CITY OF OAKLAND

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Ryan Russo
Director, DOT

SUBJECT: Resolution Adopting the Let's Bike Oakland 2019 Bicycle Plan Update

DATE: May 30, 2019

City Administrator Approval

Date: 6/12/19

RECOMMENDATION

Staff Recommends That City Council Conduct Adopt a Resolution, As Recommended by The City Planning Commission, Adopting the Let's Bike Oakland 2019 Bicycle Plan, Relying on the 2019 Addendum to the 2007 Environmental Impact Report, Finding That No Additional Environmental Review Is Needed Pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162-15164, And Adopting Related CEQA Findings.

EXECUTIVE SUMMARY

Staff is requesting that City Council adopt Let's Bike Oakland 2019 Bicycle Plan Update (Plan), as part of the Land Use and Transportation Element (LUTE) and recommend the City Council approve the Addendum to the 2007 Bicycle Plan EIR (Addendum). The Addendum addresses that in 2013, the State of California passed Senate Bill (SB) 743, which mandates that jurisdictions can no longer use automobile delay – commonly measured by Level of Service (LOS) – in transportation analysis under the California Environmental Quality Act (CEQA). The State has issued guidelines calling for the use of a broader measure called Vehicle Miles Traveled (VMT), which measures the total amount of driving over a given area. Additionally, with the passage of Measure BB in 2015, The Alameda County Transportation Commission requires that local jurisdictions update the Bicycle Plan every five years to receive pass-through (non-competitive) as well as discretionary funding. An updated Bicycle Plan is also needed 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 as well as programs. The Plan is the first Bicycle Plan since 2007, and therefore is a qualifying document. The Plan serves as the official policy document addressing the development of facilities, policies and programs to enhance the role of bicycling as a convenient, affordable and safe transportation mode in Oakland.

The Plan is a comprehensive revision to the 2007 Bicycle Plan. It updates the vision, goals, and policies of the Oakland Bicycle 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 Plan is the result of almost two years of extensive community engagement and a process, analysis and recommendations guided by an Equity Framework. The Plan team worked directly with grassroot 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 Plan envisions a more bicycle-friendly Oakland where bicycling provides affordable, safe, and healthy mobility for all Oaklanders.

BACKGROUND / LEGISLATIVE HISTORY

The Bicycle 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 updated Bicycle Plan would replace the 2007 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 Bicycle Plan has 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 Plan also helps implement the Open Space, Conservation, and Recreation General Plan Element (1992), and other Citywide policies and Plans, including the City of Oakland's Oakland Energy and Climate Action Plan (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 vehicle miles traveled and improving opportunities to walk, bicycle, and use public transit.

Oakland's first bicycle plan effort began in 1994 and was adopted in 1999 as part of the Land Use and Transportation Element of the City's General Plan. The 1999 Bicycle Plan defined a policy vision and established a citywide bikeway network of bike paths, lanes, and routes. The 2007 update to the plan refined the bikeway network through a citywide feasibility analysis of street grades, street widths, roadway capacity, and bicycle/bus interactions. It added arterial bike routes and bike boulevards to Oakland's bikeway types. The 2007 Plan was subsequently reaffirmed by City Council in 2012.

In the intervening decade, changes to the practice of bicycle planning have taken place, including:

- In 2013, the State of California passed Senate Bill (SB) 743, which mandates that jurisdictions can no longer use automobile delay – commonly measured by Level of Service (LOS) – in transportation analysis under the California Environmental Quality Act

(CEQA). The State has issued guidelines calling for the use of a broader measure called Vehicle Miles Traveled (VMT), which measures the total amount of driving over a given area.

- In addition to identifying facility type, jurisdictions should identify an "all ages and abilities" network as part of network mapping

With the passage of Measure BB in 2015, The Alameda County Transportation Commission requires that local jurisdictions update the Bicycle Plan every five years to receive pass-through (non-competitive) as well as discretionary funding. An updated Bicycle Plan is also needed to maintain eligibility for Caltrans' Active Transportation Program funds.

On September 17, 2016, Public Works issued a Request for Qualifications (RFQ) to consultants, seeking professional services for planning, engineering, and environmental review to complete the Bicycle Plan Update. Following a competitive process, the City Council adopted a resolution on June 6, 2017 directing the execution of the current consultant contract supporting the plan update.

The *Plan* is considered a component of the General Plan, and as such, requires Planning Commission and City Council review and approval. The *Plan* helps implement the City of Oakland's General Plan policies included in the General Plan Land Use and Transportation Element ("LUTE", 1998), the Open Space, Conservation, and Recreation General Plan Element (1992), and other Citywide policies and Plans, including the City of Oakland's Oakland Energy and Climate Action Plan (2012), Complete Streets Policy (2013) and "Transit First Policy" (1996) (Resolution No.73036 C.M.S.). The *Plan* acknowledges and advances the benefits and value for the public health and welfare of reducing vehicle miles traveled and improving opportunities to walk, bicycle, and use public transit

The Draft Plan was released to the public on April 1, 2019. A Public Hearing was held at the Bicycle and Pedestrian Advisory Commission (BPAC) on April 18, 2019, where the Commissioners unanimously voted to support and endorse the Plan and move it forward to Planning Commission, Public Works Committee, and Council.

The City Planning Commission conducted a duly noticed Public Hearing on the Plan on June 19, 2019, took public testimony and recommended, in part, that the City Council approve the Draft Plan and related CEQA actions and findings.

ANALYSIS/POLICY ALTERNATIVES

The Oakland Department of Transportation (OakDOT) took a new approach to the planning process that includes:

- 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 mobile workshops to meet people where they are at, across the city.

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

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
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 Draft Plan defines future actions and way to measure progress on the plans four goals: Access, Health and Safety, Affordability and Collaboration.

Goals
The Plan is organized 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 instill trust that the City will fulfill its promises.

Outcomes and Recommended Actions
The Draft Plan specifies policies, programs and projects to implement over the next 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 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. 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. 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 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 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 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 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 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 the 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.

The recommended policy action is to adopt Let's Bike Oakland 2019 Bicycle Plan Update. This will result in the establishment of a 5 to 10 year set of prioritized bicycle projects; and a set of citywide policies and programs. If the Council does not adopt the *Plan*, considerable funding would be put in jeopardy, including the 2014 Measure BB bicycle and pedestrian pass-through

and discretionary funding as well as City eligibility for Caltrans' Active Transportation Program funds.

FISCAL IMPACT

Adoption of the Bicycle Plan and related CEQA findings will have no direct fiscal impact. However, there will be fiscal impacts that accompany implementation. A planning-level estimate of the cost to implement the Plan is between $46 – 120 million for the entire set of programs, projects, and policies. Funding for any or all elements of the 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 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. Adoption of the 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 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 Plan's recommendations.

PUBLIC OUTREACH / INTEREST

The outreach process 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 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 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 finetuned with feedback.

The Plan 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 Plan 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 (TAC), 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

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 that:

- 20% of Oaklanders say they typically ride a bike to get to work, school, and other places
- 29% said they have biked in the past month. 57% of Oaklanders said they would like to bike more than they do now and across the flats 61-72% want to bike more
- 72% of Oaklander's 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
- Across all neighborhoods, Oaklanders believe their neighborhoods would be better places to live if more people rode bicycles
- 79% of Oaklanders cited aggressive drivers a major concern and barrier to bicycling
- 67% of Oaklanders would feel comfortable biking on streets with protected bike lanes

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 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.

COORDINATION

The *Draft Plan* was informed by the 2016 DOT Strategic Plan and received extensive internal review and input from the City's Planning & Building Department, the Department of Race and Equity, Oakland Public Works, and the City Attorney's Office.

SUSTAINABLE OPPORTUNITIES

Economic: Bicycle projects, programs and policies in the Draft 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 Bicycle Plan provides long-term vision and direction for integrating the bicycle and its associated efficiencies into Oakland's transportation network.

Environmental: Policies in the Draft Plan reduce greenhouse gas emissions through provision of viable bicycle travel options between transit and major job, education, neighborhood retail, and neighborhood centers. The 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, Draft 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. Draft Plan policies, programs and projects direct the resources to historically underserved areas of the City. An equity framework informed the Plan's 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.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) DETERMINATION

Based on substantial evidence in the record, none of the circumstances necessitating further CEQA review are present under CEQA Guidelines section 15162-15164, for the reasons stated in the June 19, 2019 Planning Commission Report and Attachments (Planning Commission Report), and the June 25, 2019 Public Works Committee Agenda Report and Attachments (City Council Report), hereby incorporated by reference as if fully set forth herein

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that City Council conduct a Public Hearing and upon conclusion adopt a resolution, as recommended by the City Planning Commission, adopting the Let's Bike Oakland 2019 Bicycle Master Plan update, relying on the 2019 Addendum to the 2007 Environmental Impact Report, finding that no additional environmental review is needed pursuant to California Environmental Quality Act (CEQA) guidelines sections 15162-15164, 15183 and other CEQA exemptions, and adopting related CEQA findings.

