

Oakland Walks! 2017 Pedestrian Master Plan Update CEQA Analysis

I. SUMMARY OF FINDINGS/CONCLUSIONS

The *Oakland Walks! 2017 Pedestrian Master Plan Update (2017 Plan)* is a part of the City of Oakland's General Plan, a State-mandated document that governs the use of the City's physical resources. The *2017 Plan*, an update to the *2002 Pedestrian Master Plan (2002 PMP)*, catalogues the priorities of the City for maintaining and improving pedestrian infrastructure and implementing pedestrian-related programs and policies. Adoption of the *2017 Plan* by the Oakland City Council is a discretionary act that is subject to the California Environmental Quality Act (CEQA), with the City as the Lead Agency.

The *2002 PMP* was accompanied by a Mitigated Negative Declaration (2002 PMP MND), which also provides the basis for the *2017 Plan's* CEQA analysis. Separate and independently, qualified documents that can also be used as a basis to provide CEQA clearance of the *2017 Plan* include Oakland's 1998 General Plan Land Use and Transportation Element (LUTE) Environmental Impact Report (1998 LUTE EIR) and the 1996 Open Space Conservation and Recreation Element (OS) Mitigated Negative Declaration (1996 OSCAR Negative Declaration). These are collectively referred to throughout this document as "Previous CEQA Documents". The policies and programs, along with the pedestrian safety treatments and countermeasures described in the *2017 Plan* are consistent with those included in the previously adopted documents and analyzed in the Previous CEQA Documents. No legal actions were filed challenging the Previous CEQA Documents and thus are presumed valid.

Furthermore, the proposed policies, programs and projects associated with *2017 Plan* would be required to comply with any applicable mitigation measures identified in the 2002 PMP MND (See Appendix 3) in the Previous CEQA Documents described above, and with the specifications identified in the 2009 edition of the *Standard Specifications for Public Works Construction* and the accompanying *Oakland Special Provisions* (collectively referred to as "*Green Book*"), and in adherence with all relevant federal, state, and local statutes and regulations. The *Green Book*, and relevant federal, state, and local statutes and regulations are considered to be Uniformly Applied Development Standards per CEQA Guidelines 15183.

The analysis in this environmental review document supports the determination that the proposed project qualifies for an addendum pursuant to CEQA Guidelines Section 15164 (Addendum to an EIR) as none of the conditions requiring a supplemental or subsequent EIR, as specified in Public Resources Code section 21166 and CEQA Guidelines Sections 15162 (Subsequent EIRs) and 15163 (Supplement to an EIR), are present. Specifically, the *2017 Plan* does not create new significant environmental impacts or substantially increase the severity of significant impacts already identified in the Previous CEQA Documents. The potential environmental impacts associated with the *2017 Plan* have been adequately analyzed and covered in the other Previous CEQA Documents. Therefore, no further review or analysis under CEQA is required.

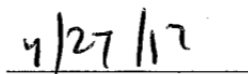
Separately and independently, the proposed project also qualifies for an exemption per CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning), as there are no project specific effects which are peculiar to the project that were not addressed in the Previous CEQA Documents.

As a further separate and independent basis, the proposed project is also exempt per CEQA Guidelines (1) Section 15301 c, d, and e (Existing Facilities); (2) Section 15302 (Replacement or Reconstruction); and/or (3) Section 15304a and f (Minor Land Alterations).

Taken together, this CEQA analysis finds that adoption and implementation of the each of the above findings provides a separate and independent basis for CEQA compliance.



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Environmental Review Officer



Date

II. PROJECT DESCRIPTION

The *2017 Plan* is intended to provide citywide policy direction and guide the development, enhancement and implementation of actions the City and the community can take to improve pedestrian safety and mobility. The *2017 Plan* will direct the City of Oakland in continuing its legacy of leadership on pedestrian planning. The *2017 Plan* outlines a five year plan based on a clear vision, goals, and specific targets related to:

- **Equity:** Recognizing a historical pattern of disinvestment, focus investment and resources to create equitable, accessible walking conditions to meet the needs of Oakland’s diverse communities.
- **Holistic Community Safety:** Make Oakland’s pedestrian environment safe and welcoming.
- **Vitality:** Ensure that Oakland’s pedestrian environment is welcoming and well connected, supports the local economy, and sustains healthy communities.
- **Responsiveness:** Develop and provide tools to ensure that Oakland creates and maintains a vibrant pedestrian environment.

