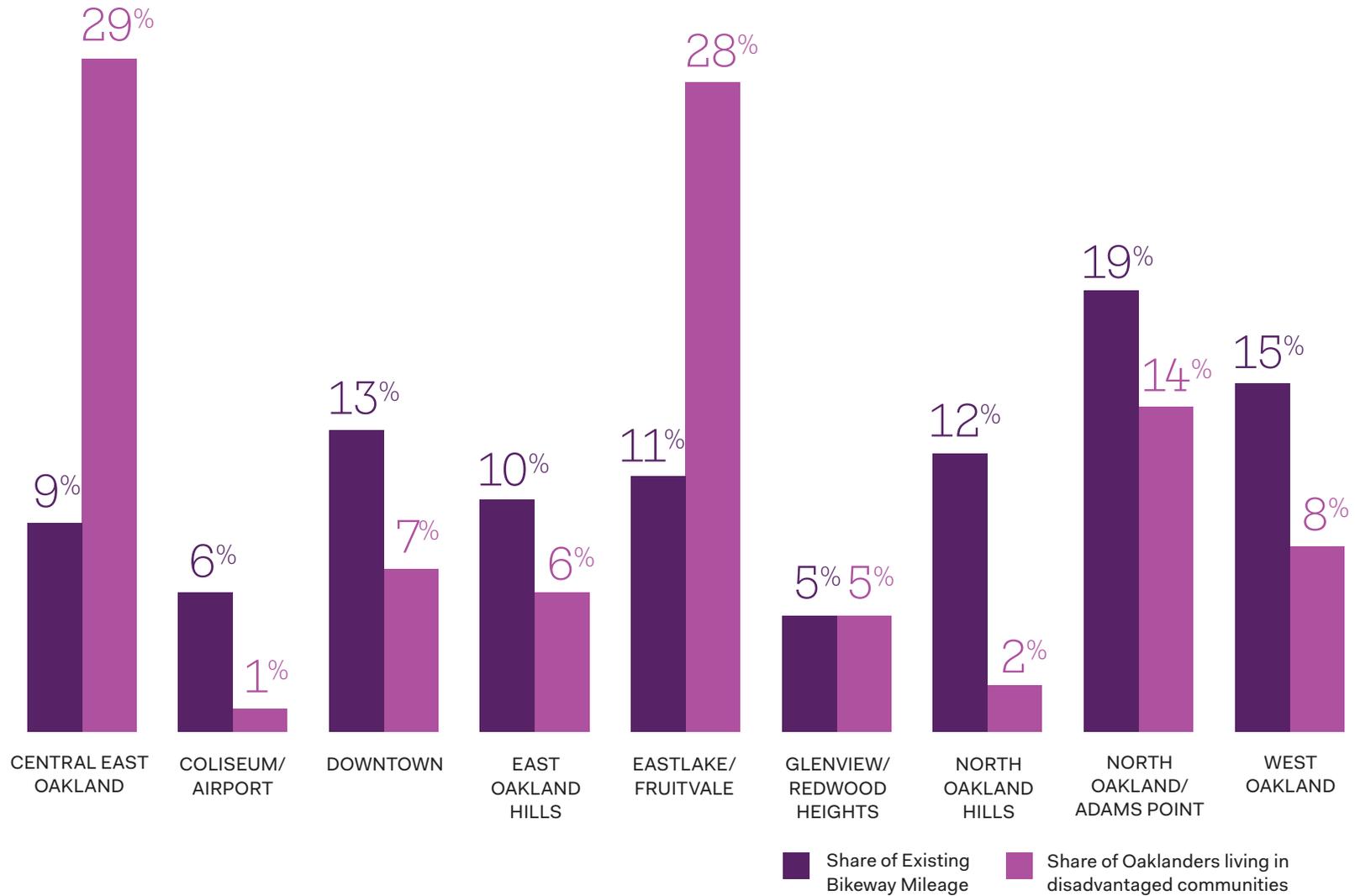
With limited funding, OakDOT has to decide where to prioritize building over 200 miles of bikeways. Some of the projects proposed on this network can be completed more quickly. For instance, projects with minimal trade-offs and community support can be installed as part of a street repaving project. We describe and refer to these projects as **short-term projects** within this chapter. Other projects will be longer-term or "vision" projects

that still need to go through a community design process to evaluate trade-offs, undertake additional study, or require multi-agency coordination. We describe and refer to those as **vision projects** within this chapter.

Chapter Six lays out OakDOT's strategy to invest in an equitable bike network. To do that, the department has determined which projects (both short-term and vision projects) across the nine planning

areas should be prioritized for receiving the most staff resources, funding, and attention. These are referred to in the plan as **priority projects**. Based on the high share of residents living within disadvantaged communities, and low existing bikeway mileage, OakDOT will be focusing most heavily on the Central East Oakland and Eastlake/Fruitvale areas.

SHARE OF EXISTING BIKEWAYS AND
 DISADVANTAGED POPULATION BY ZONE





Principles of Community Collaboration

OakDOT is committed to sustaining the inclusive engagement that went into this Plan as bikeways move from ideas into engineering designs and eventually built infrastructure. OakDOT will consult the following community engagement process when making major bicycle infrastructure decisions:

STEP

1

Prepare an Engagement Plan that identifies desired outcomes and measures for engagement efforts

- ✓ Follow guidelines in the Department of Race and Equity's Inclusive Public Engagement Planning Guide and Operationalizing Equity Worksheet
- ✓ Identify and contact existing residents, employees, business and property owners, neighbors, and other stakeholders
- ✓ Engage the City's Race and Equity Department to review and provide feedback on the proposed plan

STEP

2

Partner with a community-based organization that has experience working with community members in the proposed project area

- ✓ Compensate partnering organization for their time and energy on the project, and for their local expertise
- ✓ Work with partnering organization early in the process to shape the engagement efforts and build shared understanding, accountability, and a sense of value in the project outcomes

STEP

3

Implement an inclusive outreach process

- ✓ Use a variety of outreach methods including pop-up or mobile workshops, design charrettes, regular standing Community-Based Organization meetings, focus groups, and online engagement tools
- ✓ Collect demographic data of outreach participants related to the geographic area, policy, program, or project to understand who is not being reached and tailor remaining engagement accordingly
- ✓ Designate an OakDOT staff member that will act as a community liaison to regularly update stakeholders on the project pipeline as part of their work plan

STEP

4

Evaluate the impact of engagement efforts during and after the process

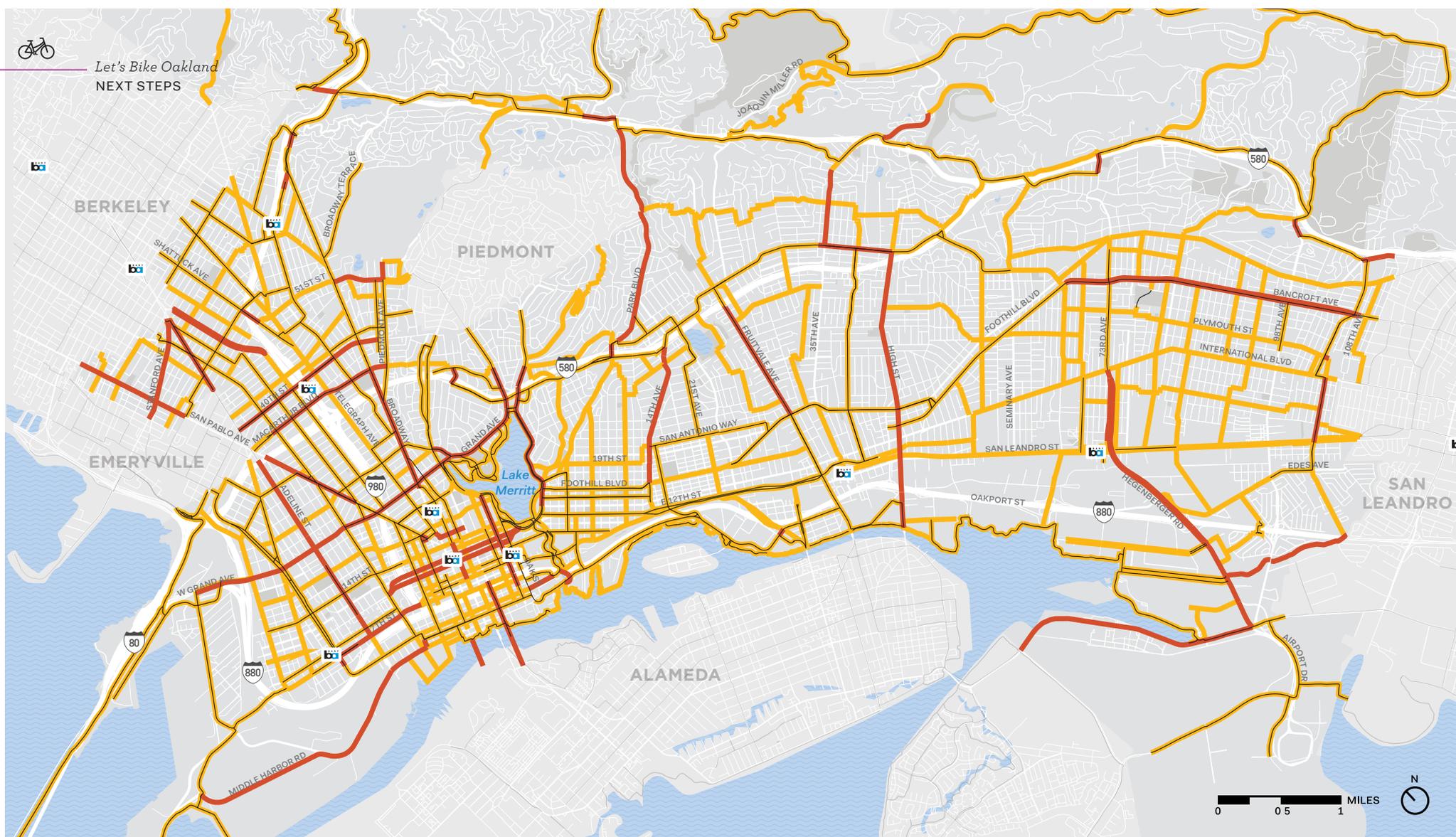
- ✓ Share and learn from the results



“

Building new bicycle facilities is fine, but we need ownership from the start.”

EAST OAKLAND COLLECTIVE
WORKSHOP PARTICIPANT



Let's Bike Oakland
NEXT STEPS

Short Term & Vision Networks

Short term projects, in orange, can be implemented more quickly, and vision projects, in red, are more complicated and require greater collaboration and time.

- Existing Bikeways
- Short Term Network
- Vision Network
- Park
- Oakland City Limits
- BART Station



SHORT TERM PROJECTS

Short term projects are projects that OakDOT strives to build in the next 5-10 years. A few examples include:



1 Bikeways on E 15th Street and Foothill Boulevard in the East Lake Area have a simpler design, and the removal of a travel lane on these lower volume roads will allow for a new bikeway without removing residential parking.



2 The Scrapperway, a proposal for a center-running multi-use lane on 90th Avenue, will be installed more quickly because of established community desire for the project and completed design

VISION PROJECTS

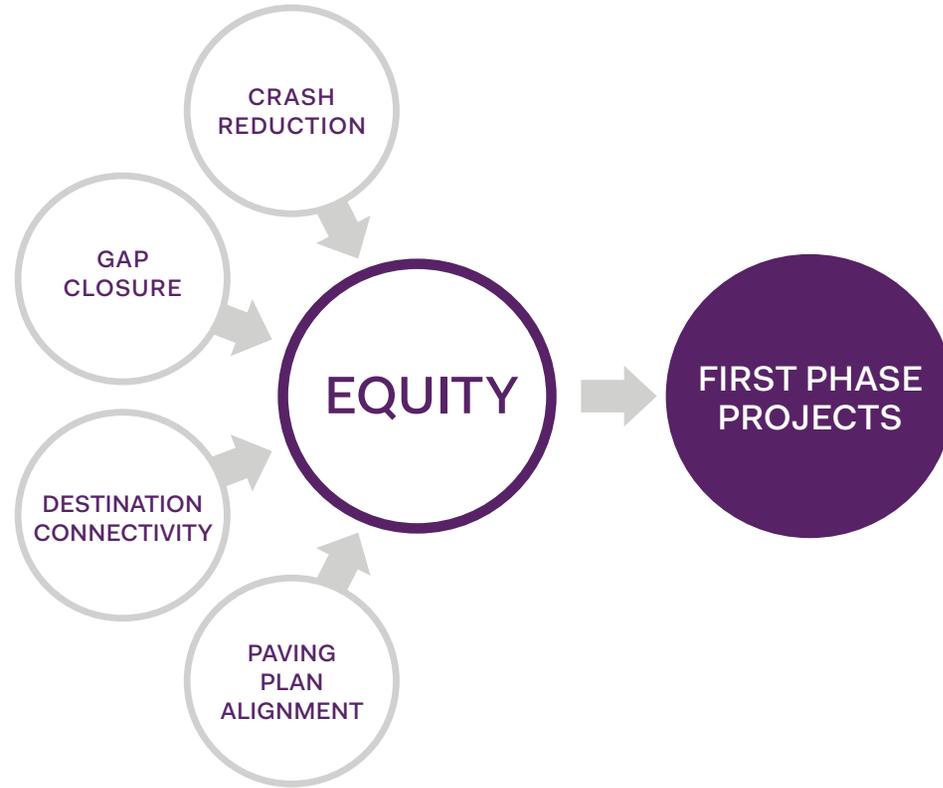
Vision projects are projects that require further study, coordination with stakeholders outside of Oakland, and/or need to be vetted through a community-based design process. A few examples include:



3 The East Bay Greenway which will connect Lake Merritt BART, Fruitvale BART, and Coliseum BART in Oakland is a large, complex mutli-agency project led by Alameda County Transportation Commission.



4 Creating a separated bikeway on San Pablo Avenue could connect people biking in Oakland to Emeryville, Berkeley, and Albany, but will be challenging to design with so many other competing roadway uses and limited space for dedicated bike lanes.



How do we start implementing the Plan?

Through this Plan, OakDOT selected just over 80 miles of bikeway projects (both short-term projects and vision projects) to prioritize within the next 5-10 years. Prioritizing projects helps OakDOT staff best use their time and resources to meet the City's goals. This plan prioritizes projects based on their strategic

impacts and their ability to meet the needs of underserved communities. The prioritization includes projects delineated as short-term and vision projects, as both require near term attention by staff, whether it is planning and implementation, or study and community consensus-building.

HIGH BENEFIT

The first step of the prioritization process identified projects that would provide the greatest benefit to Oaklanders and align with current City goals. Selection criteria included:

Crash Reduction Projects

These projects improve bicycling safety on the High Injury Corridors (or on parallel routes that provide alternatives to a High Injury Corridor)

Destination Connectivity Projects

These projects provide direct bikeway connections to local destinations

including schools, libraries, recreation centers, and major transit stations

Gap Closure Projects

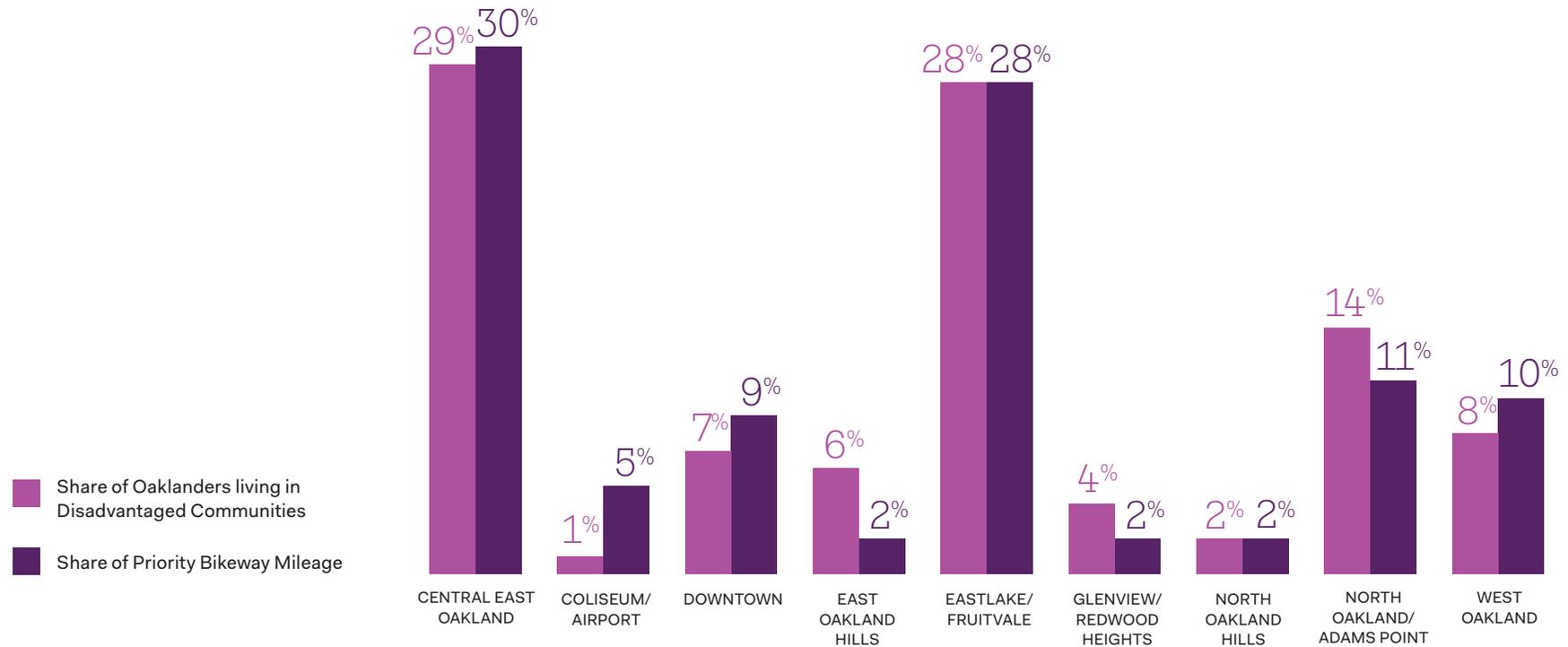
These projects close gaps in the existing bike network

Cost-Savings Projects

These projects align with street segments identified by Oakland's 2019 Three Year Pavement Prioritization Plan

Priority was given to projects that met two or more criteria in terms of safety, access, gap closure, and cost-savings.

DISTRIBUTION OF PRIORITY PROJECTS BY ZONE



EQUITY

OakDOT is working to implement bike projects more equitably by focusing on projects in areas with a greater share of disadvantaged communities. The second step in project prioritization filtered projects so that the share of priority bikeway miles across each zone more closely aligns with the percent of people living in disadvantaged communities. This process centers the mobility needs of vulnerable individuals by

providing these users with greater access to low-stress bikeways. The graph shows the percent of mileage of prioritized projects per planning area, as compared to the area's share of underserved population.

Some areas within Oakland have the highest number of underserved community members as well as the fewest number of miles of existing bikeways. Central East Oakland, for example, has nearly a third of

all Oakland residents living in disadvantaged communities, yet has only 9% of the existing bike network. East Lake/ Fruitvale is another planning area that has a high number of underserved community members and is similarly underserved by Oakland's bikeways. As the graph shows, the City will prioritize bicycle infrastructure in these neighborhoods, with nearly a third of priority bike projects in each of these areas.



“

The network needs to be visionary, to capture projects that will not be able to be implemented in the short term.”

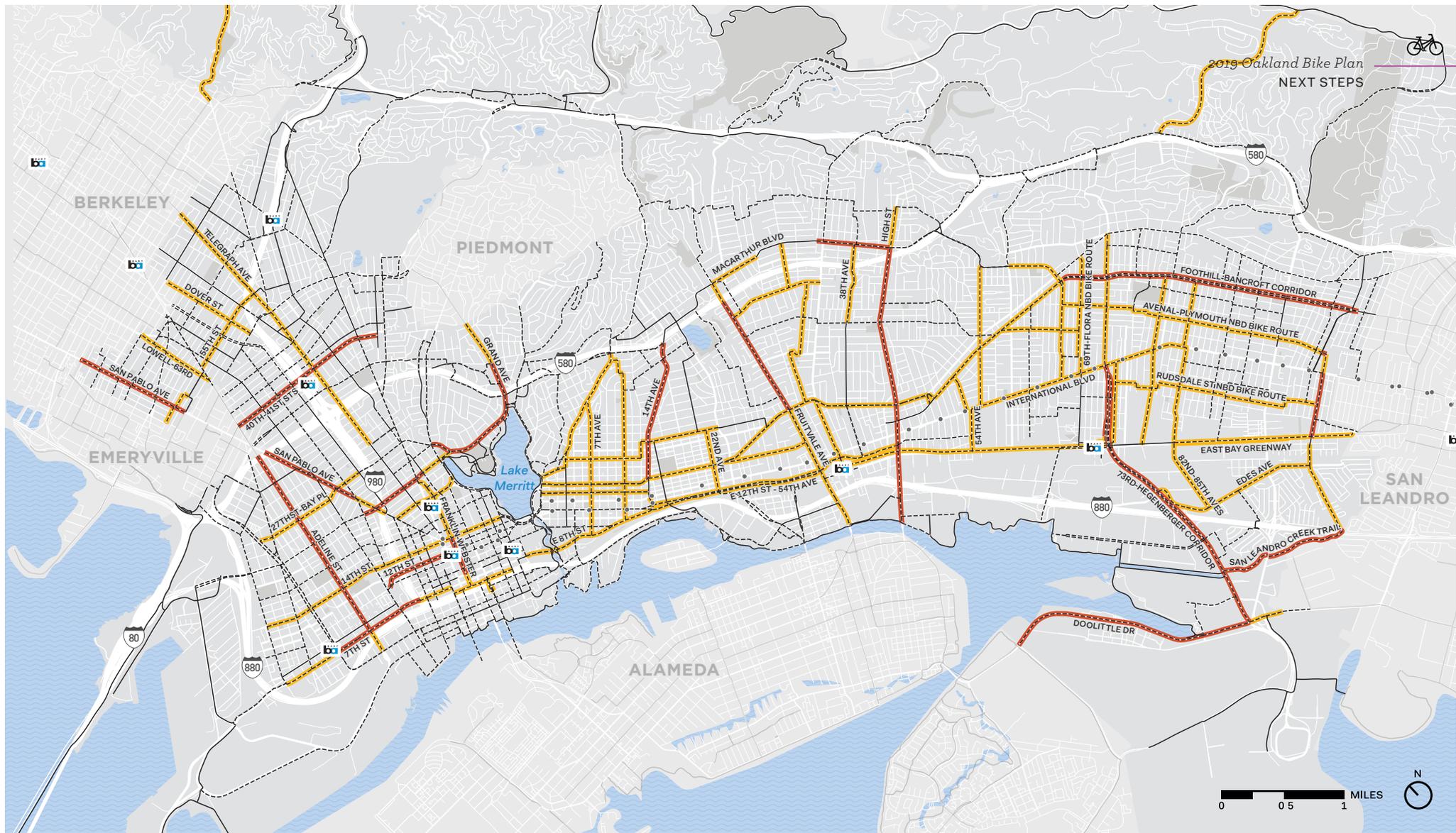
BIKE PLAN
COMMUNITY ADVISORY
COMMITTEE MEMBER



Prioritized projects connect Oaklanders on bikeways to neighborhood destinations, address safety concerns, close gaps in the bike network, and align with the City's 3-year Street Paving Plan.

Prioritizing a project means dedicating staff and City resources, time, and funding towards planning and implementing these projects. For a complete list of prioritized projects, see the Appendix.

Note: Projects that have already received partial or full funding may move forward independent of this prioritization process.



Priority Corridors

Just over 80 miles of bikeway projects have been prioritized to improve connectivity, reduce collisions, close gaps in the network, and leverage the City's investments in road repaving. 58% of priority bikeway miles are located in Eastlake/Fruitvale and Central East Oakland.

- Existing Bikeways
- - - Recommended Bikeways
- Short Term Priority Projects
- Vision Priority Projects
- Park
- Oakland City Limits
- 🚇 BART Station
- East Bay Bus Rapid Transit Stops



“

[The Bike Plan] needs to really focus on intersections and the transitions where there are no bike lanes to get people through.”

WEST OAKLAND RESIDENT



Intersection Prioritization

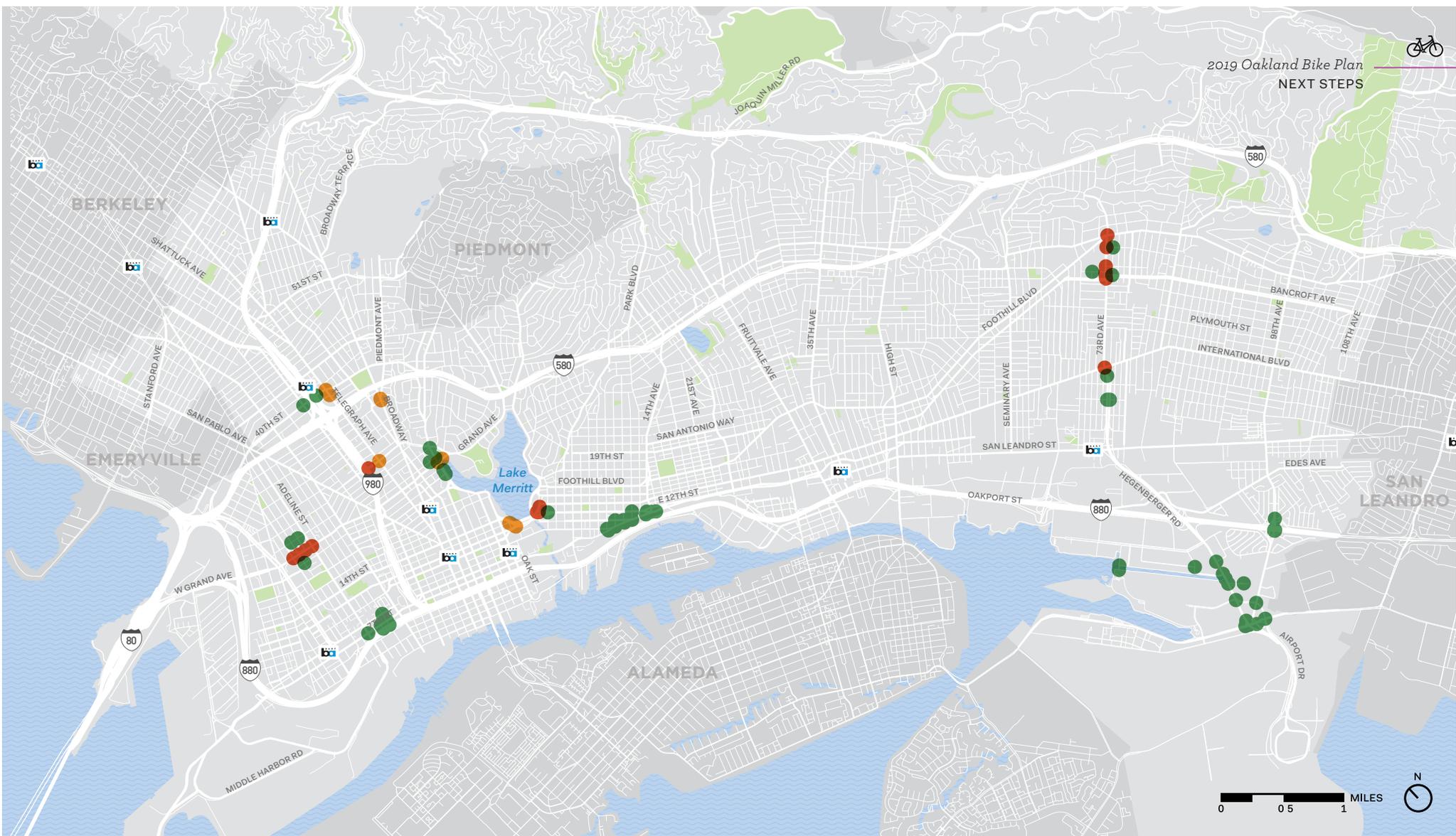
OakDOT evaluated and prioritized intersections in Oakland that would benefit the most from intersection enhancements discussed previously in Chapter 5. Intersections were evaluated based on their relative comfort and safety for bicyclists, and if they are located in a vulnerable community.

There are 88 intersections in the City that scored the highest in

terms of stress for bicyclists (high traffic speeds on a multilane street where bicyclists typically must mix with traffic). Of these high stress intersections, 11 are also on the bicycle High Injury Corridors where the highest prevalence for severe and fatal injuries has taken place. To see a map of the High Injury Corridors turn to Chapter 2.

Finally, 15 are also located within disadvantaged communities. All intersections merit evaluation for improvement as bikeways are upgraded or developed, however these intersections deserve priority attention in order to resolve barriers to low-stress travel.

Priority intersections are shown on the following page and listed in the Appendix.



Priority Intersections

88 intersections have been prioritized for additional engineering analysis and improvement based on high rates of bicycle collisions, level of traffic stress, and location within a disadvantaged community.

- Highest Priority
- Higher Priority
- High Priority
- Park
- Oakland City Limits
- b BART Station



Costs

This Plan recommends at least \$46 million in bicycle projects and programs to help Oakland achieve its vision of becoming a bicycle-friendly city.

Costs estimates are provided in 2019. Due to annual inflation, cost estimates will increase in the future.

 PROGRAM TYPE	\$\$\$ COST ESTIMATE (LOW)	\$\$\$ COST ESTIMATE (HIGH)
Support the Local Bicycling Economy	\$135,000	\$375,000
Provide Shared Resources	\$425,000	\$650,000
Promote Hometown Efforts	\$1,650,000	\$4,650,000
TOTAL	\$2,210,000	\$5,675,000

 BIKEWAY TYPE	 RECOMMENDED MILEAGE	\$\$\$ COST ESTIMATE (LOW)	\$\$\$ COST ESTIMATE (HIGH)
Path	24.8	\$17,360,000	\$24,800,000
Protected Bike Lane	48.8	\$12,200,000	\$48,800,000
Buffered Bike Lane	50.3	\$6,539,000	\$21,276,900
Bike Lane	23.1	\$1,848,000	\$9,771,300
Neighborhood Bike Route	64.6	\$4,845,000	\$9,044,000
Bike Route	5.8	\$1,450,000	\$1,450,000
TOTAL	217.4	\$44,242,000	\$115,142,200



Funding Strategies

On average, 12% of Oakland's annual transportation budget is spent on bicycle projects.

The City of Oakland's Capital Improvement Program allocates over \$1.7 million per year in dedicated funding for bicycle plan implementation.

A variety of sources exist to fund bicycle infrastructure projects, programs, and studies. Local and regional funding sources that can be used for construction or maintenance of bicycle or pedestrian improvements, along with competitive grant programs, are described here.

Local and regional funding sources include:

- **Measure KK**
A \$600 million infrastructure and affordable housing bond. Measure KK funds infrastructure projects including roadway maintenance and repaving, sidewalk repair, and bicycle and pedestrian safety improvements.
- **Measure B and Measure BB**
Both measures are one-half cent sales tax in Alameda County to fund transportation projects including active transportation projects, transit, and other local road projects. A portion of funds is set aside to fund innovative bike programming efforts.
- **Private Development**
As new developments continue to make their way through the planning and review process, part of the public benefits package can include payments into accounts that can fund bicycle and pedestrian improvements.
- **Other funding sources** such as the Transportation Funds for Clean Air, Bicycle Facilities Grant Program, and One Bay Area Grant provide regional funding sources for active transportation projects.

State and federal competitive grants provide another opportunity to support the study, design and construction of large bikeway projects and programs. The City has been successful in winning grant funding through these sources in the past, including:

- **California's Active Transportation Program (ATP)**
Funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health.
- **Caltrans Sustainable Transportation Planning Grants**
are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects.
- **Caltrans Highway Safety Improvement Program (HSIP) Grants**
Funds projects on any publicly owned road or active transportation facility, including bicycle and pedestrian improvements.

ON AVERAGE,
12%
OF OAKLAND'S
ANNUAL
TRANSPORTATION
BUDGET

..... is spent on



**BICYCLE
PROJECTS**



Maintenance

The City of Oakland maintains the city's bicycle infrastructure to strive to keep designated bikeways comfortable and free of hazards. This includes ensuring smooth pavement and the removal of debris and encroaching vegetation along bikeways, as well as the maintenance of traffic control devices, striping, and signage that facilitate bike travel.

The City has a number of systems in place to ensure proactive maintenance of bikeways, as well as response to maintenance requests by local residents.

- Local residents can submit requests through the OAK311 platform to report issues that may affect bicycling such as illegal dumping, potholes, and street light outages.
- The City of Oakland Public Works Agency maintains the CityWorks program that routes reported issues internally to the correct department.
- The Bicycle & Pedestrian Program maintains databases for City-installed bike parking and signage, and these databases include information on the maintenance of these assets.

The Bike Plan also proposes strategies to incorporate maintenance concerns as part of planning and design, and collaborate across City of Oakland departments:

- Incorporate maintenance needs into the design of protected bikeways to ensure proper maintenance after construction
- Include other operational issues such as parking, traffic enforcement, and traffic operations during the design of protected bikeways and intersections to ensure the proper operation and maintenance.
- Continue to coordinate planning efforts of the Neighborhood Bike Routes and other low-stress bikeways that coincide with the 3-year Paving Plan to ensure that

an enhanced pavement quality can be attained.

- Identify and regularly update annual maintenance costs for bikeways to ensure proper funding levels and ensure proper funding levels for routine bicycle-related maintenance costs.



“

We already bike.
Just fix the potholes!”

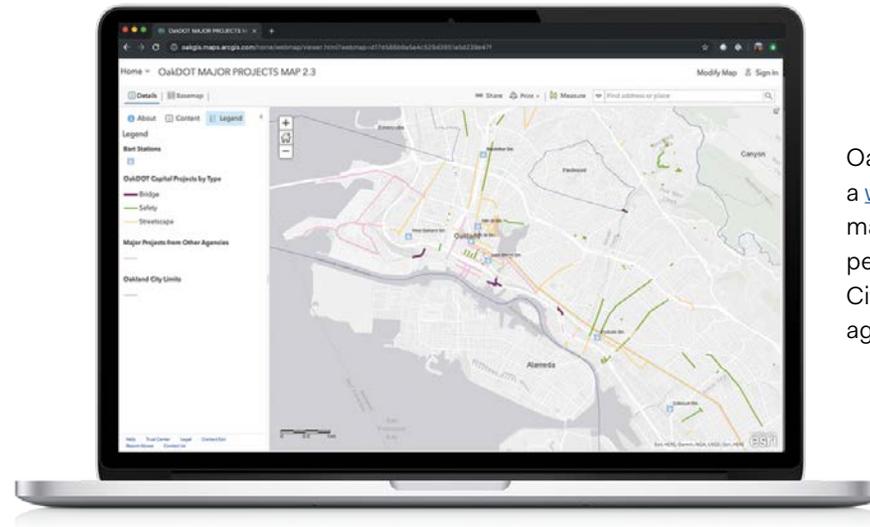
OAKLAND RESIDENT,
SCRAPER BIKE TOUR



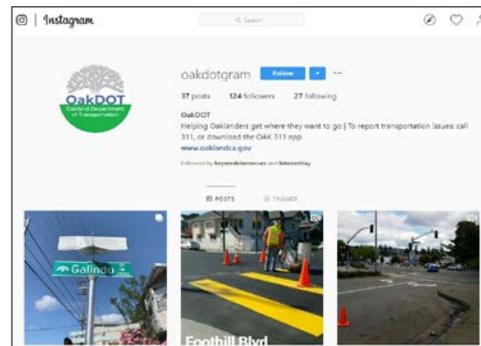
Monitoring and Evaluation

Sustaining community dialogue is critical to achieve the goals of this Plan. Currently, OakDOT has a number of different channels to keep people informed of progress, such as "I (bike) Oakland," a newsletter published twice a year and available in English, Spanish, Chinese, and Vietnamese. OakDOT also maintains an interactive online map detailing major transportation projects citywide. OakDOT also communicates via social media.

We recommend several other activities to understand the implementation progress, and continually evaluate the community benefits and impacts of any infrastructure and programmatic additions.



OakDOT maintains a [webmap](#) showing major active bicycle and pedestrian projects, both City-led and by other agencies.





RECOMMENDATIONS

- 1 Conduct citywide statistically valid survey on a regular basis to track bicycling behavior and issues
- 2 Keep [OakDOT Active Projects Map](#) up to date
- 3 Continue to conduct pre- and post-implementation evaluation of all large bicycle infrastructure projects to understand change in use and community benefits and impacts
- 4 Evaluate the effectiveness of program investments every three years
- 5 Report survey and study results along with plan implementation progress to the Bicycle and Pedestrian Advisory Commission on a regular basis
- 6 Share information publicly on OakDOT's department website, "I (bike) Oakland" newsletter, press releases, and through social media channels

OakDOT's Bicycle and Pedestrian program publishes "[I \(bike\) Oakland](#)" twice a year and is available in English, Spanish, Chinese, and Vietnamese. Visit www.OaklandBikes.info to subscribe by email.

OakDOT has recently released two post implementation studies that evaluated the effectiveness of bikeway projects.

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Here you will find background materials we referenced throughout this report. The glossary contains definitions to a few not-so well known terms.

Glossary + Appendix





Glossary

ACCESS

The ability to reach your desired destination, such as grocery stores, libraries, schools, recreation centers, bus stops and BART by bicycle on a continuous bikeway

DISADVANTAGED COMMUNITY

Populations that could be considered disadvantaged, underserved, or vulnerable in terms of both current conditions and potential impacts of future growth. A disadvantaged community in this Plan is synonymous with the regional definition for a Community of Concern, developed by the Metropolitan Transportation Commission (MTC). This data set represents the census tracts selected as Communities of Concern for 2018. For more information, visit: <https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>

HIGH INJURY CORRIDORS

A subset of the city's streets where the density of fatal and severe bicycle crashes is highest

LOW-STRESS BIKEWAY

Corridors where most bicyclists, including young and cautious riders, would feel very comfortable as reported in the representative community survey. These bikeway designations include:

- Shared Use Path
- Protected Bikeway
- Buffered Bike Lane
- Neighborhood Bike Route

MAJOR TRANSIT STOP

For the purposes of this Plan, bicycle access was measured to BART stations, the Jack London Ferry Terminal, and AC Transit bus stops with more than 300 daily boardings. Analysis that included proposed bikeways also included East Bay Bus Rapid Transit Stops (under construction at the time this Plan was prepared).



Appendix

COMMUNITY SURVEY

In 2017, the City of Oakland hired EMC Research, Inc. to conduct a random sample of Oakland residents to learn about their behaviors and perceptions of bicycling. 1,688 residents took the survey, statistically representative of Oakland's demographics, with at least 100 interviews collected in each of 8 geographic zones. A summary of the results is available for review.

PUBLIC OUTREACH SUMMARY

The City of Oakland teamed up with five community organizations to help identify and give voice to the mobility needs of disadvantaged communities in East and West Oakland. These community-based organizations hosted workshops, listening sessions, and bike rides through the plan process. The Public Outreach Summaries provide a description of and key themes from these events.

PROPOSED PROJECT LIST

Today there are over 164 miles of bikeways in Oakland. The Let's Bike Oakland process identified 219 miles of upgraded and new bikeways and 88 intersection improvements across the city. A table listing project details is available for download and can be filtered by roadway and project type to see what different types of bikeways and prioritized intersections are proposed through this plan.

ONLINE MAP TOOL INPUT

An online map tool collected feedback from Oaklanders on where they currently bike and where they would like to be able to bike in the future. Google Earth data (KML) is available for download to see where people have identified barriers to biking, and what routes people currently use.

To download Google Earth for free, click here: <https://www.google.com/earth/versions/>

LET'S 
OAKLAND

2019 BIKE PLAN



Oakland Bike Plan Update Web Survey of Residents of Oakland, California

January 2017

Methodology

- ▶ Web-based Survey of Residents of Oakland, California, age 16 and older
 - Participants invited to survey via postcard (details on next slide)
- ▶ Survey offered in English, Spanish, and Chinese
- ▶ Margin of Error = ± 3.5 percentage points based on 800 weighted total interviews
 - A minimum of 100 unweighted interviews were collected in each of eight geographical designations (see page 5), for a Margin of Error of ± 9.8 percentage points within each Zone.
- ▶ While 1,688 completed interviews were collected citywide, final results reflect a weighted 800 interviews to accurately represent city demographics

Please note that due to rounding, some percentages may not add up to exactly 100%.

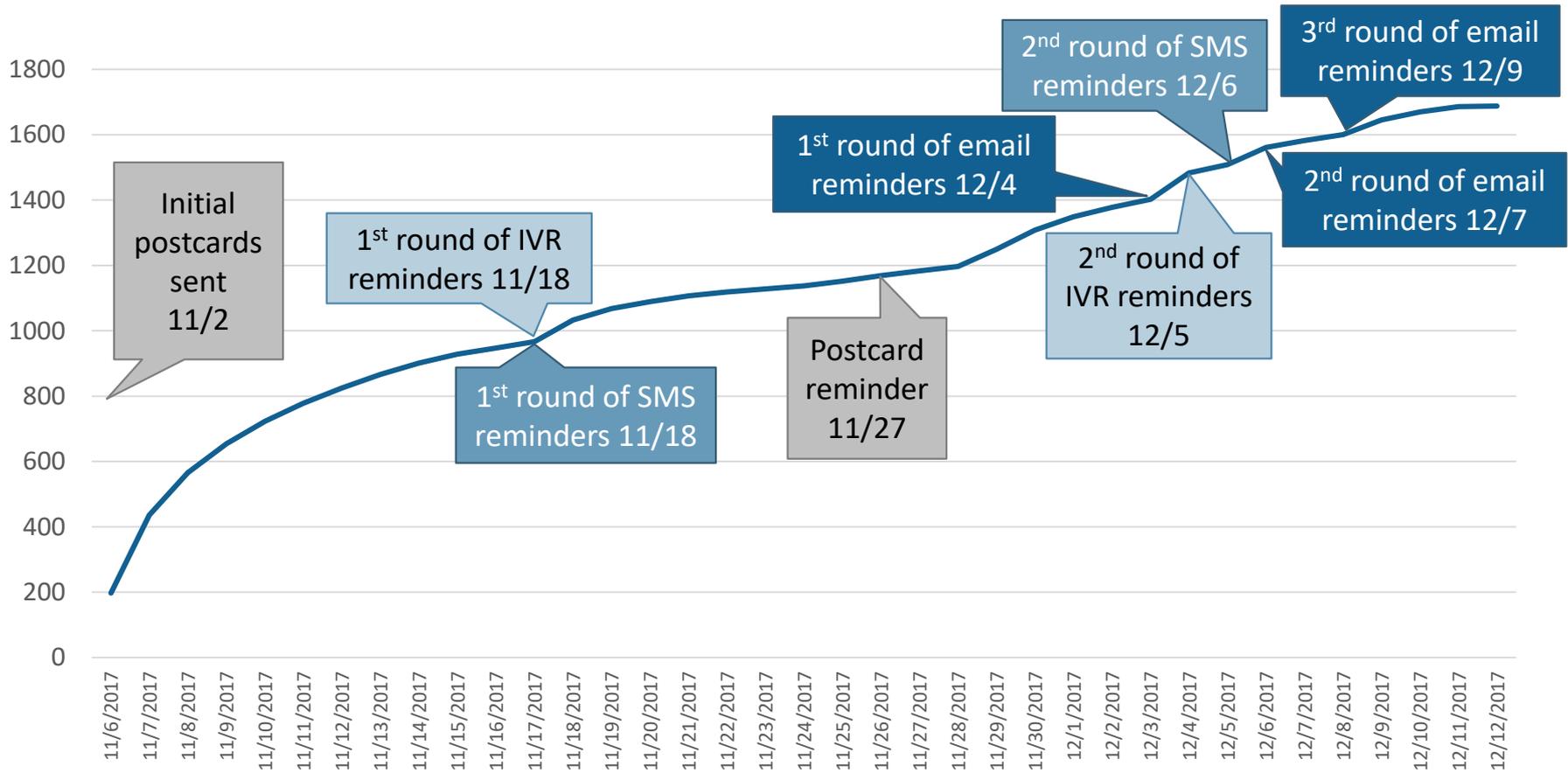
Methodology (Cont'd)

- ▶ A random selection of Oakland households was mailed a postcard with an invitation to take the online survey, with a drawing for a \$200 gift card as an incentive.
- ▶ The postcard included a link to the survey and a Survey ID, unique to the selected household.
- ▶ To boost responses among certain demographics, invited residents who did not complete the survey were sent reminder text messages, interactive voice response (IVR) calls, postcards, and emails at several different stages over the course of data collection.
- ▶ Respondents who preferred not to take the survey online were invited to request a paper copy of the survey by mail, which they could complete and mail back in. 31 residents submitted paper surveys, which were included in the final dataset.

Response Rates and Reminders Timeline

Targeted IVR, text, postcard, and email reminders helped increase the number of responses.

Number of Responses Over Time

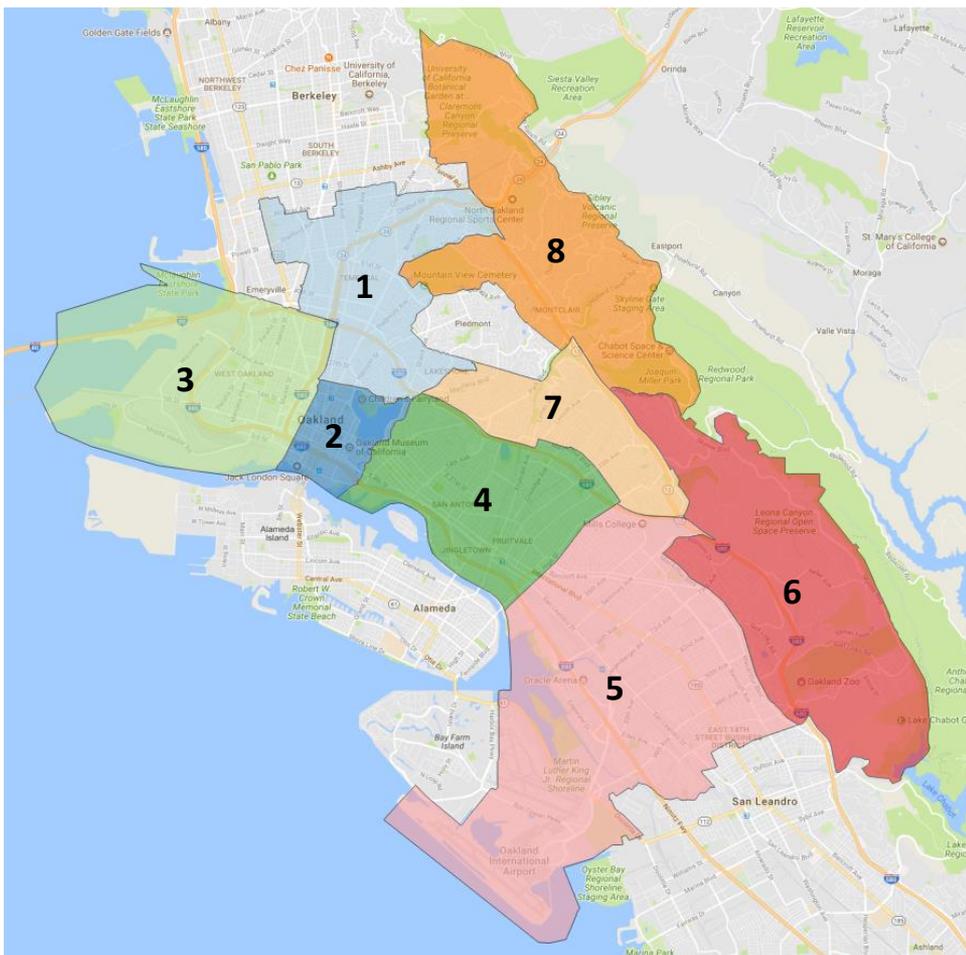


— Number of Responses Over Time

Final survey responses were weighted down to 800 completed interviews to reflect city demographics.