For questions regarding this report, please contact Lily Brown, Transportation Planner at 510 238 7883.

Respectfully submitted,

RYAN RUSSO
Director, Department of Transportation

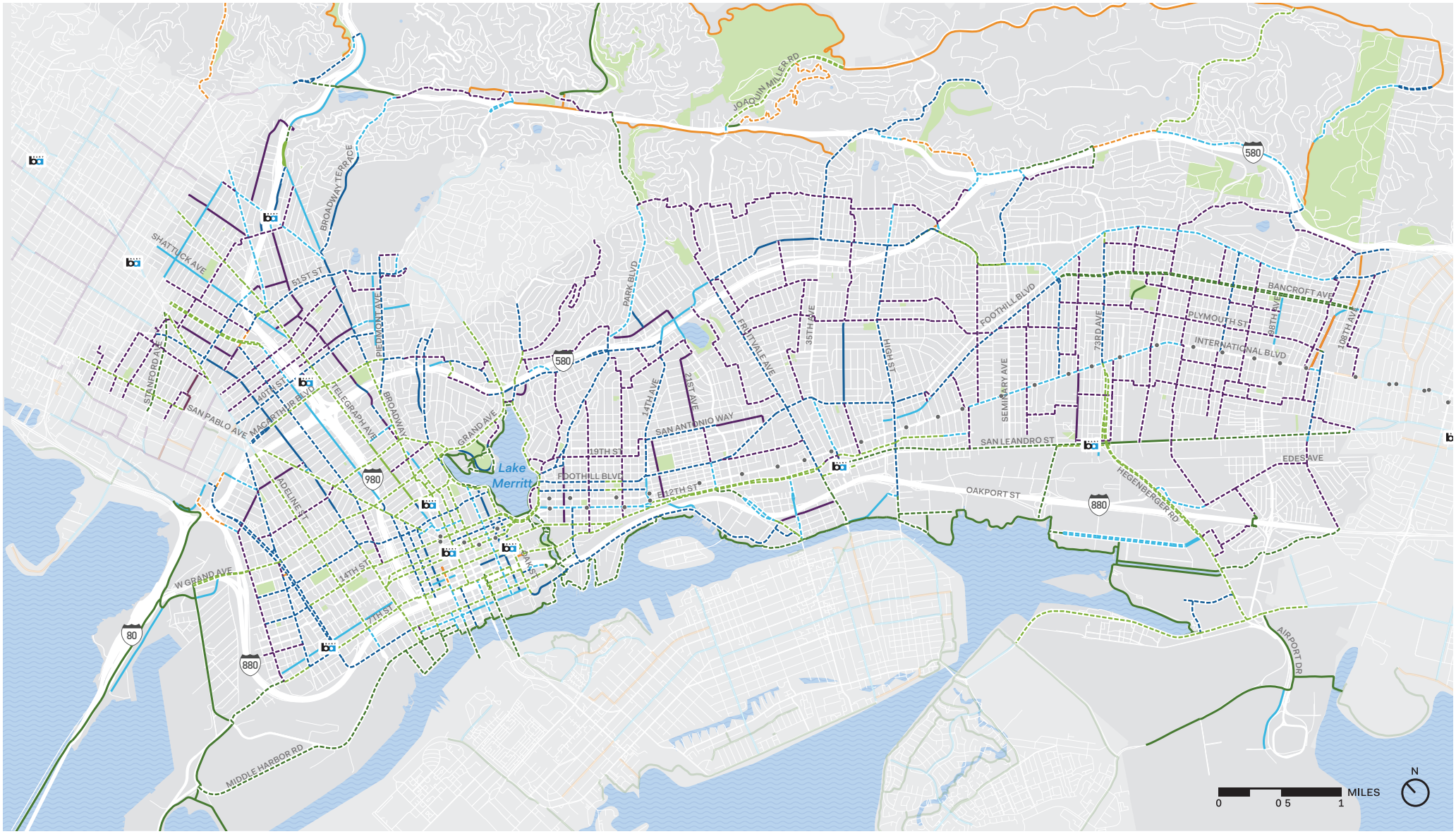
Reviewed by:
Wladimir Wlassowsky, P.E.
Assistant Director
Department of Transportation

Reviewed by:
Mohamed Alaoui, P.E.
Great Streets Delivery Manager
Department of Transportation

Prepared by:
Lily Brown, MURP
Transportation Planner
Department of Transportation

Attachments (3):

Draft Plan and Appendices
Due to its size, the Draft Let's Bike Oakland 2019 Bicycle Master Plan Update that was first released on April 1, 2019, is not included as an attachment, but was separately provided to the City Council. It is available on the Plan's website via the City's website at: https://www.letsbikeoakland.com/draft-plan/#/
Attachment A: Proposed Bikeway Network
Attachment B: Existing Bikeway Network
Attachment C: CEQA Analysis



