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

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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 of the

Addendum EIR shows the location of the project site in the region, and Figure 2 through Figure 6 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.

- **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. Table 1 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. Appendix A of the Addendum EIR contains a list of existing bikeways in the city.

Table 2 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**	**343.7[2]**

[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 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 Table 5 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 Appendix B 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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