Zone Geography



<u>Zone</u>	<u>% of Weighted Sample</u>
Zone 1: North Oakland Adams Point	6%
Zone 2: Downtown	6%
Zone 3: West Oakland	7%
Zone 4: Eastlake Fruitvale	22%
Zone 5: Central East Oakland	22%
Zone 6: East Oakland Hills	8%
Zone 7: Glenview Redwood Heights	8%
Zone 8: North Oakland Hills	21%

Percentages reflect the distribution of data collection after weighting.

Key Findings

- ▶ About a fifth of Oakland residents regularly bike for transportation.
- ▶ There are significant differences in cycling behavior and attitudes about cycling by zone.
 - Eastlake Fruitvale, West Oakland, and North Oakland Adams Point have the highest concentrations of people who regularly bike for transportation.
 - East Oakland Hills, North Oakland Hills, and Glenview Redwood Heights have the highest barriers to cycling.
- ▶ Levels of interest in biking, comfort with biking, and current cycling behavior also vary by gender, age, and ethnicity.
- ▶ 47% of Oakland residents are interested in biking more for transportation, but only feel comfortable biking when physically separated from traffic.
- ▶ Dealing with aggressive drivers, having a bicycle stolen or vandalized, getting in an accident, and having secure bike parking near destinations are major concerns when deciding whether to ride a bike.
- ▶ The logistics of biking for transportation are a common barrier.
 - Most say it would not be easy to travel by bike to and from most of the places they regularly go.
 - Those least likely to bike for transportation are more concerned about carrying the things they need, distance, time, and transporting others.
- ▶ Just over half say their neighborhood would be a better place to live if more people rode bikes.

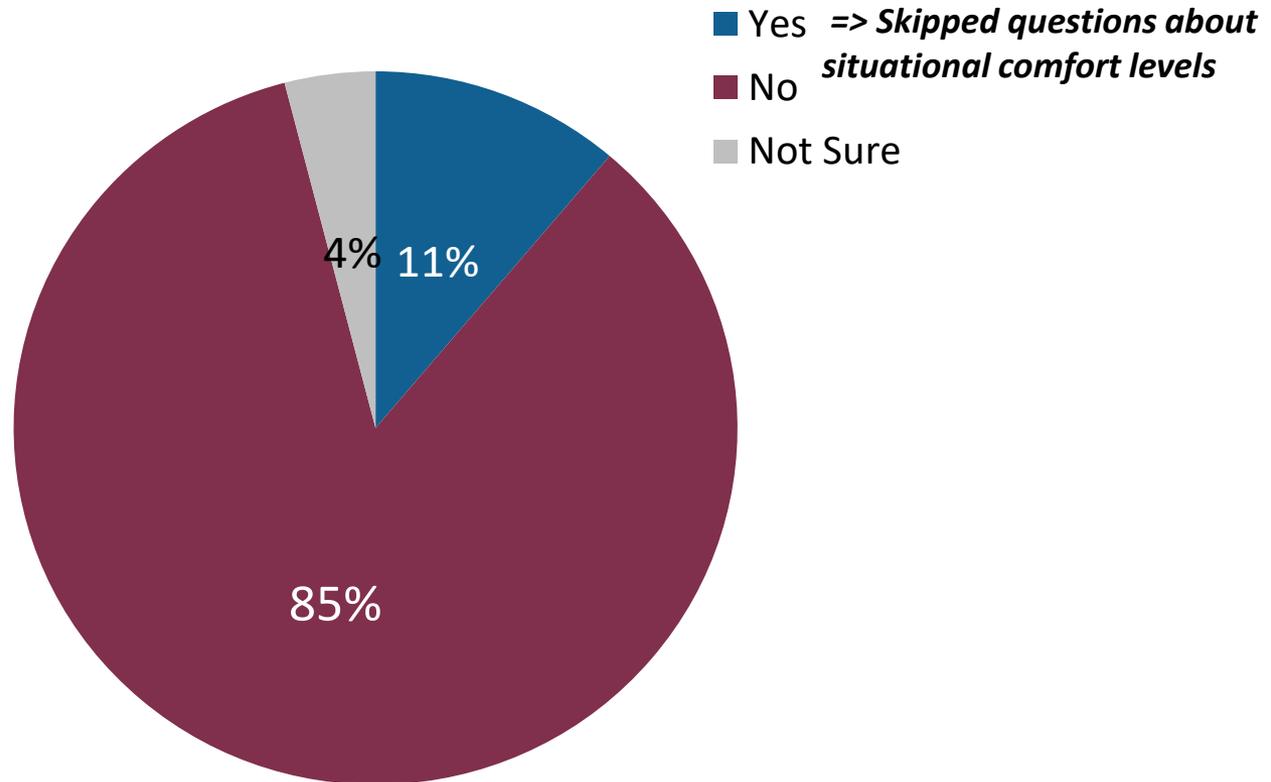


Comfort with Biking and Cyclist Typology

Physical Capability to Ride a Bike

Just over a tenth say they have a long-term condition or disability that makes them physically unable to ride a bike.

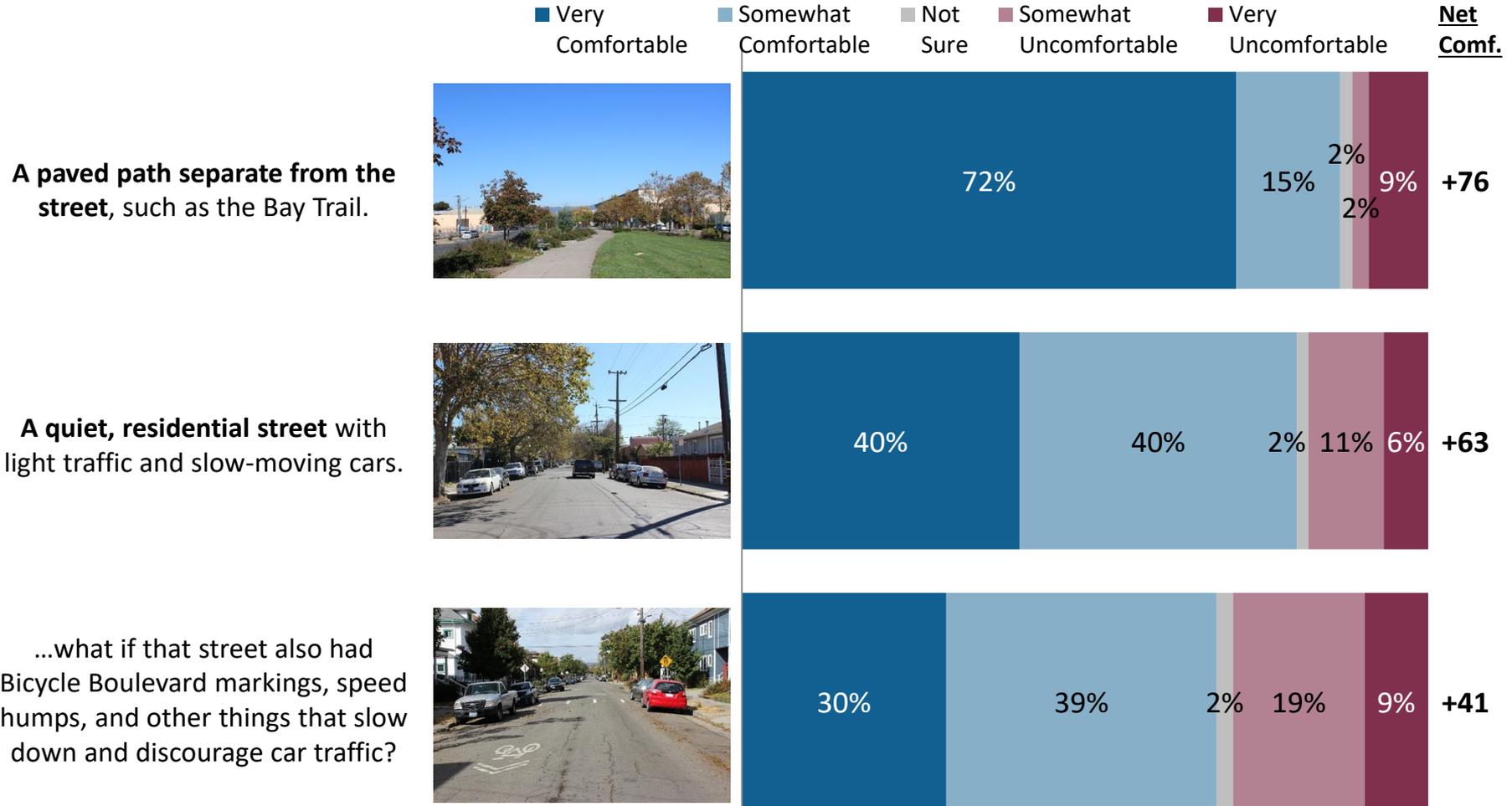
Q23. Do you have a long-term condition or disability that makes you physically unable to ride a bicycle?



Comfort Level Biking on Non-Commercial Streets

Among those without physical disabilities, over 7 in 10 say they would be very comfortable bicycling on a paved path separate from the street.

IF PHYSICALLY ABLE TO RIDE A BIKE

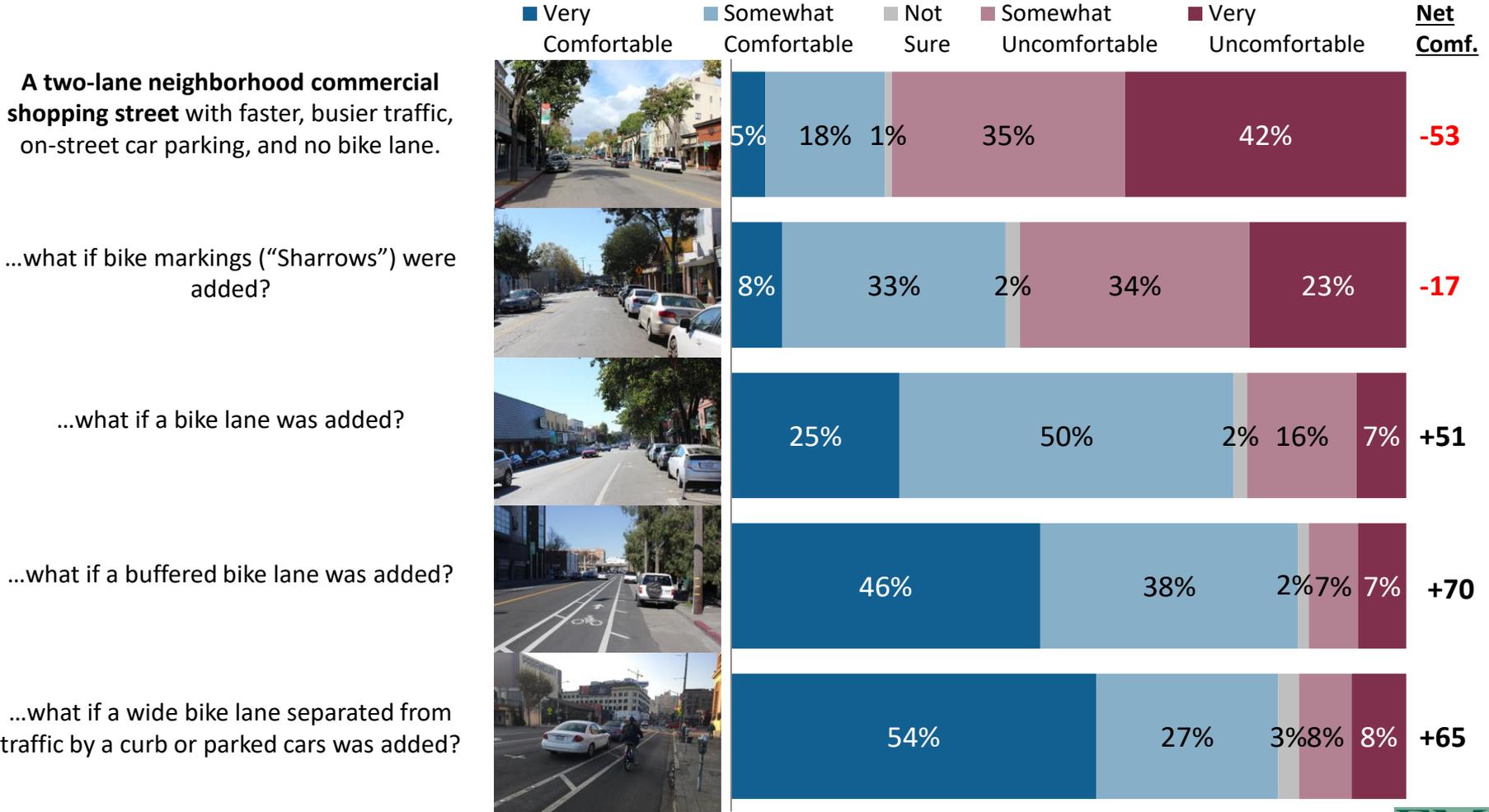


Q24-26. Below are descriptions and pictures of the types of places people ride bikes in Oakland. Regardless of how you usually get around, for each please indicate how comfortable you personally would feel biking there.

Comfort Level Biking on Two-Lane Commercial Streets

Bike lanes on two lane commercial streets substantially increase comfort with biking.

IF PHYSICALLY ABLE TO RIDE A BIKE



Q27-31. Below are descriptions and pictures of the types of places people ride bikes in Oakland. Regardless of how you usually get around, for each please indicate how comfortable you personally would feel biking there.

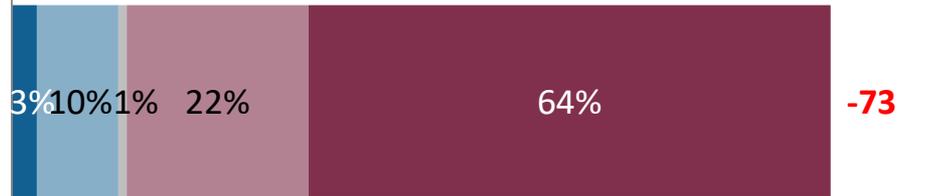
Comfort Level Biking on Four-Lane Commercial Streets

Over half say they would be very comfortable biking in a wide bike lane separated from traffic on a major street with four lanes.

IF PHYSICALLY ABLE TO RIDE A BIKE

■ Very Comfortable
 ■ Somewhat Comfortable
 ■ Not Sure
 ■ Somewhat Uncomfortable
 ■ Very Uncomfortable
 Net Conf.

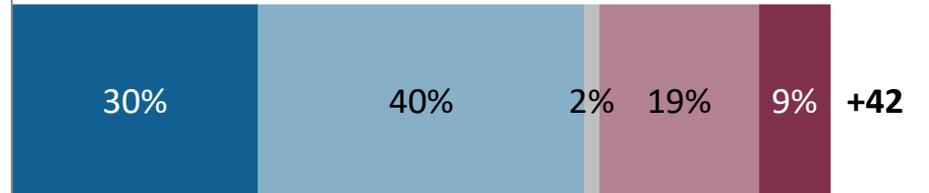
A major street with four lanes, on-street parking, faster, heavier traffic including buses and trucks, and no bike lane.



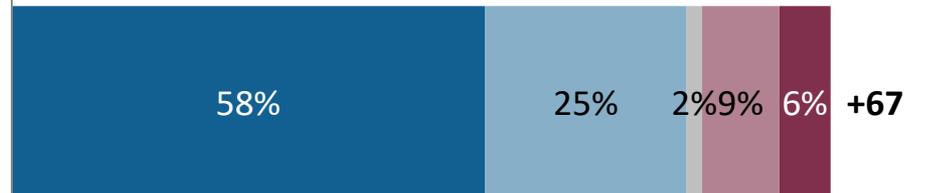
...what if a bike lane was added?



...what if a buffered bike lane was added?



...what if a wide bike lane separated from traffic by a curb or parked cars was added?



Q32-35. Below are descriptions and pictures of the types of places people ride bikes in Oakland. Regardless of how you usually get around, for each please indicate how comfortable you personally would feel biking there.

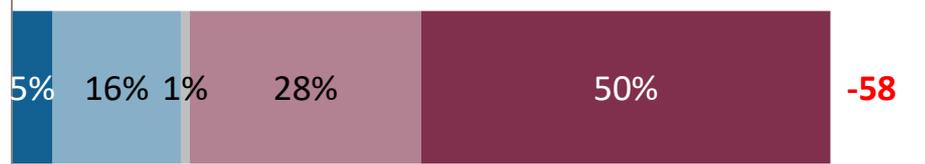
Comfort Level Biking on Major Two-Way, Two-Lane Streets

As shown, a separated bus boarding island is not perceived as an improvement over a wide bike lane separated from traffic.

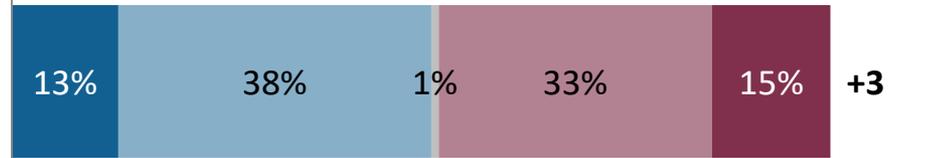
IF PHYSICALLY ABLE TO RIDE A BIKE

■ Very Comfortable
 ■ Somewhat Comfortable
 ■ Not Sure
 ■ Somewhat Uncomfortable
 ■ Very Uncomfortable
 Net Comf.

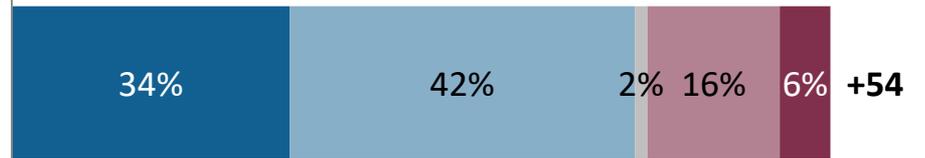
A major street with two lanes in each direction, a center divider, on-street parking, faster, heavier traffic including buses and trucks, and no bike lane.



...what if a striped bike lane was added?



...what if a buffered bike lane was added?



...what if a wide bike lane separated from traffic by a curb or parked cars was added?



...what if a separated bus boarding island was added?



Q36-40. Below are descriptions and pictures of the types of places people ride bikes in Oakland. Regardless of how you usually get around, for each please indicate how comfortable you personally would feel biking there.

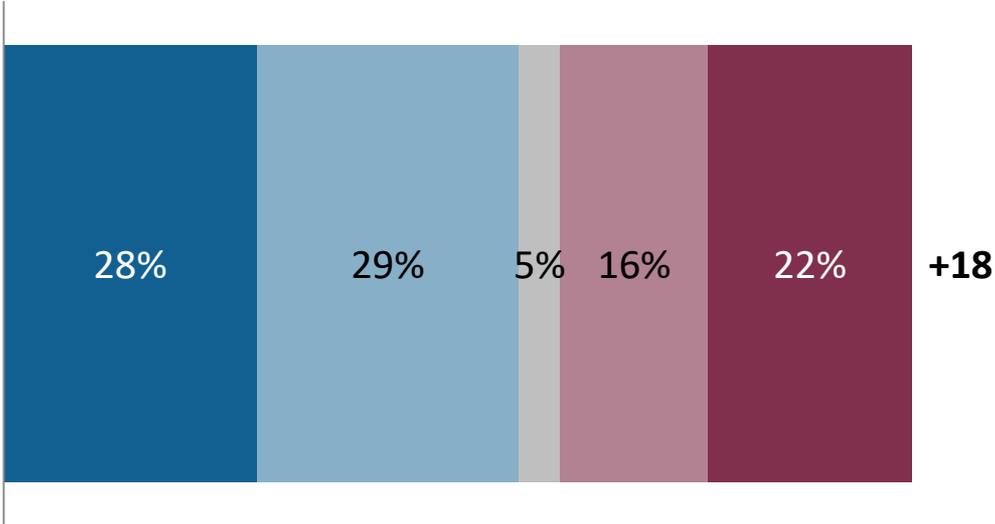
Interest in Biking More

Over half would like to bike for transportation more than they do now.

IF PHYSICALLY ABLE TO RIDE A BIKE

■ Strongly Agree ■ Somewhat Agree ■ Not Sure ■ Somewhat Disagree ■ Strongly Disagree **Net Agree**

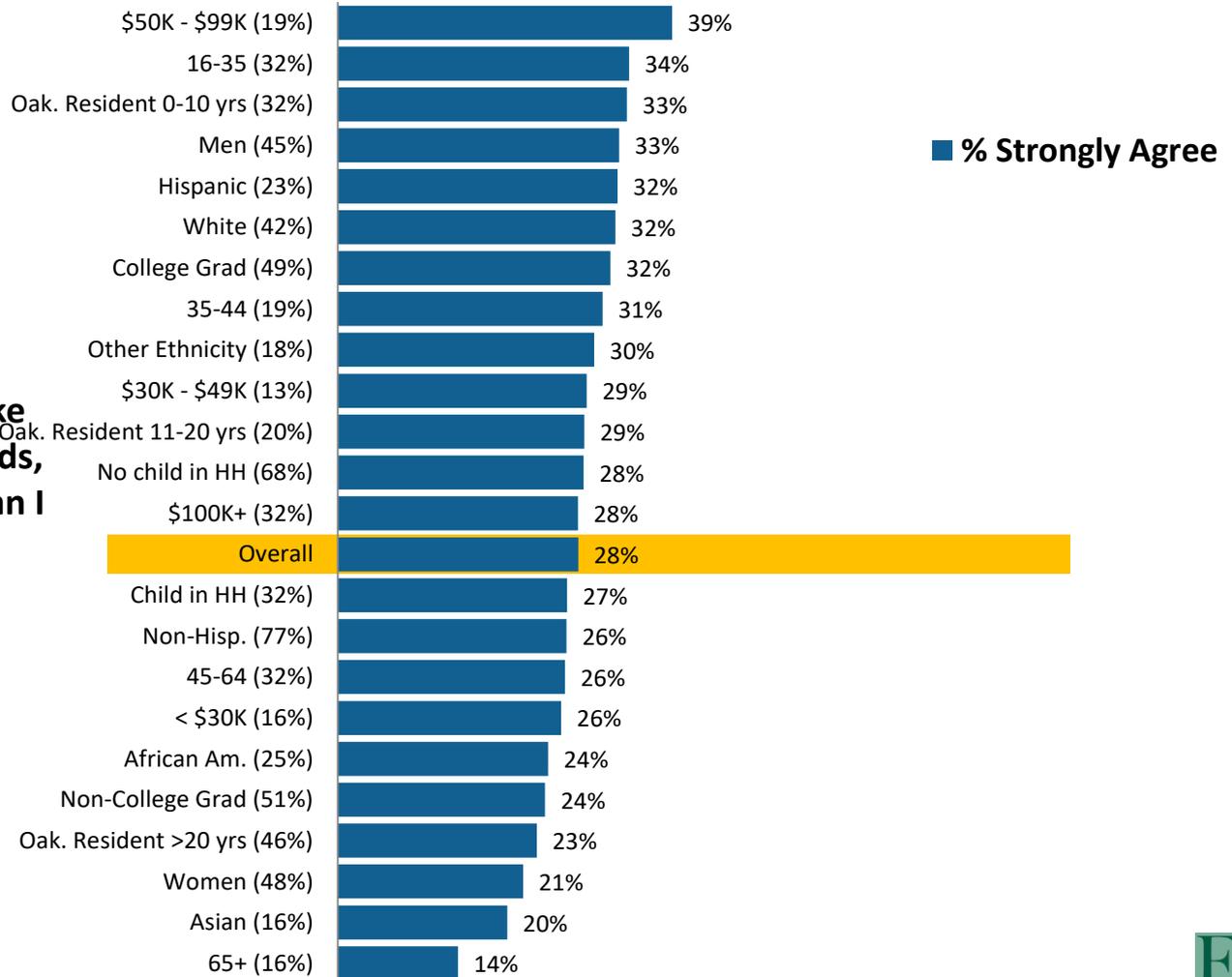
I would like to travel by bike for my daily commute, errands, and other activities more than I do now.



Interest in Biking by Demographics

Nearly 4 in 10 with incomes between \$50-\$99k strongly agree they would like to bike more for transportation.

IF PHYSICALLY ABLE TO RIDE A BIKE



“I would like to travel by bike for my daily commute, errands, and other activities more than I do now.”

Cycling Comfort Level Typology

47% of Oakland residents would like to bike more for transportation, but are only comfortable biking when physically separated from cars.

Strong and Fearless (n=46)

- Very comfortable on streets without bike lanes.

Enthusied and Confident (n=129)

- Very comfortable on commercial streets with striped bike lanes.

Interested but Concerned (n=837)

- Not very comfortable on striped bike lanes, interested in biking more, **OR**
- Not very comfortable on striped bike lanes, currently cycling for transportation at least part of the year, and did not express interest in biking more, **OR**
- Very comfortable on commercial streets only with buffered/separated bike lanes.

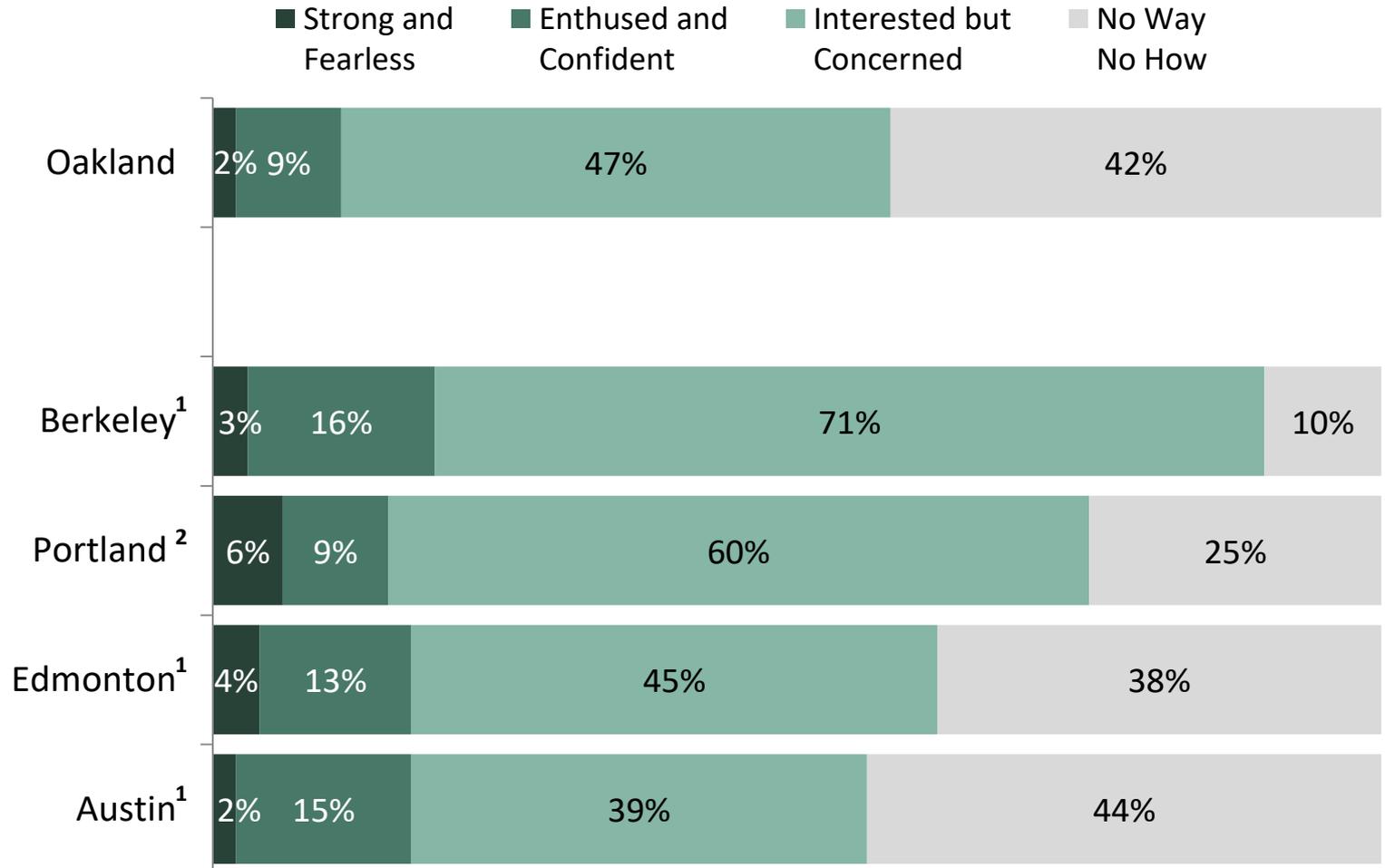
No Way No How (n=676)

- Physically unable to ride a bike, **OR**
- Very uncomfortable even on separated bike lanes, **OR**
- Not very comfortable, not interested, not cycling for transportation.



Typology Comparison

Oakland's portion of residents who fall into the No Way No How category is more comparable to Edmonton and Austin than to Berkeley or Portland, though methodological differences may contribute to these differences.



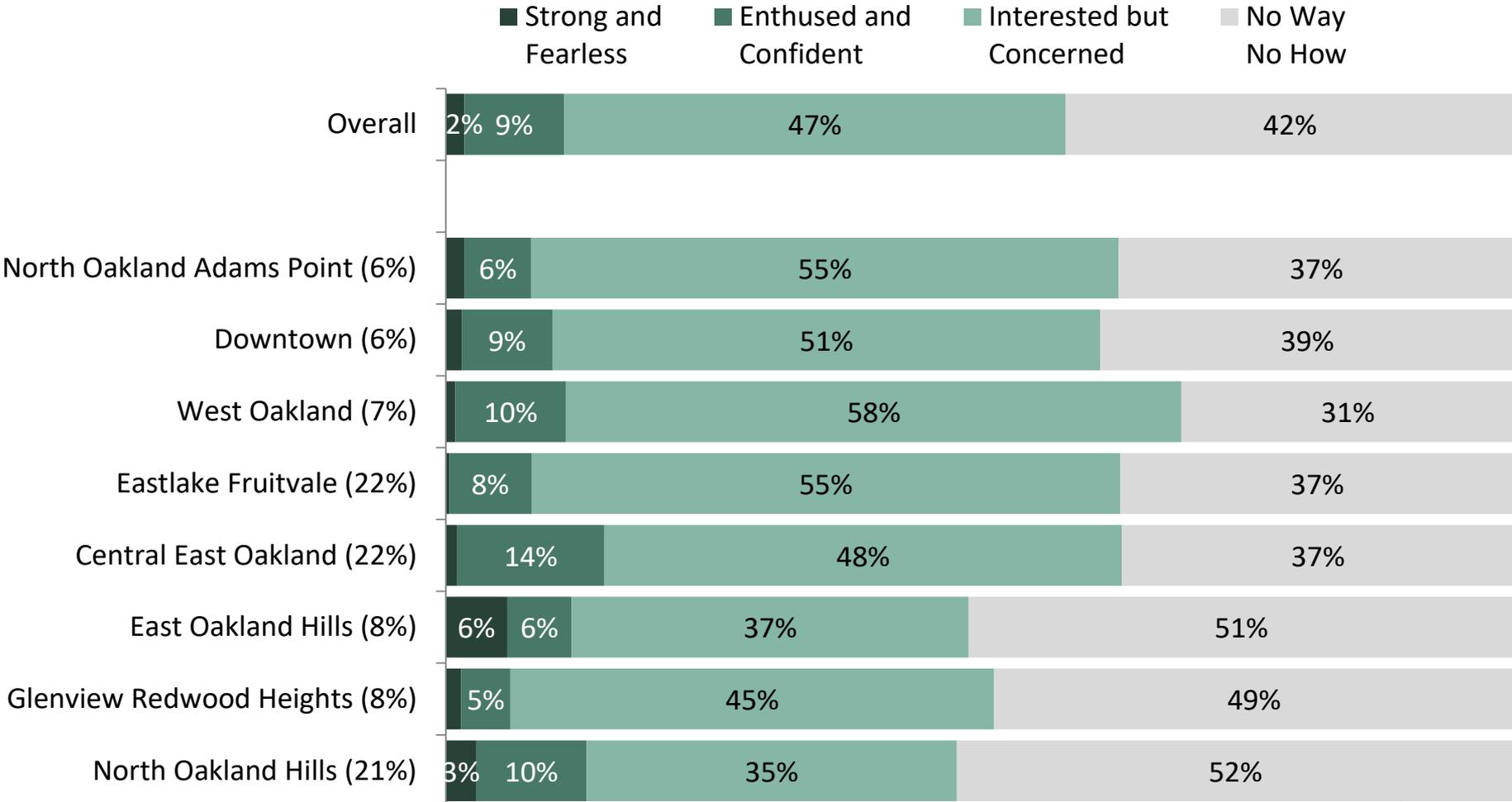
Source:

¹ "Berkeley Bicycle Plan." Berkeley Transportation Commission, 15 Oct. 2015, p. 19.

² "Categorizing Cyclists: What Do We Know? – Insights from Portland, OR." Jennifer Dill, Ph.D. Oregon Transportation Research and Education Consortium; Portland State University, 26 June 2012, p. 17.

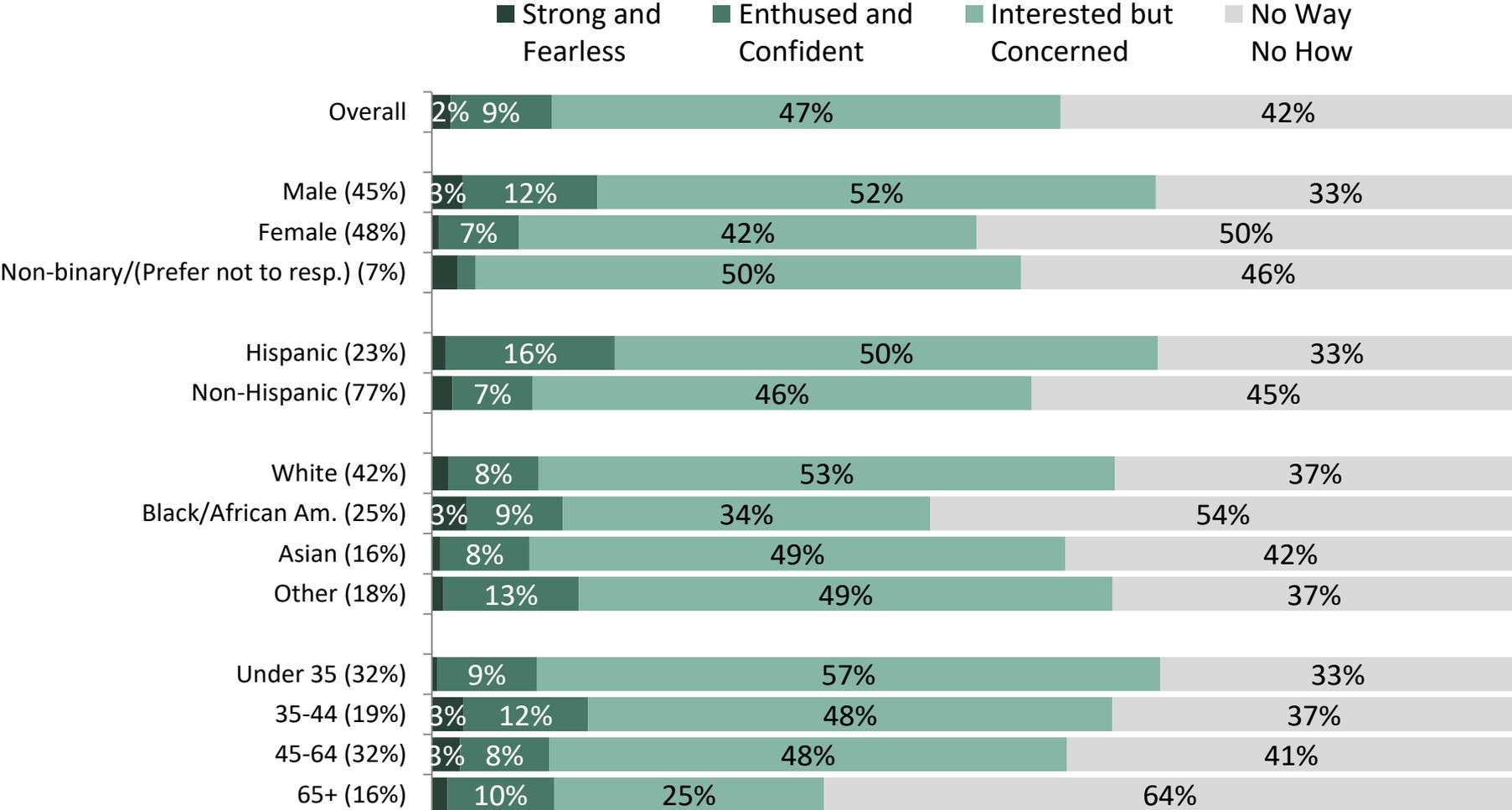
Cycling Comfort Level Typology by Zone

Over half of West Oakland, North Oakland Adams Point, Eastlake Fruitvale, and Downtown residents are in the Interested but Concerned category. North Oakland Hills, East Oakland Hills, and Glenview Redwood Heights residents are most likely to be in the No Way No How type.



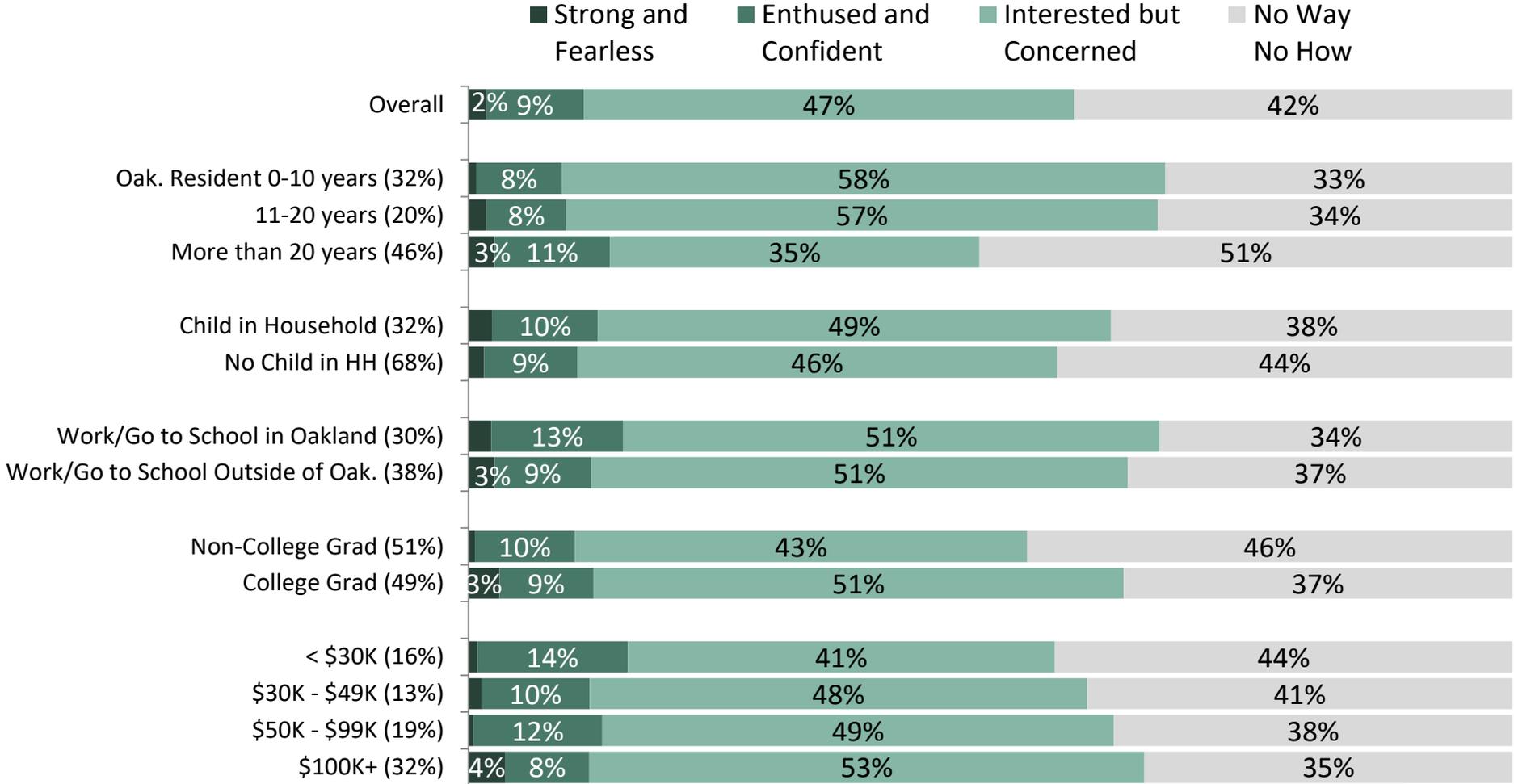
Cycling Comfort Level Typology by Demographics

Confidence and interest in biking varies by gender, age, and ethnicity.



Cycling Comfort Level Typology by Demographics

Nearly half of those without college degrees are in the No Way No How type.

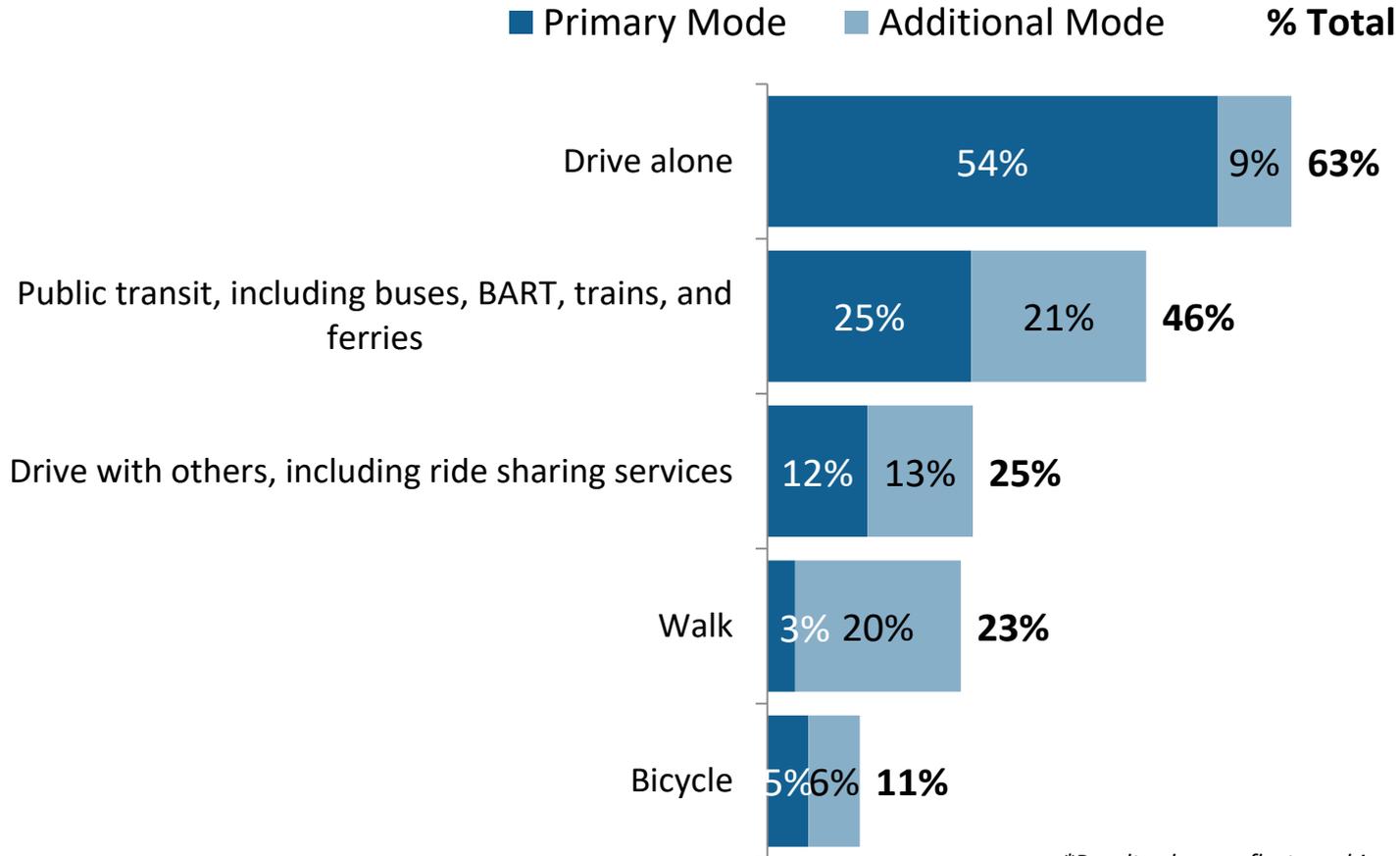




Biking Habits

Modes of Transportation

Over half say that driving alone is the primary way they get around. Biking is a typical mode of transportation for about a tenth of Oakland residents.



*Results above reflect combined responses to Q3 and Q4. Multiple responses were accepted for Q3, but only one was accepted for Q4.



Q3. In general, how do you typically get to work, school, or other places that you travel to regularly?
Q4. Of all the ways you get around, which one would you consider your primary mode, meaning the one you use the most often?

Modes of Transportation by Zone

Transportation mode varies greatly by zone. Biking is most common in North Oakland Adams Point and West Oakland.

		Overall	N. Oakland Adams Point (6%)	Down-town (6%)	W. Oakland (7%)	Eastlake Fruitvale (22%)	Central E. Oakland (22%)	E. Oakland Hills (8%)	Glenview Red-wood Heights (8%)	N. Oakland Hills (21%)
Drive alone	Primary	54%	36%	23%	24%	48%	60%	68%	65%	70%
	Additional	9%	15%	18%	6%	8%	4%	7%	12%	12%
	Total	63%	51%	41%	31%	55%	64%	75%	77%	82%
Public transit	Primary	25%	27%	42%	42%	31%	24%	19%	15%	13%
	Additional	21%	23%	29%	25%	20%	14%	15%	23%	27%
	Total	46%	51%	70%	67%	51%	39%	33%	38%	41%
Drive with others	Primary	12%	17%	14%	8%	8%	13%	13%	16%	13%
	Additional	13%	20%	11%	16%	11%	10%	12%	17%	13%
	Total	25%	37%	25%	24%	19%	24%	25%	33%	26%
Walk	Primary	3%	5%	12%	13%	6%	0%	0%	0%	1%
	Additional	20%	30%	41%	39%	22%	13%	7%	18%	16%
	Total	23%	35%	53%	52%	28%	13%	7%	18%	17%
Bicycle	Primary	5%	14%	7%	12%	8%	1%	0%	4%	2%
	Additional	6%	8%	10%	10%	8%	3%	3%	4%	7%
	Total	11%	21%	18%	21%	16%	5%	4%	8%	9%

**Results above reflect combined responses to Q3 and Q4. Multiple responses were accepted for Q3, but only one was accepted for Q4.*

Q3. In general, how do you typically get to work, school, or other places that you travel to regularly?