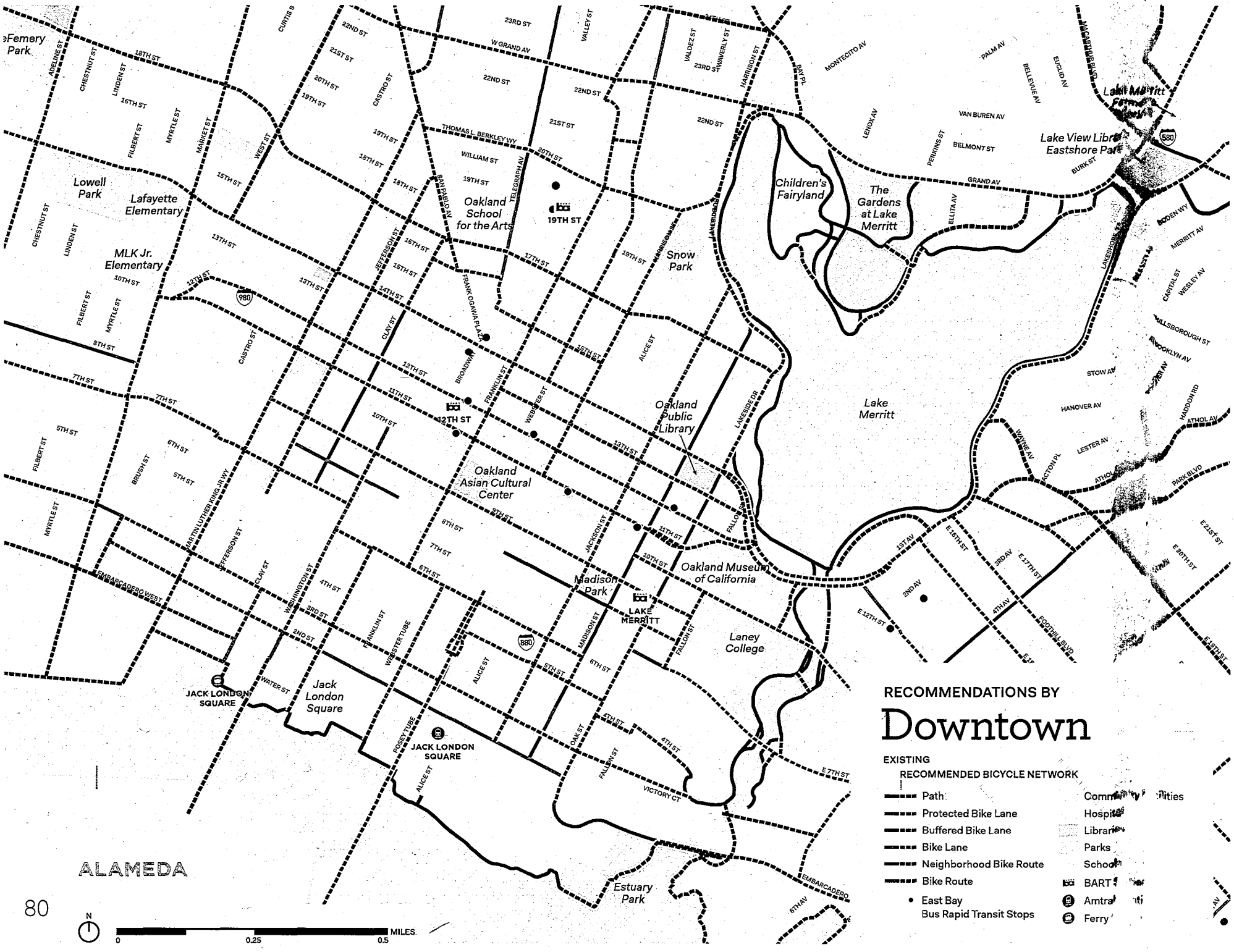
Citywide Recommendations

EXISTING

RECOMMENDED BICYCLE NETWORK

- Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route

- Park
- Oakland City Limits
- BART Station
- East Bay Bus Rapid Transit Stops


RECOMMENDATIONS BY
Downtown
EXISTING
RECOMMENDED BICYCLE NETWORK
Path
Protected Bike Lane
Buffered Bike Lane
Bike Lane
Neighborhood Bike Route
Bike Route
East Bay Bus Rapid Transit Stops
Commu ities
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Librari
Parks
Schoo
BART
Amtra
Ferry
Femery Park
Lowell Park
Lafayette Elementary
MLK Jr. Elementary
Oakland School for the Arts
Snow Park
Children's Fairyland
The Gardens at Lake Merritt
Lake View Libr Eastshore Park
Lake Merritt
Oakland Public Library
Oakland Asian Cultural Center
Oakland Museum of California
Madison Park
LAKE MERRITT
Laney College
JACK LONDON SQUARE
Jack London Square
Estuary Park
ALAMEDA
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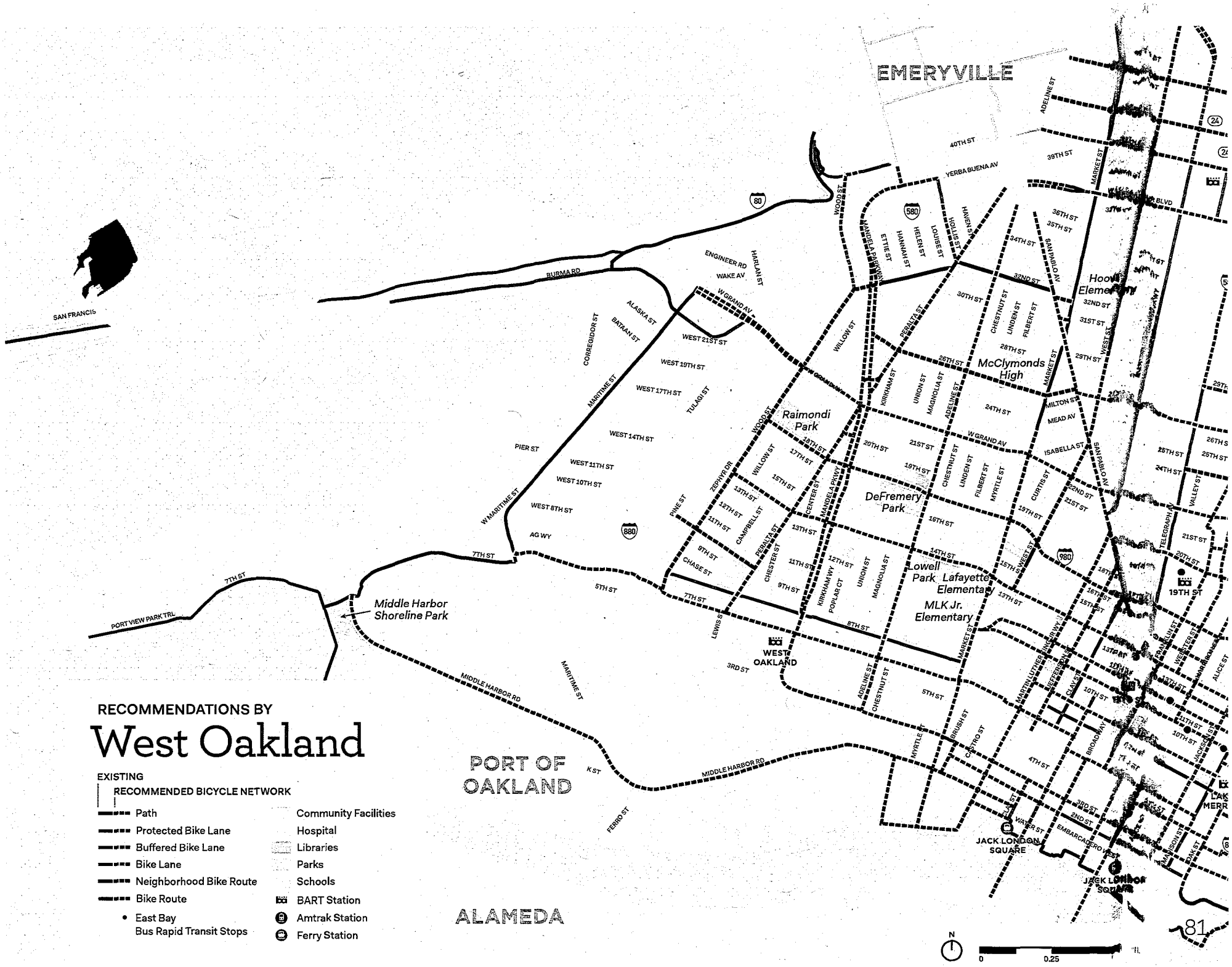


RECOMMENDATIONS BY

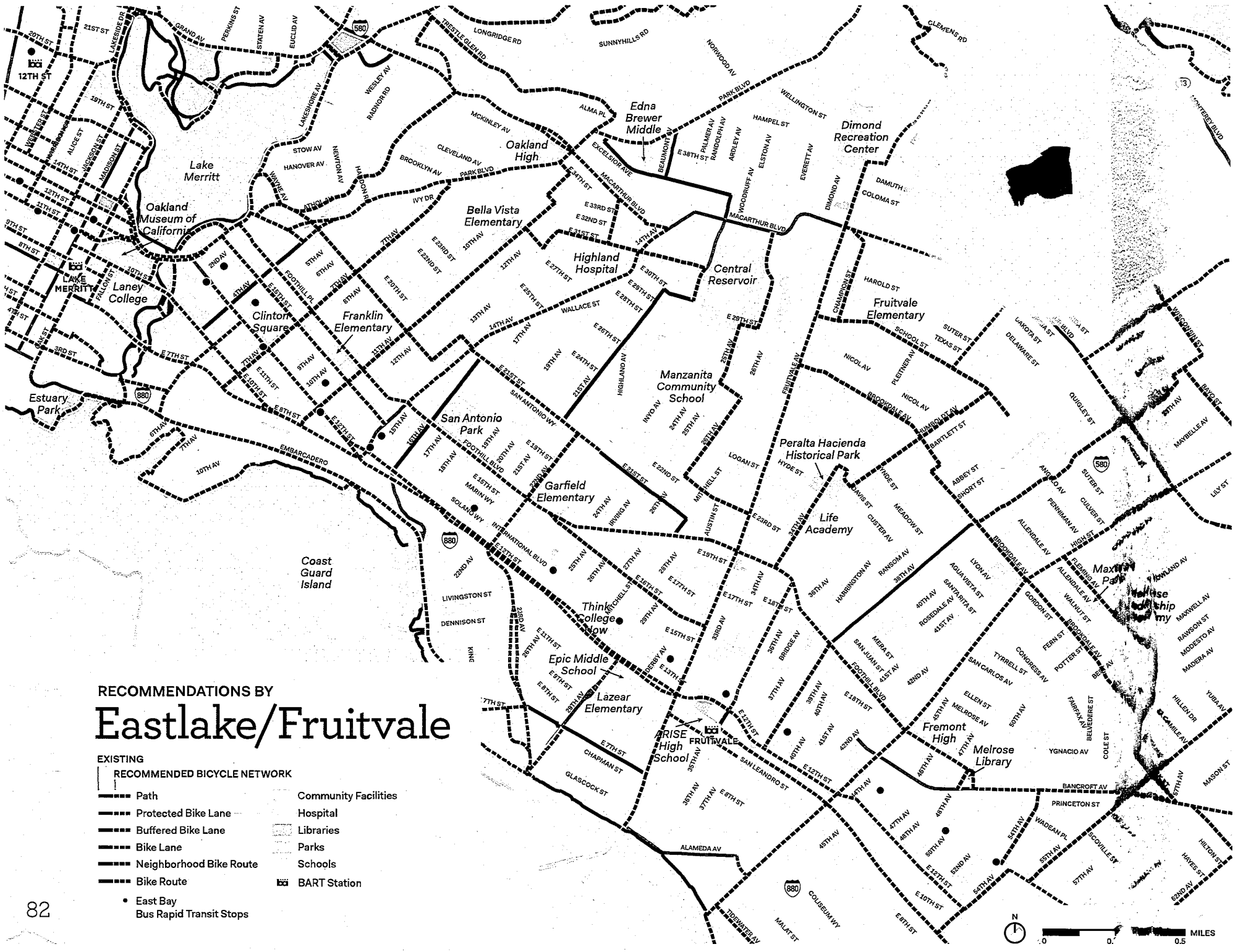
West Oakland

EXISTING

RECOMMENDED BICYCLE NETWORK

- Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route
- East Bay Bus Rapid Transit Stops

- Community Facilities
- Hospital
- Libraries
- Parks
- Schools
- BART Station
- Amtrak Station
- Ferry Station