Five outcomes guide the *2017 Plan’s* implementation:

Outcome 1: Increase Pedestrian Safety

Outcome 2: Create Streets and Places that Promote Walking

Outcome 3: Improve Walkability to Key Destinations

Outcome 4: Engage the Oakland Community in Creating Vibrant Pedestrian Environments

Outcome 5: Improve, metrics, evaluations, funding and tools for creating pedestrian environments

Chapter 5 of the *2017 Plan* identifies 38 recommended actions that will help Oakland accomplish the Plan's four goals during the next five years.

Appendix B: Safety Strategy: Treatments/ Countermeasures identify actions that could be applied to increase pedestrian safety at several specific high injury intersections and high injury corridors. Appendix C: Safety Toolkit of the *2017 Plan* lists the universe of typical pedestrian safety treatments and countermeasures that could be implemented to improve walking conditions. Collectively, these pedestrian safety improvements and countermeasures are referred to as “safety treatments and countermeasures.”

III. CEQA ANALYSIS

Consistency with Previously Adopted Plans

The policies, program and project element types included in the *2017 Plan* are not significantly different from those included in the *2002 PMP*, and from those included in other previously adopted Plans. All 38 recommendations in the *2017 Plan* have been compared and found consistent to the previously adopted plans that are the basis for the analysis in the “Previous CEQA documents”. This concurrence is documented in **Appendix 1**. Similarly, safety treatments and countermeasures (i.e., crosswalks, pedestrian lighting, and traffic signals) are identified and found similar to those in *2002 PMP*. This concurrence is documented in **Appendix 2**. **Appendix 3** compares the *2002 PMP* Mitigation Measures to the *2017 Plan* and describes why the previous mitigation measures are no longer needed or how they are addressed by changes to CEQA thresholds and current City code updates.

CEQA Topics

As concluded in the *2002 PMP* MND, there are no impacts regarding the following topics: Aesthetics, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Land Use, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems. There are no substantial changes in the project or circumstances including construction or operational impacts.

The 2002 PMP MND also found no significant environmental impacts for the following topics, but they are nevertheless analyzed below:

Air Quality

The 2017 Plan would not increase vehicle miles traveled, as provisions in the 2017 Plan would encourage walking instead of driving. Therefore the 2017 Plan would not result in increased particulate emissions. The 2017 Plan could result in construction of minor projects such as crosswalk striping, traffic signal modification, and installation of lighting. Any potential construction which may be affected by adoption of the 2017 Plan is neither more, nor less, likely to create a significant environmental impact due to the 2017 Plan. All projects must comply with relevant federal, state, and local statutes and regulations. Further, any construction impacts specific to implementation of a project are already addressed by the City requirements that contractors implement best practices and standards outlined in the "Standard Specifications for Public Works Construction, 2009 Edition" (Green Book) and Oakland's "Special Provisions" Section 7-8, Work Site Maintenance.

Biological Resources

Oakland is a built-out urban area, and, as such, the 2017 Plan policies, programs, and projects will have no significant impact on biological resources. Only minor improvements will be made for pedestrian facilities, such as bulb outs, crosswalk striping, and signal timing. The types of safety treatments and countermeasures to be applied in Oakland will have no adverse effect, either directly or indirectly on any habitat, any species identified as a candidate, sensitive, or special status species, riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means will not be affected.

The pedestrian facility improvements described will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Any potential tree removal will be examined through the City's Tree Removal and Protection Permit Process. Finally, these improvements will not conflict with the provisions of the adopted Open Space Conservation and Recreation General Plan Element of the City of Oakland.

All projects must comply with relevant federal, state, and local statutes and regulations. Further, any construction impacts specific to implementation of a project are already addressed by the City requirements that contractors implement best practices and standards outlined in the "Standard Specifications for Public Works Construction, 2009 Edition" (Green Book) and Oakland's "Special Provisions" Section 7-5 Permits and Licenses.

Greenhouse Gas Emissions

The City's adoption of this Plan would not fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions. In fact the 2017 Plan is designed to help achieve the City's goal of reducing annual vehicle miles traveled by 20 percent from 2005 levels, which will also reduce the generation of transportation-related air pollutants as described in 2010 Climate Action Plan. Any construction impacts specific to implementation of a project are already addressed by the City requirements that contractors implement best practices and standards outlined in the "Standard Specifications for Public Works Construction, 2009 Edition" (Green Book) and Oakland's "Special Provisions" Section 7-8, Work Site Maintenance.

Hazards and Hazardous Materials

The 2017 Plan would not cause a hazard nor create a significant impact related to hazardous materials. The minor improvements that will be made for pedestrian facilities, such as bulb outs, crosswalk striping, and signal timing adjustments will have no adverse effect, either directly or indirectly. Any construction impacts specific to implementation of a project are already addressed by the City requirements that contractors implement best

practices and standards outlined in the “Standard Specifications for Public Works Construction, 2009 Edition” (Green Book) and Oakland’s “Special Provisions” Section 6-3.3 Hazardous Material and Waste Encountered during Operations, Prosecution, Progress and Acceptance of the Work.