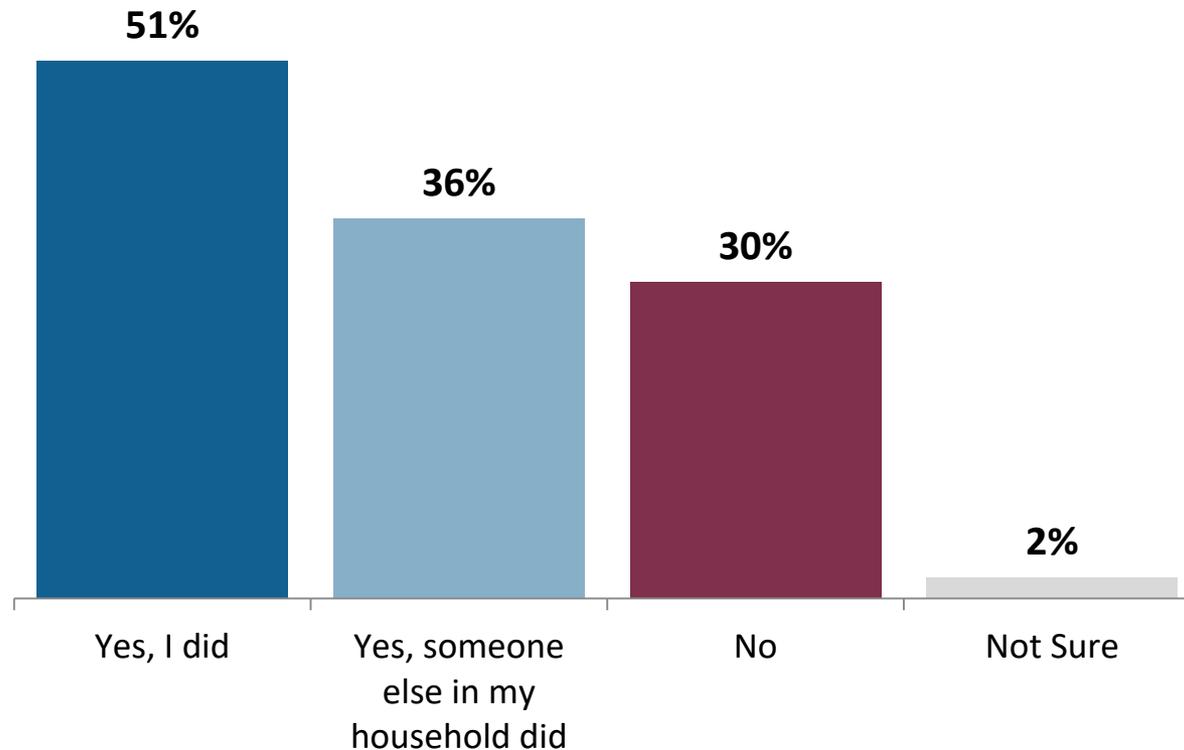
Q4. Of all the ways you get around, which one would you consider your primary mode, meaning the one you use the most often?



Biking History in the Last Five Years

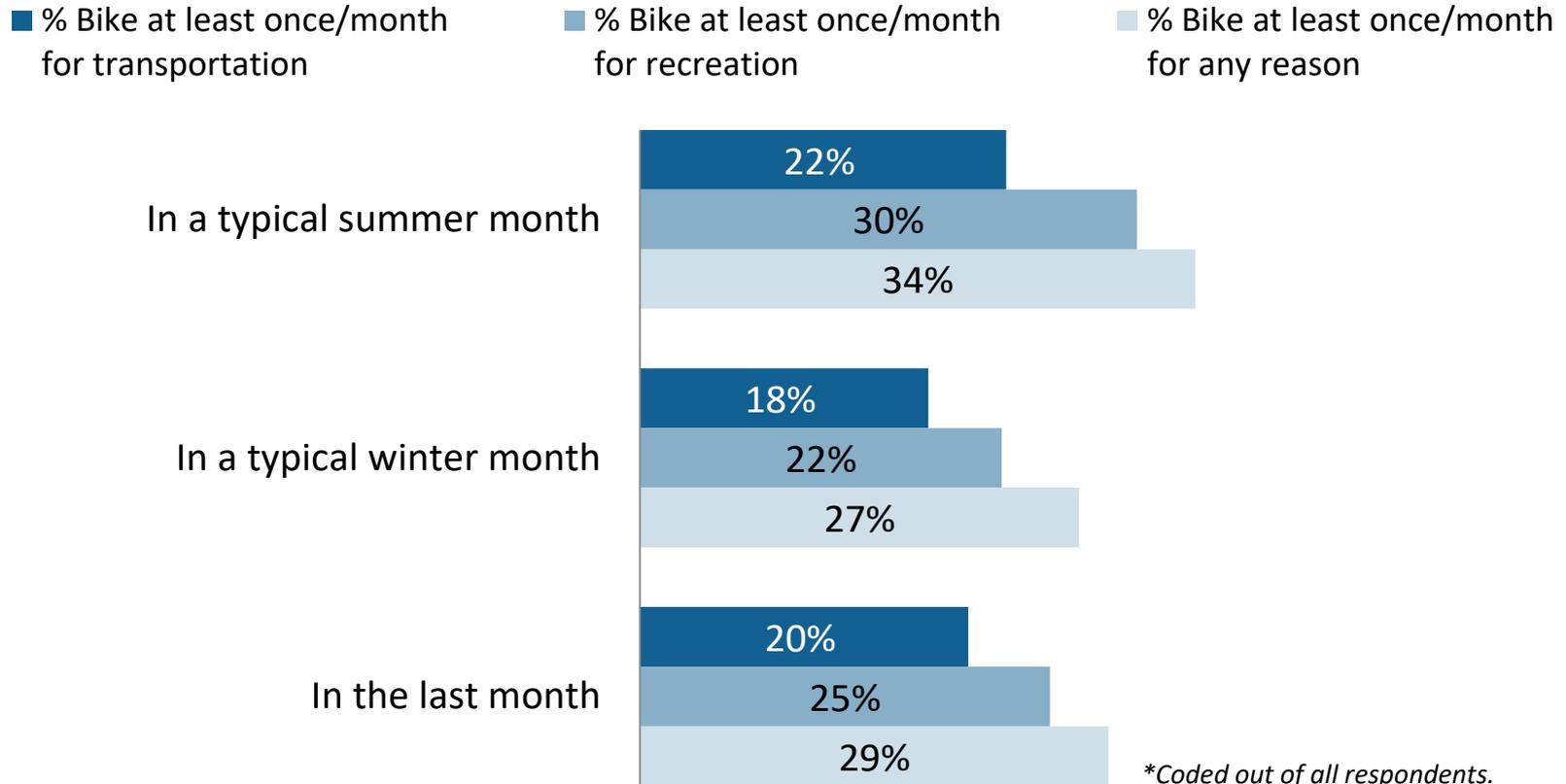
About half say that they personally rode a bicycle in the last 5 years.

Q66. Did you or did anyone in your household ride a bicycle in the last five years?



Biking Frequency by Time of Year

Biking for recreation is more common than biking for transportation. There is greater seasonal variation in recreational cycling.



Q67-69. In **summer** months (from May through October), how often do you typically ride a bicycle... [to work or school] / [to shop, dine out, run errands, visit people, go to a movie, or similar activities] / [for recreation or exercise]?

Q70-72. In **winter** months (from November through April), how often do you typically ride a bicycle... [to work or school] / [to shop, dine out, run errands, visit people, go to a movie, or similar activities] / [for recreation or exercise]?

Q73-75. And now, just thinking about **the past month**, how often did you ride a bicycle... [to work or school] / [to shop, dine out, run errands, visit people, go to a movie, or similar activities] / [for recreation or exercise]?

Cycling Behavior Segmentation

About a fifth regularly bike for transportation at least once a month.

Utilitarian Cyclists (n=350)

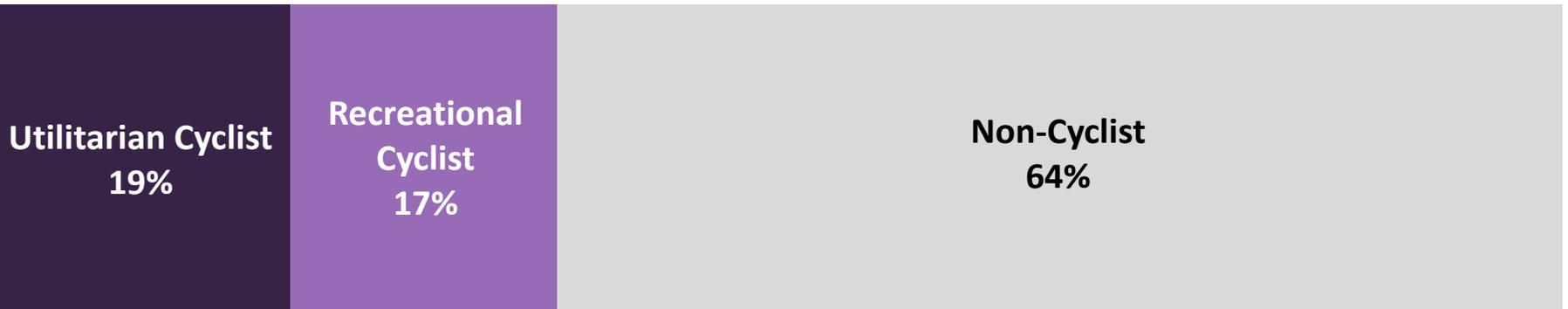
- Cycled at least once in the past 30 days for work, school, shopping, etc. (“transportation”), **AND**
- Usually cycles once a month for transportation in a typical summer or winter month.

Recreational Cyclists (n=339)

- Cycle at least once a month for any reason in a typical summer or winter month, or have cycled at least once in the past 30 days, but did not meet the threshold for Utilitarian cyclist.

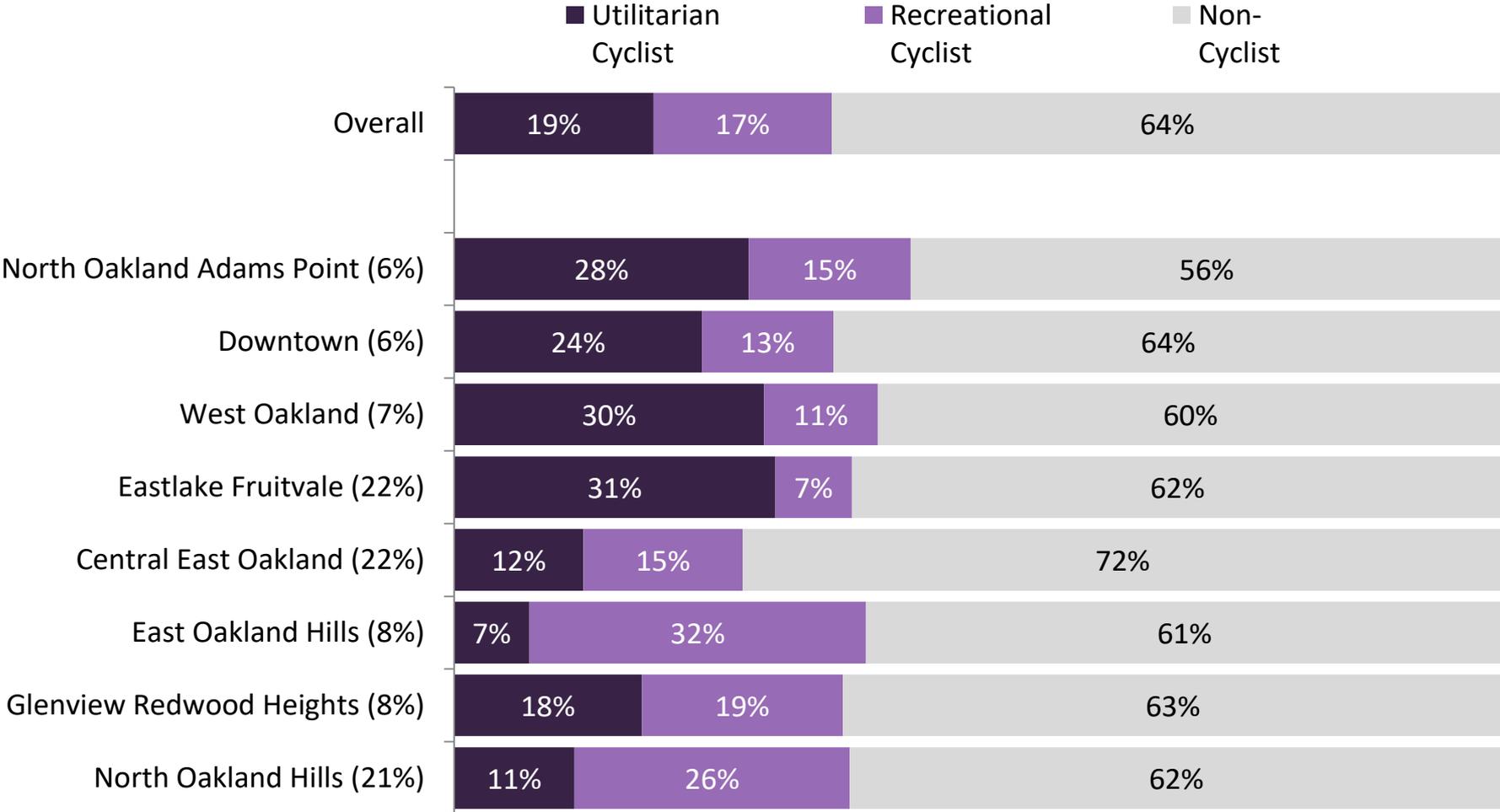
Non-Cyclists (n=999)

- Did not cycle in the past 30 days, **AND**
- Do not cycle at least once a month in summer or winter.



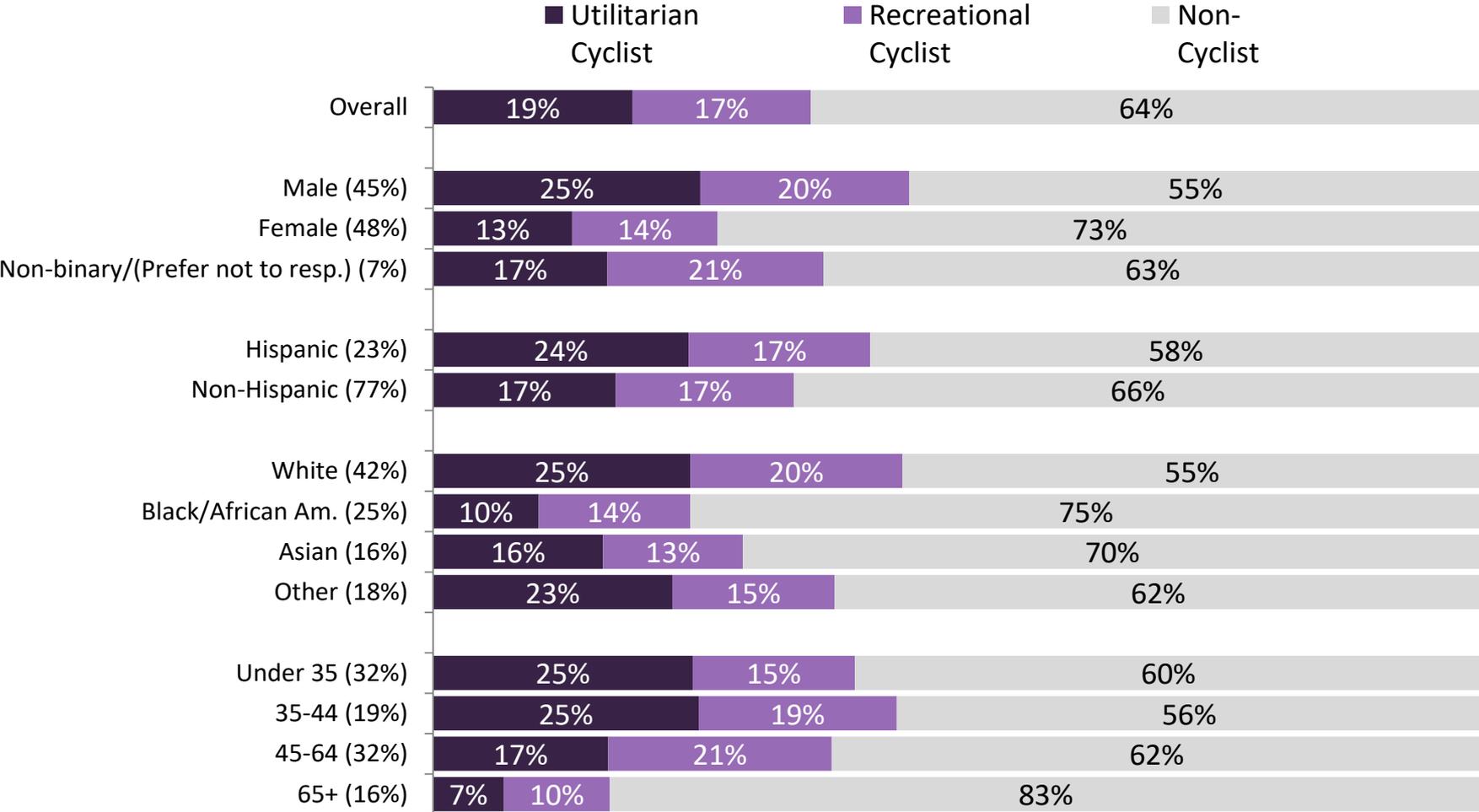
Cycling Behavior by Zone

About 3 in 10 residents of Eastlake Fruitvale, West Oakland, and North Oakland Adams Point are Utilitarian Cyclists.



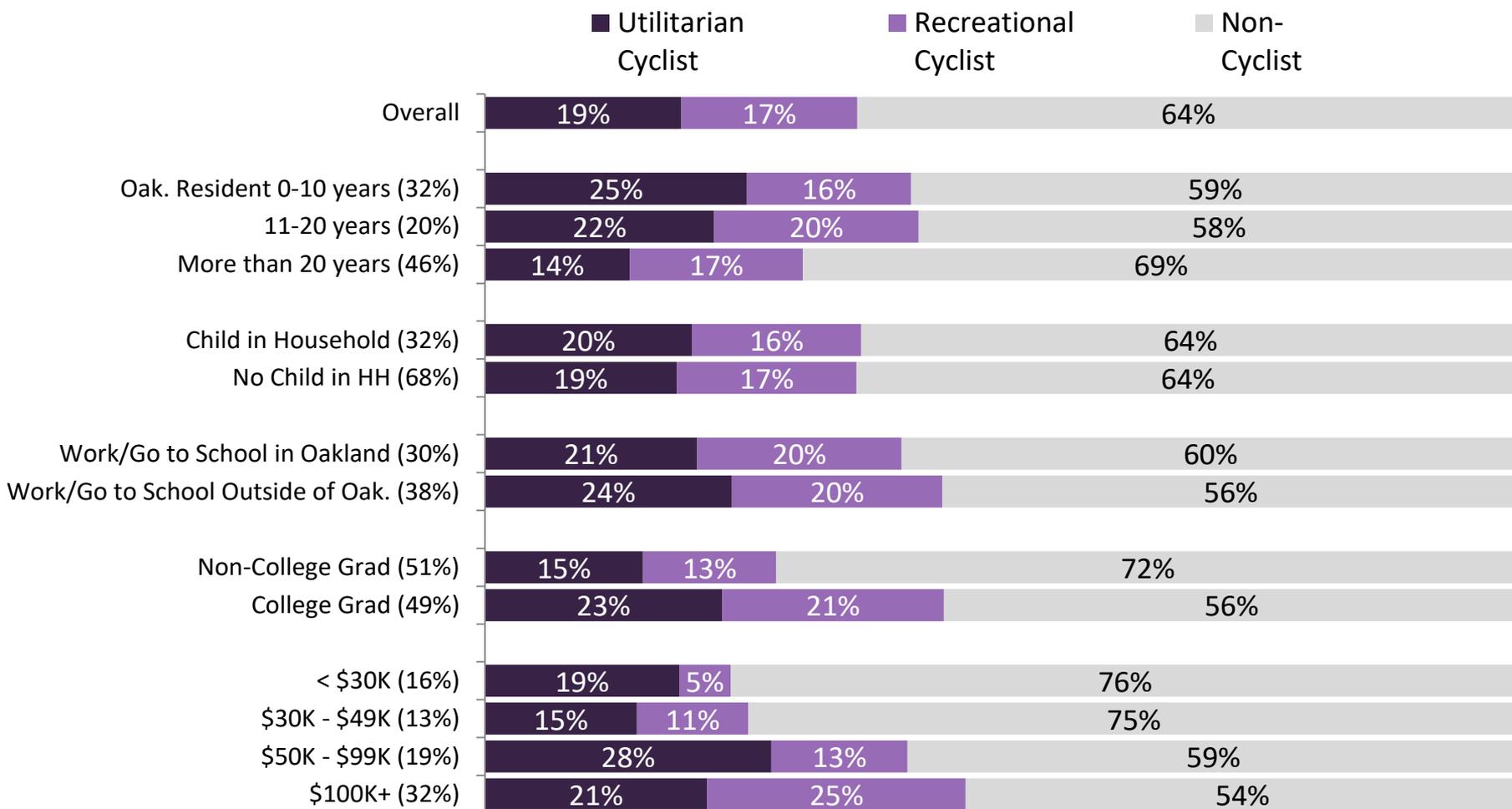
Cycling Behavior by Demographics

Men and younger residents are more likely to be cyclists. Cycling behavior varies by ethnicity.



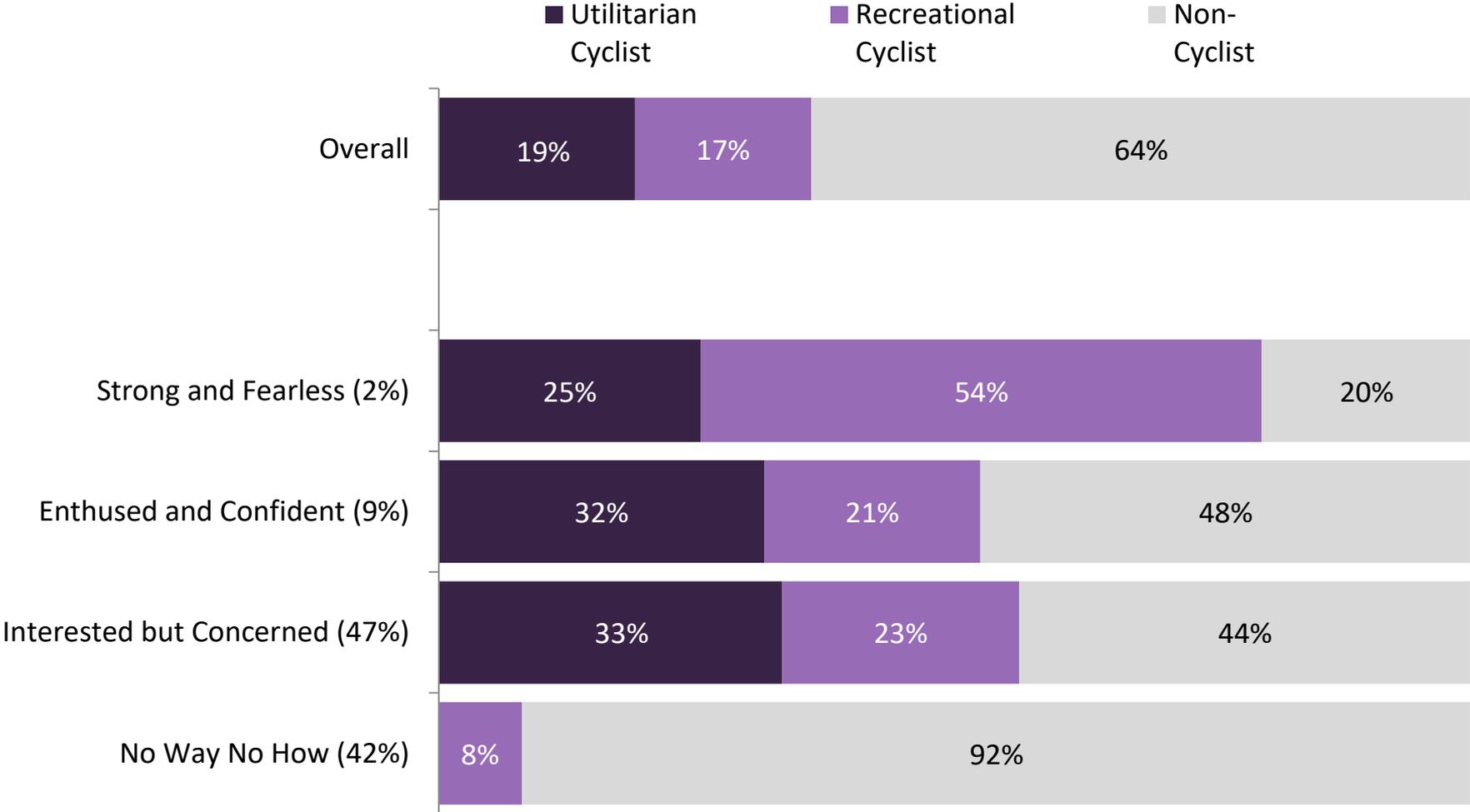
Cycling Behavior by Demographics

Cycling behavior varies by education and income level.



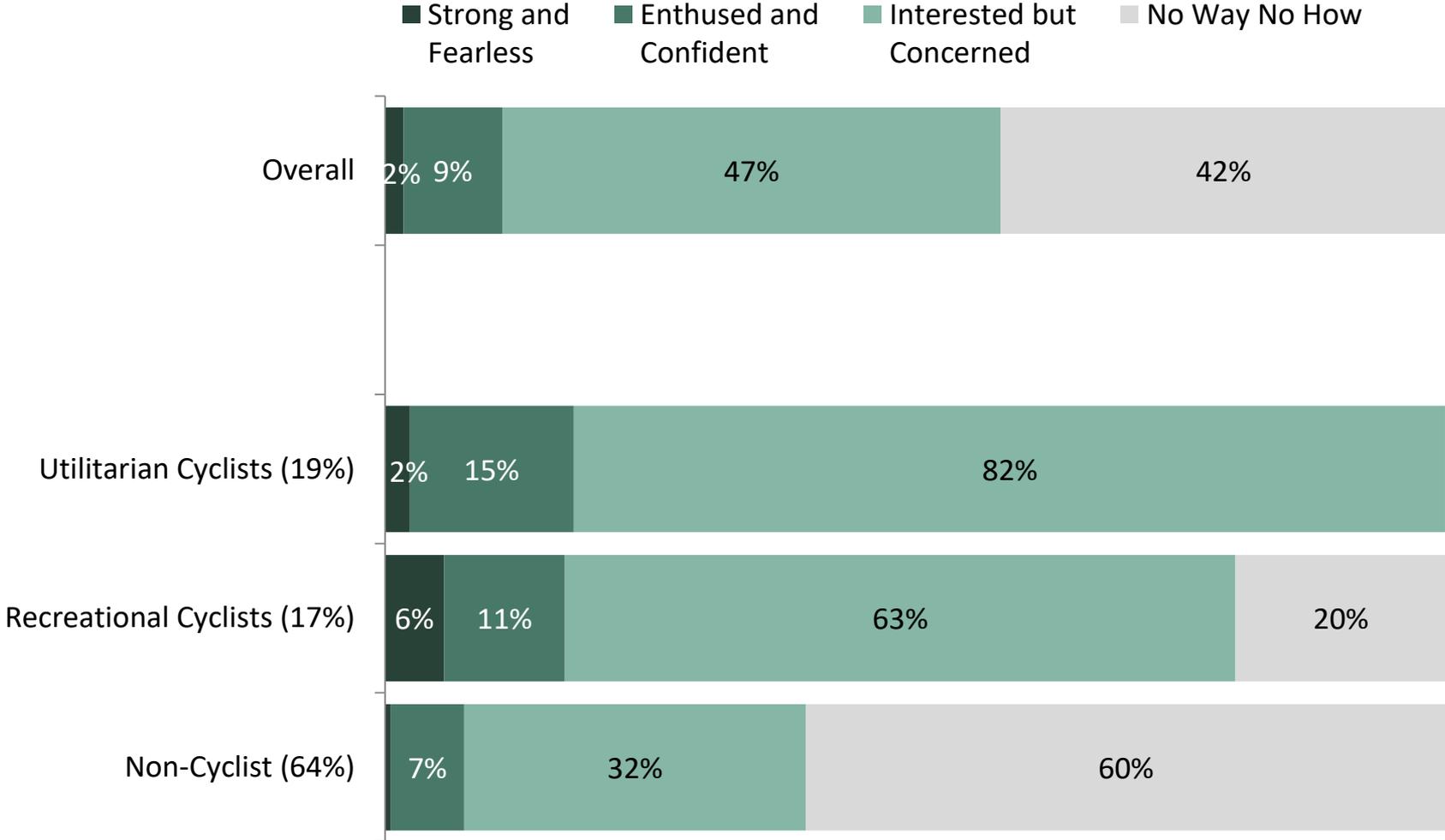
Cycling Behavior by Type

There is little difference in cycling behavior between the Enthused & Confident and Interested but Concerned types. Few people in the No Way No How type are cyclists.



Cycling Comfort Level Typology by Cycling Behavior

Most Utilitarian Cyclists are in the Interested but Concerned type, while most Non-Cyclists are in the No Way No How category.

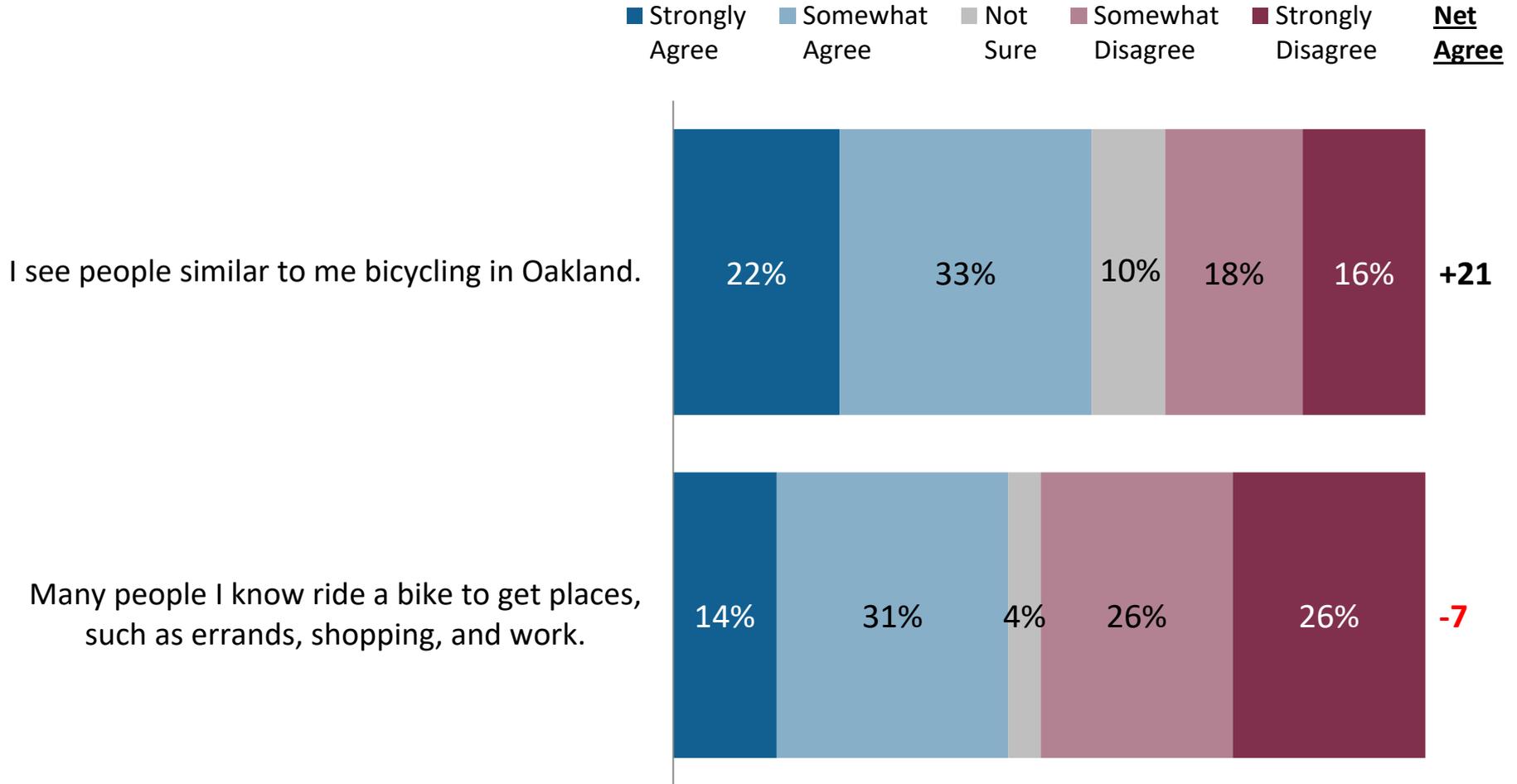




Perceptions of Biking

Perceived Identities of Bicyclists

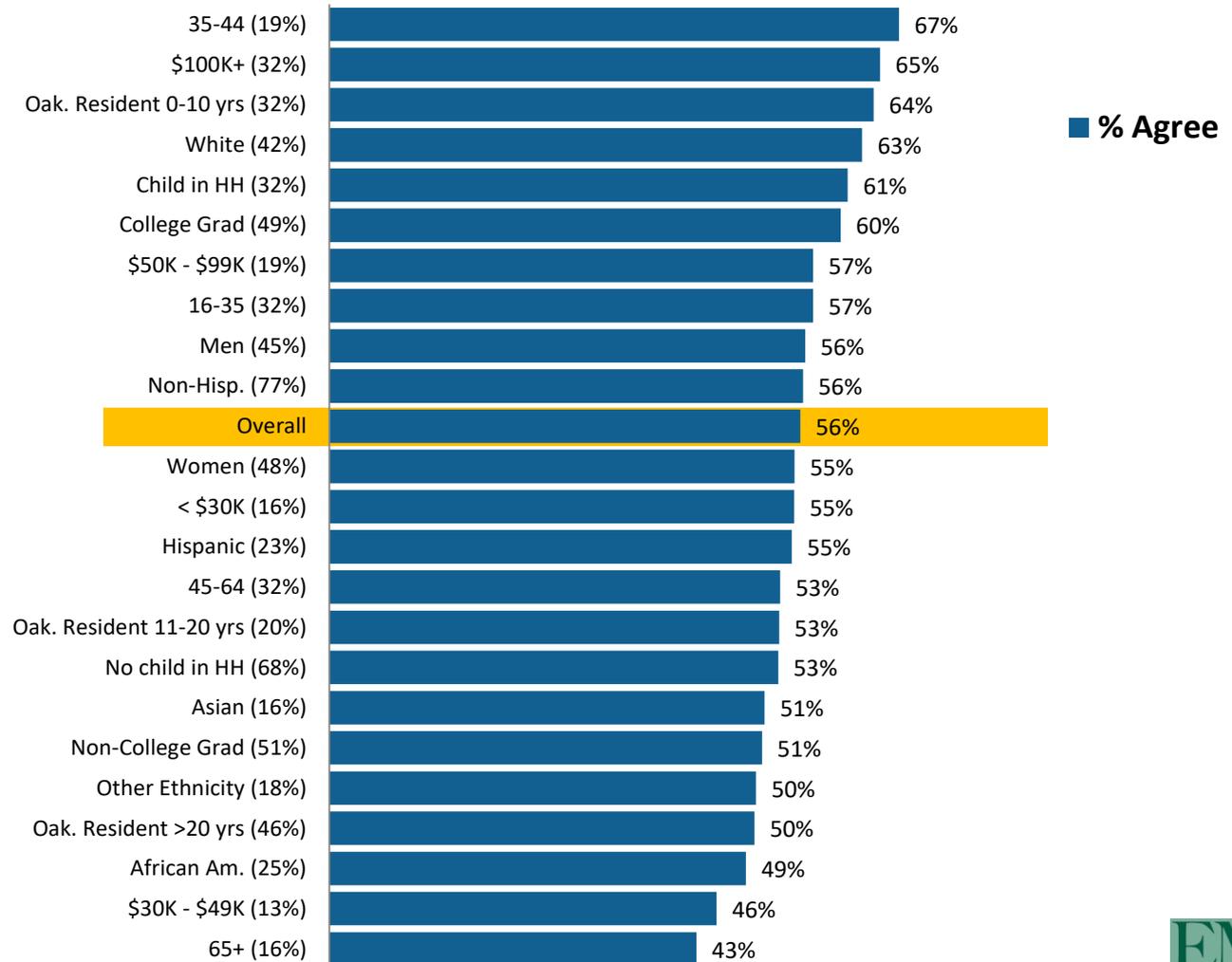
Just over half say they see people similar to them biking in Oakland, but less than half know many people who ride bikes to get places.



People Similar to Me Bicycling by Demographics

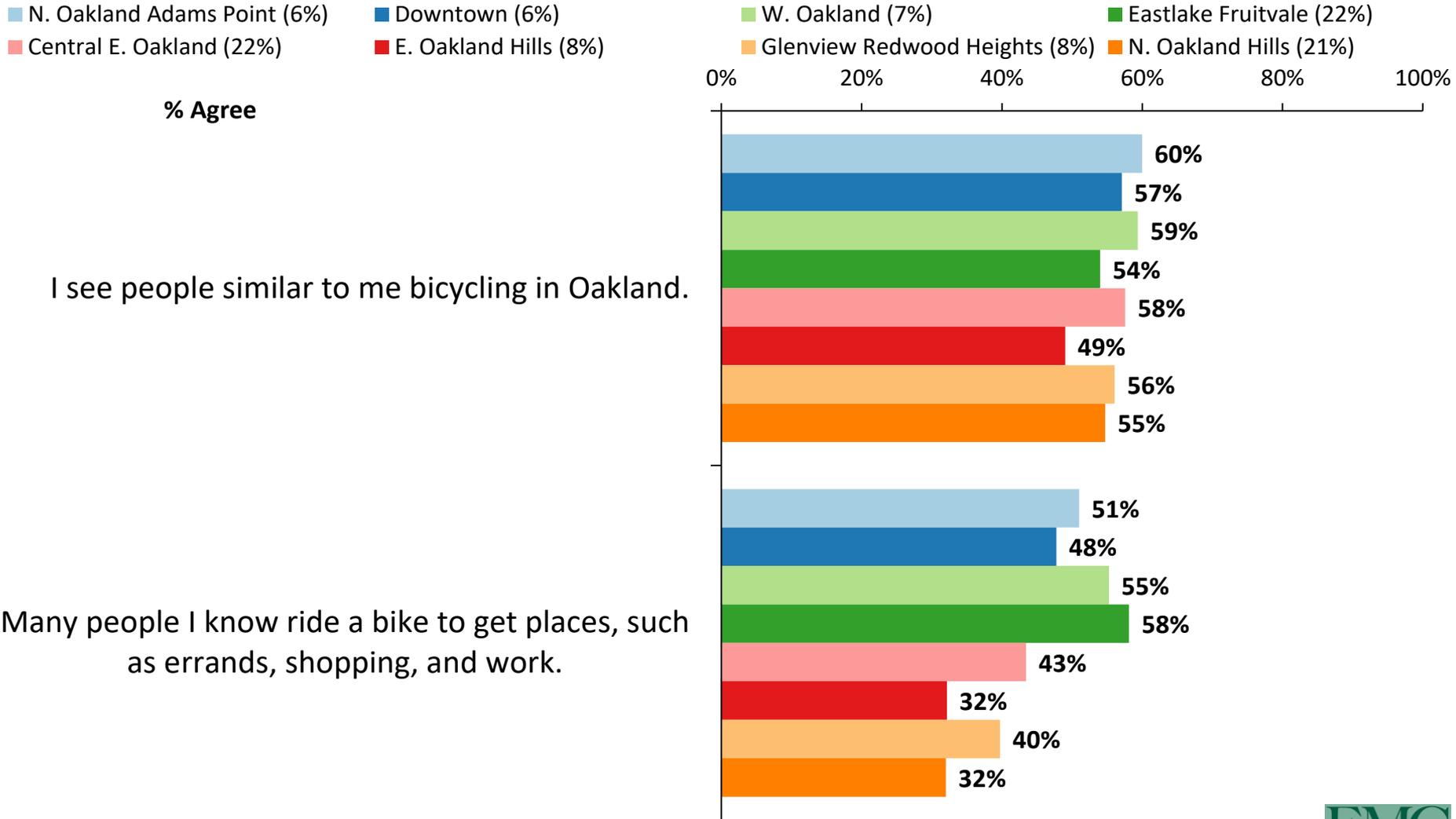
About two thirds of those with household incomes over \$100k, those ages 35-44, and recent residents say they see people similar to them biking in Oakland.

“I see people similar to me bicycling in Oakland.”



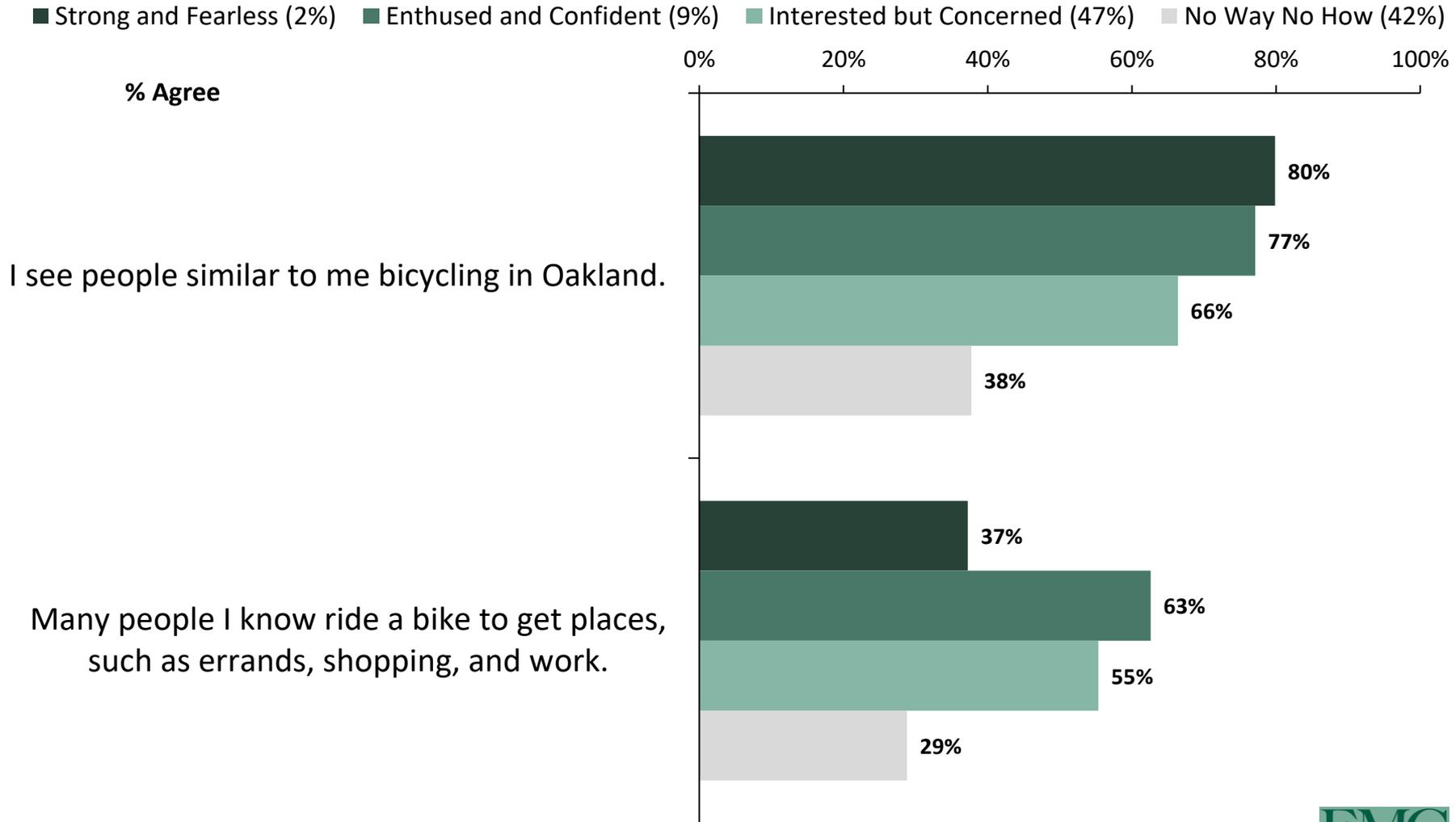
Perceived Identities of Bicyclists by Zone

Only about a third of East Oakland Hills and North Oakland Hills residents know people who ride bikes for transportation.



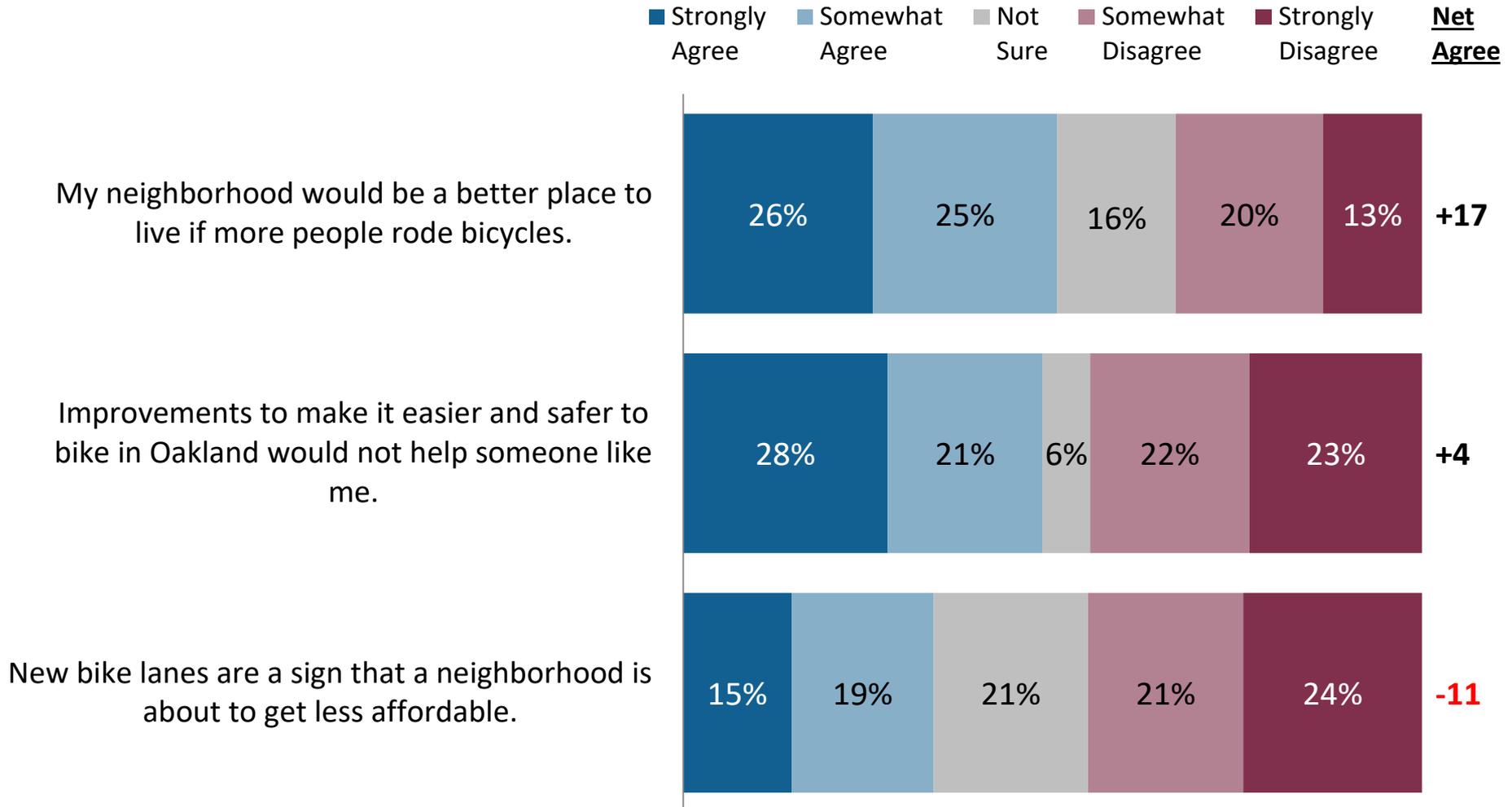
Perceived Identities of Bicyclists by Type

Over half of the Interested but Concerned type say they know many people who bike for transportation.