RECOMMENDATIONS BY

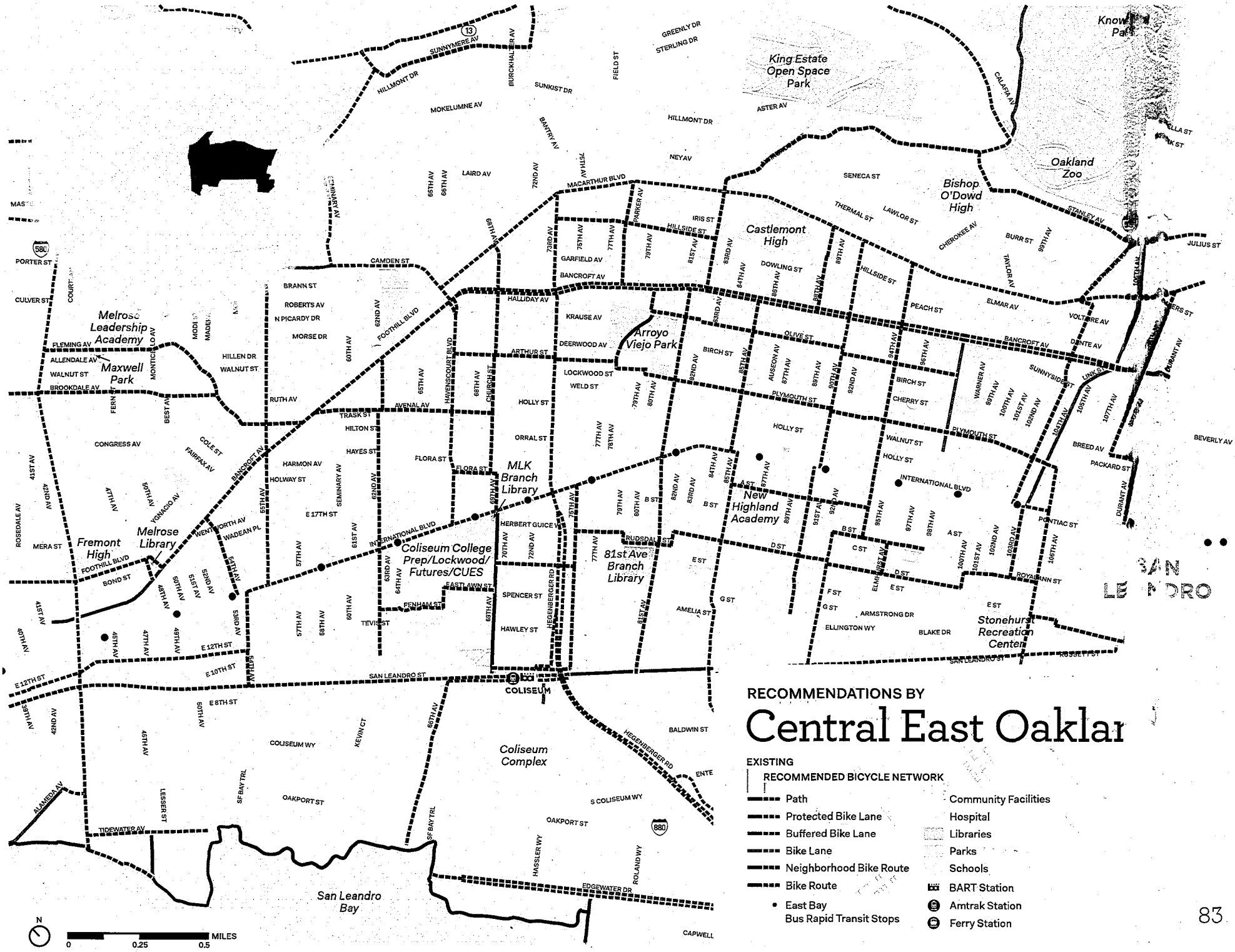
Eastlake/Fruitvale

EXISTING

RECOMMENDED BICYCLE NETWORK

- Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route
- East Bay Bus Rapid Transit Stops