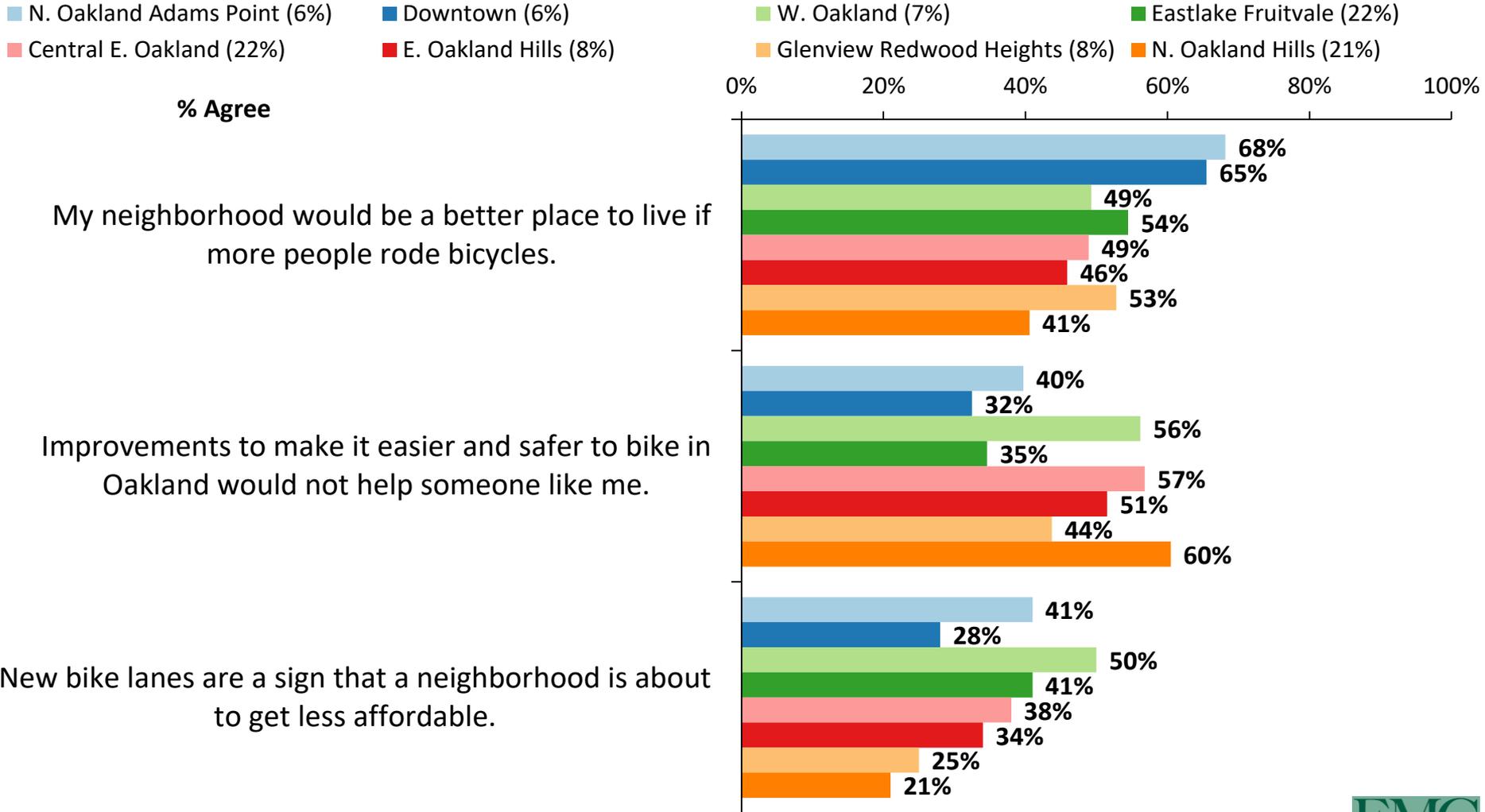
Perceived Impact of Bicycling

Just over half say their neighborhood would be a better place to live if more people rode bicycles. Oakland residents are divided about whether bike improvements would benefit someone like them.



Perceived Impact of Bicycling by Zone

About two thirds of Downtown and North Oakland Adams Point residents think their neighborhood would be a better place to live if more people rode bicycles. Most residents of North Oakland Hills, Central East Oakland, West Oakland, and East Oakland Hills think bike-related improvements would not help someone like them.

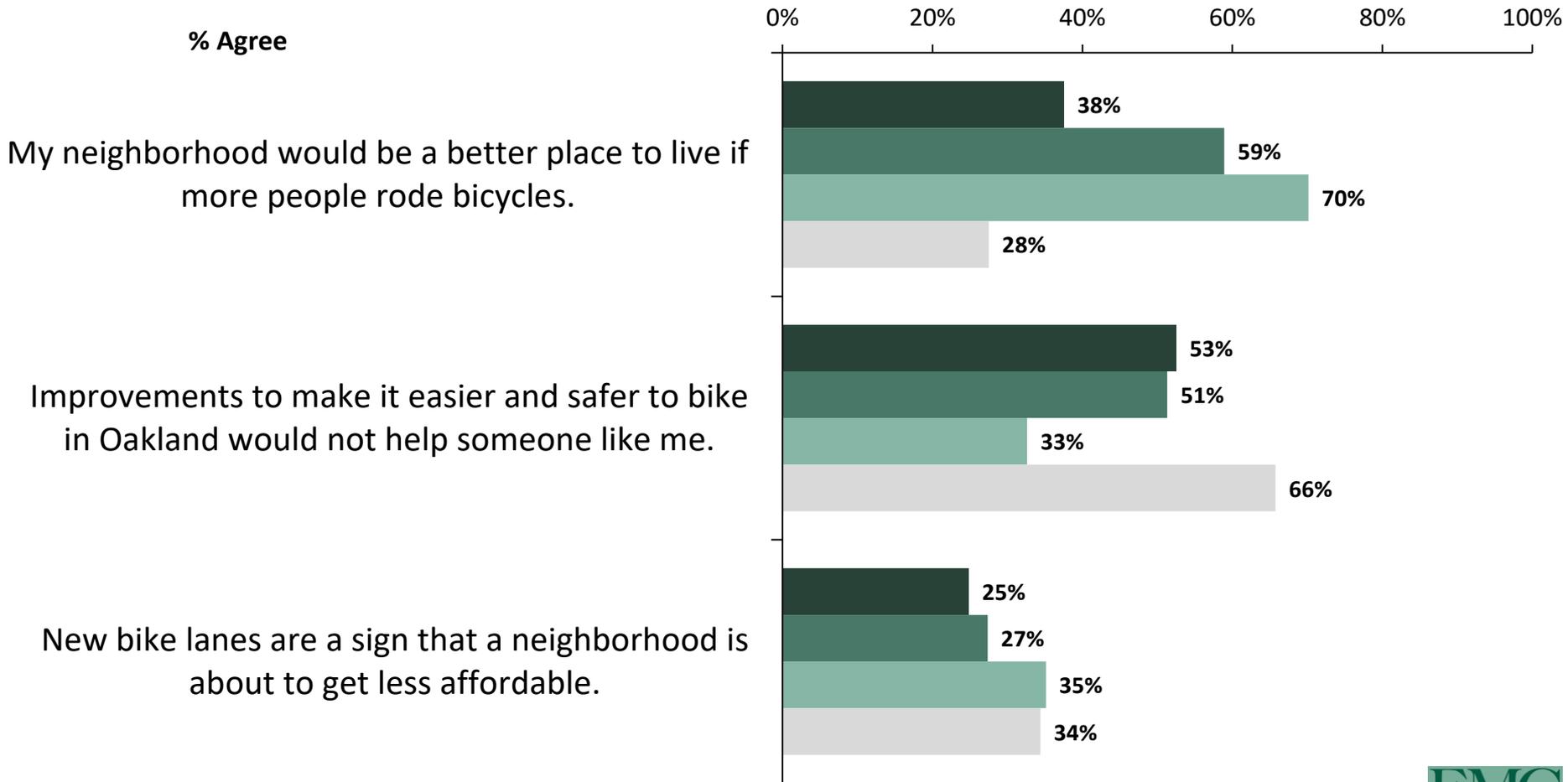


Perceived Impact of Bicycling by Type

7 in 10 of the Interested but Concerned type think that their neighborhood would be a better place to live if more people biked. Nearly two thirds of the No Way No How type say that bike improvements wouldn't help someone like them.

■ Strong and Fearless (2%)
 ■ Enthused and Confident (9%)
 ■ Interested but Concerned (47%)
 ■ No Way No How (42%)

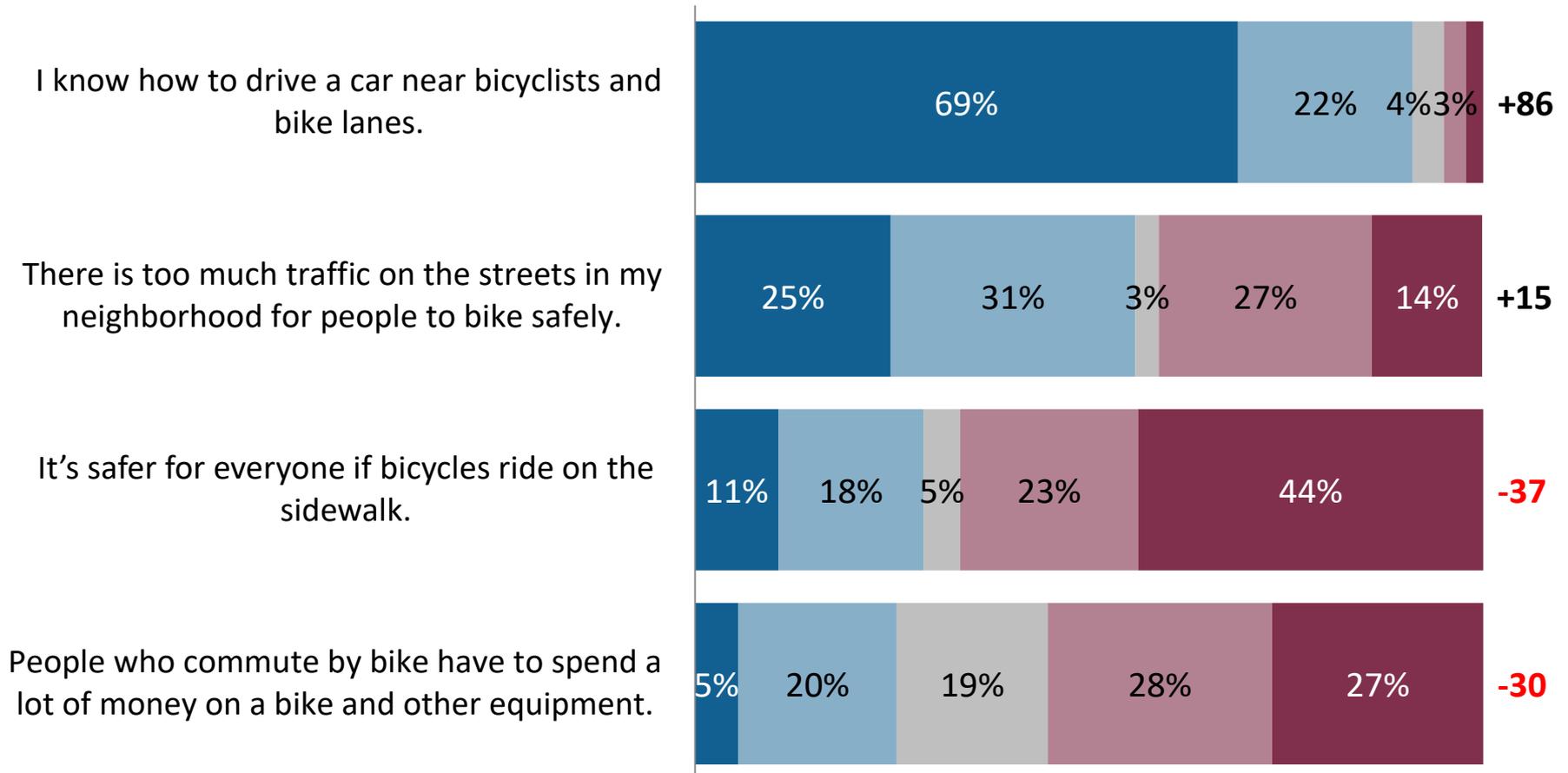
% Agree



Perceptions of Biking/Driving Logistics

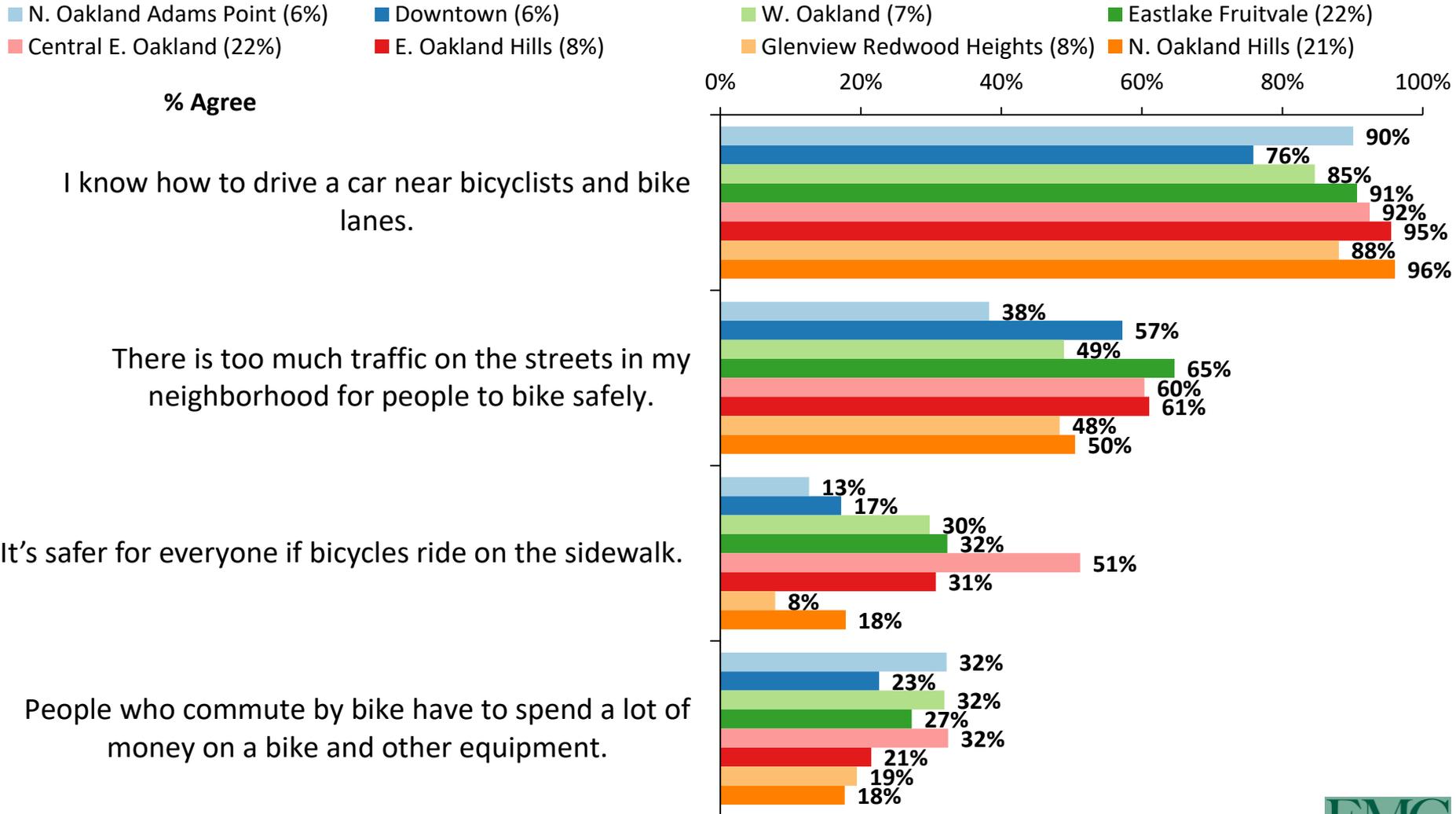
Over two thirds of Oakland residents strongly agree that they know how to drive a car near bicyclists and bike lanes.

■ Strongly Agree
 ■ Somewhat Agree
 ■ Not Sure
 ■ Somewhat Disagree
 ■ Strongly Disagree
 Net Agree



Perceptions of Biking/Driving Logistics by Zone

Over half of Central East Oakland residents agree that it would be safer for everyone if bicycles ride on the sidewalk.



Perceptions of Biking/Driving Logistics by Type

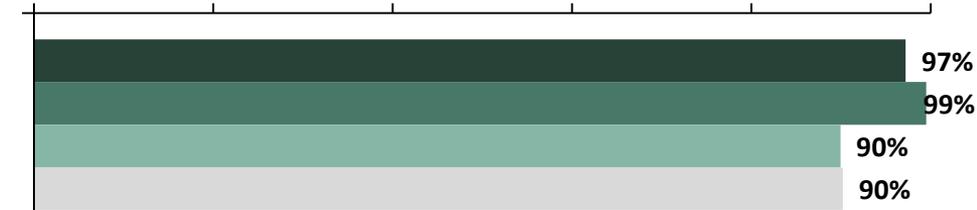
Strong and Fearless cyclists are the least worried about traffic.

Strong and Fearless (2%)
 Enthused and Confident (9%)
 Interested but Concerned (47%)
 No Way No How (42%)

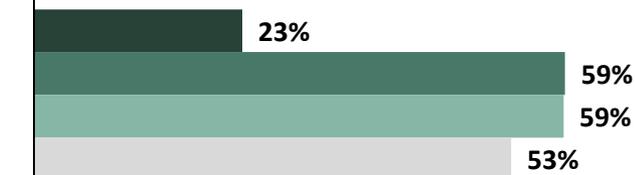
% Agree

0% 20% 40% 60% 80% 100%

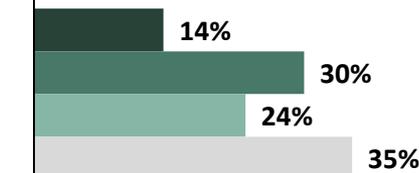
I know how to drive a car near bicyclists and bike lanes.



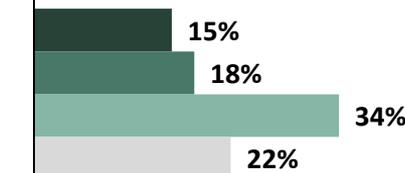
There is too much traffic on the streets in my neighborhood for people to bike safely.



It's safer for everyone if bicycles ride on the sidewalk.

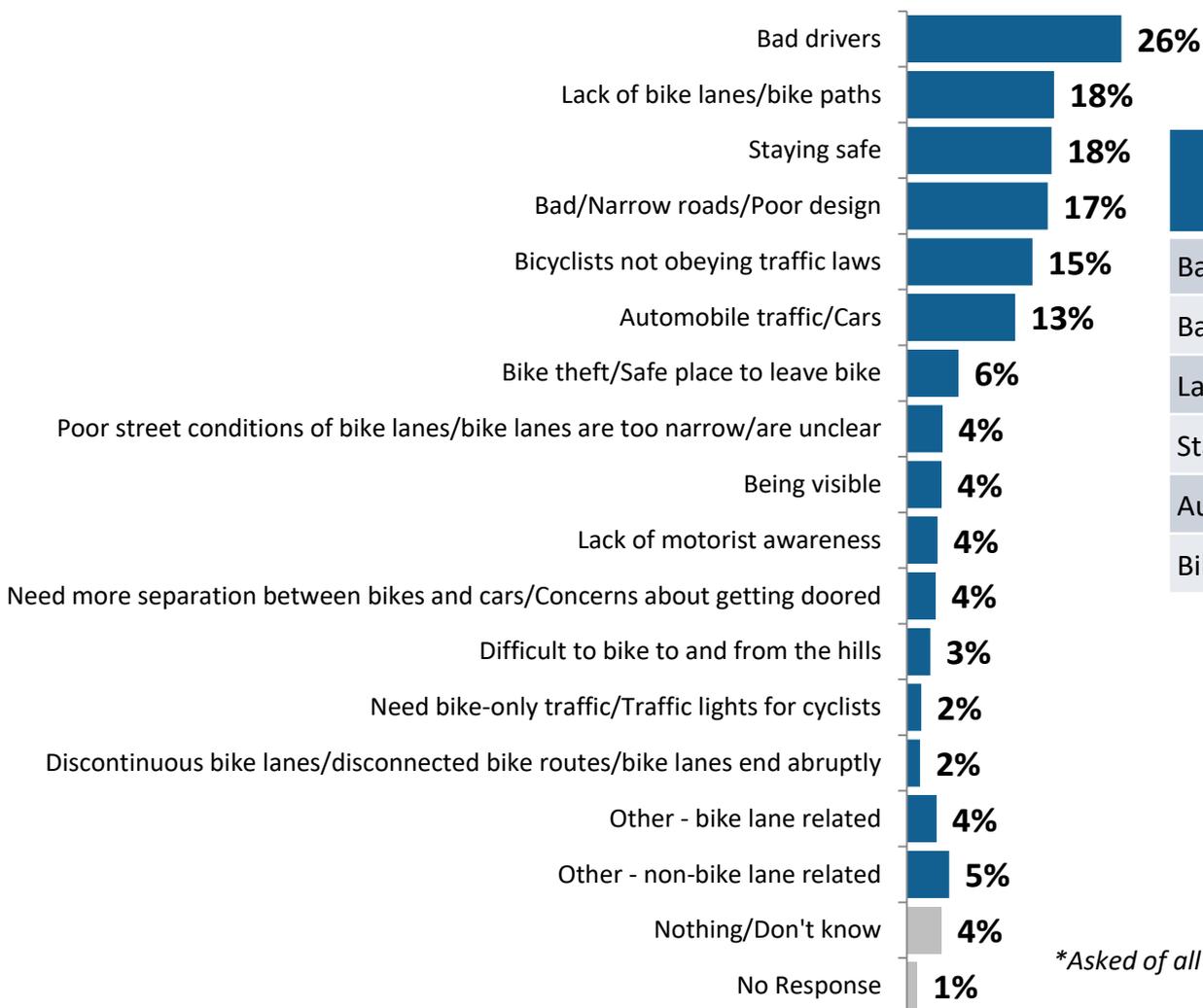


People who commute by bike have to spend a lot of money on a bike and other equipment.



Biggest Challenges to Riding Bicycles in Oakland

Over a quarter say bad drivers are the biggest challenges to riding bicycles in Oakland.



Top Responses Among Utilitarian Cyclists	
Bad drivers	32%
Bad/Narrow roads/Poor design	29%
Lack of bike lanes/bike paths	27%
Staying safe	13%
Automobile traffic/Cars	11%
Bike theft/Safe place to leave bike	9%

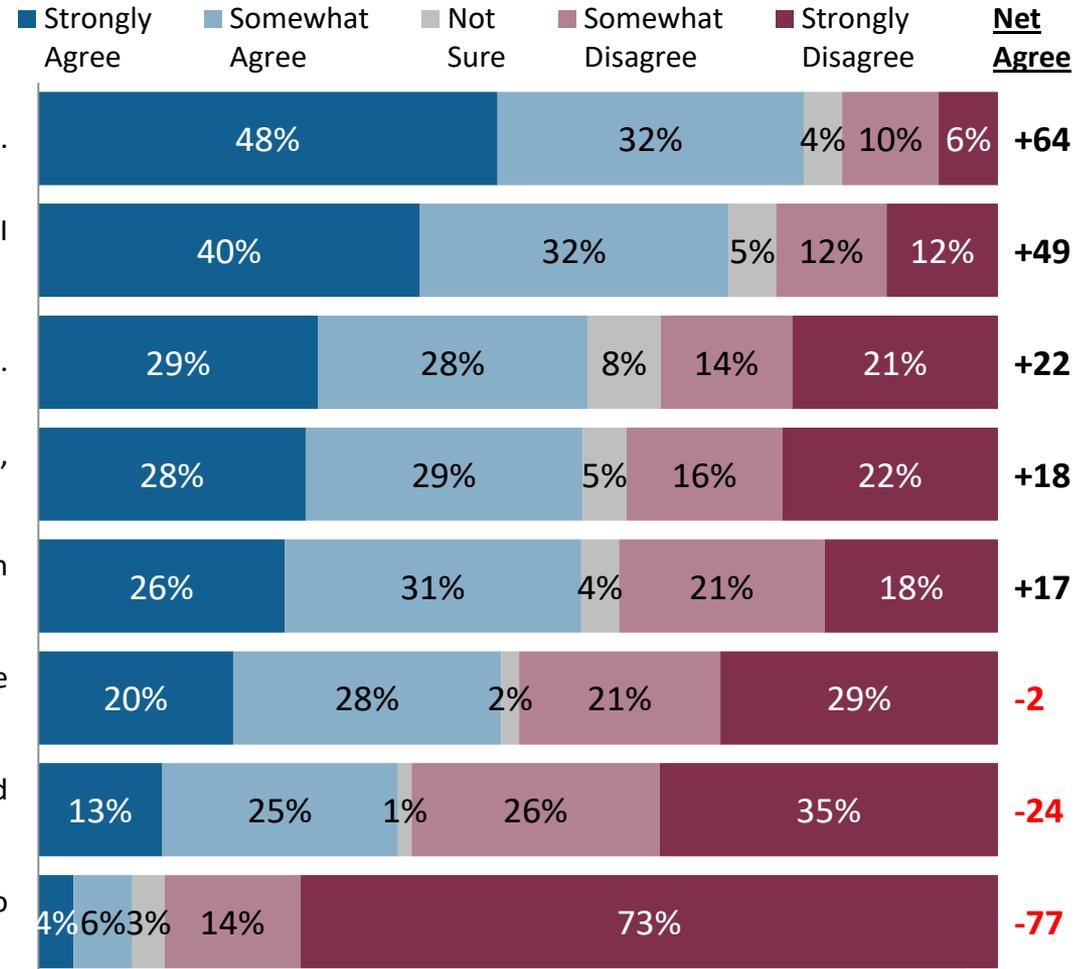
*Asked of all respondents. Multiple responses were accepted.



Personal Considerations Around Biking

Among those physically able to ride a bike, nearly half strongly agree that they like riding a bike. However, most say it would not be easy to ride a bike to get to and from most of the places they regularly go.

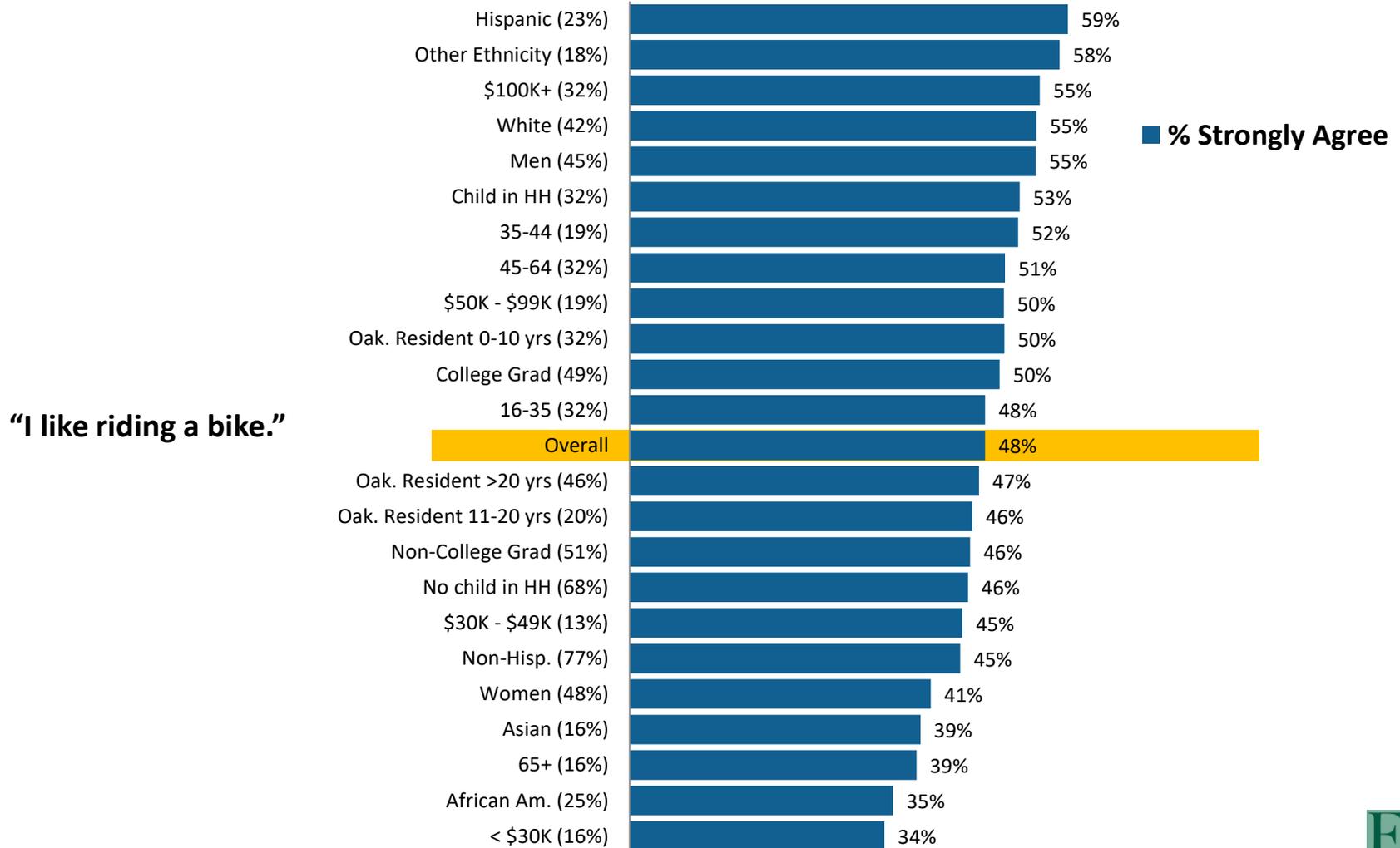
IF PHYSICALLY ABLE TO RIDE A BIKE



Enjoyment of Biking by Demographics

Enjoyment of biking varies by ethnicity, income, gender, and age.

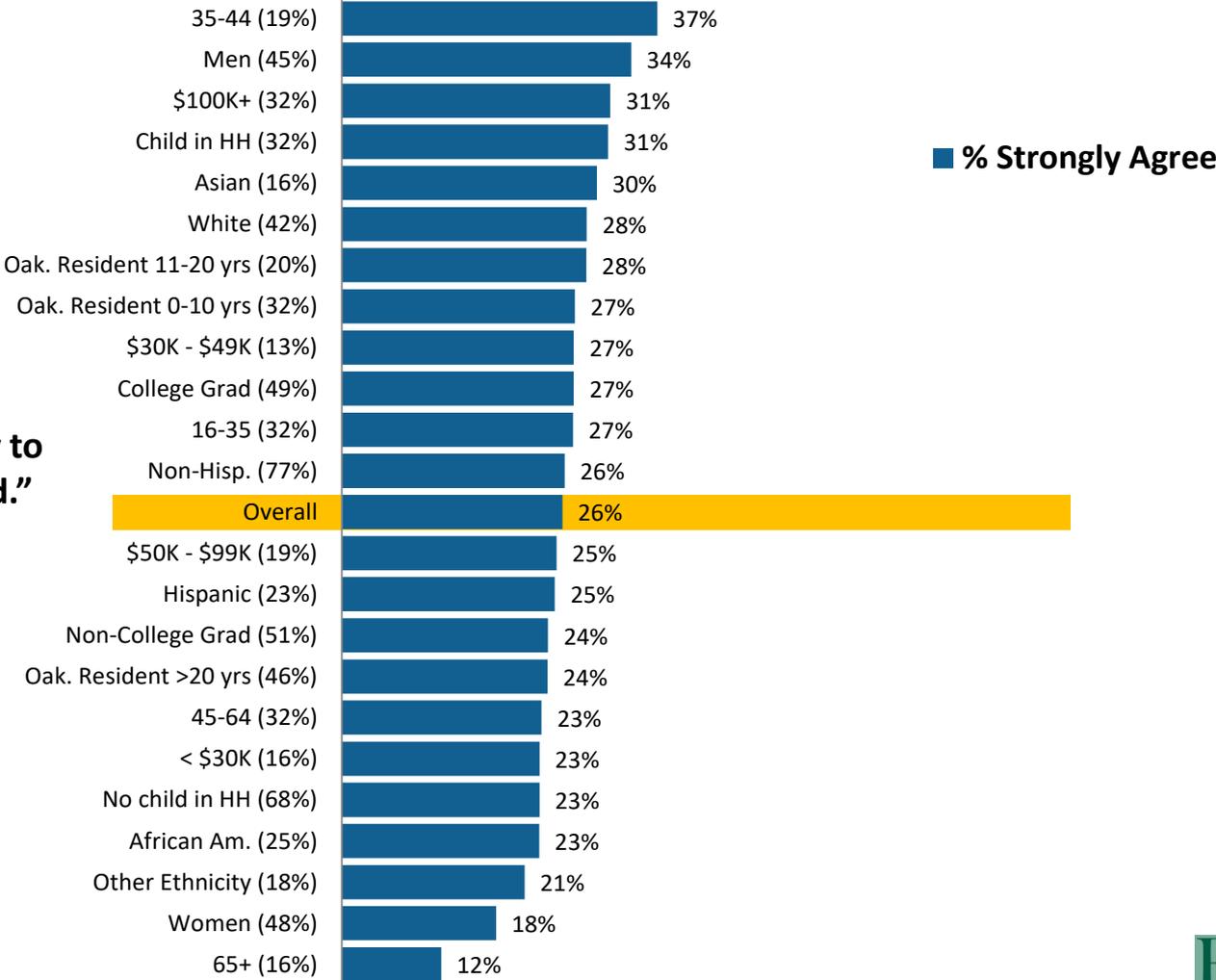
IF PHYSICALLY ABLE TO RIDE A BIKE



Confidence in Biking by Demographics

Oakland residents between 35 and 44 and men are most confident in their abilities to ride a bike safely in Oakland.

IF PHYSICALLY ABLE TO RIDE A BIKE



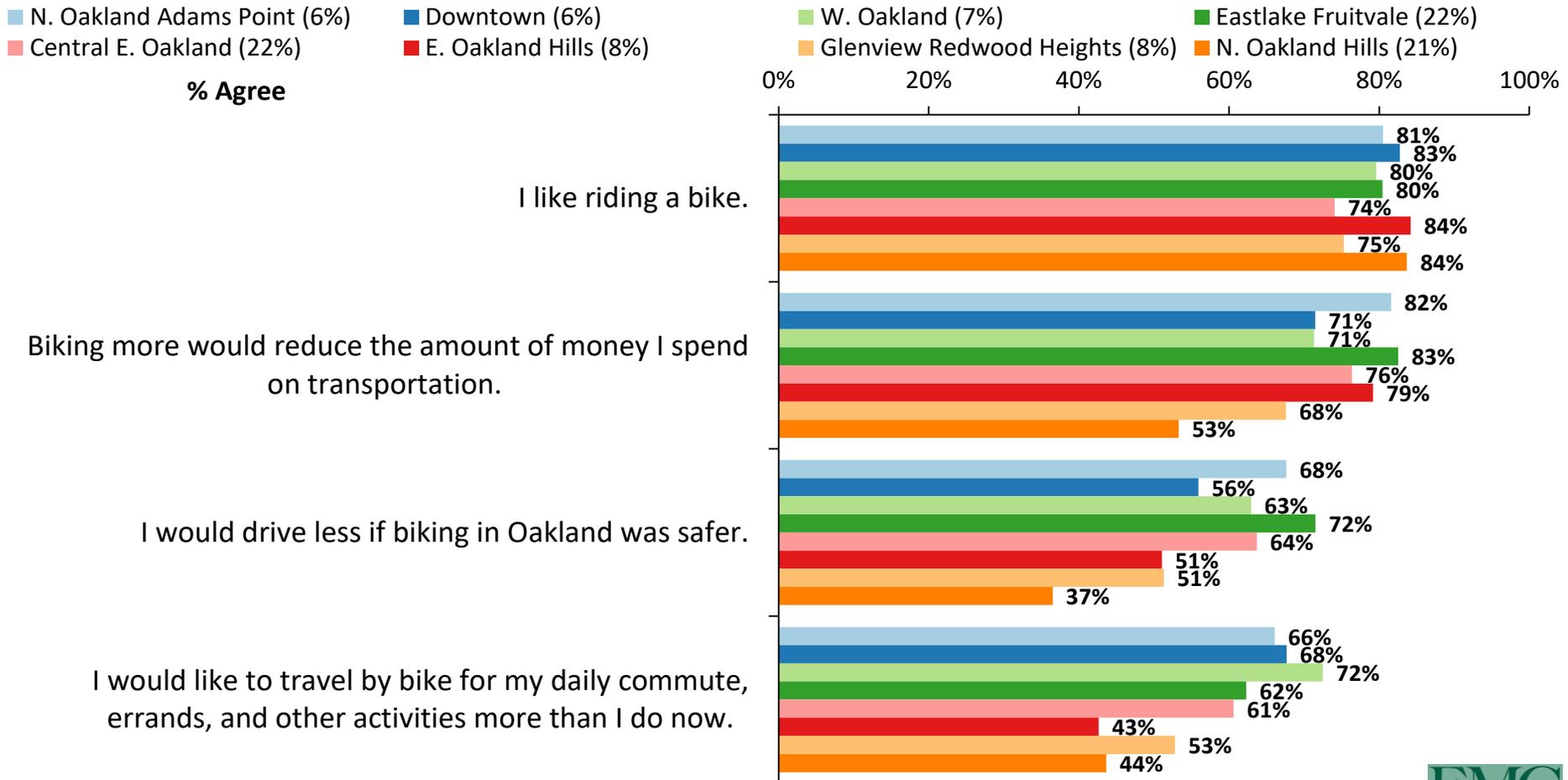
“I am confident in my ability to ride a bike safely in Oakland.”

Q45. Please indicate whether you agree or disagree with each of the following statements.

Personal Considerations Around Biking by Zone

Over two thirds of Eastlake Fruitvale and North Oakland Adams Point residents would drive less if biking was safer. Interest in biking for transportation is lowest in the East Oakland Hills and North Oakland Hills.

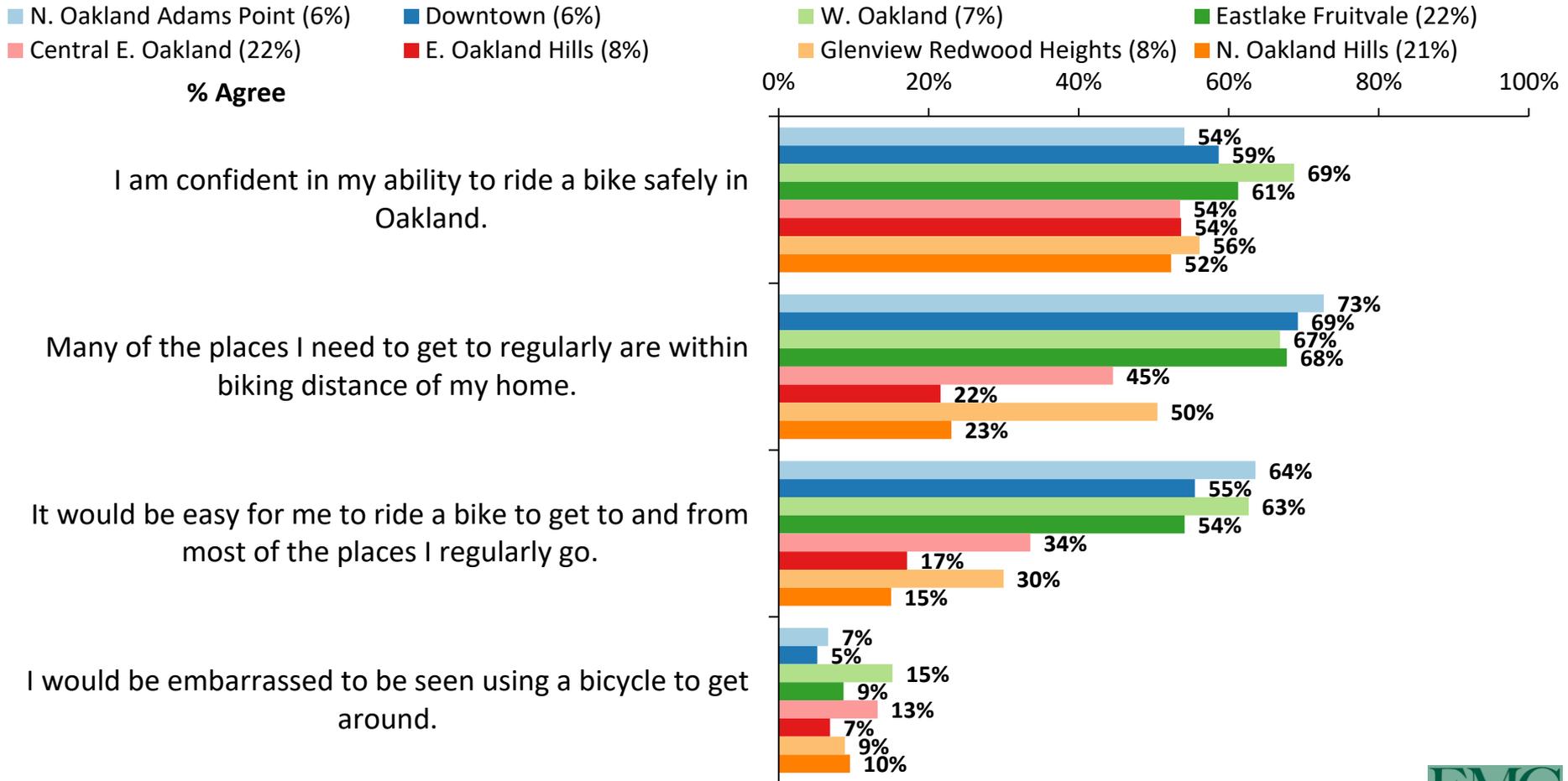
IF PHYSICALLY ABLE TO RIDE A BIKE



Personal Considerations Around Biking by Zone (Cont'd)

It would be easiest for North Oakland Adams Point, West Oakland, Downtown, and Eastlake Fruitvale residents to bike to and from the places they regularly go.

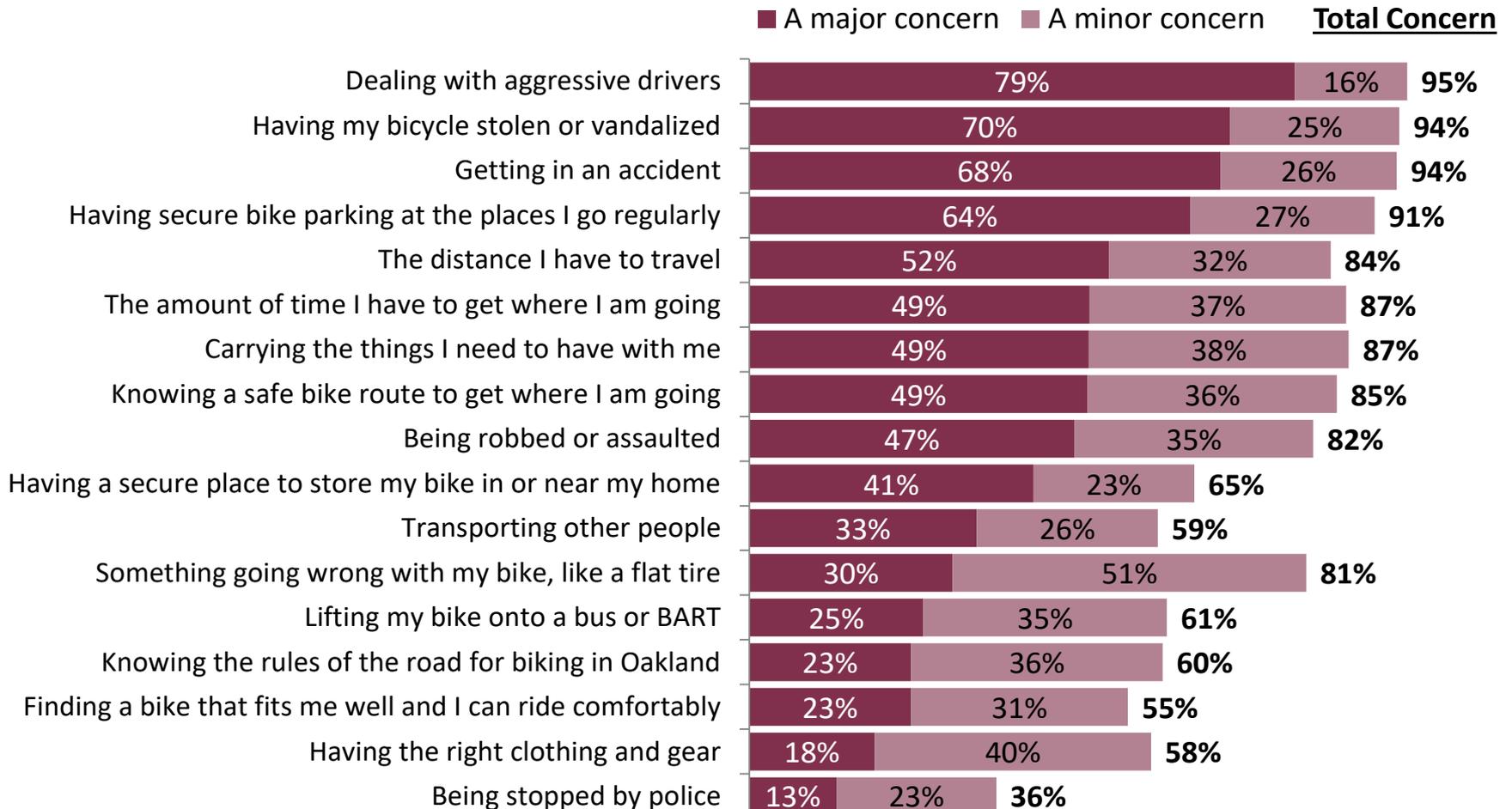
IF PHYSICALLY ABLE TO RIDE A BIKE



Concerns Around Biking

Over 6 in 10 consider dealing with aggressive drivers, having a bicycle stolen or vandalized, getting in an accident, and having secure bike parking at destinations to be major concerns.