- Community Facilities
- Hospital
- Libraries
- Parks
- Schools
- BART Station


RECOMMENDATIONS BY
Central East Oaklar
EXISTING
RECOMMENDED BICYCLE NETWORK
Path
Protected Bike Lane
Buffered Bike Lane
Bike Lane
Neighborhood Bike Route
Bike Route
East Bay Bus Rapid Transit Stops
Community Facilities
Hospital
Libraries
Parks
Schools
BART Station
Amtrak Station
Ferry Station
N
0
0.25
0.5
MILES
King Estate Open Space Park
Oakland Zoo
Bishop O'Dowd High
Castlemont High
Arroyo Viejo Park
Melrose Leadership Academy
Maxwell Park
Melrose Library
Fremont High
MLK Branch Library
Coliseum College Prep/Lockwood/Futures/CUES
81st Ave Branch Library
New Highland Academy
Stonehurst Recreation Center
Coliseum Complex
San Leandro Bay
COLISEUM
SAN LEANDRO
MACARTHUR BLVD
FOOTHILL BLVD
INTERNATIONAL BLVD
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HILLMONT DR
SUNNYMERE AV
MOKELUMNE AV
SUNKIST DR
FIELD ST
GREENLY DR
STERLING DR
ASTER AV
CALARA AV
LAIRD AV
NEY AV
SENECA ST
IRIS ST
HILLSIDE ST
THERMAL ST
LAWLOR ST
CHEROKEE AV
BURR ST
STANLEY AV
JULIUS ST
PORTER ST
CULVER ST
CAMDEN ST
BRANN ST
ROBERTS AV
N PICARDY DR
MORSE DR
HALLIDAY AV
KRAUSE AV
DEERWOOD AV
ARTHUR ST
LOCKWOOD ST
WELD ST
GARFIELD AV
BANCROFT AV
DOWLING ST
PEACH ST
ELMAR AV
VOLTAIRE AV
DANTE AV
OLIVE ST
BIRCH ST
CHERRY ST
PLYMOUTH ST
WALNUT ST
HOLLY ST
ORRAL ST
HILLEN DR
WALNUT ST
ALLENDALE AV
FLEMING AV
BROOKDALE AV
RUTH AV
AVENAL AV
TRASK ST
HILTON ST
HAYES ST
FLORA ST
HARMON AV
HOLWAY ST
CONGRESS AV
COLE ST
FAIRFAX AV
BANCROFT AV
HERBERT GUICE WY
RUDSDALE ST
EAST LAWN ST
SPENCER ST
FENHAM ST
TEVIS ST
HAWLEY ST
AMELIA ST
ELLINGTON WY
ARMSTRONG DR
BLAKE DR
INTERNATIONAL BLVD
PONTIAC ST
ROYAL ANN ST
BREED AV
PACKARD ST
BEVERLY AV
DURANT AV
COLISEUM WY
KEVIN CT
BALDWIN ST
HEGGENBERGER RD
OAKPORT ST
S COLISEUM WY
TIDEWATER AV
ALAMEDA AV
SF BAY TRL
LESSER ST
HASSLER WY
ROLAND WY
EDGEWATER DR
CAPWELL
MERA ST
BOND ST
WENTWORTH AV
WADEAN PL
YGNACIO AV
ROSEDALE AV
PORTER ST
MONTICELLO AV
MODI
MADELI
FERN
BEST AV
COURT
MAS
SUNNYSIDE ST
LINK ST
WARNER AV
TAYLOR AV
PARKER AV
HAVENSCOURT BLVD
CHURCH ST
SEMINARY AV
FOOTHILL BLVD
BANTRY AV
BURCKHALTER AV
CHINABERRY AV
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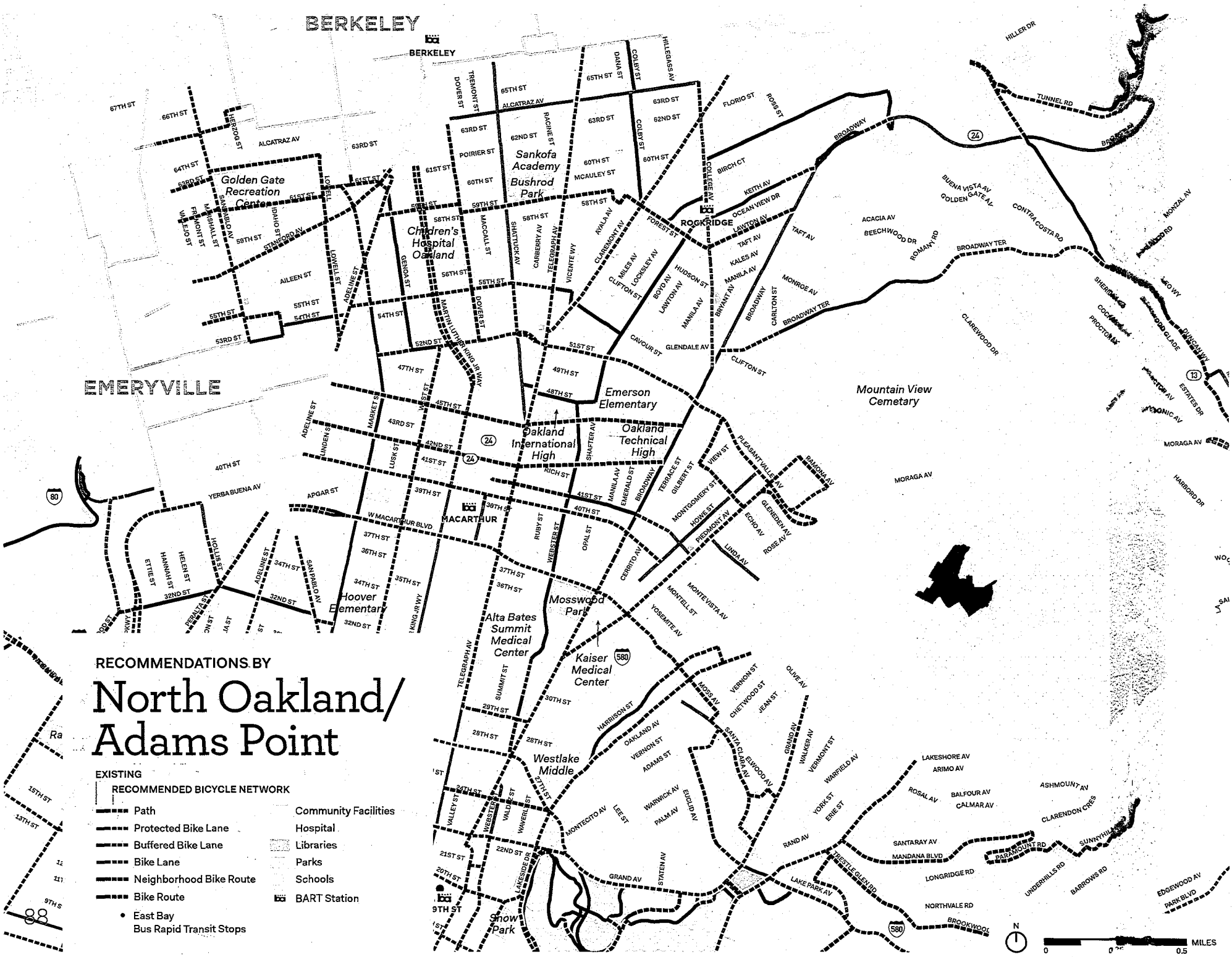
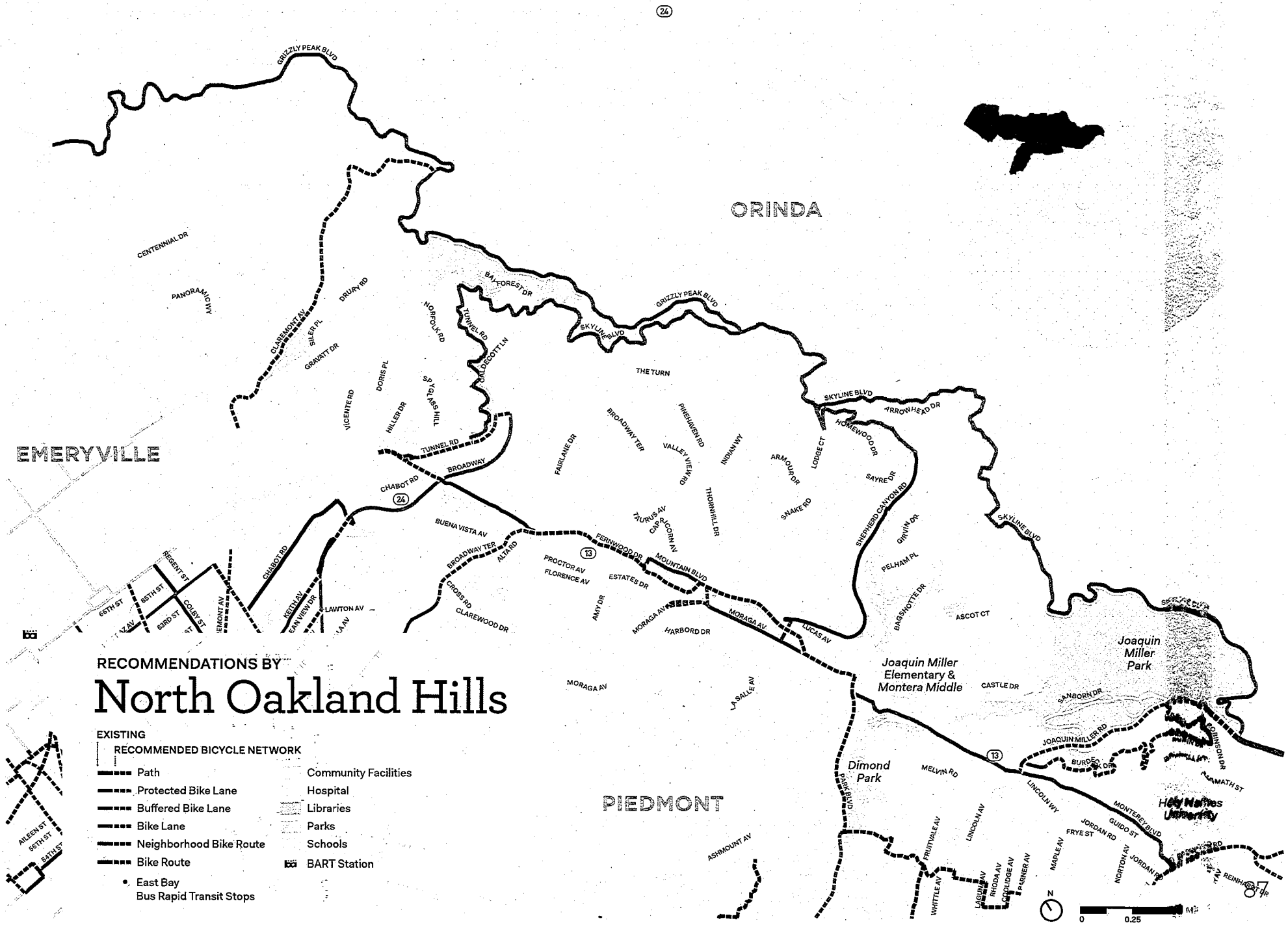


RECOMMENDATIONS BY

North Oakland/ Adams Point

EXISTING

RECOMMENDED BICYCLE NETWORK


RECOMMENDATIONS BY
North Oakland Hills
EXISTING
RECOMMENDED BICYCLE NETWORK
Path
Protected Bike Lane
Buffered Bike Lane
Bike Lane
Neighborhood Bike Route
Bike Route
East Bay Bus Rapid Transit Stops
Community Facilities
Hospital
Libraries
Parks
Schools
BART Station
ORINDA
EMERYVILLE
PIEDMONT
GRIZZLY PEAK BLVD
SKYLINE BLVD
MOUNTAIN BLVD
MORAGA AV
CHABOT RD
TUNNEL RD
BROADWAY
CLAREMONT AV
CENTENNIAL DR
PANORAMIC WY
DRURY RD
SILER PL
GRAVATT DR
NORFOLK RD
BALDECOTT LN
BAY FOREST DR
THE TURN
DORIS PL
VICENTE RD
HILLER DR
SPYGLASS HILL
FAIRLANE DR
BROADWAY TER
VALLEY VIEW RD
PINEHAVEN RD
INDIAN WY
ARMOUR DR
LODGE CT
ARROWHEAD DR
HOMEWOOD DR
SAYRE DR
SHEPHERD CANYON RD
SNAKE RD
THORNHILL DR
TAURUS AV
CAPRICORN AV
GIRVIN DR
PELHAM PL
BAGSHOTTE DR
ASCOT CT
BUENA VISTA AV
ALTARD RD
PROCTOR AV
FLORENCE AV
FERNWOOD DR
ESTATES DR
AMY DR
CROSS RD
CLAREWOOD DR
HARBORD DR
LUCAS AV
LAWTON AV
KEITH AV
EAN VIEW DR
REGENT ST
65TH ST
66TH ST
COLBY ST
63RD ST
AILEEN ST
55TH ST
54TH ST
ASHMOUNT AV
J SALLE AV
Joaquin Miller Elementary & Montera Middle
Joaquin Miller Park
CASTLE DR
SANBORN DR
JOAQUIN MILLER RD
ROBINSON DR
KLAMATH ST
BURDOCK DR
Dimond Park
MELVIN RD
PARK BLVD
LINCOLN WY
MONTEREY BLVD
GUIDO ST
JORDAN RD
FRYE ST
Holy Names University
FRUITVALE AV
LINCOLN AV
LAGUNA AV
RHODA AV
COOLIDGE AV
RARNER AV
WHITTLE AV
MAPLE AV
NORTON AV
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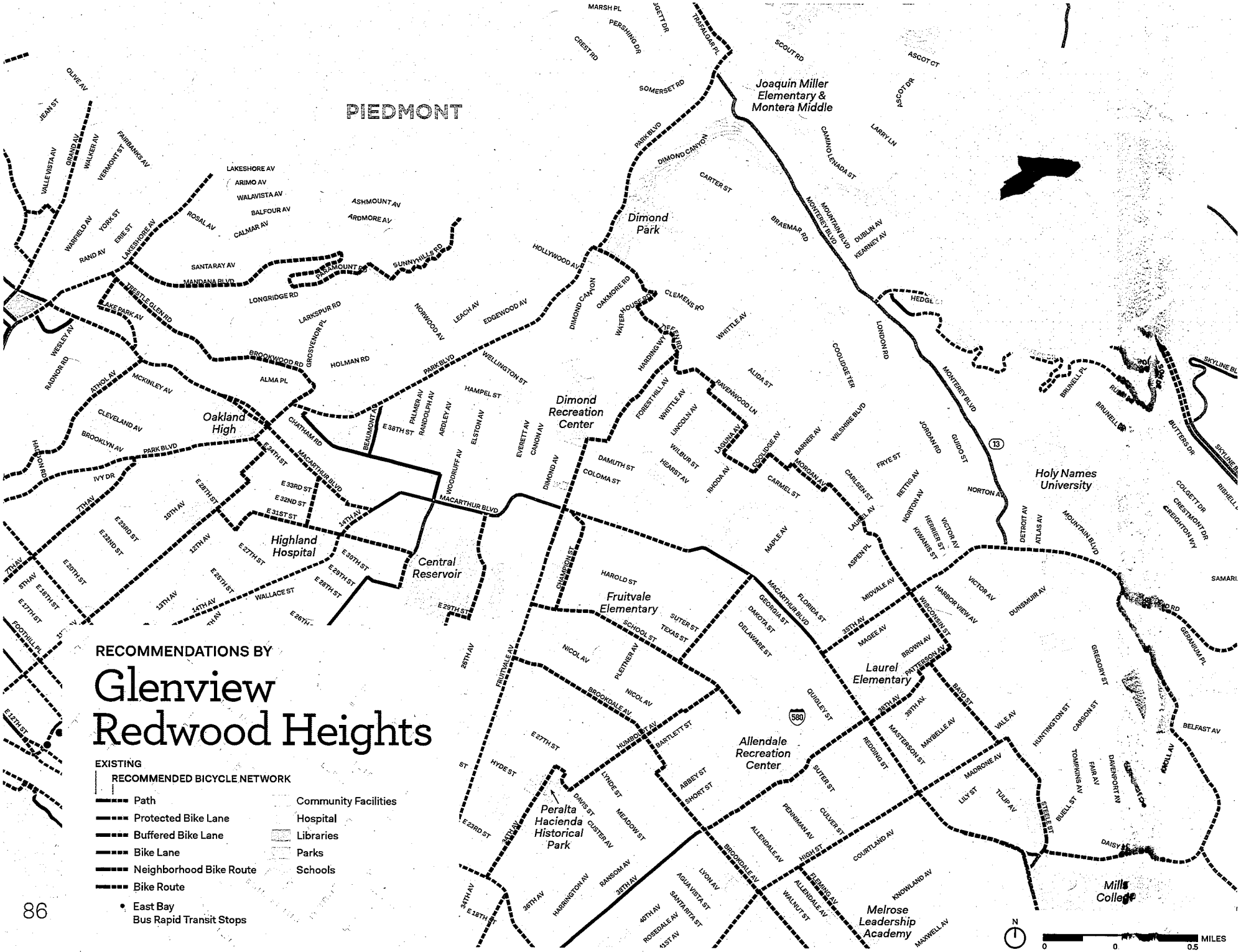


RECOMMENDATIONS BY

Glenview Redwood Heights

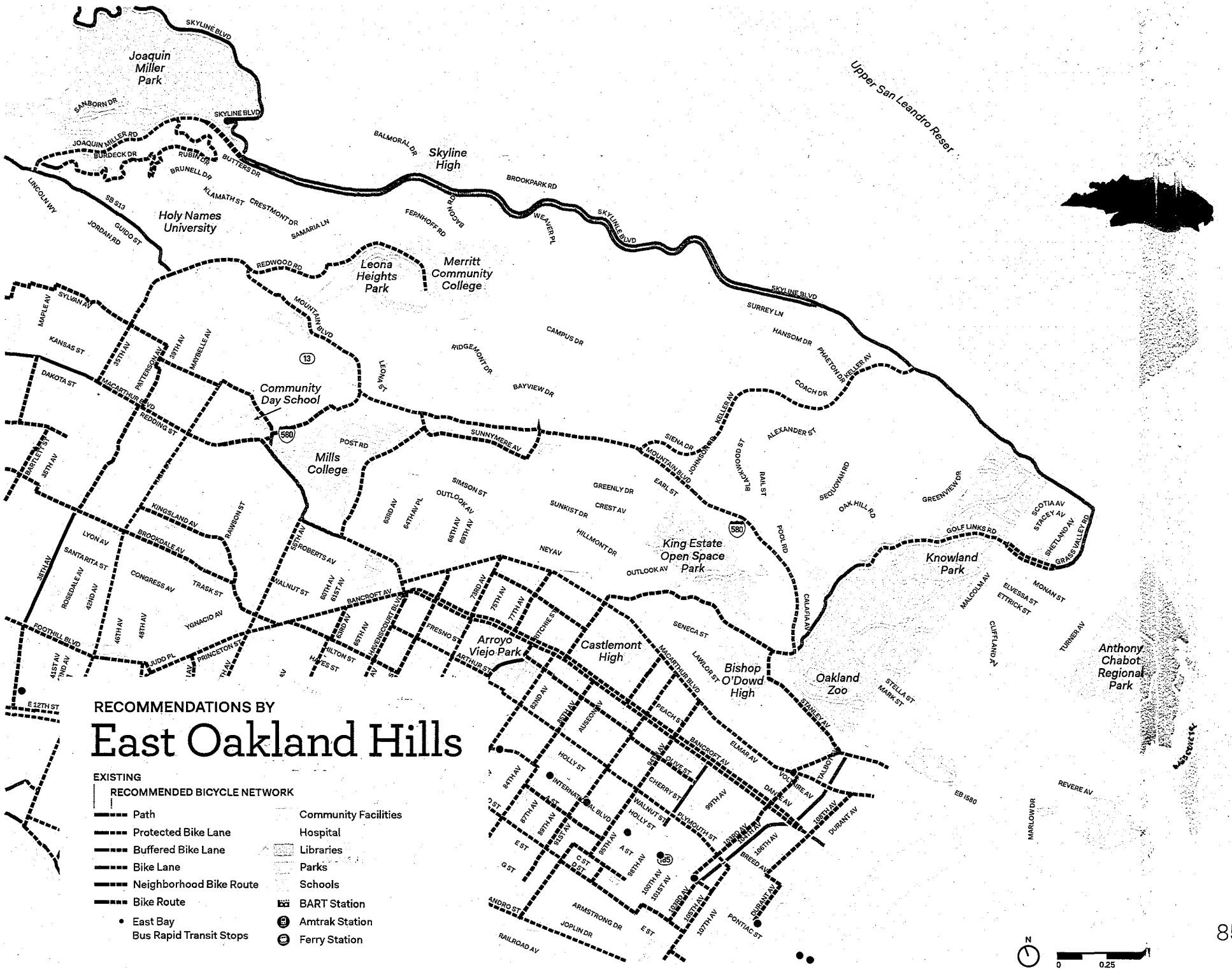
EXISTING

RECOMMENDED BICYCLE NETWORK

- Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route
- East Bay Bus Rapid Transit Stops