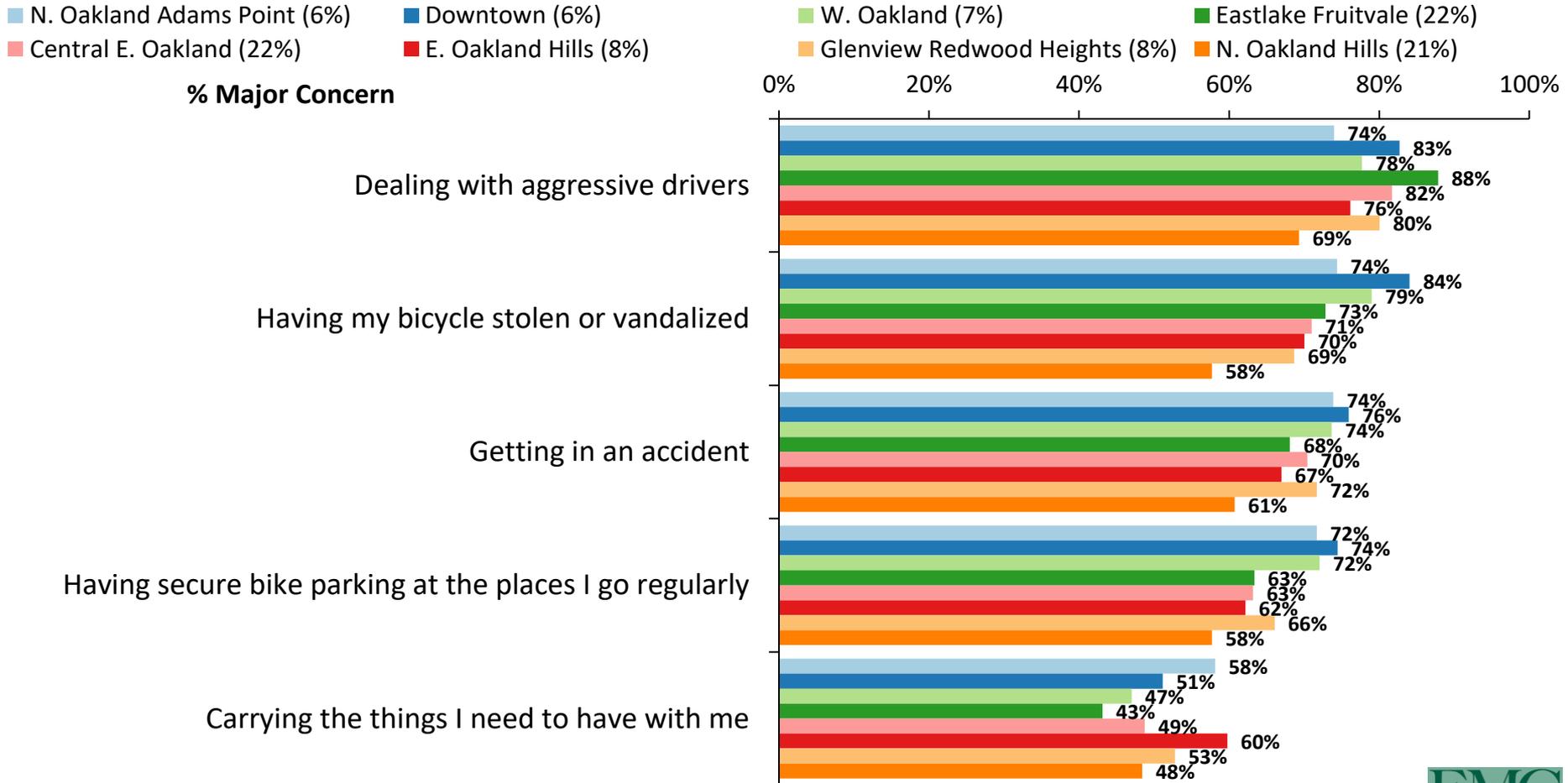
IF PHYSICALLY ABLE TO RIDE A BIKE



Concerns Around Biking by Zone

Concerns about bike theft and secure parking near destinations are highest in Downtown, West Oakland, and North Oakland Adams Point.

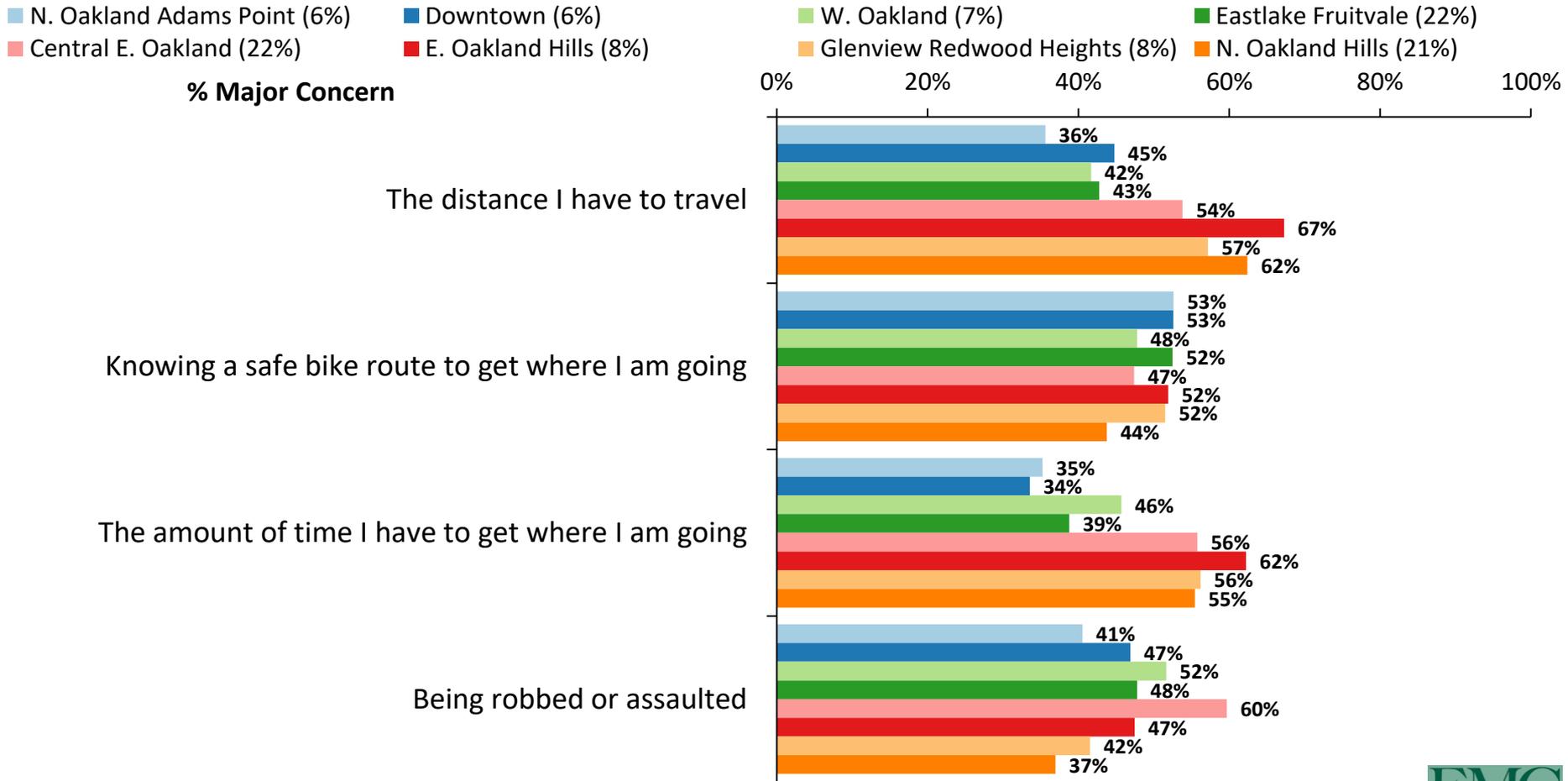
IF PHYSICALLY ABLE TO RIDE A BIKE



Concerns Around Biking by Zone (Cont'd)

Concerns about distance are strongest among residents of East Oakland Hills and North Oakland Hills.

IF PHYSICALLY ABLE TO RIDE A BIKE

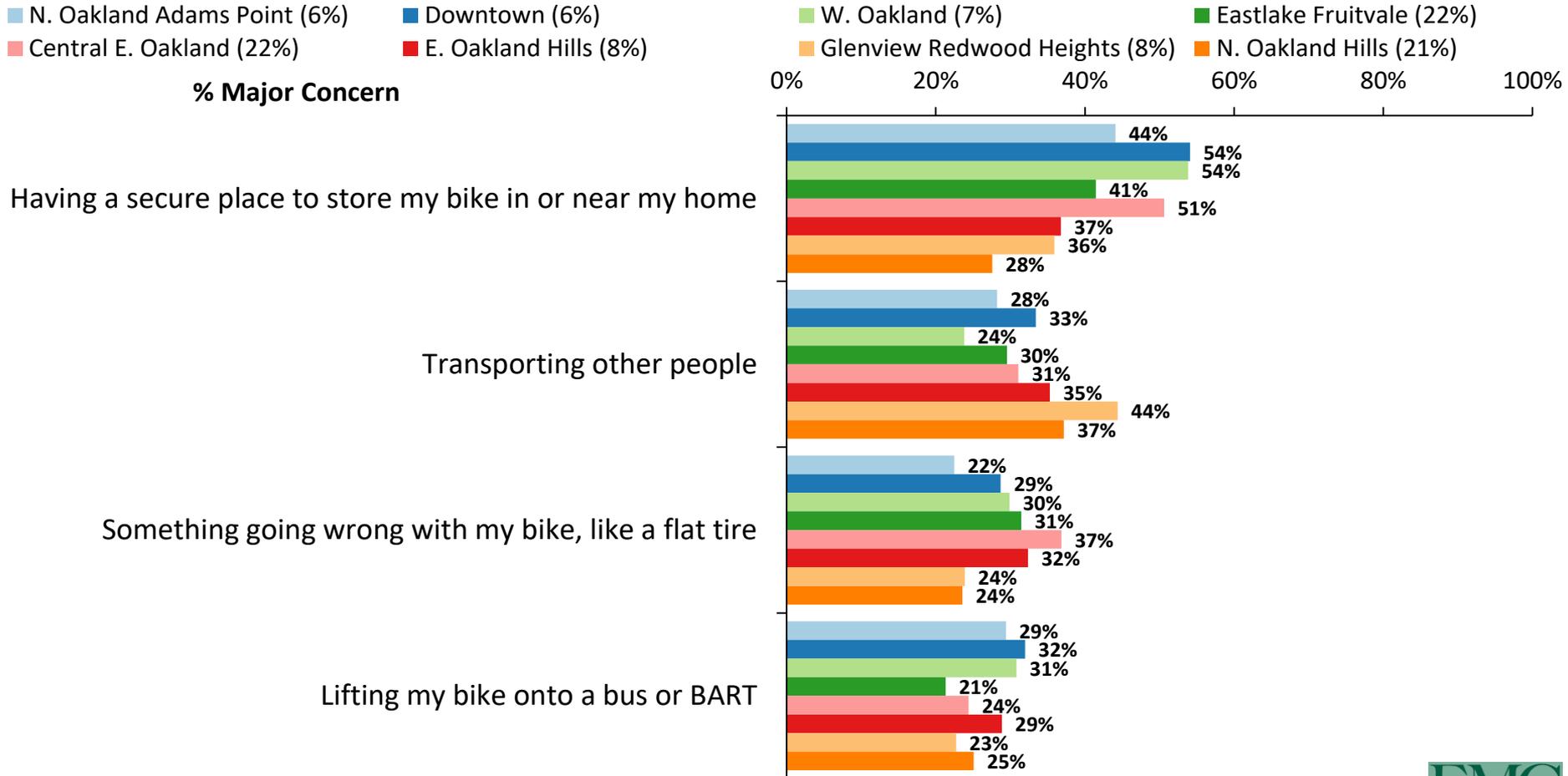


Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

Concerns Around Biking by Zone (Cont'd)

Over half of Downtown, West Oakland, and Central East Oakland residents consider having a secure place to store a bike near home to be a major concern.

IF PHYSICALLY ABLE TO RIDE A BIKE

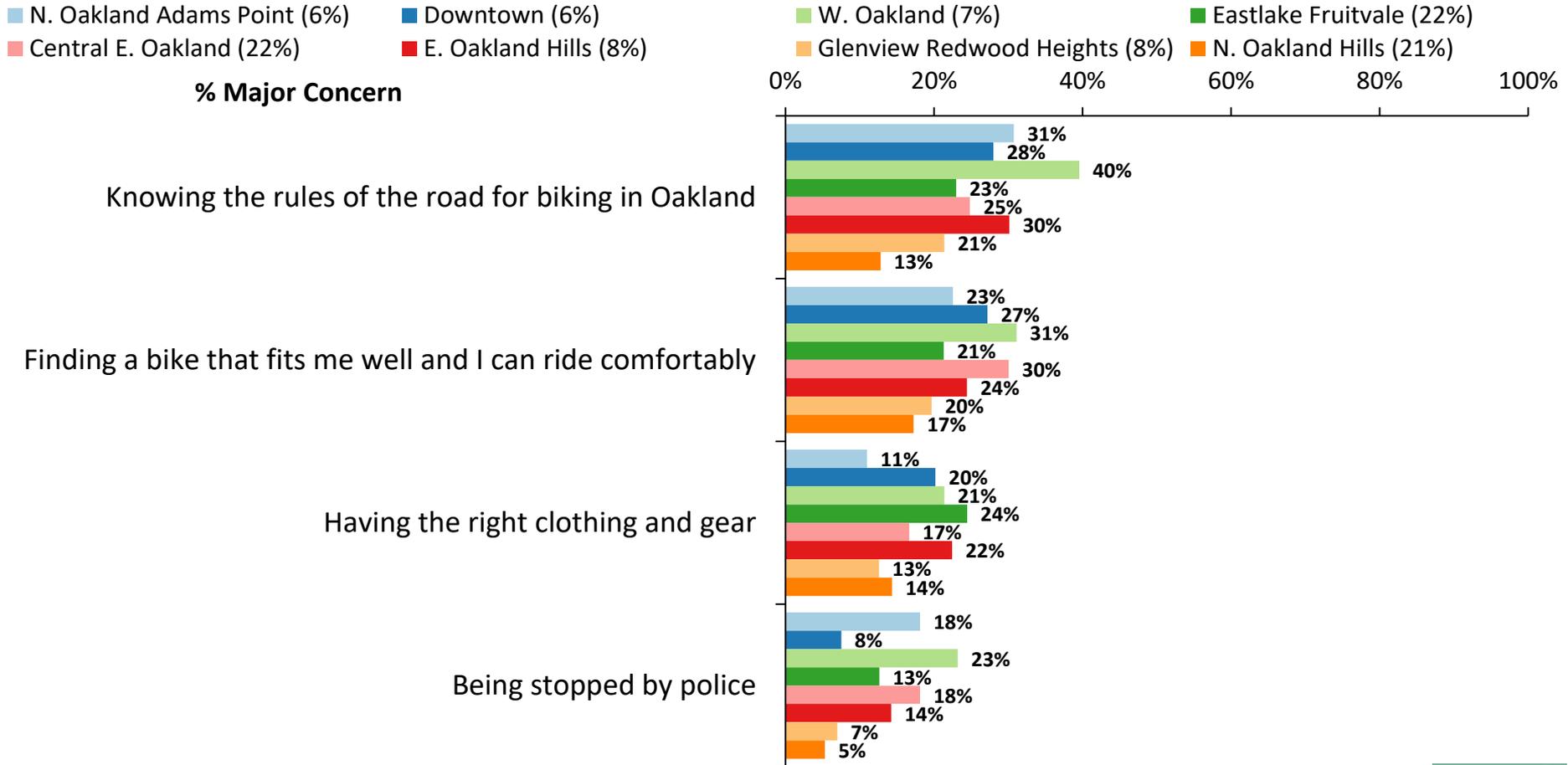


Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

Concerns Around Biking by Zone (Cont'd)

About 4 in 10 West Oakland residents consider knowing the rules of the road to be a major concern.

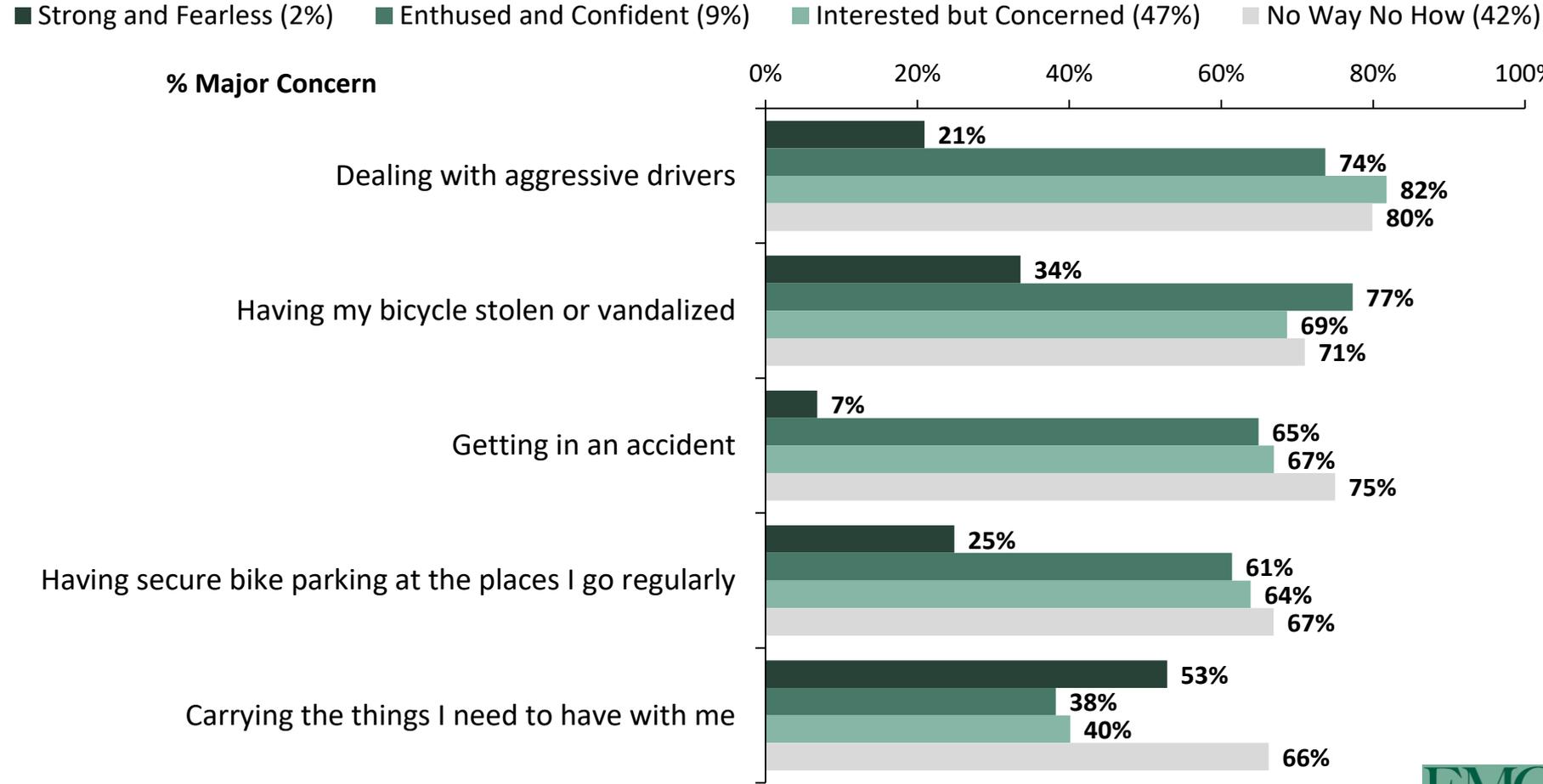
IF PHYSICALLY ABLE TO RIDE A BIKE



Concerns Around Biking by Type

Strong and Fearless cyclists are less concerned about most issues, while aggressive drivers, bike theft, accidents, and secure bike parking at destinations top concerns for all other types. Two thirds of the No Way No How type is concerned about carrying the things they need.

IF PHYSICALLY ABLE TO RIDE A BIKE



Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

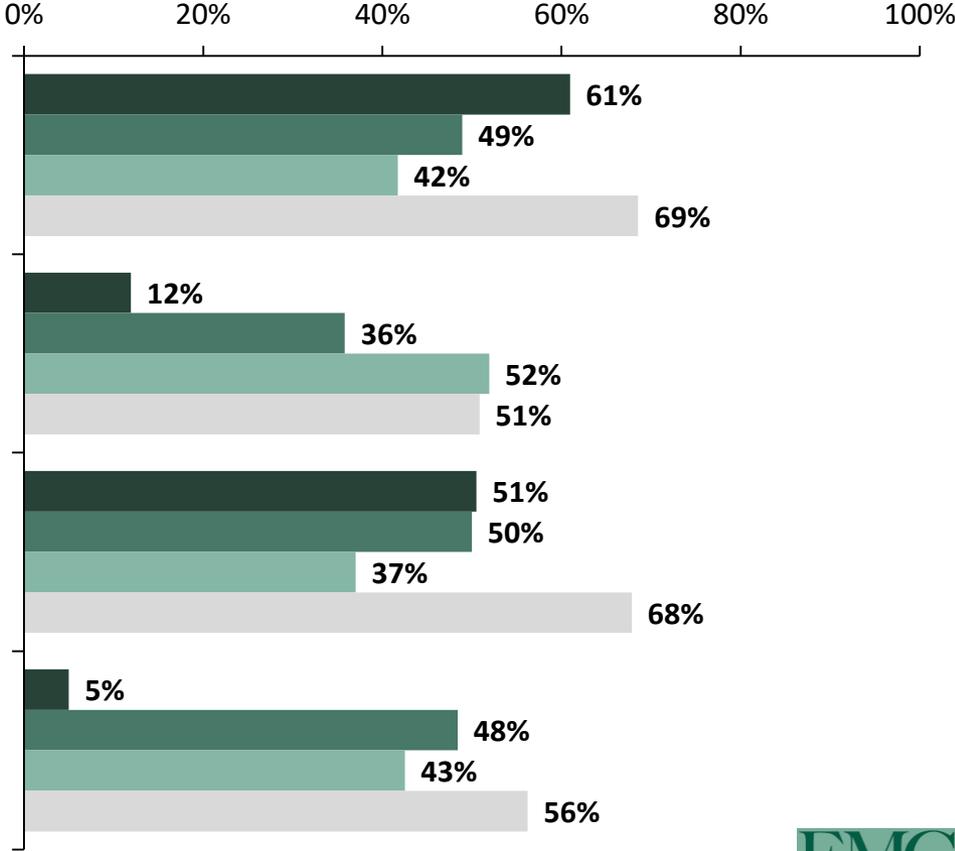
Concerns Around Biking by Type (Cont'd)

The No Way No How type is more concerned about distance and time compared to other types.

IF PHYSICALLY ABLE TO RIDE A BIKE

Strong and Fearless (2%)
 Enthused and Confident (9%)
 Interested but Concerned (47%)
 No Way No How (42%)

% Major Concern



Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

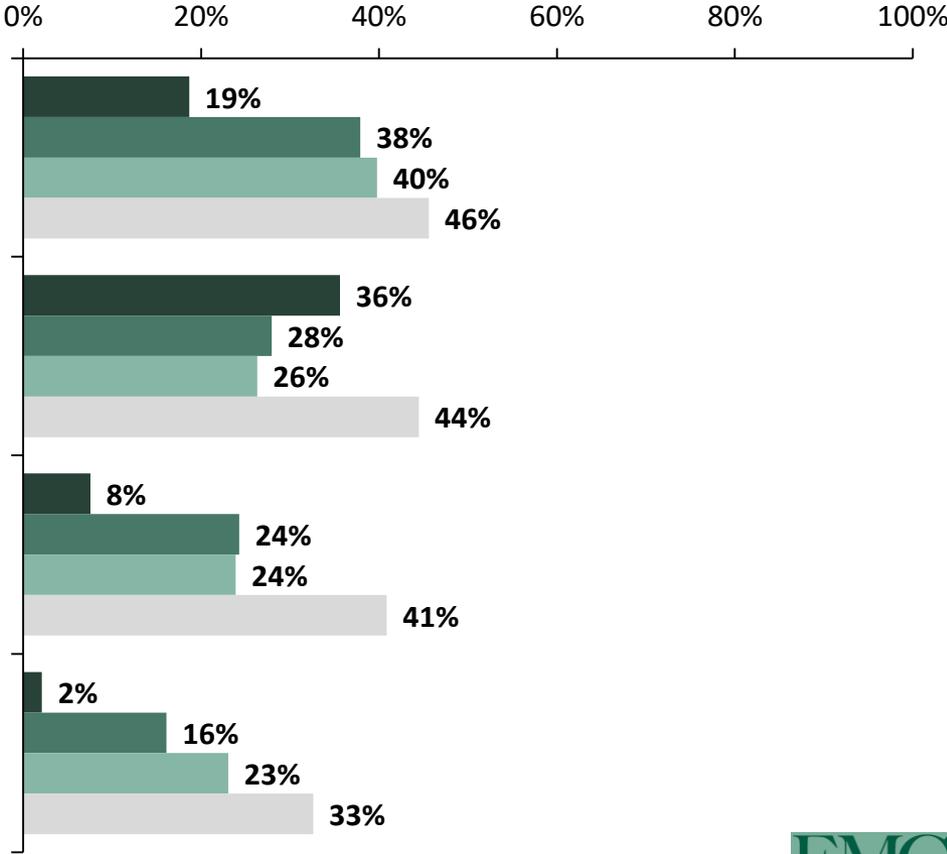
Concerns Around Biking by Type (Cont'd)

Transporting other people is a major concern for 44% of the No Way No How type.

IF PHYSICALLY ABLE TO RIDE A BIKE

Strong and Fearless (2%)
 Enthused and Confident (9%)
 Interested but Concerned (47%)
 No Way No How (42%)

% Major Concern



Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.



Concerns Around Biking by Type (Cont'd)

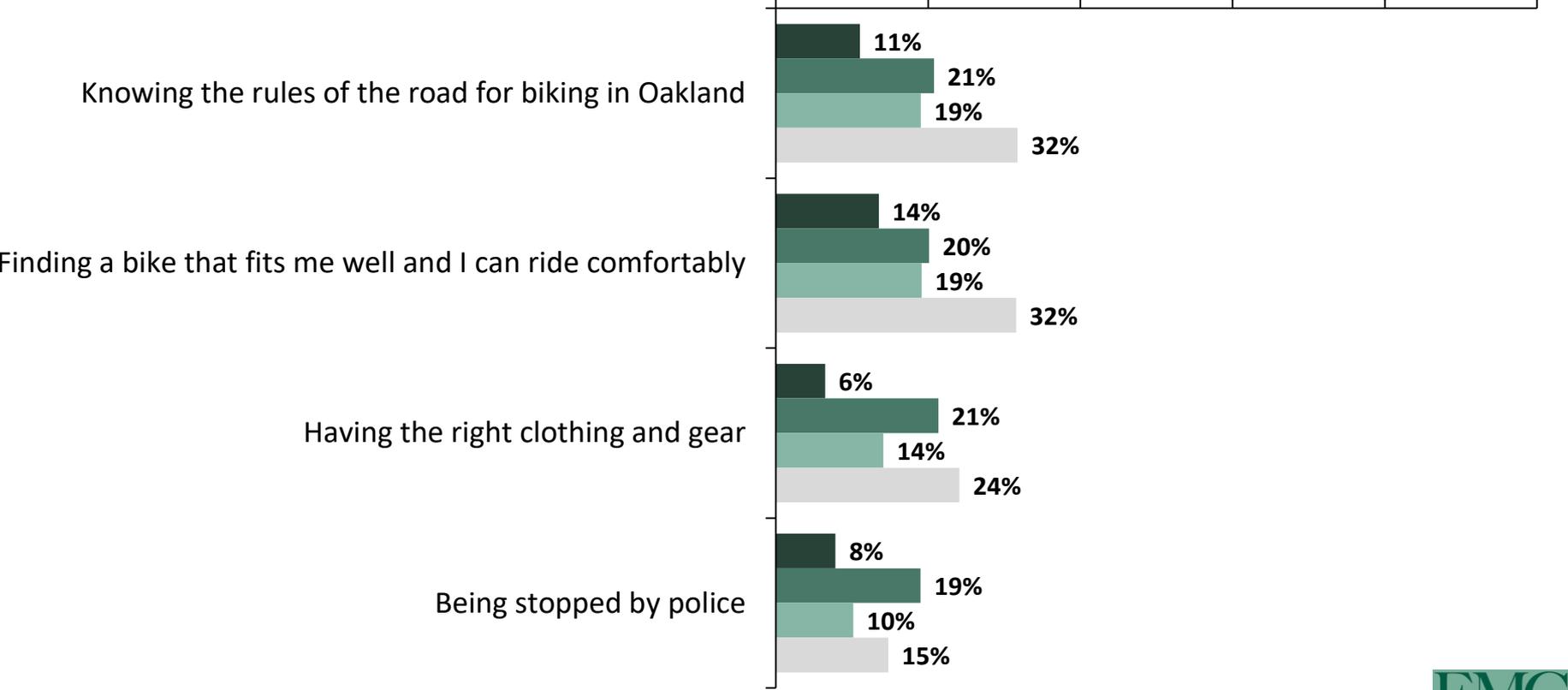
Knowing the rules of the road is a major concern for about a fifth of the Enthused and Confident and Interested but Concerned types.

IF PHYSICALLY ABLE TO RIDE A BIKE

■ Strong and Fearless (2%)
 ■ Enthused and Confident (9%)
 ■ Interested but Concerned (47%)
 ■ No Way No How (42%)

% Major Concern

0% 20% 40% 60% 80% 100%



Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

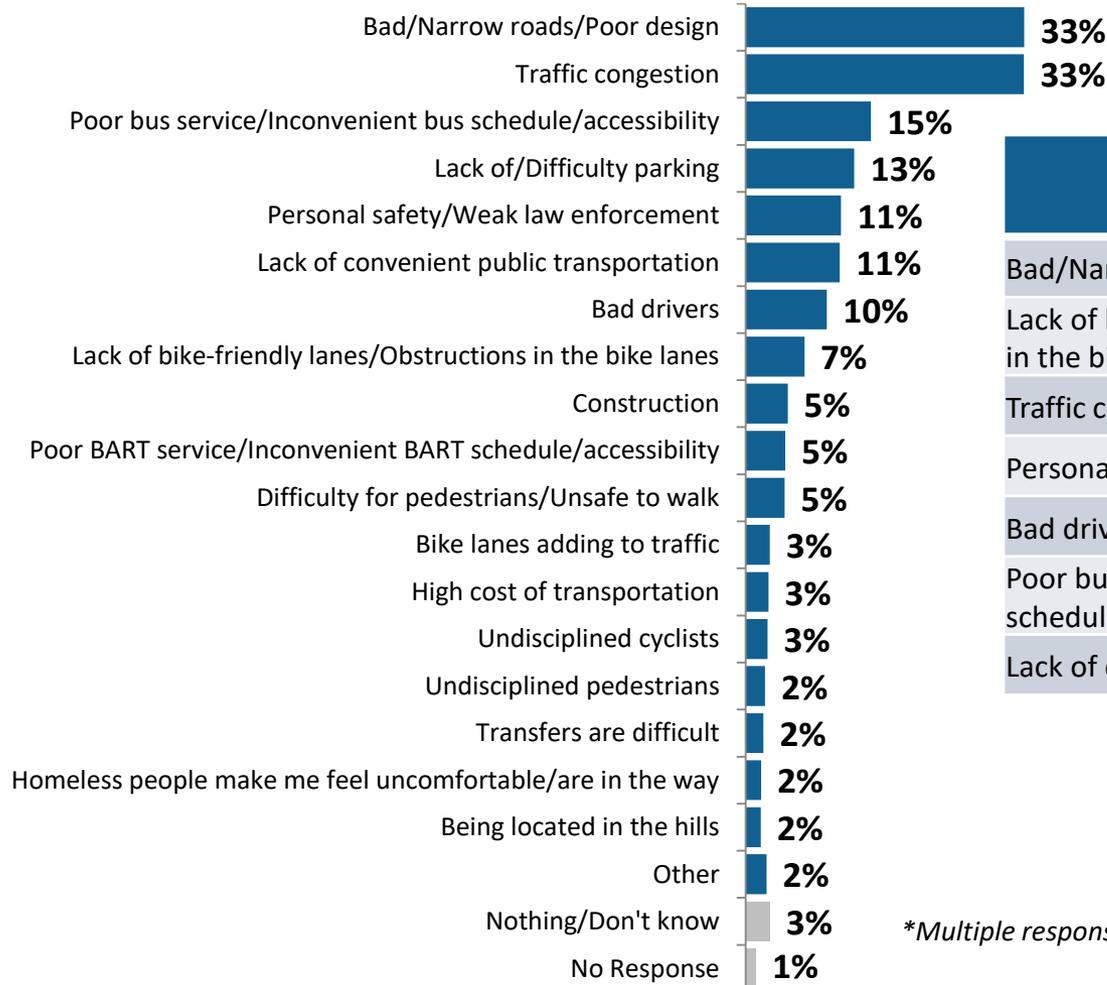




External Factors Affecting Transportation Decisions

Biggest Challenges to Getting Around in Oakland

Bad roads/poor design and traffic congestion are the most commonly mentioned top-of-mind challenges getting around Oakland. Utilitarian Cyclists are much more likely to mention bike lane issues compared to other residents.



Top Responses Among Utilitarian Bicyclists	
Bad/Narrow roads/Poor design	30%
Lack of bike-friendly lanes/Obstructions in the bike lanes	28%
Traffic congestion	26%
Personal safety/Weak law enforcement	18%
Bad drivers	16%
Poor bus service/Inconvenient bus schedule/accessibility	16%
Lack of convenient public transportation	11%

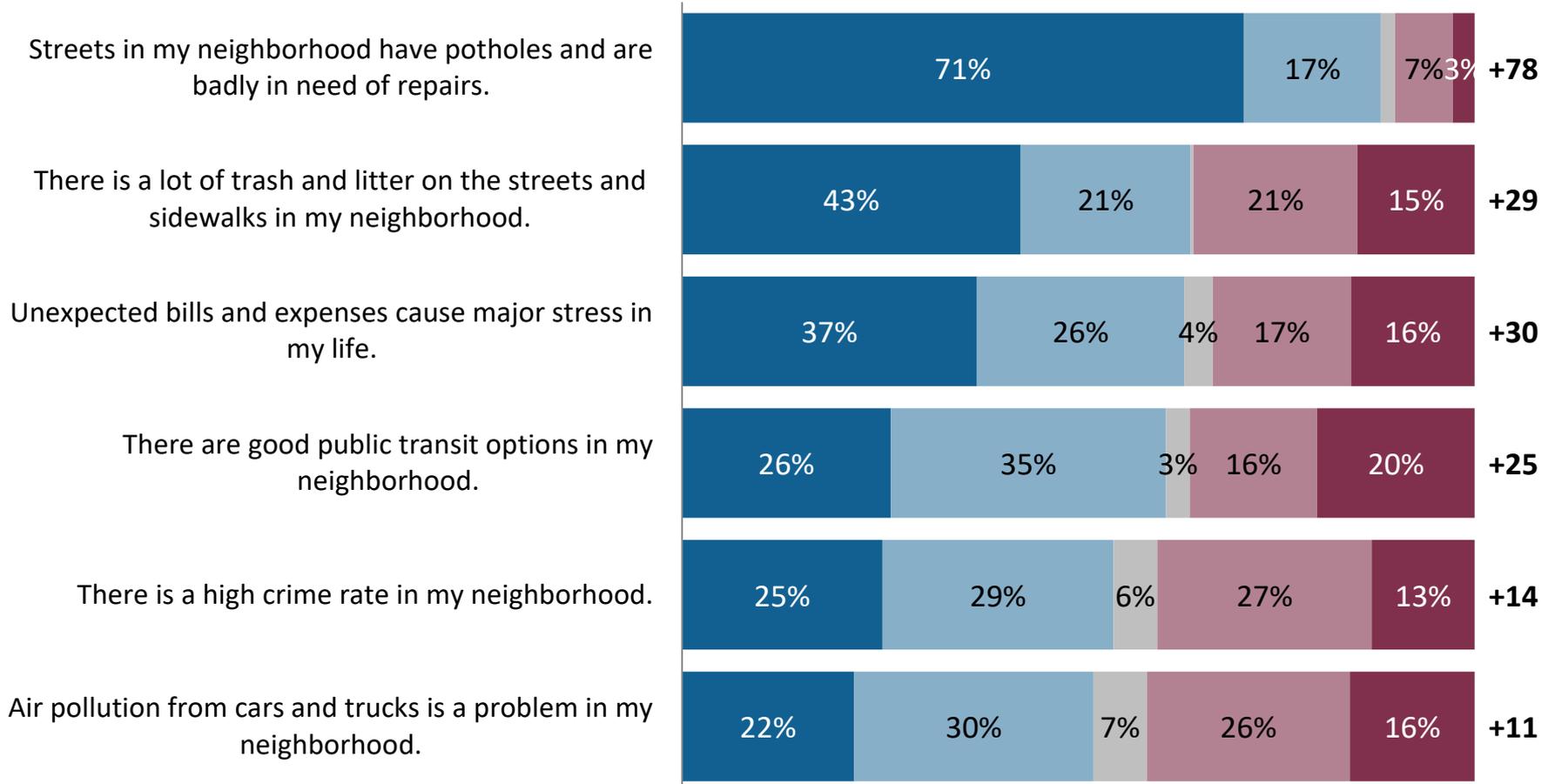
**Multiple responses were accepted.*



Life & Neighborhood Considerations

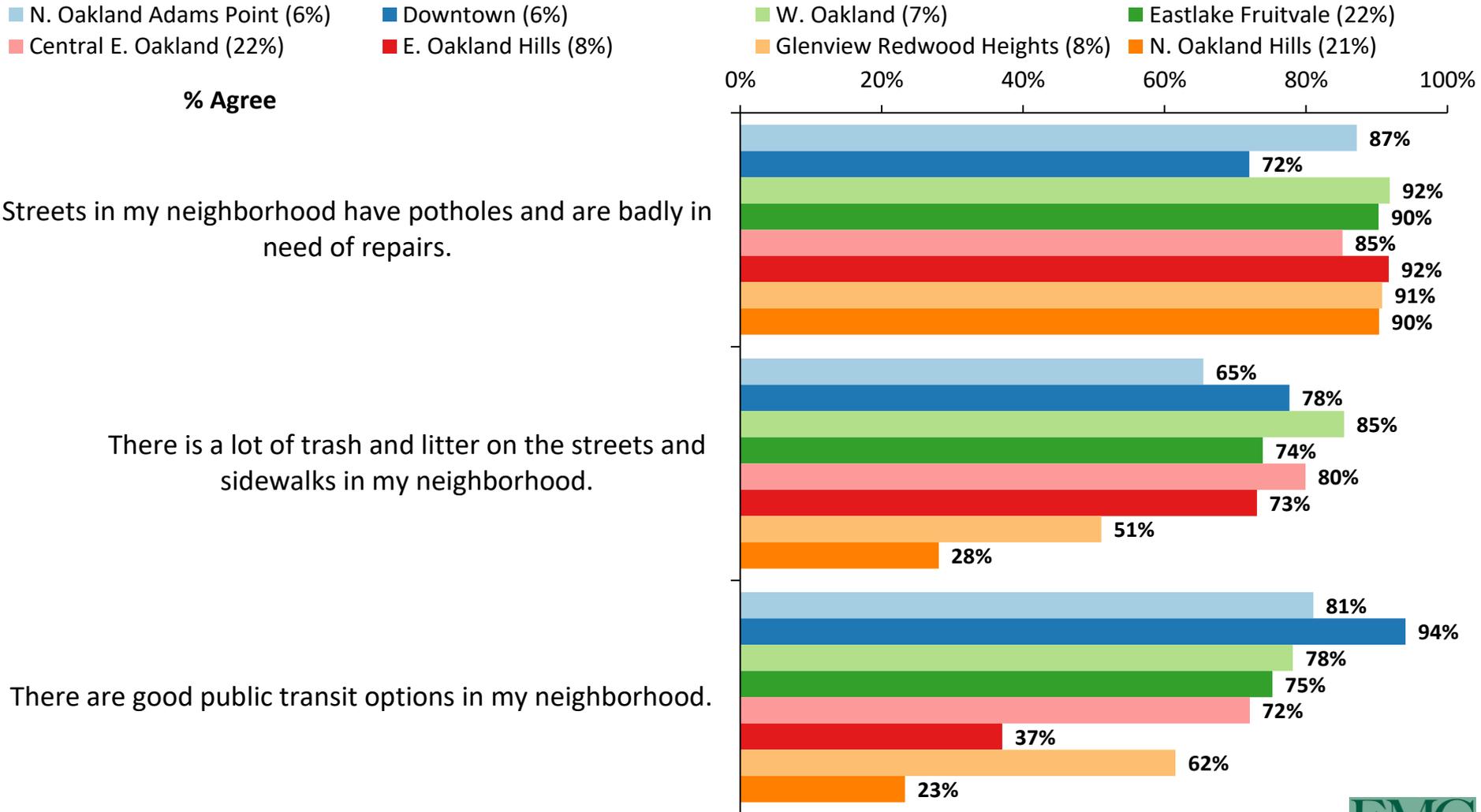
71% of Oakland residents strongly agree that streets in their neighborhood are in bad need of repairs.

■ Strongly Agree
 ■ Somewhat Agree
 ■ Not Sure
 ■ Somewhat Disagree
 ■ Strongly Disagree
 Net Agree



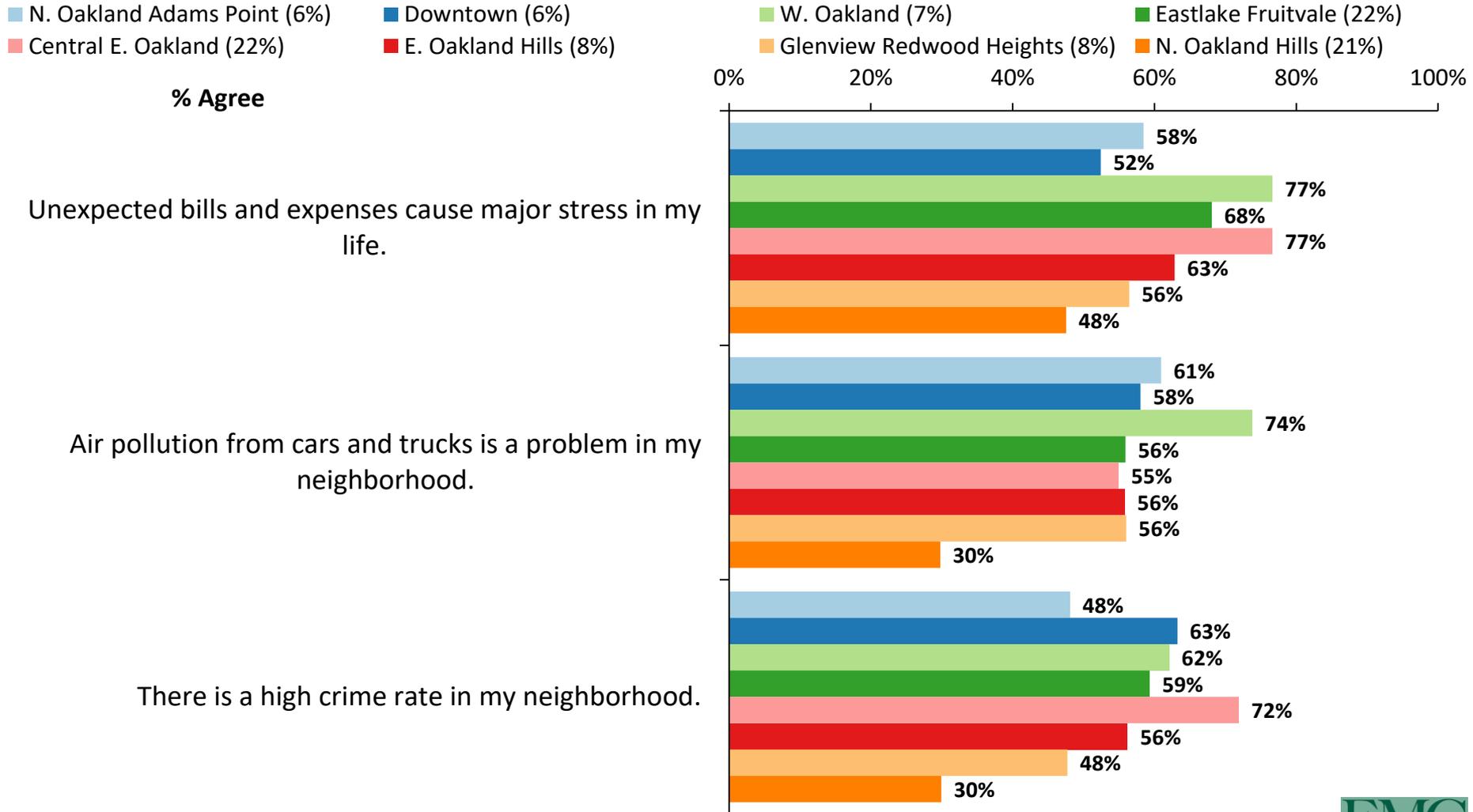
Life & Neighborhood Considerations by Zone

Ratings of trash and litter on the street and public transit options vary by zone.



Life & Neighborhood Considerations by Zone (Cont'd)

About three quarters of West Oakland residents think air pollution is a problem in their neighborhood.