Community Facilities

- Hospital
- Libraries
- Parks
- Schools


RECOMMENDATIONS BY
East Oakland Hills
EXISTING
RECOMMENDED BICYCLE NETWORK
Path
Protected Bike Lane
Buffered Bike Lane
Bike Lane
Neighborhood Bike Route
Bike Route
East Bay Bus Rapid Transit Stops
Community Facilities
Hospital
Libraries
Parks
Schools
BART Station
Amtrak Station
Ferry Station
Joaquin Miller Park
Skyline High
Holy Names University
Leona Heights Park
Merritt Community College
Community Day School
Mills College
King Estate Open Space Park
Knowland Park
Arroyo Viejo Park
Castlemont High
Bishop O'Dowd High
Oakland Zoo
Anthony Chabot Regional Park
Upper San Leandro Reser
SKYLINE BLVD
BROOKPARK RD
MOUNTAIN BLVD
REDWOOD RD
CAMPUS DR
RIDGEMONT DR
BAYVIEW DR
SUNNYMERE AV
SIENA DR
ALEXANDER ST
COACH DR
SURREY LN
HANSOM DR
PHAETON DR
KELLER AV
JOHNSON RD
GREENLY DR
EARL ST
SUNKIST DR
CREST AV
HILLMONT DR
NEY AV
OUTLOOK AV
SIMSON ST
OUTLOOK AV
POST RD
POOL RD
OAK HILL RD
SEQUOYAH RD
GREENVIEW DR
GOLF LINKS RD
SCOTIA AV
STACEY AV
SHETLAND AV
GRASS VALLEY RD
MONAN ST
ELVESSA ST
ETTRICK ST
MALCOLM AV
CLIFFLAND AV
TURNER AV
REVERE AV
MARLOWE DR
EB I580
CALAHAN AV
SENECA ST
LAWLOR ST
MACARTHUR BLVD
STELLA ST
MARK ST
STANLEY AV
ELMAR AV
TALBOT AV
VOLKMIRE AV
DANA AV
DURANT AV
BREED AV
PONTIAC ST
ARMSTRONG DR
JOPLIN DR
ANDRO ST
RAILROAD AV
E 12TH ST
FOOTHILL BLVD
SANBORN DR
JOAQUIN MILLER RD
BURDECK DR
RUBINI DR
BRUNELL DR
BUTTERS DR
KLAMATH ST
CRESTMONT DR
SAMARIA LN
BALMORAL DR
FERNHOFF RD
BACON PL
WEAVER PL
LINCOLN WY
SB 513
JORDAN RD
GUIDO ST
MAPLE AV
SYLVAN AV
KANSAS ST
DAKOTA ST
35TH AV
PATTERSON AV
39TH AV
MAYBELLE AV
MACARTHUR BLVD
REDDING ST
LEONA ST
BARTLETT ST
KINGSLAND AV
BROOKDALE AV
LYON AV
SANTA RITA ST
CONGRESS AV
TRASK ST
YGNACIO AV
ROSEDALE AV
42ND AV
46TH AV
48TH AV
RAWSON ST
WALNUT ST
ROBERTS AV
BANCROFT AV
PRINCETON ST
JUDD PL
41ST AV
HILTON ST
HAVENSCOURT BLVD
FRESNO ST
ARTHUR ST
ITCHIE ST
73RD AV
75TH AV
77TH AV
82ND AV
85TH AV
AUSEON AV
PEACH ST
HOLLY ST
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CHERRY ST
PLYMOUTH ST
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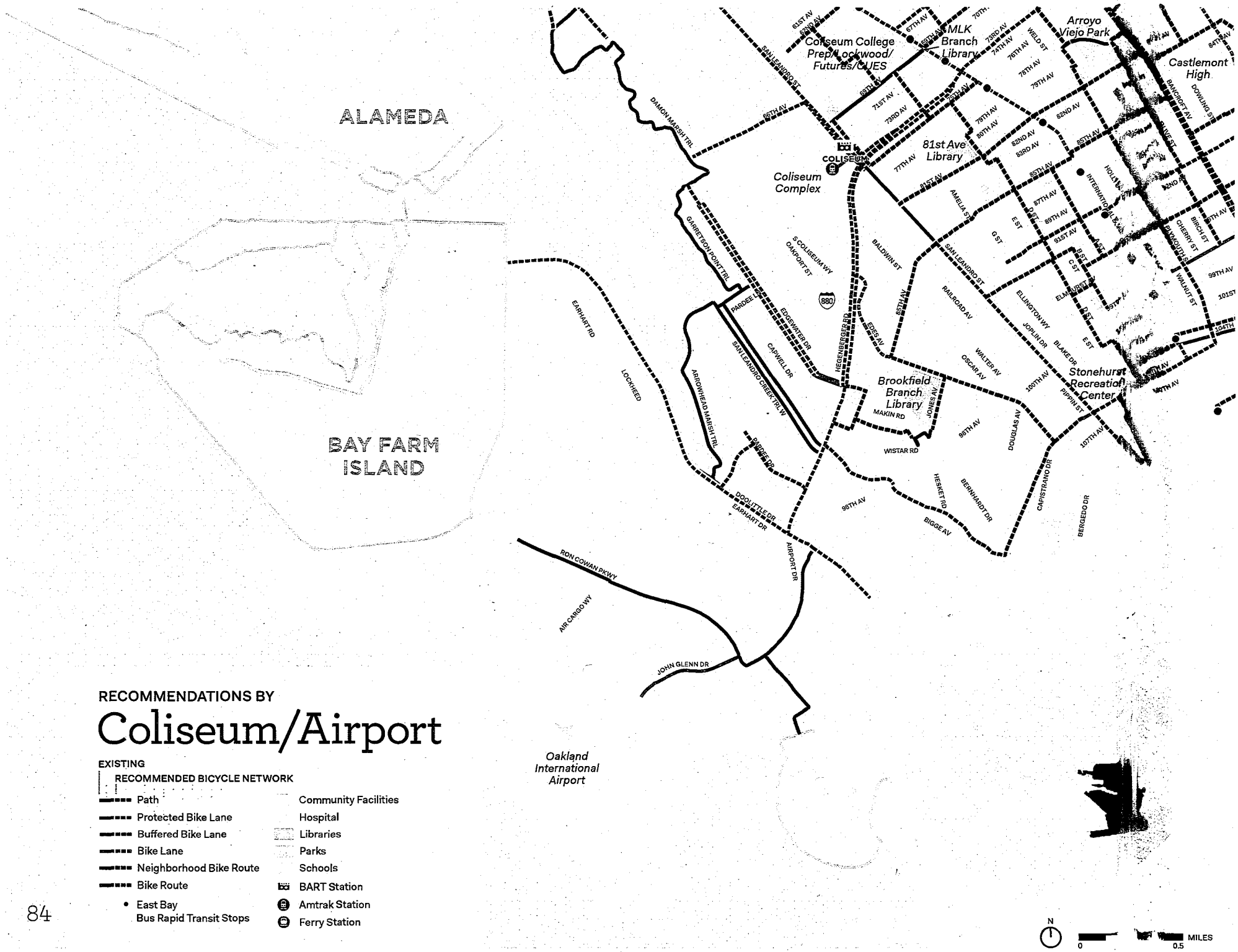


RECOMMENDATIONS BY

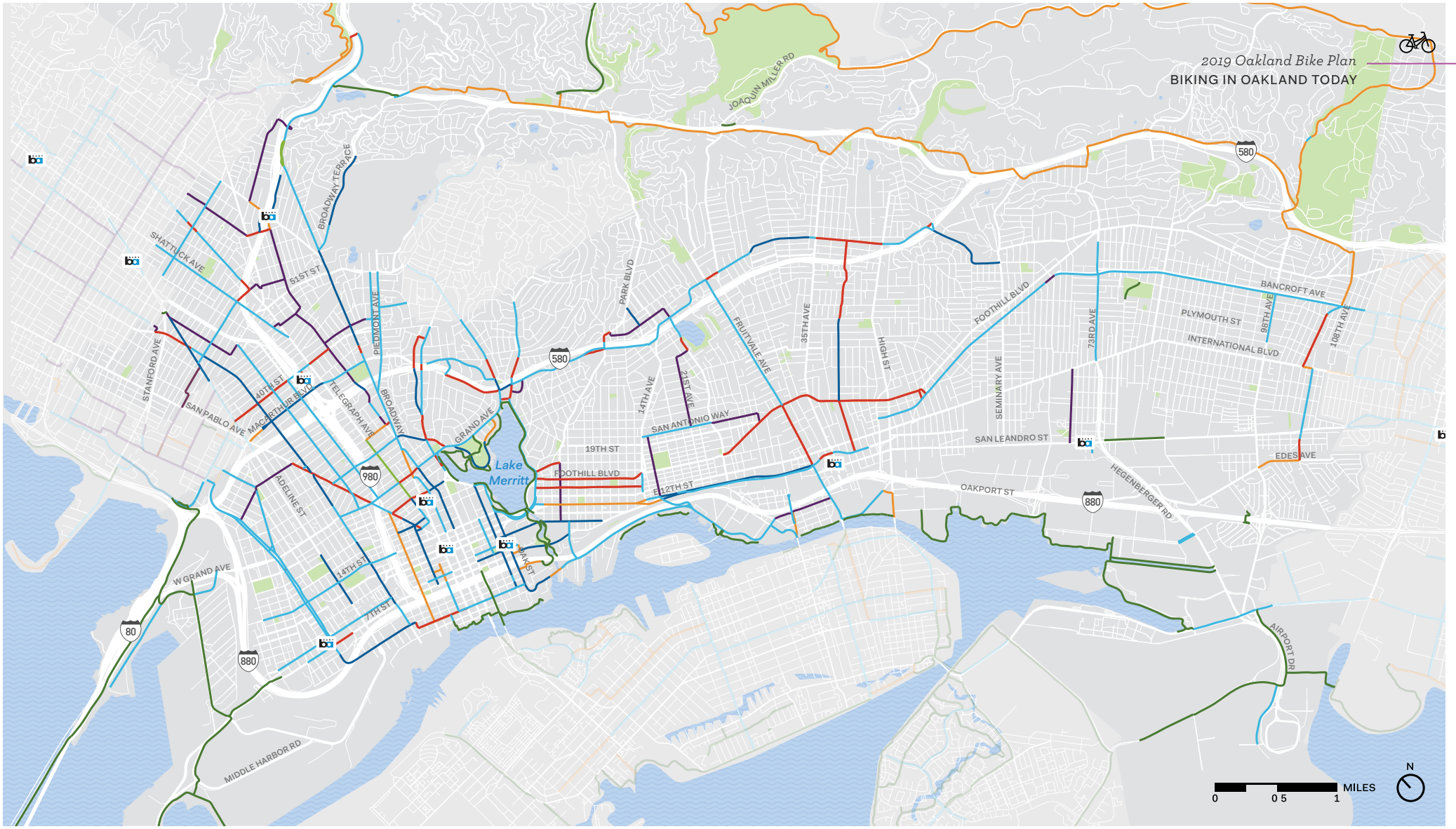
Coliseum/Airport

EXISTING

RECOMMENDED BICYCLE NETWORK

- Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route
- East Bay Bus Rapid Transit Stops

- Community Facilities
- Hospital
- Libraries
- Parks
- Schools
- BART Station
- Amtrak Station
- Ferry Station



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

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.