Appendix

Profiles By Zone

	Overall	N. Oakland Adams Point (6%)	Downtown (6%)	W. Oakland (7%)	Eastlake Fruitvale (22%)	Central E. Oakland (22%)	E. Oakland Hills (8%)	Glenview Redwood Heights (8%)	N. Oakland Hills (21%)
Male	45%	46%	48%	46%	46%	46%	42%	43%	45%
Female	48%	48%	46%	47%	46%	50%	50%	50%	48%
Non-binary/No resp.	7%	6%	6%	7%	8%	4%	8%	7%	7%
Age 16-35	32%	36%	33%	42%	40%	39%	27%	22%	16%
35-44	19%	21%	17%	19%	19%	19%	16%	21%	17%
45-64	32%	26%	27%	26%	28%	29%	36%	36%	43%
65+	16%	17%	23%	13%	13%	13%	21%	21%	24%
Hispanic	23%	6%	9%	17%	34%	42%	14%	11%	11%
Non-Hisp.	77%	94%	91%	83%	66%	58%	86%	89%	89%
White	42%	54%	29%	28%	34%	26%	31%	56%	72%
African Am.	25%	21%	18%	46%	23%	38%	43%	14%	5%
Asian	16%	13%	43%	13%	24%	6%	11%	18%	15%
Other Ethnicity	18%	12%	10%	13%	26%	30%	15%	12%	8%

Profiles By Zone

	Overall	N. Oakland Adams Point (6%)	Downtown (6%)	W. Oakland (7%)	Eastlake Fruitvale (22%)	Central E. Oakland (22%)	E. Oakland Hills (8%)	Glenview Redwood Heights (8%)	N. Oakland Hills (21%)
Oak. Resident 0-10 years	32%	47%	67%	32%	30%	31%	30%	22%	26%
11-20 years	20%	18%	15%	27%	21%	19%	14%	19%	23%
>20 years	46%	31%	17%	39%	44%	50%	55%	59%	51%
<\$30K HH Income	16%	15%	16%	42%	25%	24%	10%	2%	1%
\$30K - \$49K	13%	6%	14%	14%	16%	27%	6%	7%	2%
\$50K - \$99K	19%	19%	18%	19%	22%	21%	26%	27%	9%
\$100K +	32%	38%	31%	13%	23%	14%	33%	42%	63%
College Grad	49%	55%	61%	26%	47%	30%	37%	46%	78%
Non-College Grad	51%	45%	39%	74%	53%	70%	63%	54%	22%
Work/Go to School in Oakland	30%	28%	18%	32%	31%	38%	31%	33%	21%
Work/Go to School Outside of Oakland	38%	43%	46%	40%	35%	33%	35%	37%	42%
Non-Student/ Unemployed	33%	29%	36%	28%	34%	29%	34%	30%	37%

Profiles By Zone

	Overall	N. Oakland Adams Point (6%)	Downtown (6%)	W. Oakland (7%)	Eastlake Fruitvale (22%)	Central E. Oakland (22%)	E. Oakland Hills (8%)	Glenview Redwood Heights (8%)	N. Oakland Hills (21%)
Child in HH	32%	22%	12%	30%	31%	46%	33%	29%	28%
No child in HH	68%	78%	88%	70%	69%	54%	67%	71%	72%
Physically Disabled	11%	12%	17%	11%	10%	14%	14%	12%	6%
Not Disabled	85%	82%	75%	86%	85%	81%	83%	86%	91%
Adult Caregiver	10%	1%	9%	10%	12%	19%	10%	3%	5%
Not Ad. Caregiver	90%	99%	91%	90%	88%	81%	90%	97%	95%
Employed	64%	60%	63%	57%	63%	66%	66%	68%	62%
Retired	16%	12%	14%	12%	11%	14%	20%	19%	26%
Unemployed/Else	20%	28%	23%	31%	26%	20%	14%	14%	12%
Homeowner	51%	26%	25%	22%	33%	46%	67%	67%	88%
Renter/Other	49%	74%	75%	78%	67%	54%	33%	33%	12%

Profiles By Zone

	Overall	N. Oakland Adams Point (6%)	Downtown (6%)	W. Oakland (7%)	Eastlake Fruitvale (22%)	Central E. Oakland (22%)	E. Oakland Hills (8%)	Glenview Redwood Heights (8%)	N. Oakland Hills (21%)
Have access to a working motor vehicle	83%	74%	67%	67%	71%	87%	92%	94%	95%
Have garage for a vehicle	53%	45%	73%	39%	43%	28%	66%	54%	85%
Have access to a bicycle	55%	62%	44%	64%	57%	36%	47%	63%	68%
Have secure place to park a bike	56%	61%	51%	46%	50%	34%	61%	72%	78%
Ever taken a bike on public transit	31%	42%	30%	34%	35%	23%	22%	33%	33%
Ever used a bike sharing program	9%	12%	14%	11%	13%	5%	4%	9%	9%

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LET'S 
OAKLAND

2019 Oakland Bike Plan
Public Outreach Summary

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East Oakland Collective Community Workshop

Wednesday, March 21, 2018

6:00pm - 8:00pm

East Oakland Boxing Association, 816 98th Ave, Oakland, CA

Number of community participants: 32

Candice Elder, Founder and Director East Oakland Collective

Sarah Fine, Senior Transportation Planner, Oakland Dept. of Transportation (OakDOT)

Ryan Russo, Director, OakDOT

Bill Gilchrist, Planning Director, City of Oakland

Introductory Remarks

Candice Elder welcomed participants to the workshop and introduced the mission of East Oakland Collective. Sarah Fine introduced OakDOT, provided an overview for the City of Oakland Bicycle Plan process. Ryan Russo introduced the more general work of the Oakland Department of Transportation within the City. One audience member remarked that they were skeptical of the process, citing that if OakDOT is already going forward with the plan, they were uncertain that their input would actually influence the plan. Ryan Russo was joined by Bill Gilchrist in discussing the City of Oakland's commitment to improving community dialogue in decisions that affect residents in East Oakland. The Bicycle Plan is one of the first opportunities to demonstrate this new commitment to listening and meeting the specific needs of Oakland's diverse neighborhoods.

Small Group Activities

The workshop attendees split between three stations: types of bikeways, community profile and anti-gentrification, and bicycle collisions. Each station had an EOC facilitator and an OakDOT or consultant staff acting as notetaker. Attendees switched tables once during the small group session.

Station 1: Types of Bikeways

East Oakland Collective Staff: Marquita Price

OakDOT/Consultant Staff: Ben Frazier (Alta), Brett Hondorp (Alta), and Hank Phan (OakDOT)

Common Themes

Do not want bike share in its current form. Participants highlighted that they thought East Oakland community members are not opposed to new infrastructure and amenities like bike share, but does not want them in their current form. Bike share can bring many benefits like exercise and increased mobility options to a neighborhood, but this community doesn't want Ford or another company profiting off of them. Participants noted they would like a community bike share system that they own, operate, and maintain. Community benefits should benefit the community in all ways, including financially and these benefits should be tailored to the specific community and not just be generic benefits. As one workshop participant said "don't give the community fish, teach them how to fish" or in terms of bike share, don't give the community bike share, help us run our own bike share. Workshop participants also really appreciate the flexibility of dockless bikes, as opposed to more rigid dock-based systems.

Dislike current design of Telegraph Ave. Workshop participants did not like the design of Telegraph Avenue. Not only does the community feel that the street was not made with Oakland community members in mind, but also had concerns about many design aspects of the corridor (pedestrian crossings, planter boxes, safety, intersection design, etc.). The community is open to Class IV Separated Bikeways, but much more caution, care, and community input needs to be put into the design of these facilities. This will help ensure that both they are of an improved more functional and safer design that serves all roadway users (people walking, biking, taking the bus, and driving), but also that it serves the people of Oakland; not just those passing through or commuting.

Areas with transportation challenges. Throughout the course of the evening, there were some streets and areas that came up repeatedly as being very difficult to traverse using active transportation. These areas included:

- Hegenberger Road
- 98th Avenue
- San Leandro Creek (and more generally access to the Estuary, Bay Trail, and other recreational areas)
- Access to commercial, retail, or educational areas

Station 2: Community Profile and Anti-Gentrification/Anti-Displacement

East Oakland Collective Staff: Elisa

OakDOT/Consultant Staff: Beth Martin (Alta), Jeff Knowles (Alta), Sarah Fine (OakDOT)

Common Themes

Ford GoBike is not for East Oakland. Many participants articulated that Ford GoBike does not serve East Oakland community members, nor do they want Ford GoBike stations in their neighborhoods. Some articulated that Ford GoBike represents gentrification to them, and that this model of shared bikes does not bring the East Oakland community together. Others indicated that the Ford GoBike model is not tailored to the needs of East Oakland community members. They discussed some qualities of a bike share system that would better suit East Oakland: bikes should be attainable without a credit card, people should be able to sign up for a membership at a corner store, and there should be more trees and less metal bike docks lining streets, for example.

Bicycle investments must serve Oakland youth. A number of workshop participants stressed that the outcomes of the bike plan must serve Oakland youth and that this outcome would serve to measure the success of the plan. Some participants noted that access to bikes and bike education must be accessible to all youth, not just those who attend schools with more time or resources to invest in bicycle education. One participant noted that the Safe Routes to School program run by Alameda County is currently “opt-in”. A couple participants highlighted that Oakland youth bike now, but there are systemic factors that have “boxed kids into staying inside” specifically low income and POC youth in Oakland. They stressed the equity issue that arises when bike lanes are only made for newcomers and not for youth. The group discussed creating a stronger relationship with Oakland Unified School District (OUSD), and hosting additional public outreach in schools and community centers to reach young people.

Transparent Bike Plan process. Participants questioned how their comments and discussion would be used to influence the Bike Plan. One participant was concerned that the notes from that night would be compiled as a “laundry list” of comments but not prioritized by consensus or importance. The Oakland Bike Plan team and participants brainstormed ways to prevent this from happening. One idea included bringing back comments heard that night to a second round of workshops - where participants could vote for the issues they felt were most important. Other ideas included shaping the next round of workshops so participants could have a deeper role in the decision making process for recommendations within the plan.

Station 3: Bicycle Collisions

East Oakland Collective Staff: Nick Houston

OakDOT/Consultant Staff: Joël Ramos (TransForm) and Lily Brown (OakDOT)

Common Themes

Under-reported data because of police concerns. Participants at this table discussed how the data on collisions in East Oakland was less than they anticipated. They noted that a key reason for this could be that the current collisions data only looks at data that is reported through police reports. They discussed that East Oakland community members may be less likely to report a collision because of general fear or concern of being harassed, mistreated, or arrested while interacting with police. Additionally, those that are undocumented do not want to report a collision to OPD. Many of the participants expressed a desire to report bicycle collisions through a system that did not involve communicating with law enforcement.

Concern of police discrimination deters people biking. More generally, participants discussed how some people in East Oakland do not want to bike because they are concerned with being arrested, pulled over, or harassed by police.

Expose Oaklanders to the benefits of biking. Some participants thought the Bike Plan should include programming that expose people to the benefits of biking. They stated that currently there is a huge range of knowledge of biking, and people could benefit from classes (such as how to bike safely) and a general awareness of some of the health benefits of biking.

Closing Remarks

All participants reconvened and the EOC facilitator and Oakland Bike Plan staff reported their main discussion points to the larger group. Participants were, in general, interested in what the next steps were and how the recommendations within the plan would be made. A few participants suggested having community group members “in the room” or otherwise more involved than they are currently slated to be when the discussions and recommendations are being made.

Cycles of Change Listening Session

Tuesday, April 24, 2018

6:00pm - 8:00pm

EastSide Arts Alliance, 2277 International Blvd, Oakland, CA 94606

Number of community participants: 31

Introductory Remarks

Phoenix Mangrum, Cycles of Change

Sarah Fine, Senior Transportation Planner, Oakland Dept. of Transportation (OakDOT)

Phoenix from Cycles of Change welcomed participants to the listening session and thanked people for coming - introduced people from the OakDOT, Alta, and TransForm and had them explain their supporting role. Sarah Fine provided an overview of the City of Oakland Bicycle Plan process and the mission of these listening sessions. Brett Hondorp provided an introduction to the technical and managing role of Alta Planning + Design. Joël Ramos from TransForm explained the organization's role in supporting a more authentic community engagement. Phoenix asked participants to go around the room and introduce themselves. Benji Rouse from Cycles of Change explained how the different small group discussions and the flow of the evening.

Small Group Discussions

The listening session attendees split between five stations: types of bikeways, community profile and anti-gentrification, and bicycle collisions. Each station had a Cycles of Change facilitator as well as supporting staff from OakDOT, Alta Planning or TransForm. Attendees switched groups every 20 minutes, participating in all four groups.

Discussion Group 1: Equity

Cycles of Change Staff: Chris Corral

TransForm/OakDOT/Consultant Staff: Beth Martin (Alta)

Common Themes

Differing ideas about bike infrastructure in East Oakland. There are varying ideas from participants on what bike infrastructure should look like in East Oakland. For example, one attendee pointed out that they love that there are so few bike lanes in East Oakland, and it is a sign that the area (as compared to areas like West Oakland) have not been as heavily gentrified. Another participant who bikes with their kids as their main form of transportation indicated that more separated and comfortable bike lanes in East Oakland are very important for her family's safety. In response to a question about the geographical distribution of funding from the plan, many said they would like to see all or almost all of the funding focus on East Oakland. There seemed to be more of a consensus that infrastructure funding and projects in East Oakland would have to be guided by authentic engagement from East Oakland residents.

Youth-led bike education. Participants across all of the rotations highlighted not only the importance of including youth voices within the Bike Plan, but the opportunity for bicycle education in Oakland to be led by youth. There is a strong presence of biking among Oakland youth; three students in one group are fixie bike riders that ride together around the neighborhood. Multiple adults mentioned they feel like they have a lot to learn from young people about biking, and would like to see youth-led bike education. As one attendee said, "I don't even know what fixie bikes are, but I would be really interested in having these students teach more about these bikes and the way they ride."

Deep engagement with East Oakland community. Throughout the course of the evening, many participants indicated that bike infrastructure and projects in East Oakland should be guided by input from residents in the area. For some, the placement of Ford GoBike stations in their neighborhoods is an example of lack of engagement with residents before placing something they are not interested in. When one group was asked what deeper engagement would look like, an attendee suggested it should include hiring local black and brown residents to knock on doors and speak with neighbors to make sure a broader range of voices are heard.

Station 2: Anti-Displacement

Cycles of Change Staff: Benji Rouse

TransForm/OakDOT/Consultant Staff: Joël Ramos (TransForm)

This table focused specifically on anti-displacement and gentrification as it relates to bicycling. To start the conversation, participants introduced themselves and how many years they have lived in Oakland. 40% of participants have lived in Oakland their entire lives, and 30% identified as having lived in Oakland for 10+ years.

Bike lanes protect, but also represent gentrification. Participants spoke about their experience seeing change and gentrification in a neighborhood after bike lanes are built. Many felt tension between these changes impacting their community and also their desire to have bike lanes to feel seen, safe, and protected while riding.

Pit stops for riders. Participants were interested in having pit stops for bike riders that would include bike parking, places to fix a bike (with patches and pumps), and more generally a rest area that is youth-friendly.

Decriminalize biking. Attendees felt that biking currently provides another opportunity for police to criminalize people of color. The group shared examples of the police pulling over POC folks biking for not having lights, or taking bikes from kids. There was a consensus that their needs to be work done to decriminalize biking in East Oakland.

Services rooted in POC and family-owned bike shops. Participants felt that the Bike Plan needs to lift and focus on bicycle services by black and brown and family owned bike shops in Oakland.

Summer jobs for youth.

Station 3: Welcoming, healthy and livable streets

East Oakland Collective Staff: Eugene

OakDOT/Consultant Staff: Jeff Knowles (Alta)

Common Themes

Need protected and consistent bike lanes. Participants at this station discussed that fragmented and unprotected bike lanes make it challenging to feel comfortable while biking. For example, people mentioned that while there are bike lanes on 12th Street in East Oakland, the single white line does not make riders feel protected from the aggressive and fast moving car traffic. Participants would like to see these routes have bike lanes that are consistent and more separated from traffic.

Lack of secure bike parking prevents people from biking. A lack of bike parking at desired destinations was seen as a barrier to biking. Participants indicated that many buildings will not let you take your bikes inside, yet leaving your bike outside or near BART stations leaves it exposed to bike theft. Bike stations and bike lockers can be helpful, but they often fill up or are hard to use. Some people mentioned they would like to see more bike parking at grocery stores and stores, such as at the Oakmont Mall.

Expose Oaklanders to the benefits of biking. Some participants thought the Bike Plan should include programming that expose people to the benefits of biking. They stated that currently there is a huge range of knowledge of biking, and people could benefit from classes (such as how to bike safely) and a general awareness of some of the health benefits of biking.

Station 4: Programming

East Oakland Collective Staff: Phoenix

OakDOT/Consultant Staff: Brett Hondorp (Alta) and Lily Brown (OakDOT)

Common Themes

Support bike shop programs for youth. Participants at this station discussed the success of the Bikery model for supporting youth development through bike mechanic education. Many were interested in expanding models like this into schools, citing the example of a program at Castlemont High School. This is in line with other discussions about how bike funding should ultimately support the employment of long-term POC residents.

Support youth and POC Oaklanders to become League Cycling Instructors. Many jobs in bike education require people to be League Cycling Instructors, which requires people to attend a 3-day \$350 dollar training. This financial barrier has prevented more people from becoming LCI-trained. Participants were interested in supporting a greater diversity of people (age, gender, race and ethnicity) becoming LCI-trained and becoming paid bicycle educators.

Support mechanic programs for adults. There was a meeting-wide discussion of bike mechanic programs for adults, including with our unsheltered neighbors in homeless encampments. Attendees indicated that there are usually already a few people in each encampment who have bike mechanic knowledge.

Closing Remarks

All participants reconvened and the Cycles of Change staff reported their main discussion points to the larger group. Participants were, in general, interested in what the next steps were and how the recommendations within the plan would be made. Cycles of Change staff expressed their gratitude for participants to take the time to attend the listening session.

Outdoor Afro Community Workshop

Saturday April 7, 2018

11:00AM-1:00PM

Transform: 436 14th St. Suite 600 Oakland, CA

Number of community participants: 8

Introductory Remarks

Julius Hampton, Outdoor Afro

Joel Ramos, Transform

Sarah Fine, City of Oakland Department of Transportation

Jeff Knowles, Alta Planning + Design

Julius from Outdoor Afro welcomed all of the guests and led group introductions of the community participants and City of Oakland and consultant staff. Jeff Knowles, Joel Ramos and Sarah Fine provided an overview of the Let's Bike Oakland process and what other outreach events had already occurred.

Discussion Topics

The event was originally designed to have participants break into three groups and each group would rotate around three stations. With the smaller group that was there on Saturday, it was decided to stay as one group but to spend time discussing each of the following three subject areas:

1. Recreation Access/Safety/Infrastructure
2. Equity and Access
3. Women Biking and Gender-related Issues

Topic 1: Recreation Access/Safety/Infrastructure

Discussion Lead: Jeff Knowles

Common Themes

The Biking Culture Starts at Youth. One of the first topics that was discussed, was what got participants into bicycling and/or the outdoors. Almost everyone in the room suggested that their love of the outdoors and related activities started as kid, either through a school program, summer camp, YMCA/Boys and Girls Club, or other similar ways. This spurred a discussion about the importance of youth programs that can provide these types of activities and programs and ones that can help ensure that kids who want a bike (and helmet and other accessories) have access to them.

Biking on Arterial Roads. It was discussed how the profession of active transportation planning is moving towards creating all ages and abilities networks, which consist of a variety of facility types including Class IV separated bikeways and Class III bicycle boulevards. Participants discussed the shortcomings of Telegraph Avenue and its design. One notable critique was that community members believe that Telegraph Avenue, and other bikeway projects, feel like they “were not built for them.” It was also discussed how participants do not really like the concept of parking protected bikeways due to concerns about being doored and vehicle encroachment. Consultant staff discussed design options that can minimize those concerns.

The topic of prioritizing streets for specific modes was also discussed. Many of these community members believed that arterial roads should be prioritized for cars and car parking because off the businesses and uses that front them and bikes should be prioritized on a parallel road. Community members were concerned about conflicts with parked cars and AC Transit buses and especially concerned about the impacts that bike facilities will have on adjacent businesses.

This sparked an interesting discussion about the “place” of bicycles on Oakland streets. Some community members tried to draw an equity comparison: “Equity is not everything for everyone at the same time. You can’t have facilities for all modes everywhere.” This was countered with the correct legal understanding that “bicycles are entitled to that road space just as much as vehicles.” This is a debate that many cities have and will continue to struggle with, especially on popular commercial or other thoroughfares.

Terminology. Active transportation, like many fields, has a lot complex topics and unique and sometimes unintuitive terminology. One suggestion that was raised and liked by fellow community members, was to stop using the “standard” bikeway language and instead use terminology that is easy for the general public to quickly read and comprehend. For example, someone said for them that “buffered bike lane” implied that there was more separation than a “separated bikeway,” which is the opposite of what the facilities actually provide.

Paving. While poor pavement conditions can be detrimental to the operation and maintenance of automobiles, bicycles are especially vulnerable to these conditions. Ensuring that streets are regularly repaved and in good working order, especially on streets with

bicycle facilities, is critical to a successful and operational bikeway network. This would also help residents feel reassured that the bond money they voted to tax themselves is noticeably being put to its intended use.

Trails: Attending community members stated that trails in Oakland are generally a pretty good experience, as they are a smooth and peaceful place to ride without cars. Attendees pointed out that there are very few or no trails in certain parts of Oakland; limiting access to these facilities. They also stated how segments of Oakland's Bay Trail are not in as good condition as segments in other cities. They also noted that it lacks sufficient wayfinding, which is especially important in street-running segments of the Bay Trail. It was also mentioned how there is no unified connection between the hills and the water. A key crosstown east-west connection could work to connect people and destinations.

Shifting Modes. Many of those in the room were open to the concept of bicycles becoming an increasingly important part of their transportation choices but expressed many concerns about progressing towards executing that. One participant stated that she "just wants to have to use my car less." This echoed a sentiment that there are issues with roadway conditions, lack of safe bikeways, and a lack of sufficient amenities (bike parking, bike shops, and bike self-repair/fix-it stations).

Having improved multimodal connections and options was also noted as a strong desire from attending community members. Improved connections to and enhanced facilities at BART stations, in addition to an improved citywide network of bicycle facilities and amenities, can also improve access to AC Transit and other transit services. [It was also suggested that more frequent AC Transit service would also be beneficial.]

Many community members also expressed concerns about the behavior of motor vehicle drivers. Many participants reported they do not enjoy and do not want to ride with fast moving traffic and high volumes of traffic.

They also noted that for the community to really embrace and utilize these facilities, the community needs to feel empowered. They need to feel that the facilities were designed and built for them, and they need to have access to bikes and other amenities so that they can properly utilize the facilities. A component of this needs to include marketing and community outreach.

Topic 2: Equity & Displacement

Discussion Lead: Joel Ramos

Common Themes

Who Does Biking Serve? Where do Bikes Belong? "Bicycling is about more than just commuting. It has a wide array of uses and benefits," was one of the key takeaway points from this discussion. This related back to earlier topic about designing facilities for the

community (not just commuters) and making them feel empowered to use it. This is part of the negative sentiment about Telegraph Avenue.

The allocation of road space topic came up again with this session. This led into a discussion about both driver and bicyclist education. There was a desire for the DMV to do a better job at educating all roadway users about bicycling. It was clear that these community members feel that some bicyclists do not show respect to other roadway users (running stop signs, not yielding, etc.), and that this behavior should also try to be corrected.

Communication was another key discussion item. It was suggested that when the City does make roadway changes, that the changes need to be accompanied by a PR campaign that explains both the purpose of the changes and how to use the new roadway configuration. This could “turn it from a moment of fear to a dialogue communicating that these are for you too.”

Concerns for Local Businesses. Many of these community members expressed concerns for local businesses regarding the potential negative effects installing bicycle facilities could have on them. It was discussed how community and business input needs to be incorporated into the design of the facility to ensure that their needs continue to get met.

Equity Among Children and Students. We also returned to one of the topics mentioned earlier about ensuring that students have access to outdoor activities and safe bicycling opportunities. As a part of this conversation, it was brought up how not all camps and programs provide the same opportunities, and that some programs may require some sort of fee which can be limiting for some community members. Some present community members suggested that programs should be incorporated with Oakland Unified (or Alameda County Safe Routes to Schools) to reach the greatest number of students. The program should do more than just provide kids with opportunities but should teach both riding and respect.

Topic 3: Women Biking & Gender-related Issues

Discussion Lead: Joel Ramos & Sarah Fine

Feeling Comfortable. One of the female community members who was present (and others agreed) discussed how one of the things that made her more comfortable going out and biking was learning how to perform basic repairs herself. It was discussed how this could be accomplished through free or low-cost classes combined with the installation of bike repair stations throughout Oakland. It was also brought up how the city could partner with organizations like Girls Inc. to further support and promote bicycling for youth.

It was also discussed how making Oakland a more multimodal and connected city would also make bicycling more comfortable and practical. For example, a wide-reaching and somewhat frequent bus network would provide a safety net to get home if a bicyclist gets a flat tire, feels tired or sore, or has other issues, one attendee mentioned.

Safety. “Safety is the biggest issue,” one community member remarked. This includes issues related to biking at night, roadway conditions and design, and other issues. Feeling comfortable riding (utilizing some of the aforementioned techniques) would help women riders feel safer. Ensuring that streets are well lit would also help at night.

One thing that all of the women in the room agreed with was that, seeing other women bike around Oakland is one of the best visual cues that can encourage other women to bike.

East Oakland Collective Design Lab

The East Oakland Design Lab was held on Saturday June 30th at Cristo De La Salle High School. The Design Lab ran from 10:00 AM to 2:00 PM. Community members were able to design their preferred bikeway on major East Oakland corridors, identify challenges to bicycling in neighborhoods, and help the City brand bicycle infrastructure to make it culturally relevant. Attendees could choose which stations they wanted to visit and engage with City Staff, the consultant team, and EOC staff. Design Lab stations included: Design Lab StreetMix Activity for Hegenberger Rd, 73rd Ave, 98th Ave, and Havenscourt Blvd.

- Repaving Station
- Programs Station
- What's Next Station (Capital Budget Process)
- Enforcement Station
- Bikeshare Station & Demonstration

Each station provided feedback on specific areas of bicycling and related-activities. Through the Design Lab activity, attendees were able to better demonstrate their preferences for roadway design and learn about many of the design considerations and tradeoffs that can occur when redesigning a street. The Repaving Station provided updates on Oakland's Repaving Program, more specifically the "Summer of Paving" initiative. Residents continued to clearly express the need for better, smooth streets as one of their top bicycle-related priorities.

The Programs Station gathered input about how residents believe the City should make investments that lead to job creation in the local bike economy and support an inclusive bicycling program for Oakland youth. Programs were contextualized within the Equity Framework. Residents stated that programs should be locally-operated with some sort of community-ownership and connection.



The Bikeshare Station provided an overview of the current state of bikeshare in Oakland and to discuss the future of e-bikes and dockless bikeshare systems. The community wanted more engagement earlier on in these processes and wanted to create bicycle opportunities with greater community-ownership/benefits (i.e. local jobs, mechanics, marketers, etc.) The three types of Ford GoBikes (standard and electric docked and dockless) were present for attendees to test.

At the Enforcement Station, attendees could review statistical information received from the Oakland Police Department about the policing practices that have disproportionately targeted people of color. There were discussions on how the City can work with communities to help develop policies that address this issue.

The What's Next Station provided residents with an opportunity to learn about the Oakland Capital Improvement Plan (CIP). Residents provided feedback on various components of the process and how it could be improved to better support the needs and desires of local community members.

Key Takeaways

- Recommended programs were well received by Design Lab attendees. Programs that build upon the existing bike culture and helped youth biking were identified as the most important. Design attendees felt there needed to be a comprehensive suite of programs that address education, encouragement and promotion.
- Police profiling must be addressed through the Bike Plan. As the plan moves forward, attendees thought it was critical for OakDOT to be in conversation with the Oakland Police Department and community members to develop solutions that work towards eliminating the racial discrepancies with bike-related stops.
- Future iterations of bikeshare need to have community ownership. As bike share (and other personal mobility devices) continue to spread, attendees stated that the City needs to take thoughtful and deliberate steps to work with the community as early in the process as possible to help develop a system that serves their needs. The systems should provide more than just mobility options, but should be a part of the community; generating local bike-related jobs and other opportunities.
- Designing for transit-friendly streets, center running bike facilities, and urban greenery were frequently mentioned as part of the Design Lab activity. Some attendees felt the City needs to do a better job, at the project level, of explaining constraints, opportunities, and design decisions.
- The Bike Plan should develop projects and programs that are community-driven and support the local economy, while following through on implementation and repaving East Oakland streets.

Scraper Bike Team Bike Tours

Pothole City Part 1 Ride: Saturday June 16, 2018

Pothole City Part 2 Ride: Saturday, October 20, 2018

The Scraper Bike Team hosted two bike tours over the course of the Bike Plan. In the first ride, held in June 2016, the Scraper Bike Team hosted OakDOT Staff, consultants and the public on a ride showcasing where they ride most frequently, and where they see the highest need for new and improved bikeway facilities.

The second Scraper Bike tour held in October 2018 led participants on some of the proposed bikeways in East Oakland, looking at the connections between the Scraper Bike Team's bike shed and home base, and nearby libraries, parks and schools. The ride highlighted some of the pavement quality and pothole issues, and challenging intersections that future bike infrastructure will have to address.



ID	ROADWAY	BEGINNING	ENDING	Existing Bikeway	Recommendation	Mileage	Vision Status	Priority Status
3007	100th Ave	D St	C St	None	Class III Bicycle Boulevard	0.1	Short Term	Yes
3080	103rd Ave	Plymouth St	International Blvd	None	Class III Bicycle Boulevard	0.2	Short Term	No
3083	103rd Ave	Plymouth St	Byron Ave	None	Class III Bicycle Boulevard	0.6	Short Term	No
3134	103rd Ave	Royal Ann St	International Blvd	None	Class III Bicycle Boulevard	0.3	Short Term	No
195	104th Ave	Link St	International Blvd	3A	None	0.5	Short Term	No
197	105th Ave	International Blvd	Russet St	2	Class IIB Buffered Bicycle Lane	0.5	Vision	Yes
639	105th Ave	Pippin St	Edes Ave	3A	Class III Bicycle Boulevard	0.2	Short Term	Yes
1061	105th Ave	Russet St	Pippin St	2	None	0.0	Short Term	No
2011	105th Ave	Edes Ave	City Limits	None	Class III Bicycle Boulevard	0.6	Short Term	Yes
3078	105th Ave	International Blvd	End of street	None	Class IIB Buffered Bicycle Lane	0.2	Short Term	Yes
193	106th Ave	Foothill Blvd	Bancroft Ave	3	None	0.5	Short Term	No
170	107th Ave	E St	Apricot St	None	Class III Bicycle Boulevard	0.0	Short Term	No
3001	108th Ave	Breed Ave	MacArthur Blvd	None	Class III Bicycle Boulevard	0.6	Short Term	No
152	10th St	Madison St	Oak St	2B	Class IV Separated Bikeway	0.1	Short Term	No
492	10th St	Oak St	Kaiser Driveway	2B	Class IV Separated Bikeway	0.2	Short Term	No
1035	10th St	Kaiser Driveway	2nd Ave	2B	Class IV Separated Bikeway	0.1	Short Term	No
2005	10th St	Pine St	Peralta St	None	Class III Bicycle Boulevard	0.3	Short Term	No
2052	11th Ave	E 8th St	E 18th St	None	Class III Bicycle Boulevard	0.5	Short Term	Yes
2053	11th Ave	E 18th St	Bayview Ave	None	Class III Bicycle Boulevard	0.7	Short Term	Yes
1080	11th St	Broadway	Madison St	None	Class IV Separated Bikeway	0.4	Vision	No
3137	11th St	Madison St	Lake Merritt Blvd	None	Class IV Separated Bikeway	0.3	Vision	No
3144	11th St	Market St	Broadway	None	Class IV Separated Bikeway	0.6	Vision	No
3011	12th St	Market St	Lake Merritt Blvd	None	Class IV Separated Bikeway	0.6	Vision	Yes
3136	12th St	Lake Merritt Blvd	Broadway	None	Class IV Separated Bikeway	0.6	Vision	No
676	13th Ave	E 21st St	E 19th St	None	Class III Bicycle Boulevard	0.1	Short Term	Yes
2058	13th Ave	E 28th St	E 31st St	None	Class III Bicycle Boulevard	0.1	Short Term	No
3012	13th St	Lake Merritt Blvd	Franklin St	None	Class IIB Buffered Bicycle Lane	0.5	Short Term	No
419	14th Ave	E 32nd St	E 31st St	None	Class IIB Buffered Bicycle Lane	0.1	Vision	Yes
420	14th Ave	E 31st St	E 19th St	None	Class IIB Buffered Bicycle Lane	0.8	Vision	Yes
421	14th Ave	E 19th St	Foothill Blvd	None	Class IIB Buffered Bicycle Lane	0.2	Vision	Yes
422	14th Ave	Foothill Blvd	International Blvd	2.3A	None	0.2	Short Term	No
423	14th Ave	International Blvd	E 12th St	None	Class II Bicycle Lane	0.1	Short Term	Yes
759	14th Ave	E 33rd St	E 32nd St	None	Class IIB Buffered Bicycle Lane	0.1	Vision	Yes
3082	14th Ave	MacArthur Blvd	MacArthur Blvd	2	None	0.1	Short Term	No
424	14th St	Mandela Pkwy	Market St	2	Class IV Separated Bikeway	0.6	Short Term	Yes
425	14th St	Market St	Brush St	2	Class IV Separated Bikeway	0.1	Short Term	Yes
617	14th St	Brush St	Castro St	2	Class IV Separated Bikeway	0.1	Short Term	Yes
618	14th St	Jefferson St	Lakeside Dr	None	Class IV Separated Bikeway	0.7	Short Term	Yes
768	14th St	Wood St	Mandela Pkwy	2	Class IIB Buffered Bicycle Lane	0.4	Short Term	Yes
1081	14th St	Castro St	Jefferson St	None	Class IV Separated Bikeway	0.1	Short Term	Yes
3076	15th St/ 16th St Westbound Ar	Clay St	Harrison St	None	Class II Bicycle Lane	0.1	Vision	No
3077	15th St/ 16th St Westbound Ar	Clay St	Harrison St	None	Class II Bicycle Lane	0.1	Vision	No
677	16th Ave	E 21st St	Foothill Blvd	3B	None	0.3	Short Term	No
695	16th Ave	E 12th St	16th Ave Bridge	2	None	0.3	Short Term	No
749	16th Ave	Foothill Blvd	E 12th St	3B	None	0.2	Short Term	No
948	16th Ave	16th Ave Bridge	Embarcadero	2	None	0.0	Short Term	No
950	16th Ave	Embarcadero	16th Ave Bridge	2	None	0.1	Short Term	No
353	16th St	Clay St	San Pablo Ave	2B.3A	Class II Bicycle Lane	0.1	Vision	No
1046	16th St	San Pablo Ave	Telegraph Ave	2	Class II Bicycle Lane	0.1	Short Term	No
1034	17th St	Martin Luther King Jr Wy	Lakeside Dr	2B	Class IIB Buffered Bicycle Lane	0.8	Short Term	No
3005	17th St	Market St	Martin Luther King Jr Wy	None	Class IIB Buffered Bicycle Lane	0.4	Short Term	No
2014	18th St	Wood St	Market St	None	Class IIB Buffered Bicycle Lane	0.9	Short Term	No
693	1st Ave	E 15th St	E 12th St	2	Class IV Separated Bikeway	0.1	Vision	No
939	1st Ave	Foothill Blvd	E 15th St	2	Class IV Separated Bikeway	0.1	Vision	No
344	20th St	Webster St	Harrison St	2B	Class IV Separated Bikeway	0.1	Short Term	Yes
426	20th St	Franklin St	Webster St	2B	Class IV Separated Bikeway	0.1	Short Term	Yes

427 20th St	Broadway	Franklin St	3A	Class IV Separated Bikeway	0.1 Short Term	Yes
628 20th St	San Pablo Ave	Broadway	3A	Class IV Separated Bikeway	0.3 Short Term	Yes
1143 20th St	Peralta St	Mandela Pkwy (S)	3A.None	Class III Bicycle Route	0.0 Short Term	No
1144 20th St	Mandela Pkwy (S)	Mandela Pkwy (N)	3A	None	0.0 Short Term	No
742 21st Ave	E 30th St	E 21st St	3B	None	0.6 Short Term	No
673 21st St	Franklin St	Webster St	None	Class IV Separated Bikeway	0.0 Short Term	No
382 22nd Ave	E 21st St	Foothill Blvd	None	Class III Bicycle Boulevard	0.3 Short Term	Yes
428 22nd Ave	Foothill Blvd	E 12th St	None	Class II Bicycle Lane	0.2 Short Term	Yes
47 23rd Ave	Kennedy St	29th Ave	2	Class IV Separated Bikeway	0.1 Short Term	No
383 23rd Ave	E 12th St	E 11th St	None	Class I Shared-Use Path	0.3 Short Term	No
396 23rd Ave	E 7th St	Kennedy St	None	Class IV Separated Bikeway	0.1 Short Term	No
633 23rd Ave	23rd Ave Bridge Ramp	E 7th St	None	Class IV Separated Bikeway	0.0 Short Term	No
728 23rd Ave	E 31st St	E 30th St	3A	Class III Bicycle Boulevard	0.1 Short Term	No
944 23rd Ave	E 11th St	23rd Ave Bridge Ramp	None	Class II Bicycle Lane	0.3 Short Term	No
945 23rd Ave	E 11th St	23rd Ave Bridge Ramp	None	Class II Bicycle Lane	0.3 Short Term	No
996 23rd Ave	Kennedy St	29th Ave	None	Class IV Separated Bikeway	0.0 Short Term	No
3013 24th St	Telegraph Ave	Harrison St	None	Class III Bicycle Boulevard	0.4 Short Term	No
2073 25th Ave	E 27th St	E 29th St	None	Class III Bicycle Boulevard	0.2 Short Term	No
2071 26th Ave	E 23rd St	E 27th St	None	Class III Bicycle Boulevard	0.3 Short Term	No
2032 26th St	Mandela Pkwy	Market St	None	Class III Bicycle Boulevard	0.7 Short Term	Yes
397 27th St	San Pablo Ave	MLK Jr Wy	2	Class IV Separated Bikeway	0.2 Short Term	Yes
868 27th St	Broadway	Harrison St	2B	Class IV Separated Bikeway	0.2 Short Term	No
869 27th St	MLK Jr Wy	Broadway	2	Class IV Separated Bikeway	0.4 Short Term	No
2034 27th St	Market St	San Pablo Ave	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
2057 28th St	11th Ave	13th Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
48 29th Ave	23rd Ave	Ford St	3	Class II Bicycle Lane	0.1 Short Term	No
429 29th Ave	Chapman St	E 7th St	3	Class II Bicycle Lane	0.0 Short Term	No
990 29th Ave	Ford St	Chapman St	3	Class II Bicycle Lane	0.1 Short Term	No
2092 29th Ave	E 10th St	E 12th St	None	Class II Bicycle Lane	0.2 Short Term	No
774 29th Ave Bridge	Ford St	E 10th St	2	None	0.2 Short Term	No
942 29th Ave Bridge	Ford St	E 10th St	2	None	0.0 Short Term	No
943 29th Ave Bridge	Ford St	E 10th St	2	None	0.0 Short Term	No
207 29th St	Webster St	Broadway	3A	Class II Bicycle Lane	0.0 Short Term	No
1075 29th St	Telegraph Ave	McClure St	3	Class II Bicycle Lane	0.1 Short Term	No
1076 29th St	Summit St	Webster St	3	Class II Bicycle Lane	0.0 Short Term	No
1077 29th St	Summit St	Summit St	3	Class II Bicycle Lane	0.0 Short Term	No
1078 29th St	McClure St	Summit St	3	Class II Bicycle Lane	0.1 Short Term	No
29 2nd St	Brush St	Broadway	3A	Class II Bicycle Lane	0.4 Short Term	No
1079 2nd St	Washington St	Oak St	2	None	0.5 Short Term	No
1133 31st St	Market St	San Pablo Ave	2.None	Class II Bicycle Lane	0.0 Short Term	No
674 32nd St	Mandela Pkwy	Peralta St	3B	None	0.3 Short Term	No
784 32nd St	Wood St	Mandela Pkwy	None	Class III Bicycle Boulevard	0.1 Short Term	No
785 32nd St	San Pablo Ave	Market St	None	Class III Bicycle Boulevard	0.1 Short Term	No
877 32nd St	Peralta St	San Pablo Ave	3B	None	0.4 Short Term	No
1098 32nd St	Mandela Pkwy	Mandela Pkwy	None	Class III Bicycle Boulevard	0.0 Short Term	No
2062 34th Ave	Foothill Blvd	Davis St	None	Class III Bicycle Boulevard	0.4 Short Term	Yes
79 35th Ave	Jordan Rd	MacArthur Blvd	None	Class IIB Buffered Bicycle Lane	0.6 Vision	No
645 35th Ave	International Blvd	E 12th St	None	Class IIB Buffered Bicycle Lane	0.0 Short Term	Yes
1126 35th Ave	E 12th St	Fruitvale BART driveway	None	Class IIB Buffered Bicycle Lane	0.1 Short Term	Yes
2022 35th Ave	Foothill Blvd	International Blvd	None	Class II Bicycle Lane	0.5 Short Term	Yes
3114 35th Ave	Brookdale Ave	Brookdale Ave	None	Class III Bicycle Boulevard	0.0 Short Term	No
3123 35th Ave	E 12th St	San Leandro St	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
432 38th Ave	I-580	Liese Ave	3A	Class III Bicycle Boulevard	0.2 Short Term	Yes
433 38th Ave	MacArthur Blvd	I-580	3A	Class III Bicycle Boulevard	0.2 Short Term	Yes
619 38th Ave	Foothill Blvd	E 12th St	3A	Class III Bicycle Boulevard	0.4 Short Term	No
620 38th Ave	Brookdale Ave	Foothill Blvd	2B	None	0.7 Short Term	No
621 38th Ave	Liese Ave	Brookdale Ave	3A	Class III Bicycle Boulevard	0.3 Short Term	Yes

769 38th Ave	California St	MacArthur Blvd	None	Class III Bicycle Boulevard	0.2 Short Term	No
1135 3rd Ave	Park Blvd	E 18th St	None	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
27 3rd St	Mandela Pkwy	Brush St	2B	Class IIB Buffered Bicycle Lane	0.6 Short Term	No
3014 3rd St	Market St	Oak St	None	Class IV Separated Bikeway	1.0 Short Term	No
3149 3rd St (extension)	Oak St	Lake Merritt Channel	None	Class IV Separated Bikeway	0.2 Vision	No
434 40th St	Adeline St	MLK Jr Wy	3A	Class IIB Buffered Bicycle Lane	0.5 Vision	Yes
729 40th St	MLK Jr Wy	Telegraph Ave	2	Class IIB Buffered Bicycle Lane	0.2 Vision	Yes
730 40th St	Telegraph Ave	Webster St	3A	Class IIB Buffered Bicycle Lane	0.2 Vision	Yes
1028 40th St	Beach St	Horton St	2	None	0.2 Short Term	No
2017 40th St	Webster St	Howe St	None	Class IIB Buffered Bicycle Lane	0.4 Vision	Yes
734 41st St	Webster St	Broadway	3B	None	0.3 Short Term	No
741 41st St	Broadway	Montgomery St	2.3A	Class II Bicycle Lane	0.1 Short Term	No
1000 41st St	Montgomery St	Piedmont Ave	2	None	0.1 Short Term	No
2020 41st St	BART ROW	Webster St	None	Class III Bicycle Boulevard	0.3 Short Term	No
3000 42nd St	City limits (Adeline St)	Broadway	None	Class III Bicycle Boulevard	1.3 Short Term	No
3014 45th St	Martin Luther King Jr. Way	City limit	None	Class III Bicycle Boulevard	0.5 Short Term	No
3103 45th St	Broadway	Telegraph Ave	None	Class III Bicycle Boulevard	0.6 Short Term	No
3133 45th St	Telegraph Ave	Martin Luther King Jr. Way	None	Class III Bicycle Boulevard	0.2 Short Term	No
657 48th Ave	Foothill Blvd	Bancroft Ave	3A	Class III Bicycle Boulevard	0.1 Short Term	Yes
205 48th St	Shafter St	Webster St	3B	None	0.1 Short Term	No
906 48th St	Webster St	Shattuck Ave	3B	None	0.2 Short Term	No
336 4th Ave	E 18th St	E 10th St	3B	None	0.5 Short Term	No
17 4th St	Oak St	Fallon St	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
1087 4th St	Fallon St	4th St Path	3	Class II Bicycle Lane	0.1 Short Term	No
2084 4th St	Harrison St	Harrison St	None	Class IV Separated Bikeway	0.0 Short Term	Yes
731 4th St Path	4th St	Lake Merritt Channel Path	1	None	0.2 Short Term	No
630 51st St	Telegraph Ave	Broadway	None	Class IIB Buffered Bicycle Lane	0.6 Short Term	No
918 51st St	Shattuck Ave	Telegraph Ave	None	Class IV Separated Bikeway	0.1 Short Term	No
919 51st St	Shattuck Ave	Telegraph Ave	None	Class IV Separated Bikeway	0.1 Short Term	No
147 52nd St	Genoa St	West St	3B	None	0.1 Short Term	No
2007 52nd St	Market St	Genoa St	None	Class III Bicycle Boulevard	0.1 Short Term	No
3101 52nd St	Shattuck Ave	Dover St	None	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
3102 52nd St	Dover St	West St	None	Class III Bicycle Route	0.1 Short Term	No
798 53rd St	Gaskill St	San Pablo Ave	3B	None	0.1 Short Term	No
714 54th Ave	International Blvd	E 12th St	None	Class III Bicycle Boulevard	0.2 Short Term	Yes
750 54th Ave	E 12th St	San Leandro St	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
2025 54th Ave	International Blvd	Wentworth Ave	None	Class III Bicycle Boulevard	0.2 Short Term	Yes
800 54th St	Adeline St	Gaskill St	3B	None	0.3 Short Term	No
3016 55th	San Pablo Ave	Vallejo St	None	Class III Bicycle Boulevard	0.2 Short Term	Yes
440 55th Ave	MacArthur Blvd	International Blvd	None	Class III Bicycle Boulevard	1.1 Short Term	Yes
623 55th St	Shattuck Ave	Adeline St	2	Class IIB Buffered Bicycle Lane	0.6 Short Term	Yes
624 55th St	Vicente Wy	Telegraph Ave	3B	None	0.1 Short Term	No
771 55th St	Telegraph Ave	Shattuck Ave	3A	Class II Bicycle Lane	0.1 Short Term	Yes
3017 55th St	San Pablo Ave	Gaskill St	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
2004 59th St	Dover St	Howell St	None	Class III Bicycle Boulevard	0.6 Short Term	No
3018 59th St	Adeline St	Dover St	None	Class III Bicycle Boulevard	0.3 Short Term	No
338 5th Ave	E 10th St	Embarcadero	2	Class IIB Buffered Bicycle Lane	0.3 Short Term	No
3019 5th Ave	E 10th St	E 12th St	None	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
2086 5th St	Harrison St	Oak St	None	Class IV Separated Bikeway	0.3 Short Term	No
3108 61st Pl	Baker St	Lowell St	None	Class III Bicycle Boulevard	0.1 Short Term	No
688 61st St	Occidental St	Market St	3B	None	0.0 Short Term	No
3106 61st St	Vallejo St	San Pablo Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
3107 61st St	San Pablo Ave	Baker St	None	Class III Bicycle Boulevard	0.3 Short Term	No
3109 61st St	Lowell St	Market St	None	Class III Bicycle Boulevard	0.1 Short Term	No
3110 61st St	Occidental St	Stanford Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
3091 62nd Ave	Avenal Ave	End of street	None	Class III Bicycle Boulevard	0.9 Short Term	No
3150 62nd Ave	Bancroft Ave	Avenal Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No