- **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**	**343.7[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 **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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Approved as to Form and Legality

City Attorney's Office

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2019 JUN 13 PM 2:38

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

STAFF RECOMMENDS THAT CITY COUNCIL CONDUCT A PUBLIC HEARING AND UPON CONCLUSION ADOPT A RESOLUTION, AS RECOMMENDED BY THE CITY PLANNING COMMISSION, ADOPTING THE LET'S BIKE OAKLAND 2019 BICYCLE PLAN, RELYING ON THE 2019 ADDENDUM TO THE 2007 ENVIRONMENTAL IMPACT REPORT, FINDING THAT NO ADDITIONAL ENVIRONMENTAL REVIEW IS NEEDED PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES SECTIONS 15162-15164, AND ADOPTING RELATED CEQA FINDINGS.

WHEREAS, on December 4, 2007 the City Council adopted, via Resolution No. 80959 C.M.S., a Bicycle Plan, as part of the Land Use and Transportation Element of the City's general plan (LUTE); and

WHEREAS, with the passage of Measure BB in 2015, the Alameda County Transportation Commission requires that local jurisdictions update the Bicycle Plan every five years to receive pass-through (non-competitive) as well as discretionary funds that assist the City in paying for the design and installation of the necessary improvements; and

WHEREAS, an updated Bicycle Plan is also needed to maintain eligibility for Caltrans' Active Transportation Program funds that assist the City in paying for the design and installation of necessary improvements; and

WHEREAS, the Let's Bike Oakland 2019 Bicycle Plan Update Public Review Draft – April 1, 2019 (Plan) is a General Plan Amendment to the LUTE, and that the Plan meets the requirements for a General Plan Amendment, including comprehensiveness, internal consistency, and a long-term perspective; and

WHEREAS, the Let's Bike Oakland 2019 Bicycle Plan Update is consistent with the goals, values, and purpose of the Department of Transportation's (DOT) 2016 Strategic Transportation Plan; and

WHEREAS, the Let's Bike Oakland 2019 Bicycle Plan Update recommends actions in a five-year capital improvement plan to reduce bicycle injuries and fatalities in the "High Injury Network" of intersections and corridors in the City; and

WHEREAS, the Let's Bike Oakland 2019 Bicycle Plan Update uses a methodology created for prioritizing capital improvements that reduce collisions, close

gaps in the current network, connect Oaklanders to local destinations and that invest in disadvantaged neighborhoods; and

WHEREAS, updated policy, programmatic, and planning recommendations for longer-term actions are also a part of the Let's Bike Oakland 2019 Bicycle Plan Update; and

WHEREAS, the *Draft Plan* is the result of almost two years of work, beginning in October 2017, with the Community Advisory Committee, Partner Agency Advisory Committee, City Advisory Committee, the Bicycle and Pedestrian Advisory Commission (BPAC), the Mayor's Commission on Persons with Disabilities (MCPD), partnership with 5 Community Based Organizations, over 500 staff hours at 58 meetings or events, engagement of over 3,000 Oaklanders in person and over 2,000 Oaklanders online, and a statistically significant survey of over 1,600; and

WHEREAS, the Bicycle and Pedestrian Advisory Commission (BPAC) held two public meetings (October 2017 and April 2018) that included discussion and direction on the emerging Plan, with a final Public Hearing on April 29, 2019, which resulted in further recommendations to the Plan that have been incorporated June 19, 2019 Planning Commission report and a letter of support that was incorporated into the same report as Attachment B3; and

WHEREAS, the Mayor's Commission on Persons with Disabilities (MCPD) has reviewed the Let's Bike Oakland 2019 Bicycle Plan Update on June 17, 2019 and which have been incorporated the Planning Commission report; and

WHEREAS, on June 19, 2019, the City Planning Commission conducted a duly noticed Public Hearing on the Plan, took public testimony and recommended, in part, that the City Council adopt the Let's Bike Oakland 2019 Bicycle Plan Update, with further recommendations that have been incorporated into the June 19, 2019 Public Works Committee Agenda Report, and the related California Environmental Quality Act (CEQA) actions and findings; and

WHEREAS, on June 19, 2019 the City of Oakland's Public Works Committee and the Community and Economic Development Committee conducted duly noticed public meetings and recommended, in part, approval of the Let's Bike Oakland 2019 Bicycle Plan Update and the related CEQA actions and findings to the City Council; and

WHEREAS, a duly noticed Public Hearing was held by the City Council on June XX, 2019 to consider the Plan, now, therefore, be it

RESOLVED: that the City Council hereby adopts the Let's Bike Oakland 2019 Bicycle Plan Update based, in part, upon the General Plan Analysis and Adoption Findings in the June 19, 2019 Planning Commission staff report (incorporated by reference into this Resolution as if fully set forth herein); and further finds and determines that the public safety, health, convenience, comfort, prosperity and general welfare will be furthered by the adoption of the Plan; and be it

FURTHER RESOLVED: that the City Council, based upon its own independent review, consideration, and exercise of its independent judgment, hereby finds and

determines, on the basis of substantial evidence in the entire record before the City, that none of the circumstances necessitating further CEQA review are present under CEQA Guidelines section 15162-15164, for the reasons stated in the June 19, 2019 Planning Commission Report and Attachments (Planning Commission Report), and the June 25, 2019 Public Works Committee Agenda Report and Attachments (City Council Report), hereby incorporated by reference as if fully set forth herein; and be it

FURTHER RESOLVED: that the City Council finds and determines that this action complies with CEQA, adopts the CEQA findings contained in the Planning Commission Report and City Council Report (hereby incorporated by reference as if fully set forth herein), and directs the Environmental Review Officer to cause to be filed a Notice of Determination with the appropriate agencies; and be it

FURTHER RESOLVED, that the City Council hereby authorizes the City Administrator or designee to make non-substantive, technical conforming changes (essentially correction of typographical and clerical errors and minor clarifications) to the Let's Bike Oakland! 2019 Bicycle Plan Update prior to formal publication, without returning to the City Council or City Planning Commission; and be it

FURTHER RESOLVED, that nothing in this Resolution shall be interpreted or applied to create any requirement, power, or duty in conflict with any federal or state law; and be it

FURTHER RESOLVED, that the provisions of this Resolution and Plan are severable. If a court of competent jurisdiction determines that a word, phrase, clause, sentence, paragraph, subsection, section, Chapter or other provision is invalid, or that the application of any part of the provision to any person or circumstance is invalid, the remaining provisions of this Resolution and/or Plan that can be given effect without the invalid provision or application and the application of those provisions to other persons or circumstances are not affected by that decision. The City Council declares that the City Council would have adopted this Resolution and/or Plan irrespective of the invalidity of any particular portion of this Resolution and/or Plan; and be it

FURTHER RESOLVED, that the record before this Council relating to these actions include, without limitation, the following:

1. The Let's Bike Oakland 2019 Bicycle Plan Update, including all accompanying maps, papers and appendices;

2. All final staff reports, final decision letters and other final documentation and information produced by or on behalf of the City, including without limitation the CEQA Analysis and supporting technical studies and appendices, and all related/supporting final materials, and all final notices relating to the Let's Bike Oakland! 2019 Bicycle Plan Update and attendant hearings;

3. All oral and written evidence received by the BPAC, MCPD, City Planning Commission and City Council during the Public Hearings on the Let's Bike Oakland 2019 Bicycle Plan Update; and all written evidence received by the relevant City Staff before and during the Public Hearings on the Plan;

4. All matters of common knowledge and all official enactments and acts of the City, such as: (a) the General Plan; (b) Oakland Municipal Code, including, without limitation, the Oakland real estate regulations and Oakland Fire Code; (c) Oakland Planning Code; (d) other applicable City policies and regulations; and (e) all applicable state and federal laws, rules and regulations; and be it

FURTHER RESOLVED, that the custodians and locations of the documents or other materials which constitute the record of proceedings upon which the City Council's decision is based, are respectively: (a) Department of Transportation, 250 Frank H. Ogawa Plaza, Suite 4314, Oakland, California; (b) Planning and Building Department – Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California; and (c) Office of the City Clerk, One Frank H. Ogawa Plaza, 1st Floor, Oakland California; and be it

FURTHER RESOLVED, that the recitals contained in this Resolution are true and correct and are an integral part of the City Council's decision.

IN COUNCIL, OAKLAND, CALIFORNIA,

AYES -: FORTUNATO BAS, GALLO, GIBSON MCELHANEY, KALB, REID, TAYLOR, THAO and PRESIDENT KAPLAN

NOES –

ABSENT –

ABSTENTION –

ATTEST:_____
LATONDA SIMMONS
City Clerk and Clerk of the Council of the
City of Oakland, California