3020 63rd St	Market St	Emeryville Border	None	Class III Bicycle Boulevard	0.6 Short Term	No
295 65th St	Herzog St	Vallejo St	None	Class III Bicycle Boulevard	0.3 Short Term	No
441 66th Ave	San Leandro St	Coliseum Wy	None	Class I Shared-Use Path	0.3 Short Term	No
738 66th Ave	Coliseum Wy	Oakport Rd	None	Class I Shared-Use Path	0.3 Short Term	No
3125 66th Ave	Fenham St	Eastlawn St	None	Class III Bicycle Boulevard	0.1 Short Term	No
687 66th St	Mabel St	Herzog St	None	Class III Bicycle Boulevard	0.1 Short Term	No
874 69th Ave	International Blvd	San Leandro St	3B	None	0.6 Short Term	No
1052 69th Ave	International Blvd	Flora St	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
2082 6th St	Broadway	Oak St	None	Class IV Separated Bikeway	0.2 Short Term	Yes
3021 6th St	Washington	Broadway	None	Class IV Separated Bikeway	0.1 Short Term	Yes
3022 6th St	Oak St	Harrison St	None	Class IV Separated Bikeway	0.2 Short Term	Yes
115 73rd Ave	Hillside St	Krause Ave	2.None	Class IIB Buffered Bicycle Lane	0.4 Short Term	Yes
444 73rd Ave	Krause Ave	1468 73rd Ave	2	Class IIB Buffered Bicycle Lane	0.5 Short Term	Yes
762 73rd Ave	San Leandro St	Coliseum Amtrak	2	None	0.1 Short Term	No
763 73rd Ave	Hawley St	Snell St	None	Class IV Separated Bikeway	0.1 Short Term	Yes
1110 73rd Ave	1468 73rd Ave	International Blvd	2.None	Class IIB Buffered Bicycle Lane	0.1 Short Term	Yes
1116 73rd Ave	MacArthur Blvd	Hillside St	None	Class IV Separated Bikeway	0.1 Short Term	Yes
765 75th Ave	Hamilton St	Snell St	None	Class III Bicycle Boulevard	0.4 Short Term	Yes
2038 75th Ave	Hamilton St	International Blvd	None	Class III Bicycle Boulevard	0.3 Short Term	Yes
2002 78th Ave	Arthur St	Arroyo Viejo Recreation Ce	None	Class III Bicycle Boulevard	0.0 Short Term	No
3023 78th Ave	Bancroft Ave	Macarthur Blvd	None	Class III Bicycle Boulevard	0.4 Short Term	No
2044 79th Ave	Rudsdale St	Rudsdale St	None	Class III Bicycle Boulevard	0.0 Short Term	Yes
2000 7th Ave	E 8th St	Park Blvd	None	Class III Bicycle Boulevard	1.1 Short Term	Yes
325 7th St	Castro St	MLK Jr Wy	None	Class IV Separated Bikeway	0.1 Short Term	Yes
403 7th St	Fallon St	5th Ave	2B	Class IV Separated Bikeway	0.4 Short Term	Yes
447 7th St	Adeline St	Castro St	None	Class IV Separated Bikeway	0.5 Vision	Yes
448 7th St	Mandela Pkwy	Union St	3A	Class IV Separated Bikeway	0.2 Vision	Yes
449 7th St	Peralta St	Mandela Pkwy	2	Class IIB Buffered Bicycle Lane	0.3 Short Term	Yes
450 7th St	Wood St	Peralta St	None	Class IV Separated Bikeway	0.2 Short Term	Yes
649 7th St	Union St	Adeline St	None	Class IV Separated Bikeway	0.1 Vision	Yes
2035 7th St	Washington Street	Martin Luther King Jr Wy	None	Class IV Separated Bikeway	0.2 Short Term	Yes
323 7th St Path	Middle Harbor Shoreline Park	Maritime St	1	None	0.8 Short Term	No
324 7th St Path	Maritime St	Wood St	1	Class I Shared-Use Path	0.6 Short Term	No
2012 81st Ave	International Blvd	Bancroft Ave	None	Class III Bicycle Boulevard	0.6 Short Term	Yes
3146 81st Ave	San Leandro St	International Blvd	None	Class III Bicycle Boulevard	0.8 Short Term	Yes
679 82nd Ave	Golf Links Rd	Bancroft Ave	None	Class III Bicycle Boulevard	0.4 Short Term	No
2046 82nd Ave	Rudsdale St	D St	None	Class III Bicycle Boulevard	0.0 Short Term	Yes
681 85th Ave	International Blvd	San Leandro St	None	Class III Bicycle Boulevard	0.8 Short Term	Yes
682 85th Ave	Bancroft Ave	International Blvd	None	Class III Bicycle Boulevard	0.5 Short Term	Yes
685 85th Ave	San Leandro St	Edes Ave	None	Class III Bicycle Boulevard	0.6 Short Term	Yes
3097 88th Ave	Bancroft Ave	MacArthur Blvd	None	Class III Bicycle Boulevard	0.3 Short Term	No
328 8th St	Wood St	Mandela Pkwy	2.None	None	0.5 Short Term	No
329 8th St	Mandela Pkwy	Union St	2	None	0.2 Short Term	No
330 8th St	Union St	Adeline St	2	None	0.1 Short Term	No
331 8th St	Adeline St	Market St	2	None	0.3 Short Term	No
333 8th St	MLK Jr Way	Jefferson St	None	None	0.1 Short Term	No
334 8th St	Clay St	Jefferson St	2	None	0.1 Short Term	No
335 8th St	Harrison St	Madison St	2B	None	0.2 Short Term	No
616 8th St	Harrison St	Broadway	None	None	0.2 Short Term	No
780 8th St	Madison St	Fallon St	2	Class IV Separated Bikeway	0.1 Short Term	No
1090 8th St	Washington St	Clay St	2	None	0.1 Short Term	No
3145 8th St	Washington St	Broadway	2	None	0.1 Short Term	No
1093 90th Ave	International Blvd	MacArthur Blvd	None	Class IIB Buffered Bicycle Lane	0.8 Short Term	No
3128 90th Ave	G St	International Blvd	None	Class III Bicycle Boulevard	0.5 Short Term	No
686 92nd Ave	B St	San Leandro St	None	Class III Bicycle Boulevard	0.5 Short Term	No
683 94th Ave	Bancroft Ave	B St	None	Class III Bicycle Boulevard	0.8 Short Term	No
910 94th Ave	MacArthur Blvd	Bancroft Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No

174 98th Ave	Golf Links Rd	Stanley Ave	3	Class IIB Buffered Bicycle Lane	0.2 Vision	No
1092 98th Ave	Walnut St	Bancroft Ave	2	None	0.4 Short Term	No
347 9th St	Clay St	Washington St	3	Class IV Separated Bikeway	0.1 Short Term	No
405 9th St	Washington St	Broadway	None	Class IV Separated Bikeway	0.1 Short Term	No
461 9th St	MLK Jr Wy	Clay St	None	Class IV Separated Bikeway	0.1 Short Term	No
463 9th St	Broadway	Harrison St	None	Class IV Separated Bikeway	0.2 Short Term	No
629 9th St	Harrison St	Oak St	2	Class IV Separated Bikeway	0.3 Short Term	No
1045 9th St	Oak St	Fallon St	2B	Class IV Separated Bikeway	0.1 Short Term	No
3127 A St	85th Ave	94th Ave	None	Class III Bicycle Boulevard	0.5 Short Term	No
3079 AC Transit Path	104th Ave	105th Ave	None	Class I Shared-Use Path	0.0 Vision	Yes
3151 Adeline - EMERYVILLE	36th St	53rd St	None	None	0.7 Short Term	No
406 Adeline St	36th St	24th St	None	Class IV Separated Bikeway	0.7 Vision	Yes
464 Adeline St	55th St	47th St	2B	Class IV Separated Bikeway	0.2 Vision	No
465 Adeline St	5th St	3rd St	None	Class II Bicycle Lane	0.1 Short Term	Yes
908 Adeline St	59th St	55th St	2B	Class IV Separated Bikeway	0.3 Vision	No
1054 Adeline St	7th St	5th St	None	Class II Bicycle Lane	0.1 Short Term	Yes
1055 Adeline St	24th St	19th St	None	Class IV Separated Bikeway	0.3 Vision	Yes
1065 Adeline St	10th St	7th St	None	Class IV Separated Bikeway	0.2 Vision	Yes
1066 Adeline St	19th St	10th St	2B	Class IV Separated Bikeway	0.5 Vision	Yes
3024 Adeline St	Genoa St	Stanford Ave	None	Class IV Separated Bikeway	0.1 Vision	No
3072 Adeline St	61st St	59th St	2B	Class IV Separated Bikeway	0.1 Vision	No
1096 Admiral Toney Wy	Maritime St	W Grand Ave	2	None	0.3 Short Term	No
650 Airport Dr Path	Doolittle Dr	Ron Cowan Pkwy	1	None	0.8 Short Term	No
35 Alameda Ave	Fruitvale Ave	Howard St	2	None	0.4 Short Term	No
292 Alcatraz Ave	Dover St	College Ave	2	None	0.9 Short Term	No
171 Apricot St	107th Ave	San Leandro St	None	Class III Bicycle Boulevard	0.3 Short Term	No
379 Ardley Ave	MacArthur Blvd	E 31st St	2	None	0.2 Short Term	No
744 Ardley Ave	Excelsior Ave	MacArthur Blvd	3B	None	0.1 Short Term	No
62 Arrowhead Dr	Colton Blvd	Glencourt Dr	3	None	0.3 Short Term	No
227 Arthur St	Church St	78th Ave	None	Class III Bicycle Boulevard	0.4 Short Term	Yes
2107 Arthur St	Havenscourt Blvd	Church St	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
400 Athol Ave	MacArthur Blvd	E 18th St	None	Class III Bicycle Boulevard	0.9 Short Term	No
225 Avenal Ave	Bancroft Ave	Church St	None	Class III Bicycle Boulevard	0.6 Short Term	Yes
3025 Ayala Ave	Howell St	Forest St	None	Class III Bicycle Boulevard	0.0 Short Term	No
684 B St	92nd Ave	94th Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
3129 B St	94th Ave	98th Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
243 Bancroft Ave	42nd Ave	50th Ave	2	None	0.5 Short Term	No
244 Bancroft Ave	66th Ave	Havenscourt Blvd	3B	Class IIB Buffered Bicycle Lane	0.1 Short Term	Yes
245 Bancroft Ave	82nd Ave	98th Ave	2	Class I Shared-Use Path	0.9 Vision	Yes
246 Bancroft Ave	98th Ave	107th Ave	2	Class I Shared-Use Path	0.6 Vision	Yes
466 Bancroft Ave	50th Ave	Vicksburg Ave	2	Class IIB Buffered Bicycle Lane	0.2 Short Term	Yes
467 Bancroft Ave	107th Ave	Durant Ave	2	None	0.1 Short Term	No
962 Bancroft Ave	Havenscourt Blvd	82nd Ave	2	Class I Shared-Use Path	0.9 Vision	Yes
963 Bancroft Ave	Havenscourt Blvd	82nd Ave	2	Class I Shared-Use Path	0.9 Vision	Yes
964 Bancroft Ave	82nd Ave	98th Ave	2	Class I Shared-Use Path	0.9 Vision	Yes
965 Bancroft Ave	98th Ave	107th Ave	2	Class I Shared-Use Path	0.6 Vision	Yes
1127 Bancroft Ave	Vicksburg Ave	66th Ave	2	Class IIB Buffered Bicycle Lane	1.1 Short Term	Yes
1 Bay Bridge Connector Path	Burma Rd	40th St/Shellmound St	1	None	1.0 Short Term	No
736 Bay Bridge Connector Path	Bay Bridge Path	Bay Bridge Connector	1	None	1.4 Short Term	No
1007 Bay Bridge Connector Path	Maritime St	Bay Bridge Path	1	None	0.1 Short Term	No
1008 Bay Bridge Connector Path	Bay Bridge Connector Path	Ikea Rd	1	None	0.1 Short Term	No
1027 Bay Bridge Path	Yuerba Buena	Bay Bridge Connector	1	None	1.7 Short Term	No
278 Bay Place	27th St	Grand Ave	3A	Class IV Separated Bikeway	0.2 Vision	Yes
711 Bayo St	Patterson Ave	High St	None	Class III Bicycle Boulevard	0.3 Short Term	No
247 Bayo Vista Ave	Oakland Ave	Harrison St	3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
2054 Bayview Ave	11th Ave	Elliot St	None	Class III Bicycle Boulevard	0.0 Short Term	Yes
659 Beach St	Halleck St	34th St	None	Class III Bicycle Route	0.4 Short Term	No

418 Beacon St	Lakeshore Ave	MacArthur Blvd	3B	None	0.2 Short Term	No
1072 Beaumont Ave	Excelsior Ave	Park Blvd	2B	None	0.2 Short Term	No
284 Bellevue Ave	Park View Ter	Perkins St	2B	None	0.6 Short Term	No
1037 Bellevue Ave	Perkins St	Grand Ave	3	Class III Bicycle Boulevard	0.2 Short Term	No
3026 Brandon St	Piedmont Ave	Rose Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
3002 Breed Ave	108th Ave	Durant Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
53 Broadway	Hwy 24 overcrossing	Lake Temescal Path	2	None	0.5 Short Term	No
230 Broadway	Golden Gate Ave	Brookside Ave	2	Class I Shared-Use Path	0.1 Vision	No
231 Broadway	I-580	25th St	2	None	0.6 Short Term	No
469 Broadway	Brookside Ave	Keith Ave	4	None	0.2 Short Term	No
470 Broadway	Keith Ave	Broadway Ter	2	None	0.7 Short Term	No
471 Broadway	Broadway Ter	College Ave	2B	None	0.1 Short Term	No
472 Broadway	College Ave	51st St/Pleasant Valley Ave	2B	None	0.1 Short Term	No
473 Broadway	41st St	40th St	2B	None	0.1 Short Term	No
474 Broadway	MacArthur Blvd	I-580	2	None	0.2 Short Term	No
878 Broadway	51st St/Pleasant Valley Ave	41st St	2B	None	0.5 Short Term	No
921 Broadway	Brookside Ave	Keith Ave	4	None	0.2 Short Term	No
1042 Broadway	40th St	38th St	2B.3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
1043 Broadway	38th St	MOB Driveway	3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
1044 Broadway	MOB Driveway	MacArthur Blvd	2.3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
1057 Broadway	Lake Temescal Path	Golden Gate Wy	2	None	0.5 Short Term	No
2081 Broadway	Embarcadero West	6th St	None	Class IIB Buffered Bicycle Lane	0.3 Short Term	No
3027 Broadway	27th St	Highway 24	2	Class IV Separated Bikeway	0.7 Vision	No
3062 Broadway	22nd St	25th St	3	Class IV Separated Bikeway	0.3 Vision	No
3063 Broadway	25th St	27th St	2	Class IV Separated Bikeway	0.1 Vision	No
298 Broadway Ter	Broadway	Carlton St	2.3A	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
299 Broadway Ter	Glenwood Glade	Duncan Wy	3	Class III Bicycle Boulevard	0.1 Short Term	No
482 Broadway Ter	Carlton St	Clarewood Dr	2B	None	0.6 Short Term	No
776 Broadway Ter	Lake Temescal Path	Glenwood Glade	2	Class III Bicycle Boulevard	0.1 Short Term	No
3100 Broadway Ter	Harbord Dr	Duncan Way	None	Class II Bicycle Lane	0.6 Short Term	No
3112 Brookdale Ave	Kingsland Ave	High St	None	Class III Bicycle Boulevard	0.6 Short Term	No
3115 Brookdale Ave	35th Ave	Fruitvale Ave	None	Class III Bicycle Boulevard	0.6 Short Term	No
3148 Brookdale Ave	High St	35th Ave	None	Class III Bicycle Boulevard	0.5 Short Term	No
722 Brookfield Bridge	Jones Ave	Coral Rd	1	None	0.2 Short Term	No
28 Brush St	3rd St	2nd St	3A	Class III Bicycle Boulevard	0.1 Short Term	No
387 Buell St	MacArthur Blvd	Calaveras Ave	2.3A	None	0.1 Short Term	No
713 Buell St	Steele St	Calaveras Ave	None	Class III Bicycle Boulevard	0.0 Short Term	No
904 Buell St	Calaveras Ave	MacArthur Blvd	None	Class III Bicycle Boulevard	0.0 Short Term	No
726 Burdeck Dr	Butters Dr	Burdeck Path	None	Class III Bicycle Route	0.6 Short Term	No
720 Burdeck Path	Burdeck Dr	Joaquin Miller Rd	1	None	0.1 Short Term	No
1094 Burma Rd	Bay Bridge Path	Service Rd	2	None	0.8 Short Term	No
1095 Burma Rd	Service Rd	Maritime St	1	None	0.3 Short Term	No
719 Butters Dr	Robinson Dr	Burdeck Dr	None	Class III Bicycle Route	0.7 Short Term	No
3085 Byron Ave	Foothill Blvd	103rd Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
3008 C St	100th Ave	102nd Ave	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
724 Cairo Rd	Coral Rd	Hegenberger Loop	None	Class III Bicycle Boulevard	0.3 Short Term	No
485 Calaveras Ave	Davenport Ave	Mountain Blvd	None	Class II Bicycle Lane	0.2 Short Term	No
632 Calaveras Ave	Buell St	Daisy St	None	Class III Bicycle Boulevard	0.3 Short Term	No
903 Calaveras Ave	MacArthur Blvd	Buell St	3A	None	0.1 Short Term	No
55 Caldecott Ln	FWY overcrossing	Tunnel Rd	3	Class II Bicycle Lane	0.2 Short Term	No
770 California St	Patterson Ave	38th Ave	None	Class III Bicycle Boulevard	0.0 Short Term	No
105 Camden St	MacArthur Blvd	Bancroft Ave	None	Class II Bicycle Lane	0.5 Short Term	Yes
317 Campus Dr	Redwood Rd	Merritt College Entrance	None	Class IIB Buffered Bicycle Lane	0.7 Short Term	No
665 Carlston Av	Mandana Bl	Paramount Rd	None	Class III Bicycle Boulevard	0.2 Short Term	No
705 Carmel St	Laguna Ave	Coolidge Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
3088 Castro St	San Pablo Ave	Martin Luther King Jr. Way	None	Class IIB Buffered Bicycle Lane	0.0 Short Term	No
691 Cavour St	Claremont Ave	Shafter Ave	3B	None	0.2 Short Term	No

51 Chabot Rd	College Ave	Golden Gate Ave	3B	None	0.7 Short Term	No
2023 Champion St	School St	MacArthur Blvd	None	Class III Bicycle Boulevard	0.3 Short Term	No
637 Chetwood St	Santa Clara Ave	MacArthur Blvd	2	Class IV Separated Bikeway	0.1 Vision	No
226 Church St	Avenal Ave	Arthur St	None	Class III Bicycle Boulevard	0.2 Short Term	Yes
2039 Church St	Arthur St	Foothill Blvd	None	Class III Bicycle Boulevard	0.4 Short Term	Yes
2106 Church St	Flora St	Avenal Ave	None	Class III Bicycle Boulevard	0.2 Short Term	Yes
19 Claremont Ave	Hudson St	Telegraph Ave	None	Class II Bicycle Lane	0.4 Short Term	No
1138 Claremont Ave	Hudon St	Alcatraz Ave	None	Class II Bicycle Lane	0.7 Short Term	No
3028 Claremont Ave	Domingo Ave	City Limit	None	Class III Bicycle Route	2.0 Short Term	Yes
345 Clay St	17th St	14th St	2B	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
346 Clay St	14th St	9th St	2B	None	0.3 Short Term	No
351 Clay St	2nd St	Embarcadero	2	Class II Bicycle Lane	0.1 Short Term	No
1036 Clay St	9th St	8th St	2B	None	0.1 Short Term	No
1050 Clay St	8th St	7th St	2B	None	0.1 Short Term	No
1149 Clay St	Embarcadero	Water St	None	Class II Bicycle Lane	0.0 Short Term	No
3029 Clay St	7th St	14th St	2B	None	0.4 Short Term	No
699 Clemens Rd	Leimert Pl	Waterhouse Rd	None	Class III Bicycle Boulevard	0.0 Short Term	No
202 Colby St	Woolsey St	Alcatraz Ave	3B	None	0.2 Short Term	No
998 Colby St	Alcatraz Ave	Claremont Ave	3B	None	0.4 Short Term	No
374 College Ave	Alcatraz Ave	Claremont Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
893 College Ave	Chabot Rd	Miles Ave	3	Class II Bicycle Lane	0.1 Short Term	No
894 College Ave	Shafter Ave	Taft Ave	None	Class II Bicycle Lane	0.2 Short Term	No
1048 College Ave	Claremont Ave	Chabot Rd	None	Class II Bicycle Lane	0.2 Short Term	No
1049 College Ave	Miles Ave	Shafter Ave	2B	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
1119 College Ave	Taft Ave	Manila Ave	None	Class II Bicycle Lane	0.1 Short Term	No
1120 College Ave	Manila Ave	Bryant Ave	None	Class II Bicycle Lane	0.1 Short Term	No
1121 College Ave	Bryant Ave	Broadway	None	Class II Bicycle Lane	0.1 Short Term	No
61 Colton Blvd	Snake Rd	Arrowhead Dr	3	None	0.1 Short Term	No
706 Coolidge Ave	Carmel St	Morgan Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
723 Coral Rd	Brookfield Bridge	Cairo Rd	None	Class III Bicycle Boulevard	0.0 Short Term	No
2047 D St	82nd Ave	92nd Ave	None	Class III Bicycle Boulevard	0.6 Short Term	Yes
3006 D St	92nd Ave	100th Ave	None	Class III Bicycle Boulevard	0.5 Short Term	Yes
490 Daisy St	Calaveras Ave	Davenport Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
491 Davenport Ave	Daisy St	Calaveras Ave	None	Class III Bicycle Boulevard	0.0 Short Term	No
2063 Davis St	34th Ave	Humboldt Ave	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
87 Doolittle Dr	Harbor Bay Pkwy	Swan Wy	None	Class IV Separated Bikeway	1.6 Vision	Yes
607 Doolittle Dr	Swan Wy	Hegenberger Rd	2	Class IV Separated Bikeway	0.4 Vision	Yes
608 Doolittle Dr	Hegenberger Rd	Airport Access Rd	2	Class IV Separated Bikeway	0.1 Short Term	Yes
609 Doolittle Dr	Airport Access Rd	Eden Rd	2	Class IV Separated Bikeway	0.1 Short Term	Yes
3098 Doolittle Dr	Eden Road	City limit	None	Class IV Separated Bikeway	0.2 Short Term	No
2008 Dover St	59th St	59th St	None	Class III Bicycle Boulevard	0.0 Short Term	Yes
3140 Dover St	52nd St	59th St	None	Class III Bicycle Boulevard	0.5 Short Term	Yes
3141 Dover St	59th St	Alacatraz Ave	None	Class III Bicycle Boulevard	0.3 Short Term	Yes
302 Duncan Wy	Florence Ter	Broadway Ter	3	Class III Bicycle Boulevard	0.3 Short Term	No
3003 Durant Ave	Breed Ave	International Blvd	None	Class III Bicycle Boulevard	0.2 Short Term	No
153 E 10th St	2nd Ave	4th Ave	2B	Class IV Separated Bikeway	0.1 Short Term	No
737 E 10th St	5th Ave	9th Ave	2B	Class IV Separated Bikeway	0.3 Short Term	No
757 E 10th St	4th Ave	5th Ave	2B	Class IV Separated Bikeway	0.1 Short Term	No
3121 E 10th St	9th Ave	E 8th St	None	Class IV Separated Bikeway	0.1 Short Term	No
156 E 12th St	14th Ave	16th Ave	2	Class IV Separated Bikeway	0.1 Short Term	Yes
157 E 12th St	16th Ave	18th Ave	2B	Class IV Separated Bikeway	0.1 Short Term	Yes
158 E 12th St	18th Ave	19th Ave	2	Class IV Separated Bikeway	0.1 Short Term	Yes
173 E 12th St	1st Ave	2nd Ave	2	None	0.1 Short Term	No
408 E 12th St	2nd Ave	13th Ave	3	Class II Bicycle Lane	0.7 Short Term	No
409 E 12th St	35th Ave	40th Ave	2	Class IV Separated Bikeway	0.3 Short Term	Yes
493 E 12th St	40th Ave	High St	None	Class IV Separated Bikeway	0.2 Short Term	Yes
494 E 12th St	50th Ave	54th Ave	None	Class II Bicycle Lane	0.2 Short Term	No

496 E 12th St	19th Ave	Fruitvale Ave	2B	Class IV Separated Bikeway	1.1 Short Term	Yes
773 E 12th St	Fruitvale Ave	33rd Ave	2.3A	Class IV Separated Bikeway	0.1 Short Term	Yes
966 E 12th St	13th Ave	14th Ave	3	Class II Bicycle Lane	0.1 Short Term	No
967 E 12th St	13th Ave	14th Ave	3	Class II Bicycle Lane	0.1 Short Term	No
968 E 12th St	14th Ave	16th Ave	3	Class IV Separated Bikeway	0.1 Short Term	Yes
971 E 12th St	16th Ave	19th Ave	2B	Class IV Separated Bikeway	0.2 Short Term	Yes
972 E 12th St	19th Ave	Fruitvale Ave	2	Class IV Separated Bikeway	1.1 Short Term	Yes
978 E 12th St	High St	44th Ave	None	Class IV Separated Bikeway	0.1 Short Term	No
1015 E 12th St	33rd Ave	35th Ave	3A	Class III Bicycle Boulevard	0.1 Short Term	Yes
3139 E 12th St	44th Ave	50th Ave	None	Class IV Separated Bikeway	0.3 Short Term	No
372 E 15th St	1st Ave	14th Ave	3A	Class IIB Buffered Bicycle Lane	0.5 Short Term	Yes
3064 E 15th St	1st Ave	14th Ave	3A	Class IV Separated Bikeway	0.1 Short Term	Yes
3065 E 15th St	1st Ave	14th Ave	3A	Class IIB Buffered Bicycle Lane	0.2 Short Term	Yes
2049 E 16th St	Foothill Blvd	Fruitvale Ave	None	Class III Bicycle Boulevard	0.7 Short Term	Yes
72 E 18th St	Park Blvd	Lakeshore Ave	3A	Class IIB Buffered Bicycle Lane	0.2 Short Term	Yes
670 E 19th St	Park Blvd	13th Ave	None	Class III Bicycle Boulevard	0.6 Short Term	Yes
410 E 21st St	14th Ave	23rd Ave	2	Class IIB Buffered Bicycle Lane	0.6 Short Term	Yes
411 E 21st St	23rd Ave	Mitchell St	3B	None	0.4 Short Term	No
678 E 21st St	13th Ave	14th Ave	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
2070 E 23rd St	Fruitvale Ave	26th Ave	None	Class III Bicycle Boulevard	0.3 Short Term	No
2076 E 27th St	26th Ave	25th Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
3147 E 29th St	25th Ave	Sheffield Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
743 E 30th St	21st Ave	23rd Ave	3B	None	0.1 Short Term	No
2059 E 31st St	13th Ave	Vallecito	None	Class III Bicycle Boulevard	0.1 Short Term	No
2060 E 31st St	Vallecito Pl	14th Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
2061 E 31st St	14th Ave	23rd Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
754 E 33rd St	Beaumont Ave	14th Ave	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
2056 E 34th St	Elliot St	Park Blvd	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
33 E 7th St	23rd Ave	Fruitvale Ave	3B	None	0.5 Short Term	No
662 E 7th St	Embarcadero	Kennedy St	2	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
663 E 7th St	Kennedy St	23rd Ave	2	Class IIB Buffered Bicycle Lane	0.1 Vision	No
1086 E 8th St	5th Ave	7th Ave	2B.None	Class IV Separated Bikeway	0.1 Short Term	Yes
2003 E 8th/ E 12th	5th Ave	14th Ave	None	Class IV Separated Bikeway	0.5 Short Term	Yes
3120 E 9th St	E 10th St	E 7th St	None	Class IV Separated Bikeway	0.0 Short Term	No
169 E St	105th Ave	107th Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
739 East Bay Greenway	35th Ave	75th Ave	None	Class I Shared-Use Path	2.2 Short Term	Yes
1031 East Bay Greenway	75th Ave	85th Ave	1	None	0.5 Short Term	No
1032 East Bay Greenway	85th Ave	City Limits	None	Class I Shared-Use Path	1.5 Short Term	Yes
3126 Eastlawn St	66th Ave	69th Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
198 Edes Ave	105th Ave	98th Ave	3	Class III Bicycle Boulevard	0.4 Short Term	Yes
412 Edes Ave	98th Ave	Jones Ave	None	Class III Bicycle Boulevard	0.3 Short Term	Yes
497 Edes Ave	85th Ave	I-880 off-ramp	None	Class II Bicycle Lane	0.2 Short Term	Yes
498 Edes Ave	I-880 off-ramp	Hegenberger Rd	None	Class II Bicycle Lane	0.3 Short Term	Yes
1011 Edes Ave	Jones Ave	85th Ave	None	Class III Bicycle Boulevard	0.3 Short Term	Yes
42 Edgewater Dr	Oakport St	Pendleton Wy	None	Class II Bicycle Lane	0.1 Short Term	No
44 Edgewater Dr	Bay Trail	Hassler Wy	None	Class II Bicycle Lane	0.3 Short Term	No
413 Edgewater Dr	Hassler Wy	Oakport St	None	Class II Bicycle Lane	0.6 Short Term	No
975 Edgewater Dr	Bay Trail	Hassler Wy	None	Class II Bicycle Lane	0.3 Short Term	No
976 Edgewater Dr	Hassler Wy	Oakport St	None	Class II Bicycle Lane	0.6 Short Term	No
977 Edgewater Dr	Oakport St	Pendleton Wy	None	Class II Bicycle Lane	0.1 Short Term	No
1136 Edgewater Dr	Pendleton Wy	Hegenberger Rd	2	None	0.1 Short Term	No
1137 Edgewater Dr	Pendleton Wy	Hegenberger Rd	2	None	0.2 Short Term	No
3086 Edgewater Dr Trail Connector	Edgewater Dr	Bay Trail	None	Class I Shared-Use Path	0.1 Short Term	No
610 Edwards Ave	Mountain Blvd	Sunnymere Ave	3	Class I Shared-Use Path	0.2 Vision	No
253 El Embarcadero	Lakeshore Ave	Grand Ave	3A	Class III Bicycle Boulevard	0.1 Short Term	No
3092 El Embarcadero Path	Grand Ave	Lakeshore Ave	None	Class I Shared-Use Path	0.1 Short Term	No
2055 Elliot St	Bayview Ave	E 34th St	None	Class III Bicycle Boulevard	0.1 Short Term	Yes

3130 Elmhurst Ave	D St	B St	None	Class III Bicycle Boulevard	0.1 Short Term	No
896 Elmhurst Creek Trail	Edgewater Dr	San Leandro Creek Trail	1	None	0.2 Short Term	No
11 Elwood Ave	Valle Vista Ave	Grand Ave	None	Class III Bicycle Boulevard	0.0 Short Term	No
32 Embarcadero	Oak St	Lake Merritt Channel Bridge	2B	None	0.2 Short Term	No
499 Embarcadero	5th Ave	16th Ave	2	Class IIB Buffered Bicycle Lane	1.1 Short Term	No
500 Embarcadero	16th Ave	Livingston St	2.None	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
501 Embarcadero	Livingston St	Dennison St	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
502 Embarcadero	Dennison St	E 7th St	2	Class IIB Buffered Bicycle Lane	0.3 Short Term	No
992 Embarcadero	Lake Merritt Channel Bridge	Lake Merritt Channel Bridge	3	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
993 Embarcadero	Lake Merritt Channel Bridge	5th Ave	2	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
3031 Estuary Bridge			None	Class I Shared-Use Path	0.2 Vision	No
745 Excelsior Ave	Park Blvd	Ardley Ave	3B	None	0.5 Short Term	No
779 Fallon St	7th St	8th St	3A	Class IV Separated Bikeway	0.1 Short Term	No
1071 Fallon St	8th St	10th St	None	Class IV Separated Bikeway	0.1 Short Term	No
3124 Fenham St	62nd Ave	66th Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
747 Fernwood Dr	Florence Ave	Mountain Blvd	None	Class III Bicycle Boulevard	0.3 Short Term	No
3032 Fleming Ave	Kingsland Ave	High St	None	Class III Bicycle Boulevard	0.5 Short Term	No
1053 Flora St	Havenscourt Blvd	69th Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
303 Florence Terrace	Mountain Blvd	Duncan Wy	3	None	0.0 Short Term	No
199 Foothill Blvd	Stanley Ave	106th Ave	3	Class IIB Buffered Bicycle Lane	0.0 Vision	No
234 Foothill Blvd	Lakeshore Ave	13th Ave	3A	Class IIB Buffered Bicycle Lane	0.5 Short Term	Yes
236 Foothill Blvd	14th Ave	23rd Ave	None	Class IIB Buffered Bicycle Lane	0.7 Short Term	Yes
237 Foothill Blvd	23rd Ave	Austin St	3A	Class IIB Buffered Bicycle Lane	0.5 Short Term	Yes
240 Foothill Blvd	35th Ave	41st Ave	3A	Class IIB Buffered Bicycle Lane	0.5 Short Term	Yes
241 Foothill Blvd	41st Ave	45th Ave	3A	Class IIB Buffered Bicycle Lane	0.2 Short Term	Yes
751 Foothill Blvd	106th Ave	Durant Ave	None	Class IIB Buffered Bicycle Lane	0.2 Vision	No
960 Foothill Blvd	13th Ave	14th Ave	3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	Yes
1005 Foothill Blvd	Austin St	35th Ave	3A	Class IIB Buffered Bicycle Lane	0.3 Short Term	Yes
1006 Foothill Blvd	45th Ave	Fremont Wy	3A	Class IIB Buffered Bicycle Lane	0.2 Short Term	Yes
3004 Foothill Blvd	MacArthur Blvd	Havenscourt Blvd	None	Class II Bicycle Lane	0.5 Short Term	No
3066 Foothill Blvd	Lakeshore Ave	13th Ave	3A	Class IV Separated Bikeway	0.1 Short Term	Yes
3067 Foothill Blvd	Lakeshore Ave	13th Ave	3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	Yes
3087 Foothill Blvd	Stanley Ave	Byron Ave	None	Class IIB Buffered Bicycle Lane	0.3 Short Term	No
203 Forest St	Claremont Ave	Miles Ave	3A	Class III Bicycle Boulevard	0.1 Short Term	No
999 Forest St	Shafter Ave	College Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
1058 Forest St	Miles Ave	Shafter Ave	3A	Class III Bicycle Boulevard	0.1 Short Term	No
3033 Forest St	Ayala Ave	Claremont Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
508 Franklin St	14th St	11th St	None	Class IV Separated Bikeway	0.2 Vision	Yes
509 Franklin St	21st St	20th St	2	Class IV Separated Bikeway	0.1 Short Term	Yes
638 Franklin St	20th St	14th St	2	Class IV Separated Bikeway	0.4 Short Term	Yes
873 Franklin St	Broadway	21st St	2	Class IV Separated Bikeway	0.1 Short Term	Yes
1131 Franklin St	11th St	8th St	None	Class IV Separated Bikeway	0.2 Vision	Yes
3034 Franklin St	6th St	8th St	None	Class IV Separated Bikeway	0.1 Short Term	Yes
242 Fremont Wy	Foothill Blvd	Bancroft Ave	3A	Class III Bicycle Boulevard	0.1 Short Term	Yes
34 Fruitvale Ave	E 7th St	Alameda Ave	2	Class I Shared-Use Path	0.2 Short Term	Yes
82 Fruitvale Ave	Harold St	Foothill Blvd	2.3A	Class IIB Buffered Bicycle Lane	1.0 Vision	Yes
83 Fruitvale Ave	Foothill Blvd	International Blvd	3A	Class IIB Buffered Bicycle Lane	0.5 Short Term	Yes
84 Fruitvale Ave	International Blvd	E 12th St	3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	Yes
510 Fruitvale Ave	E 12th St	San Leandro St	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	Yes
511 Fruitvale Ave	E 8th St	E 7th St	2	Class I Shared-Use Path	0.1 Short Term	Yes
611 Fruitvale Ave	Tiffin Rd	Lyman Rd	None	Class III Bicycle Boulevard	0.4 Short Term	No
626 Fruitvale Ave	Lyman Rd	MacArthur Blvd	None	Class III Bicycle Boulevard	0.2 Short Term	No
782 Fruitvale Ave	MacArthur Blvd	Montana St	2.3A	Class III Bicycle Boulevard	0.1 Short Term	Yes
783 Fruitvale Ave	Montana St	Harold St	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	Yes
1134 Fruitvale Ave	San Leandro St	E 8th St	2	Class I Shared-Use Path	0.2 Short Term	Yes
799 Gaskill St	53rd St	54th St	3B	None	0.0 Short Term	No
3035 Gaskill St	55th St	54th St	None	Class III Bicycle Boulevard	0.0 Short Term	Yes

146	Genoa St	Genoa-King Connector (Stanford Ave)	52nd St	3B	None	0.6	Short Term	No
3111	Genoa St	Stanford Ave	Adeline St	None	Class III Bicycle Boulevard	0.0	Short Term	No
746	Genoa-King Connector (Stanford Ave)	Genoa St	King St	1	None	0.0	Short Term	No
395	Gerry Adams Wy	7th St	8th St	None	None	0.1	Short Term	No
3036	Gilbert St	John St	Pleasant Valley Ave	None	Class III Bicycle Boulevard	0.2	Short Term	No
63	Glencourt Dr	Arrowhead Dr	Saroni Dr	3	None	0.4	Short Term	No
52	Golden Gate Ave	Chabot Rd	Broadway	3B	None	0.1	Short Term	No
1059	Golden Gate Wy	Broadway	Golden Gate Ave	3B	None	0.0	Short Term	No
137	Golf Links Rd	98th Ave	Fontaine St	None	Class III Bicycle Boulevard	0.7	Short Term	No
138	Golf Links Rd	Fontaine St	82nd Ave	None	Class III Bicycle Boulevard	0.3	Short Term	No
189	Golf Links Rd	Grass Valley Rd	Scotia	3	Class IIB Buffered Bicycle Lane	0.3	Short Term	No
512	Golf Links Rd	Scotia	Elysian Fields	3	Class II Bicycle Lane	0.8	Short Term	No
513	Golf Links Rd	Mountain Blvd	98th Ave	3	Class IIB Buffered Bicycle Lane	0.1	Short Term	No
953	Golf Links Rd	Grass Valley Rd	Scotia	3	Class IIB Buffered Bicycle Lane	0.3	Short Term	No
1084	Golf Links Rd	Elysian Fields	Oak Hill	2.None	None	0.1	Short Term	No
1085	Golf Links Rd	Oak Hill	Mountain Blvd	3	None	0.6	Short Term	No
255	Grand Ave	Jean St	Elwood Ave	2	Class IV Separated Bikeway	0.4	Short Term	Yes
256	Grand Ave	El Embarcadero	Bay Pl	2	Class IV Separated Bikeway	0.6	Vision	Yes
258	Grand Ave	Bay Pl	Valdez St	2	Class IV Separated Bikeway	0.2	Vision	Yes
259	Grand Ave	Valdez St	Webster St	2	Class IV Separated Bikeway	0.1	Vision	Yes
260	Grand Ave	Webster St	Broadway	3A	Class IV Separated Bikeway	0.1	Vision	Yes
261	Grand Ave	Broadway	Telegraph Ave	3A	Class IV Separated Bikeway	0.1	Vision	Yes
262	Grand Ave	Telegraph Ave	West St	2	Class IV Separated Bikeway	0.4	Vision	Yes
263	Grand Ave	West St	Market St	2	Class IV Separated Bikeway	0.2	Vision	No
318	Grand Ave	Market St	Mandela Pkwy	None	Class IV Separated Bikeway	0.6	Vision	No
517	Grand Ave	Lake Park Ave	MacArthur Blvd	2B.3A	Class IV Separated Bikeway	0.1	Vision	Yes
518	Grand Ave	MacArthur Blvd	El Embarcadero	2.3A	Class IV Separated Bikeway	0.1	Vision	Yes
911	Grand Ave	Wood St	Maritime St	None	Class IV Separated Bikeway	0.5	Vision	No
912	Grand Ave	Wood St	Maritime St	None	Class IV Separated Bikeway	0.5	Vision	No
1047	Grand Ave	Elwood Ave	Lake Park Ave	3A	Class IV Separated Bikeway	0.2	Vision	Yes
188	Grass Valley Rd	Skyline Blvd	Golf Links Rd	3	None	0.4	Short Term	No
320	Grizzly Peak Blvd	Lomos Cantadas	Claremont Ave	3	None	1.1	Short Term	No
321	Grizzly Peak Blvd	Claremont Ave	Skyline Blvd	3	None	2.4	Short Term	No
1016	Grizzly Peak Blvd	Lomos Cantadas	Centennial Drive	3	None	1.9	Short Term	No
76	Grosvenor Pl	Holman Rd	Park Blvd	None	Class III Bicycle Boulevard	0.1	Short Term	No
766	Hamilton St	Hegenberger Rd	75th Ave	None	Class III Bicycle Boulevard	0.1	Short Term	No
2042	Hamilton St	69th Ave	Hegenberger Rd	None	Class III Bicycle Boulevard	0.2	Short Term	No
249	Harrison St	I-580	Fairmount Ave	2B	None	0.4	Short Term	No
519	Harrison St	Fairmount Ave	27th St	3A	Class IIB Buffered Bicycle Lane	0.2	Short Term	No
520	Harrison St	27th St	Grand Ave	2	Class IV Separated Bikeway	0.1	Short Term	No
521	Harrison St	21st St	Lakeside Dr	None	Class IIB Buffered Bicycle Lane	0.0	Short Term	No
523	Harrison St	Bayo Vista Ave	I-580	3A	Class IIB Buffered Bicycle Lane	0.3	Short Term	No
922	Harrison St	Grand Ave	21st St	2	Class IV Separated Bikeway	0.1	Short Term	No
997	Harrison St	Grand Ave	21st St	3A	Class IIB Buffered Bicycle Lane	0.1	Short Term	No
1140	Harrison St	Lakeside Dr	20th St	None	Class IV Separated Bikeway	0.1	Short Term	Yes
1141	Harrison St	21st St	Lakeside Dr	None	Class IV Separated Bikeway	0.0	Short Term	No
1142	Harrison St	21st St	Grand Ave slip turn	3A	Class IV Separated Bikeway	0.0	Short Term	No
2085	Harrison St	4th St	5th St	None	Class IV Separated Bikeway	0.0	Short Term	Yes
3037	Harrison St	6th St	4th St	None	Class IV Separated Bikeway	0.1	Short Term	Yes
3131	Harrison St	20th St	11th St	None	Class IV Separated Bikeway	0.6	Short Term	No
108	Havenscourt Bl	Bancroft Ave	Avenal Ave	None	Class IIB Buffered Bicycle Lane	0.3	Short Term	Yes
871	Havenscourt Bl	Avenal Ave	International Blvd	None	Class IIB Buffered Bicycle Lane	0.4	Short Term	Yes
981	Havenscourt Bl	Bancroft Ave	Avenal Ave	None	Class IIB Buffered Bicycle Lane	0.1	Short Term	Yes
982	Havenscourt Bl	Bancroft Ave	Avenal Ave	None	Class IIB Buffered Bicycle Lane	0.1	Short Term	Yes
725	Hegenberger Loop	Hegenberger Rd	Hegenberger Rd	None	Class III Bicycle Boulevard	0.4	Short Term	No
117	Hegenberger Rd	International Blvd	Hawley St	None	Class IV Separated Bikeway	0.1	Vision	Yes
118	Hegenberger Rd	San Leandro St	I-880 bridge	None	Class IV Separated Bikeway	0.6	Vision	Yes

120 Hegenberger Rd	I-880 bridge	Hegenberger Loop	None	Class IV Separated Bikeway	0.2 Vision	Yes
121 Hegenberger Rd	Airport Access Rd	Doolittle Dr	None	Class IV Separated Bikeway	0.2 Vision	Yes
651 Hegenberger Rd	San Leandro St bridge	San Leandro St bridge	None	Class IV Separated Bikeway	0.2 Vision	Yes
652 Hegenberger Rd	I-880 bridge	I-880 bridge	None	Class IV Separated Bikeway	0.1 Vision	Yes
761 Hegenberger Rd	Hegenberger Loop	Airport Access Rd	None	Class IV Separated Bikeway	0.5 Vision	Yes
983 Hegenberger Rd	International Blvd	Hawley St	None	Class IV Separated Bikeway	0.2 Vision	Yes
984 Hegenberger Rd	International Blvd	Hawley St	None	Class IV Separated Bikeway	0.1 Vision	Yes
985 Hegenberger Rd	San Leandro St bridge	San Leandro St bridge	None	Class IV Separated Bikeway	0.2 Vision	Yes
986 Hegenberger Rd	San Leandro St	I-880 bridge	None	Class IV Separated Bikeway	0.4 Vision	Yes
987 Hegenberger Rd	I-880 bridge	I-880 bridge	None	Class IV Separated Bikeway	0.3 Vision	Yes
988 Hegenberger Rd	I-880 bridge	Hegenberger Loop	None	Class IV Separated Bikeway	0.2 Vision	Yes
994 Hegenberger Rd	International Blvd	Hamilton St	None	Class IV Separated Bikeway	0.4 Vision	Yes
995 Hegenberger Rd	International Blvd	Spencer St	None	Class IV Separated Bikeway	0.2 Vision	Yes
3069 Hegenberger Rd	International Blvd	Hawley St	None	Class IV Separated Bikeway	0.4 Vision	Yes
297 Herzog St	66th St	65th St	None	Class III Bicycle Boulevard	0.1 Short Term	No
94 High St	Bayo St	MacArthur Blvd	None	Class II Bicycle Lane	0.3 Short Term	Yes
98 High St	E 12th St	Oakport St	None	Class IIB Buffered Bicycle Lane	0.3 Vision	Yes
99 High St	Howard St	Alameda border	3	Class I Shared-Use Path	0.2 Vision	Yes
109 High St	Bayo St	Steele St	None	Class II Bicycle Lane	0.0 Short Term	Yes
1001 High St	Oakport St	Howard St	None	Class IIB Buffered Bicycle Lane	0.1 Vision	Yes
2096 High St	E 12th St	MacArthur Blvd	None	Class IIB Buffered Bicycle Lane	1.6 Vision	Yes
2013 Hillside St	73rd Ave	82nd Ave	None	Class III Bicycle Boulevard	0.6 Short Term	No
3 Hollis St	Mandela Pkwy	MacArthur Blvd	2	None	0.1 Short Term	No
675 Hollis St	MacArthur Blvd	Peralta St	2.3A	Class II Bicycle Lane	0.2 Short Term	No
75 Holman Rd	Trestle Glen Rd	Grosvenor Pl	None	Class III Bicycle Boulevard	0.1 Short Term	No
689 Horton St	40th St	Mandela Pkwy	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
36 Howard St	Alameda Ave	High St	3	Class II Bicycle Lane	0.1 Short Term	No
3038 Howard Terminal Bay Trail	Martin Luther King Jr Way	Embarcadero	None	Class I Shared-Use Path	0.6 Short Term	No
3039 Howard Terminal Bay Trail	Market St	Howard Terminal Bay Trail	None	Class I Shared-Use Path	0.2 Short Term	No
1067 Howe St	Pleasant Valley Ave	Kaiser Hospital	2	None	0.6 Short Term	No
3040 Howell St	59th St	Ayala Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
2064 Humboldt Ave	Davis St	School St	None	Class III Bicycle Boulevard	0.6 Short Term	Yes
180 International Blvd	54th Ave	73rd Ave	None	Class II Bicycle Lane	1.1 Short Term	Yes
181 International Blvd	100th Ave	104th Ave	None	None	0.2 Short Term	No
533 International Blvd	73rd Ave	82nd Ave	None	Class II Bicycle Lane	0.5 Short Term	Yes
535 International Blvd	105th Ave	107th Ave	None	None	0.1 Short Term	No
647 International Blvd	85th Ave	100th Ave	None	None	0.9 Short Term	No
758 International Blvd	104th Ave	105th Ave	3	Class II Bicycle Lane	0.1 Short Term	No
1089 International Blvd	82nd Ave	85th Ave	None	Class II Bicycle Lane	0.2 Short Term	Yes
1033 Jackson St	8th St	14th St	2	None	0.3 Short Term	No
2104 Jackson St	8th St	5th St	None	Class II Bicycle Lane	0.2 Short Term	No
3041 Jackson St	2nd St	5th St	None	Class II Bicycle Lane	0.2 Short Term	No
3042 Jackson St	8th St	Lakside Dr	2	Class II Bicycle Lane	0.6 Short Term	No
3043 Jefferson St	7th St	San Pablo Ave	None	Class IIB Buffered Bicycle Lane	0.7 Short Term	No
716 Joaquin Miller Rd	Crockett Pl	Robinson Dr	None	Class IV Separated Bikeway	0.1 Short Term	No
717 Joaquin Miller Rd	Mountain Blvd	Monterey Blvd	None	Class II Bicycle Lane	0.1 Short Term	No
951 Joaquin Miller Rd	Skyline Blvd	Crockett Pl	None	Class IV Separated Bikeway	0.3 Short Term	No
952 Joaquin Miller Rd	Skyline Blvd	Crockett Pl	None	Class IV Separated Bikeway	0.3 Short Term	No
3090 Joaquin Miller Rd	Robinson Dr	Burdeck Dr	None	Class IV Separated Bikeway	0.8 Short Term	No
680 John Glenn Dr	Ron Cowan Pkwy	Alan Shephard Wy	2	None	0.5 Short Term	No
3044 John St	Piedmont Ave	Gilbert St	None	Class III Bicycle Boulevard	0.2 Short Term	No
721 Jones Ave	Edes Ave	Brookfield Bridge	None	Class III Bicycle Boulevard	0.3 Short Term	No
3093 Kaiser Center Development C	Lake Merritt Blvd	10th St	None	Class I Shared-Use Path	0.1 Short Term	No
54 Kay Overcrossing (Highway 2)	Broadway	Caldecott Ln	3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
384 Keith Ave	College Ave	Broadway	2B	None	0.3 Short Term	No
3074 Keith Ave	Presley Way	Broadway	None	Class IIB Buffered Bicycle Lane	0.1 Vision	No
134 Keller Ave	Skyline Blvd	Mountain Blvd	None	Class IV Separated Bikeway	1.8 Short Term	Yes

46 Kennedy St	E 7th St	23rd Ave	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
940 Kennedy St	E 7th St	23rd Ave	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
941 Kennedy St	E 7th St	23rd Ave	2	None	0.0 Short Term	No
3045 Kingsland Ave	Trask St	Fleming Ave	None	Class III Bicycle Boulevard	0.4 Short Term	No
902 Kingsley St	Excelsior Ave	Park Blvd	3B	None	0.0 Short Term	No
704 Laguna Ave	Potomac St	Carmel St	None	Class III Bicycle Boulevard	0.1 Short Term	No
694 Lake Merritt Blvd	Oak St	E 12th St	2	Class IV Separated Bikeway	0.5 Short Term	No
974 Lake Merritt Blvd	Oak St	E 12th St	2	Class IV Separated Bikeway	0.4 Short Term	No
856 Lake Merritt Channel Path	Lake Merritt Channel Path West	Lake Merritt Channel Path	None	Class I Shared-Use Path	0.0 Short Term	No
767 Lake Merritt Channel Path	Cor 4th St Path	5th Ave	None	Class I Shared-Use Path	0.2 Short Term	No
853 Lake Merritt Channel Path	East Lake Merritt Path	Lake Merritt Path	None	Class I Shared-Use Path	0.1 Short Term	No
854 Lake Merritt Channel Path	East 10th St	Interstate 880	1	None	0.3 Short Term	No
1099 Lake Merritt Channel Path	East Lake Merritt Path	south of Lake Merritt Blvd	1	None	0.1 Short Term	No
1101 Lake Merritt Channel Path	East 7th St	Lake Merritt Channel Path	None	Class I Shared-Use Path	0.0 Short Term	No
1102 Lake Merritt Channel Path	East Lake Merritt Channel Path East	7th St	None	Class I Shared-Use Path	0.0 Short Term	No
1100 Lake Merritt Channel Path	East Lake Merritt Channel Path East	Lake Merritt Channel Path	1	None	0.1 Short Term	No
850 Lake Merritt Channel Path	West Lake Merritt Path	10th St	1	None	0.2 Short Term	No
851 Lake Merritt Channel Path	West 10th St	Interstate 880	1	None	0.4 Short Term	No
852 Lake Merritt Channel Path	West Interstate 880	Embarcadero	None	None	0.1 Short Term	No
1103 Lake Merritt Channel Path	West Lake Merritt Channel Path West	7th St	1	None	0.0 Short Term	No
1104 Lake Merritt Channel Path	West 7th St	Lake Merritt Channel Path	1	None	0.0 Short Term	No
1097 Lake Merritt Channel Path	West 10th St Bridge South	10th St Bridge North	1	None	0.1 Short Term	No
860 Lake Merritt Path	Sailboat House	Rotary Nature Center	None	Class I Shared-Use Path	0.2 Short Term	No
861 Lake Merritt Path	E 18th St	Lake Merritt Channel	1	None	0.3 Short Term	No
862 Lake Merritt Path	Municipal Boathouse	17th St	1	None	0.2 Short Term	No
863 Lake Merritt Path	17th St	Madison St	1	None	0.2 Short Term	No
880 Lake Merritt Path	Grand Ave	E 18th St	1	None	0.7 Short Term	No
881 Lake Merritt Path	Lake Merritt Channel	Lakeside Dr	1	None	0.3 Short Term	No
882 Lake Merritt Path	12th St	Municipal Boathouse	1	None	0.1 Short Term	No
883 Lake Merritt Path	Madison St	Jackson St	None	Class I Shared-Use Path	0.1 Short Term	No
884 Lake Merritt Path	Jackson St	Grand Ave	1	None	0.3 Short Term	No
885 Lake Merritt Path	Grand Ave	Veteran's Memorial	None	Class I Shared-Use Path	0.0 Short Term	No
886 Lake Merritt Path	Veteran's Memorial	Edhoff Bandstand Connector	1	None	0.3 Short Term	No
887 Lake Merritt Path	Edhoff Bandstand Connector	Lake Merritt Path (Fairylan	None	Class I Shared-Use Path	0.1 Short Term	No
889 Lake Merritt Path	Rotary Nature Center	Grand Ave	1	None	0.3 Short Term	No
890 Lake Merritt Path	Euclid Ave	Embarcadero Pergola	None	Class I Shared-Use Path	0.1 Short Term	No
891 Lake Merritt Path	Embarcadero Pergola	El Embarcadero	1	None	0.1 Short Term	No
892 Lake Merritt Path	Lake Merritt Path (Fairylan	Sailboat House	1	None	0.2 Short Term	No
888 Lake Merritt Path (Edhoff Ban	Lake Merritt Path	Bellevue Ave	1	None	0.1 Short Term	No
866 Lake Merritt Path (Fairylan s	Lake Merritt Path (Fairylan spur	Lake Merritt Path	1	None	0.1 Short Term	No
879 Lake Merritt Path (Fairylan s	Lake Merritt Path (Fairylan spur	Grand Ave	1	None	0.2 Short Term	No
864 Lake Merritt Path (Fairylan s	Bay Pl	Bellevue Ave	1	None	0.3 Short Term	No
865 Lake Merritt Path (Fairylan s	Bellevue Ave	Perkins St	None	Class I Shared-Use Path	0.1 Short Term	No
399 Lake Park Ave	Wesley Wy	MacArthur Blvd	None	Class II Bicycle Lane	0.2 Short Term	No
59 Lake Temescal Bridge	Tunnel Rd	Lake Temescal Path	None	Class I Shared-Use Path	0.2 Vision	No
316 Lake Temescal Path	Broadway	Broadway Ter	1	None	0.6 Short Term	No
365 Lakeshore Ave	Winsor Ave	Mandana Blvd	2	Class IIB Buffered Bicycle Lane	0.4 Short Term	No
366 Lakeshore Ave	Mandana Blvd	Trestle Glen Rd	2.3A	Class IV Separated Bikeway	0.1 Short Term	No
367 Lakeshore Ave	El Embarcadero	Wesley Ave	2	Class IV Separated Bikeway	0.3 Vision	No
368 Lakeshore Ave	Wesley Ave	Hanover Ave	2	Class IV Separated Bikeway	0.2 Vision	No
369 Lakeshore Ave	E 18th St	Foothill Blvd	2	Class IV Separated Bikeway	0.1 Vision	No
538 Lakeshore Ave	MacArthur Blvd	El Embarcadero	3A	Class IIB Buffered Bicycle Lane	0.1 Vision	No
539 Lakeshore Ave	Hanover Ave	E 18th St	2	Class IV Separated Bikeway	0.1 Vision	No
907 Lakeshore Ave	Lake Park Ave	MacArthur Blvd	2	Class IV Separated Bikeway	0.1 Vision	No
1056 Lakeshore Ave	Trestle Glen Rd	Lake Park Ave	3A	Class IV Separated Bikeway	0.2 Vision	No
1139 Lakeshore Ave	1st Ave	Lake Merritt	None	Class III Bicycle Boulevard	0.2 Short Term	No
540 Lakeside Dr	17th St	19th St	2	Class IV Separated Bikeway	0.1 Short Term	No

541 Lakeside Dr	14th St	17th St	2	Class IV Separated Bikeway	0.2 Short Term	No
924 Lakeside Dr	19th St	Harrison St	4	Class IV Separated Bikeway	0.3 Short Term	No
612 Lawton Ave	College Ave	Broadway	None	Class III Bicycle Boulevard	0.3 Short Term	No
697 Leimert Blvd	Park Blvd	Oakmore Rd	None	Class III Bicycle Boulevard	0.2 Short Term	No
698 Leimert Pl	Oakmore Rd	Clemens Rd	None	Class III Bicycle Boulevard	0.1 Short Term	No
122 Leona Quarry Path	Edwards Ave	Kuhnle Ave	None	Class I Shared-Use Path	0.6 Short Term	No
702 Lincoln Ave	Tiffin Rd	Potomac St	None	Class III Bicycle Boulevard	0.0 Short Term	No
287 Linda Ave	Piedmont Ave	Rose Ave	2.3A	None	0.2 Short Term	No
194 Link St	Bancroft Ave	104th Ave	2	None	0.1 Short Term	No
667 Longridge Rd	Paramount Rd	Midcrest Rd	None	Class III Bicycle Boulevard	0.0 Short Term	No
3047 Lowell St	63rd St	Adeline St	None	Class III Bicycle Boulevard	0.7 Short Term	Yes
1038 MacArthur BART Frontage Rd	40th St	39th St	3A	Class III Bicycle Boulevard	0.0 Short Term	No
1039 MacArthur BART Frontage Rd	39th St	W MacArthur Blvd	2.3A	None	0.1 Short Term	No
4 MacArthur Blvd	W MacArthur Underpass	958 W MacArthur Blvd	2B	None	0.1 Short Term	No
265 MacArthur Blvd	Lakeshore Ave	Beacon St	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
266 MacArthur Blvd	Fruitvale Ave	Lincoln Ave	3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	Yes
268 MacArthur Blvd	Lincoln Ave	Coolidge Ave	2	Class IIB Buffered Bicycle Lane	0.3 Short Term	Yes
269 MacArthur Blvd	35th Ave	Magee Ave	3A	Class IIB Buffered Bicycle Lane	0.1 Vision	Yes
271 MacArthur Blvd	High St	Greenacre Rd	2	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
272 MacArthur Blvd	Buell St	Seminary Ave	2B.2	Class IV Separated Bikeway	0.7 Short Term	No
273 MacArthur Blvd	Seminary Ave	73rd Ave	None	None	0.8 Short Term	No
274 MacArthur Blvd	73th Ave	88th Ave	None	Class II Bicycle Lane	1.0 Short Term	No
276 MacArthur Blvd	88th Ave	90th Ave	None	Class II Bicycle Lane	0.1 Short Term	No
543 MacArthur Blvd	Telegraph Ave	Broadway	2	Class IV Separated Bikeway	0.4 Vision	No
544 MacArthur Blvd	Broadway	Piedmont Ave	None	Class IV Separated Bikeway	0.1 Vision	No
546 MacArthur Blvd	Adams St	Van Buren Ave	3A	Class III Bicycle Boulevard	0.4 Short Term	No
547 MacArthur Blvd	Van Buren Ave	Grand Ave	3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
548 MacArthur Blvd	Grand Ave	Lakeshore Ave	2B	None	0.1 Short Term	No
549 MacArthur Blvd	Beacon St	Alma Ave (250' E of Alma)	2.3A	Class IIB Buffered Bicycle Lane	0.6 Short Term	No
550 MacArthur Blvd	Park Blvd	13th Ave	2	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
551 MacArthur Blvd	13th Ave	Beaumont Ave	2	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
552 MacArthur Blvd	14th Ave	Canon Ave	2	None	0.4 Short Term	No
553 MacArthur Blvd	Canon/E 38th St	Fruitvale Ave	2	None	0.1 Short Term	No
554 MacArthur Blvd	Greenacre Rd	Enos Ave	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
555 MacArthur Blvd	90th Ave	94th Ave	None	Class II Bicycle Lane	0.2 Short Term	No
556 MacArthur Blvd	94th Ave	Foothill Blvd	None	Class II Bicycle Lane	0.6 Short Term	No
557 MacArthur Blvd	Foothill Blvd	Durant Ave	None	Class IIB Buffered Bicycle Lane	0.5 Short Term	No
640 MacArthur Blvd	Piedmont Ave	Fairmount Ave	None	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
797 MacArthur Blvd	Enos Ave	Buell St	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
895 MacArthur Blvd	Market St	MacArthur BART frontage r	2B	Class IV Separated Bikeway	0.4 Vision	No
958 MacArthur Blvd	Beacon St	Park Blvd	2	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
959 MacArthur Blvd	Beacon St	Park Blvd	3A	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
1014 MacArthur Blvd	Magee Ave	High St	3A	Class IIB Buffered Bicycle Lane	0.5 Vision	Yes
1073 MacArthur Blvd	MacArthur BART frontage road	Telegraph Ave	2B	Class IV Separated Bikeway	0.1 Vision	No
1082 MacArthur Blvd	953 W MacArthur Blvd	W MacArthur Underpass	2B	None	0.1 Short Term	No
1083 MacArthur Blvd	W MacArthur Underpass	Market St	2B	Class IV Separated Bikeway	0.0 Vision	No
1105 MacArthur Blvd	958 W MacArthur Blvd	San Pablo Ave	None	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
1106 MacArthur Blvd	San Pablo Ave	953 W MacArthur Blvd	3	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
1117 MacArthur Blvd	Midvale Ave	35th Ave	2	Class IIB Buffered Bicycle Lane	0.1 Vision	Yes
1118 MacArthur Blvd	Coolidge Ave	Midvale Ave	2B	None	0.5 Short Term	No
1150 MacArthur Blvd Path	Greenacre Rd	Richards Rd	None	Class I Shared-Use Path	0.3 Short Term	No
1151 MacArthur Blvd Path	Richards Rd	Seminary Ave	None	Class I Shared-Use Path	0.6 Short Term	No
251 Madison St	Lakeside Dr	14th St	2B	None	0.3 Short Term	No
558 Madison St	5th St	4th St	2B	None	0.1 Vision	No
559 Madison St	4th St	3rd St	2B.None	None	0.1 Short Term	No
560 Madison St	3rd St	Amtrak Platform	2B.None	None	0.1 Short Term	No
781 Madison St	8th St	6th St	2B	None	0.1 Vision	No

3084	Madison St	19th St	8th St	2B	None	0.6	Vision	No
3143	Madison St	6th St	5th St	2B	Class IV Separated Bikeway	0.1	Vision	No
664	Mandana Bl	Lakeshore Av	Carlston Av	None	Class III Bicycle Boulevard	0.7	Short Term	No
2	Mandela Pkwy	Hollis St	Horton St	None	Class III Bicycle Route	0.1	Short Term	No
24	Mandela Pkwy	Horton St	34th St	2	Class IIB Buffered Bicycle Lane	0.3	Short Term	No
25	Mandela Pkwy	8th St	7th St	2	Class IIB Buffered Bicycle Lane	0.1	Short Term	No
26	Mandela Pkwy	7th St	5th St	2	Class IIB Buffered Bicycle Lane	0.1	Vision	No
648	Mandela Pkwy	5th St	3rd St	2B	Class IIB Buffered Bicycle Lane	0.2	Short Term	No
913	Mandela Pkwy	34th St	8th St	2	Class IIB Buffered Bicycle Lane	1.3	Short Term	No
914	Mandela Pkwy	34th St	8th St	2	Class IIB Buffered Bicycle Lane	1.3	Short Term	No
708	Maple Ave	Morgan Ave	Wisconsin St	None	Class III Bicycle Boulevard	0.0	Short Term	No
2066	Maple Ave	School St	MacArthur Blvd	None	Class III Bicycle Boulevard	0.4	Short Term	Yes
49	Maritime St Path	Grand Ave	Burma Rd	1	None	0.1	Short Term	No
756	Maritime St Path	Burma Rd	7th St	1	None	1.1	Short Term	No
128	Market St	61st St	Adeline St	3A	Class IIB Buffered Bicycle Lane	0.3	Short Term	No
129	Market St	Adeline St	Aileen St	3A	Class IIB Buffered Bicycle Lane	0.1	Short Term	No
130	Market St	MacArthur Blvd	31st St	2B	None	0.5	Short Term	No
131	Market St	24th St	W Grand Ave	2	Class IIB Buffered Bicycle Lane	0.1	Short Term	No
132	Market St	18th St	10th St	2B	Class IV Separated Bikeway	0.4	Short Term	No
562	Market St	San Pablo Ave	24th St	2B	None	0.3	Short Term	No
563	Market St	10th St	8th St	2B	Class IV Separated Bikeway	0.1	Short Term	No
564	Market St	8th St	7th St	2B	Class IV Separated Bikeway	0.1	Short Term	No
565	Market St	7th St	3rd St	2	Class IV Separated Bikeway	0.2	Short Term	No
1122	Market St	W Grand Ave	18th St	2	Class IIB Buffered Bicycle Lane	0.2	Short Term	No
1123	Market St	31st St	San Pablo Ave	2B	None	0.1	Short Term	No
1124	Market St	Aileen St	55th St	2	Class IIB Buffered Bicycle Lane	0.1	Short Term	No
1125	Market St	55th St	MacArthur Blvd	2B	None	0.8	Short Term	No
2102	Market St	Embarcadero West	3rd St	None	Class IV Separated Bikeway	0.1	Short Term	No
343	Martin Luther King Jr Wy	San Pablo Ave	7th St	3	Class IIB Buffered Bicycle Lane	0.7	Short Term	No
1051	Martin Luther King Jr Wy	W Grand Ave	40th St	2	None	1.2	Short Term	No
3138	Martin Luther King Jr Wy	7th St	Embarcadero	3	Class IV Separated Bikeway	0.3	Short Term	No
3089	Martin Luther King Jr. Way	Castro St	W Grand Ave	None	Class IIB Buffered Bicycle Lane	0.1	Short Term	No
3116	Martin Luther King Jr. Way	47th St	52nd St	None	Class IV Separated Bikeway	0.4	Vision	No
3117	Martin Luther King Jr. Way	52nd St	Aileen St	None	Class IV Separated Bikeway	0.6	Vision	No
3118	Martin Luther King Jr. Way	Aileen St	City limit	None	Class IV Separated Bikeway	0.7	Vision	No
715	Medau Pl	Shephard Canyon Path	Mountain Blvd	3	None	0.0	Short Term	No
1017	Medau Pl	Mountain Blvd	Moraga Ave	3	None	0.1	Short Term	No
668	Midcrest Rd	Longridge Rd	Sunnyhills Rd	None	Class III Bicycle Boulevard	0.1	Short Term	No
388	Middle Harbor Park Path	Port View Park	Middle Harbor Shoreline Pz	1	None	1.7	Short Term	No
386	Middle Harbor Rd Path	7th St	Adeline St	None	Class I Shared-Use Path	2.1	Vision	No
390	Middle Harbor Rd Path	Adeline St	Market St	None	Class I Shared-Use Path	0.3	Vision	No
3070	Middle Harbor Rd Path	Adeline St	Market St	None	Class I Shared-Use Path	0.1	Vision	No
692	Miles Ave	College Ave	Forest St	2B	None	0.2	Short Term	No
920	Miles Ave Slip Turn	College Ave	150 FT South of College Av	3A	None	0.0	Short Term	No
696	Mitchell St	E 21st St	Foothill Blvd	3B	None	0.1	Short Term	No
3048	MLK Jr Wy	40th St	47th St	None	Class II Bicycle Lane	0.4	Short Term	No
901	MLK Shoreline Connector	Tidewater Ave	Waterfront Trail #37	1	None	0.2	Short Term	No
867	MLK Shoreline Path (east)	Waterfront Trail	Elmhurst Creek Trail	1	None	0.8	Short Term	No
900	MLK Shoreline Path (east)	Elmhurst Creek Trail	Hegenberger Rd	1	None	0.9	Short Term	No
898	MLK Shoreline Path (west)	San Leandro Creek Trail	Doolittle Dr	1	None	1.1	Short Term	No
899	MLK Shoreline Path (west)	MLK Shoreline Path (west)	Swan Wy	1	None	0.1	Short Term	No
310	Monterey Blvd	Park Blvd	Joaquin Miller Rd	3	None	0.9	Short Term	No
311	Monterey Blvd	Guido St	Redwood Rd	3	None	0.5	Short Term	No
1010	Monterey Blvd	Joaquin Miller Rd	Guido St	3	None	0.5	Short Term	No
307	Moraga Ave	Mountain Blvd	Thornhill Dr	3	None	0.6	Short Term	No
375	Moraga Ave	Thornhill Dr	Estates Dr	None	Class II Bicycle Lane	0.2	Short Term	No
415	Moraga Ave	Pleasant Valley Ave	Ramona Ave	None	Class II Bicycle Lane	0.2	Short Term	No

566 Moraga Ave	Estates Dr	Piedmont Border	2	None	0.5 Short Term	No
1003 Moraga Ave	Thornhill Dr	Estates Dr	None	Class II Bicycle Lane	0.2 Short Term	No
1004 Moraga Ave	Thornhill Dr	Thornhill Dr	None	Class II Bicycle Lane	0.0 Short Term	No
707 Morgan Ave	Coolidge Ave	Maple Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
635 Moss Ave	MacArthur Blvd	Vernon St	None	Class III Bicycle Boulevard	0.3 Short Term	No
123 Mountain Blvd	Edwards Ave	Keller Ave	3	Class III Bicycle Route	0.5 Short Term	No
124 Mountain Blvd	Keller Ave	Fontaine overcrossing	3	Class II Bicycle Lane	0.4 Short Term	No
304 Mountain Blvd	Florence Ave	Fernwood Dr	3	None	0.3 Short Term	No
308 Mountain Blvd	Moraga Ave	Park Blvd	3	Class III Bicycle Boulevard	0.3 Vision	No
313 Mountain Blvd	Twitter Ct	Sunnymere Ave	3	Class II Bicycle Lane	0.4 Short Term	No
569 Mountain Blvd	Fontaine overcrossing	Blackwood St	3	Class II Bicycle Lane	0.3 Short Term	No
570 Mountain Blvd	Blackwood St	Sequoyah Rd	3	Class II Bicycle Lane	0.3 Short Term	No
571 Mountain Blvd	Sequoyah Rd	Golf Links Rd	3	Class II Bicycle Lane	0.5 Short Term	No
572 Mountain Blvd	Redwood Rd	Carson St	3	Class II Bicycle Lane	0.2 Short Term	No
573 Mountain Blvd	Carson St	Belfast Ave	3	Class III Bicycle Route	0.3 Short Term	No
574 Mountain Blvd	Belfast Ave	Leona St	3	Class III Bicycle Route	0.2 Short Term	No
575 Mountain Blvd	Leona St	Twitter Ct	3	Class III Bicycle Route	0.2 Short Term	No
641 Mountain Blvd	Thornhill Dr	Moraga Ave	None	Class III Bicycle Boulevard	0.3 Short Term	No
748 Mountain Blvd	Fernwood Dr	Thornhill Dr	3	Class III Bicycle Route	0.0 Short Term	No
1147 Mountain Blvd	Colton Blvd	1949 Mountain Blvd	None	Class III Bicycle Boulevard	0.1 Short Term	No
1148 Mountain Blvd	1149 Mountain Blvd	Moraga Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
378 Oak St	2nd St	4th St	2B	Class IV Separated Bikeway	0.1 Short Term	No
576 Oak St	7th St	6th St	2B	Class IV Separated Bikeway	0.0 Short Term	No
577 Oak St	14th St	9th St	2B	None	0.3 Short Term	No
923 Oak St	4th St	6th St	2B	Class IV Separated Bikeway	0.1 Short Term	No
3132 Oak St	Embarcadero	2nd St	2B	Class IV Separated Bikeway	0.1 Short Term	No
3142 Oak St	9th St	7th St	2B	Class IV Separated Bikeway	0.1 Short Term	No
578 Oakland Ave	Monte Vista Ave	Bayo Vista Ave	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
579 Oakland Ave	Bayo Vista Ave	MacArthur Blvd	2	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
580 Oakland Ave	Pearl St	Fairmount Ave	2	Class IIB Buffered Bicycle Lane	0.3 Short Term	No
772 Oakland Ave	MacArthur Blvd	Perry Pl	3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
870 Oakland Ave	Perry Pl	Pearl St	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
127 Occidental St	Berkeley border	61st St	3B	None	0.0 Short Term	No
3094 Olive St	Ritchie St	82nd Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
3095 Olive St	82nd Ave	90th Ave	None	Class III Bicycle Boulevard	0.5 Short Term	No
3096 Olive St	90th Ave	98th Ave	None	Class III Bicycle Boulevard	0.4 Short Term	No
733 Oyster Bay Path	Airport Dr Path	Oyster Bay Slough Bridge	1	None	0.5 Short Term	No
666 Paramount Rd	Carlston Av	Longridge Rd	None	Class III Bicycle Boulevard	0.2 Short Term	No
2091 Pardee Dr	Hegenberger Rd	End of Street	None	Class IIB Buffered Bicycle Lane	0.4 Short Term	No
71 Park Blvd	MacArthur Blvd	E 18th St	None	Class IIB Buffered Bicycle Lane	1.0 Short Term	Yes
309 Park Blvd	Mountain Blvd	Monterey Blvd	3	Class I Shared-Use Path	0.1 Short Term	No
585 Park Blvd	Leimert Blvd	Kingsley St	None	Class II Bicycle Lane	1.1 Vision	No
786 Park Blvd	Excelsior Wy	Chatham Rd	3A	Class IIB Buffered Bicycle Lane	0.1 Vision	No
872 Park Blvd	Chatham Rd	MacArthur Blvd	2.None	Class IIB Buffered Bicycle Lane	0.1 Vision	No
1002 Park Blvd	Monterey Blvd	Leimert Blvd	None	Class I Shared-Use Path	0.7 Vision	No
1145 Park Blvd	Kingsley St	Excelsior Wy	3A	Class II Bicycle Lane	0.1 Short Term	No
710 Patterson Ave	Wisconsin St	California St	None	Class III Bicycle Boulevard	0.1 Short Term	No
125 Peralta St	MacArthur Blvd	32nd St	2	Class IIB Buffered Bicycle Lane	0.3 Short Term	No
587 Peralta St	32nd St	24th St	2	Class IIB Buffered Bicycle Lane	0.5 Short Term	No
634 Peralta St	20th St	7th St	2	Class IIB Buffered Bicycle Lane	0.8 Short Term	No
915 Peralta St	Mandela Pkwy	20th St	2	Class III Bicycle Boulevard	0.1 Short Term	No
916 Peralta St	24th St	Mandela Pkwy	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
917 Peralta St	24th St	Mandela Pkwy	2	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
377 Piedmont Ave	Pleasant Valley Ave	MacArthur Blvd	2	Class IIB Buffered Bicycle Lane	0.7 Short Term	No
642 Piedmont Ave	MacArthur Blvd	Broadway	2	Class IIB Buffered Bicycle Lane	0.3 Short Term	No
3073 Piedmont Ave	Pleasant Valley Ave	Ramona Ave	None	Class IIB Buffered Bicycle Lane	0.1 Vision	No
288 Pleasant Valley Ave	Broadway	Piedmont Ave	None	Class IIB Buffered Bicycle Lane	0.4 Vision	No

376 Pleasant Valley Ave	Piedmont Ave	Rose Ave	None	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
229 Plymouth St	78th Ave	104th Ave	None	Class III Bicycle Boulevard	1.6 Short Term	Yes
3050 Posey Tube	I-880	City Limit	None	Class I Shared-Use Path	0.7 Vision	No
43 Posey Tube Path	6th St	Alameda border	1	None	0.5 Short Term	No
703 Potomac St	Lincoln Ave	Laguna Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
3051 Ramona Ave	Piedmont Ave	Moraga Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
78 Redwood Rd	Campus Dr	Mountain Blvd	None	Class IIB Buffered Bicycle Lane	0.5 Vision	No
752 Redwood Rd	Mountain Blvd	Monterey Blvd	3	Class IIB Buffered Bicycle Lane	0.4 Short Term	No
753 Redwood Rd	Monterey Blvd	Jordan Rd	None	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
3052 Ritchie St	Bancroft Ave	Arroyo Viejo Park Path	None	Class III Bicycle Boulevard	0.1 Short Term	No
718 Robinson Dr	Joaquin Miller Rd	Butters Dr	None	Class III Bicycle Route	0.4 Short Term	No
416 Ron Cowan Path	Air Cargo Way	Harbor Bay Pkwy	1	None	0.5 Short Term	No
727 Ron Cowan Path	Airport Dr Path	Air Cargo Wy	1	None	0.8 Short Term	No
3053 Rose Ave	Brandon St	Grand Ave	None	Class III Bicycle Boulevard	0.0 Short Term	No
3009 Royal Ann St	102nd Ave	105th St	None	Class III Bicycle Boulevard	0.2 Short Term	Yes
2043 Rudsdale St	75th Ave	79th Ave	None	Class III Bicycle Boulevard	0.2 Short Term	Yes
2045 Rudsdale St	79th Ave	82nd Ave	None	Class III Bicycle Boulevard	0.2 Short Term	Yes
394 San Leandro Creek Path	Hegenberger Rd	105th Ave	None	Class I Shared-Use Path	0.4 Vision	Yes
897 San Leandro Creek Path	MLK Shoreline Path (west)	Hegenberger Rd	1	None	0.9 Short Term	No
2009 San Leandro Creek Trail	98th Ave	880 Freeway	None	Class I Shared-Use Path	0.5 Vision	Yes
2010 San Leandro Creek Trail	880 freeway	105th Ave	None	Class I Shared-Use Path	0.2 Vision	Yes
164 San Leandro St	66th Ave	75th Ave	None	Class IV Separated Bikeway	0.4 Short Term	No
165 San Leandro St	75th Ave	85th Ave	None	None	0.5 Short Term	No
166 San Leandro St	85th Ave	Stone St	None	None	0.9 Short Term	Yes
590 San Leandro St	105th Ave	Moorpark St	None	None	0.2 Short Term	No
591 San Leandro St	Moorpark St	Apricot St	None	None	0.2 Short Term	No
979 San Leandro St	Stone St	105th Ave	None	None	0.2 Short Term	No
980 San Leandro St	Stone St	105th Ave	None	None	0.2 Short Term	No
3122 San Leandro St	37th Ave	Fruitvale Ave	None	Class IV Separated Bikeway	0.3 Short Term	No
101 San Pablo Ave	32nd St	W Grand Ave	3A	Class IV Separated Bikeway	0.2 Short Term	Yes
104 San Pablo Ave	19th St	17th St	2B.3A	Class IV Separated Bikeway	0.1 Short Term	No
1012 San Pablo Ave	21st St	20th St	2	Class IV Separated Bikeway	0.1 Short Term	No
1013 San Pablo Ave	20th St	19th St	3A	Class IV Separated Bikeway	0.1 Short Term	No
1068 San Pablo Ave	17th St	16th St	3A	Class IV Separated Bikeway	0.1 Vision	No
1069 San Pablo Ave	Castro St	21st St	2.3A	Class IV Separated Bikeway	0.0 Short Term	No
1070 San Pablo Ave	W Grand Ave	Castro St	2	Class IV Separated Bikeway	0.1 Short Term	Yes
1146 San Pablo Ave	32nd St	West St	3A	Class IV Separated Bikeway	0.5 Vision	Yes
2100 San Pablo Ave	32nd St	Emeryville Border	None	Class IV Separated Bikeway	0.3 Vision	Yes
3054 San Pablo Ave	53rd St	Haskell St	None	Class IV Separated Bikeway	0.9 Vision	Yes
7 Santa Clara Ave	Vernon St	I-580 on-ramp	2	Class IIB Buffered Bicycle Lane	0.4 Short Term	No
9 Santa Clara Ave	I-580 on-ramp	Grand Ave	2	Class IV Separated Bikeway	0.1 Short Term	No
905 Santa Clara Ave	I-580 off-ramp	Vernon St	2	None	0.1 Short Term	No
3068 Santa Clara Ave	Vernon St	I-580 on-ramp	2	Class IIB Buffered Bicycle Lane	0.0 Short Term	No
64 Saroni Dr	Glencourt Dr	Shepherd Canyon Rd	3	None	0.1 Short Term	No
2065 School St	Fruitvale Ave	35th Ave	None	Class III Bicycle Boulevard	0.8 Short Term	Yes
315 Seminary Ave	Sunnymere Ave	Outlook Ave	None	Class IIB Buffered Bicycle Lane	0.4 Short Term	No
614 Seminary Ave	Outlook Ave	MacArthur Blvd	None	Class IIB Buffered Bicycle Lane	0.4 Short Term	No
204 Shafter Ave	Forest St	Cavour St	3B	None	0.4 Short Term	No
385 Shafter Ave	College Ave	Forest St	3	Class II Bicycle Lane	0.1 Short Term	No
755 Shafter Ave	Cavour St	48th St	3B	None	0.3 Short Term	No
355 Shattuck Ave	Woolsey St	63rd St	2	None	0.2 Short Term	No
356 Shattuck Ave	63rd St	52nd St	2	None	0.6 Short Term	No
359 Shattuck Ave	52nd St	Telegraph Ave	2	None	0.3 Short Term	No
3075 Shattuck Ave	63rd St	52nd St	2	Class IIB Buffered Bicycle Lane	0.2 Vision	No
2075 Sheffield Ave	E 29th St	MacArthur Blvd	None	Class III Bicycle Boulevard	0.4 Short Term	No
1029 Shellmound St	Emeryville	Beach St	2	None	0.2 Short Term	No
65 Shepherd Canyon Path	Saroni Dr	Medau Pl	1	None	1.4 Short Term	No

57 Skyline Blvd	Tunnel Rd	Grizzly Peak Blvd	3	None	1.5 Short Term	No
187 Skyline Blvd	Skyline Cir	Grass Valley Rd	3	None	1.8 Short Term	No
322 Skyline Blvd	Grizzly Peak Blvd	Joaquin Miller Rd	3	None	5.2 Short Term	No
933 Skyline Blvd	Joaquin Miller Rd	Redwood Rd	3	None	0.6 Short Term	No
934 Skyline Blvd	Joaquin Miller Rd	Redwood Rd	3	None	0.6 Short Term	No
935 Skyline Blvd	Redwood Rd	Skyline Cir	3	None	2.8 Short Term	No
936 Skyline Blvd	Redwood Rd	Skyline Cir	3	None	2.8 Short Term	No
60 Snake Rd	Skyline Blvd	Colton Blvd	3	None	0.0 Short Term	No
937 Snake Rd	Skyline Blvd	Colton Blvd	3	None	0.0 Short Term	No
764 Snell St	73rd Ave	75th Ave	None	Class III Bicycle Boulevard	0.3 Short Term	No
3055 Stanford Ave	Vallejo St	Emeryville Border	None	Class I Shared-Use Path	0.8 Vision	No
191 Stanley Ave	98th Ave	Foothill Blvd	3	Class III Bicycle Boulevard	0.5 Short Term	No
712 Steele St	High St	Buell St	None	Class III Bicycle Boulevard	0.4 Short Term	No
3056 Stuart St	Macarthur Blvd	E 31st St	None	Class III Bicycle Boulevard	0.2 Short Term	No
669 Sunnyside Rd	Midcrest Rd	Indian Rd/Piedmont Border	None	Class III Bicycle Boulevard	0.3 Short Term	No
314 Sunnymere Ave	Mountain Blvd	Seminary Ave	3	Class II Bicycle Lane	0.1 Short Term	No
615 Sunnymere Ave	Seminary Ave	Edwards Ave	3	Class III Bicycle Boulevard	0.6 Short Term	No
2090 Swan Way	Doolittle Dr	Pardee Dr	None	Class IIB Buffered Bicycle Lane	0.3 Short Term	No
279 Telegraph Ave	Woolsey St	65th St	2	Class IV Separated Bikeway	0.1 Short Term	Yes
280 Telegraph Ave	Aileen St	55th St	3A	Class IV Separated Bikeway	0.1 Short Term	Yes
281 Telegraph Ave	51st St	Shattuck Ave	None	Class IV Separated Bikeway	0.3 Short Term	Yes
282 Telegraph Ave	20th St	19th St	2B	None	0.1 Short Term	No
283 Telegraph Ave	17th St	19th St	2	None	0.1 Short Term	No
596 Telegraph Ave	Shattuck Ave	42nd St	None	Class IV Separated Bikeway	0.2 Short Term	Yes
777 Telegraph Ave	55th St	51st St	None	Class IV Separated Bikeway	0.2 Short Term	Yes
1040 Telegraph Ave	40th St	29th St	None	Class IV Separated Bikeway	0.8 Short Term	Yes
1041 Telegraph Ave	29th St	20th St	4	None	0.6 Short Term	No
1064 Telegraph Ave	17th St	16th St	2	None	0.1 Short Term	No
1107 Telegraph Ave	65th St	North St	3A	Class IV Separated Bikeway	0.1 Short Term	Yes
1108 Telegraph Ave	North St	Aileen St	2	Class IV Separated Bikeway	0.5 Short Term	Yes
1128 Telegraph Ave	42nd St	41st St	None	Class IV Separated Bikeway	0.1 Short Term	Yes
1129 Telegraph Ave	41st St	40th St	None	Class IV Separated Bikeway	0.1 Short Term	Yes
306 Thornhill Dr	Mountain Blvd	Moraga Ave	3	Class II Bicycle Lane	0.1 Short Term	No
38 Tidewater Ave	High St	Waterfront Trail	None	Class I Shared-Use Path	0.4 Short Term	No
701 Tiffin Rd	Waterhouse Rd	Fruitvale Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
760 Tiffin Rd	Fruitvale Ave	Lincoln Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
3057 Trask St	Bancroft Ave	Kingsland Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
74 Trestle Glen Rd	Lakeshore Ave	Holman Rd	None	Class III Bicycle Boulevard	0.7 Short Term	No
56 Tunnel Rd	Caldecott Ln	Skyline Blvd	3	None	1.7 Short Term	No
58 Tunnel Rd	Berkeley Border	Lake Temescal Bridge	3	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
598 Tunnel Rd	Lake Temescal Bridge	Caldecott Ln	3	Class IIB Buffered Bicycle Lane	0.3 Short Term	No
932 Tunnel Rd	Berkeley Border	Lake Temescal Bridge	3	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
10 Valle Vista Ave	Santa Clara Ave	Elwood Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
636 Vernon St	Moss Ave	Santa Clara Ave	None	Class III Bicycle Boulevard	0.0 Short Term	No
690 Vicente Wy	55th St	Claremont Ave	3B	None	0.1 Short Term	No
3010 Vicksburg Ave	Wentworth Ave	Bancroft Ave	None	Class III Bicycle Boulevard	0.1 Short Term	Yes
319 W Grand Ave	Mandela Pkwy	Wood St	None	Class IV Separated Bikeway	0.2 Short Term	No
349 Washington St	10th St	9th St	3A	None	0.1 Short Term	No
654 Washington St	6th St	Embarcadero West	2	Class II Bicycle Lane	0.3 Short Term	No
1130 Washington St	9th St	7th St	3A	Class III Bicycle Route	0.1 Short Term	No
3071 Washington St	7th St	6th St	2	Class II Bicycle Lane	0.1 Short Term	No
3119 Washington St - Alameda Brid	Bay Trail/Alameda Bridge	Embarcadero	None	Class I Shared-Use Path	0.1 Short Term	No
3058 Water St	Martin Luther King Jr Way	Clay St	None	Class I Shared-Use Path	0.2 Short Term	No
801 Waterfront Trail #01			1	None	0.6 Short Term	No
802 Waterfront Trail #02			1	None	0.3 Short Term	No
803 Waterfront Trail #03.1			None	Class I Shared-Use Path	0.3 Short Term	No
991 Waterfront Trail #03.2			None	Class I Shared-Use Path	0.1 Short Term	No

926 Waterfront Trail #03.3			None	Class I Shared-Use Path	0.2 Short Term	No
804 Waterfront Trail #04			None	Class I Shared-Use Path	0.2 Vision	No
805 Waterfront Trail #05			None	Class I Shared-Use Path	1.1 Short Term	No
806 Waterfront Trail #06			None	Class I Shared-Use Path	0.0 Short Term	No
807 Waterfront Trail #07			1	None	0.1 Short Term	No
1018 Waterfront Trail #07			1	None	0.2 Short Term	No
808 Waterfront Trail #08			None	Class I Shared-Use Path	0.1 Short Term	No
809 Waterfront Trail #09			1	None	0.1 Short Term	No
1019 Waterfront Trail #09			1	None	0.2 Short Term	No
810 Waterfront Trail #10			1	None	0.0 Short Term	No
811 Waterfront Trail #11			1	None	0.1 Short Term	No
812 Waterfront Trail #12			1	None	0.1 Short Term	No
813 Waterfront Trail #13			1	None	0.1 Short Term	No
814 Waterfront Trail #14			1	None	0.0 Short Term	No
815 Waterfront Trail #15			1	None	0.2 Short Term	No
816 Waterfront Trail #16			1	None	0.1 Short Term	No
817 Waterfront Trail #17			1	None	0.3 Short Term	No
818 Waterfront Trail #18			None	Class I Shared-Use Path	0.1 Short Term	No
819 Waterfront Trail #19			None	Class I Shared-Use Path	0.2 Short Term	No
820 Waterfront Trail #20			None	Class I Shared-Use Path	0.0 Short Term	No
822 Waterfront Trail #22			None	Class I Shared-Use Path	0.0 Short Term	No
823 Waterfront Trail #23			1	None	0.0 Short Term	No
1020 Waterfront Trail #23			1	None	0.2 Short Term	No
824 Waterfront Trail #24			1	None	0.0 Short Term	No
825 Waterfront Trail #25			1	None	0.1 Short Term	No
827 Waterfront Trail #27			1	None	0.1 Short Term	No
828 Waterfront Trail #28			None	Class I Shared-Use Path	0.0 Short Term	No
829 Waterfront Trail #29			1	None	0.2 Short Term	No
830 Waterfront Trail #30			1	None	0.1 Short Term	No
1021 Waterfront Trail #31.1			1	None	0.1 Short Term	No
831 Waterfront Trail #31.2			1	None	0.1 Short Term	No
832 Waterfront Trail #32			1	None	0.0 Short Term	No
833 Waterfront Trail #33			None	Class I Shared-Use Path	0.0 Short Term	No
834 Waterfront Trail #34			None	Class I Shared-Use Path	0.2 Short Term	No
835 Waterfront Trail #35			None	Class I Shared-Use Path	0.1 Short Term	No
837 Waterfront Trail #37			1	None	0.6 Short Term	No
838 Waterfront Trail #38			1	None	0.6 Short Term	No
839 Waterfront Trail #39			1	None	0.3 Short Term	No
3059 Waterfront Trail A's Stadium C Clay St	Market St		None	Class I Shared-Use Path	0.4 Short Term	No
700 Waterhouse Rd	Clemens Rd	Tiffin Rd	None	Class III Bicycle Boulevard	0.1 Short Term	No
671 Wayne Ave	Lakeshore Ave	Athol Ave	None	Class III Bicycle Boulevard	0.2 Short Term	No
672 Wayne Pl	Athol Ave	Park Blvd	None	Class III Bicycle Boulevard	0.1 Short Term	No
3060 Webster Bay Trail Connection	Bay Trail	Embarcadero	None	Class I Shared-Use Path	0.1 Short Term	No
206 Webster St	48th St	36th St	3B	None	0.7 Short Term	No
602 Webster St	19th St	14th St	2B	Class IV Separated Bikeway	0.3 Short Term	No
603 Webster St	20th St	19th St	2B	Class IV Separated Bikeway	0.1 Short Term	No
627 Webster St	Grand Ave	20th St	2B	Class IV Separated Bikeway	0.2 Short Term	No
876 Webster St	14th St	11th St	None	None	0.2 Short Term	No
1022 Webster St	36th St	34th St	2B	None	0.1 Short Term	No
1023 Webster St	34th St	Hawthorne Ave	3B	None	0.1 Short Term	No
1024 Webster St	Hawthorne Ave	30th St	2.3A	Class IIB Buffered Bicycle Lane	0.1 Short Term	No
1025 Webster St	30th St	29th St	3B	None	0.1 Short Term	No
1132 Webster St	11th St	8th St	None	None	0.2 Short Term	No
3061 Webster St	Embarcadero	6th St	None	Class II Bicycle Lane	0.3 Short Term	No
3105 Webster St	27th St	29th St	None	Class III Bicycle Boulevard	0.1 Short Term	No
398 Wesley Wy	Trestle Glen Rd	Lake Park Ave	None	Class III Bicycle Boulevard	0.1 Short Term	No
148 West St	52nd St	MacArthur Blvd	2	Class IIB Buffered Bicycle Lane	0.7 Short Term	No

150 West St	San Pablo Ave	Grand Ave	2	Class IIB Buffered Bicycle Lane	0.2 Short Term	No
605 West St	MacArthur Blvd	San Pablo Ave	2	Class IIB Buffered Bicycle Lane	0.9 Short Term	No
2015 West St	W Grand Ave	14th St	None	Class III Bicycle Boulevard	0.5 Short Term	No
709 Wisconsin St	Maple Ave	Patterson Ave	None	Class III Bicycle Boulevard	0.7 Short Term	No
327 Wood St	8th St	7th St	None	Class III Bicycle Boulevard	0.1 Short Term	No
660 Wood St	34th St	32nd St	None	Class II Bicycle Lane	0.1 Short Term	No
2029 Wood St	7th St	32nd St	None	Class III Bicycle Boulevard	1.2 Short Term	No