Noise

The *2017 Plan* would not cause a significant impact related to noise. To the extent that the *2017 Plan* includes actions promoting pedestrian safety and walkability may cause noise impacts, these actions are consistent with the City’s General Plan and are considered cleared by the Previous CEQA Documents. Any potential construction which may be affected by adoption of the *2017 Plan* (such as the degree to which improvement of an existing intersection includes pedestrian safety improvements) is neither more, nor less, likely to have an impact due to the *2017 Plan*. All projects must comply with relevant federal, state, and local statutes and regulations. Further, any construction impacts specific to implementation of a project are already addressed by the City requirements that contractors implement best practices and standards outlined in the “Standard Specifications for Public Works Construction, 2009 Edition” (Green Book) and Oakland’s “Special Provisions” Section 7-10, Public Convenience and Safety.

Transportation/Traffic

The *2017 Plan* would not cause a significant impact related to Transportation/Traffic. Effective October 17, 2016, staff updated the City of Oakland’s California Environmental Quality Act (CEQA) Thresholds of Significance Guidelines related to transportation impacts in order to implement the directive from Senate Bill 743 (Steinberg 2013) to modify local environmental review processes by removing automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion as a significant impact on the environment pursuant to CEQA¹. The *2017 Plan* would not increase vehicle miles traveled, as no provisions in the *2017 Plan* encourage driving. The *2017 Plan* is designed to help achieve the City’s goal of reducing annual vehicle miles traveled by 20 percent from 2005 levels, which also reduces the generation of transportation-related air pollutants as described in *2010 Climate Action Plan*.

Any potential construction which may occur as a result of adoption of the *2017 Plan* (such as the degree to which improvement of an existing intersection includes pedestrian safety improvements) is neither more, nor less, likely to have an impact due to the *2017 Plan*. All projects must comply with relevant federal, state, and local statutes and regulations. Further, any construction impacts specific to implementation of a project are already addressed by the City requirements that contractors implement best practices and standards outlined in the “Standard Specifications for Public Works Construction”, 2009 Edition Green Book, and Special Provisions Section 10, Public Convenience and Safety.

¹ <http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak062796.pdf>

Appendix 1 Policies and Programs – Consistency Analysis with Previously Adopted Plans

All 38 recommendations in the *2017 Plan* have been compared and found consistent with the policies and programs from the previously adopted plan and analyzed in “Previous CEQA documents”.

No	Recommendation	Supporting Policy from Previously Adopted Plans
1.	<p>Implement the Pedestrian Safety Strategy</p> <ul style="list-style-type: none"> • Implement near-term (often lower cost) improvements to pedestrian crossings • Implement longer term improvements (often higher cost) to pedestrian crossings • Proactively address and identify pedestrian safety treatments near high injury intersections that have the same conditions 	<p>Consistent with LUTE pol T2.4 (Encourage transportation improvements that facilitate economic development) LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol T4.1 (The City will require new development, rebuilding, or retrofit to incorporate design features in their projects that encourage use of alternative modes of transportation such as transit, bicycling, and walking), LUTE Pol W2.10 (Making public improvements as a part of projects) LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol. T4.10 (Converting underused travel lanes), LUTE pol T.6.2 (Improving streetscapes), LUTE pol N9.3 (Maintaining a positive image), LUTE pol. N12.5 (Reducing capital improvement disparities) LUTE Pol. N1.2 (Placing public transit stops), OS 5.2 (Joint use of rights-of-way), 2002 PMP Pol. 1.1 (Crossing Safety), PMP 2002 Pol 1.2 (Traffic Signals), PMP 2002 Pol. 2.2 (Safe Routes to School), and PMP 2002 Policy 2.3 (Safe Routes to Transit).</p>
2.	<p>Adopt a Vision Zero Policy and communication strategy</p>	<p>Consistent with LUTE pol. 3.5 (Including bikeways and pedestrian walks), LUTE pol T.6.2 (Improving streetscapes), LUTE pol. T4.6 (Making transportation accessible for everyone), OS 5.4 (Maintenance of mid-block paths), 2002 PMP Pol. 1.1 (Crossing Safety), PMP 2002 Pol. 2.2 (Safe Routes to School), PMP 2002 Policy 2.3 (Safe Routes to Transit), and PMP 2002 Pol.4.1 (Education).</p>
3.	<p>Implement a pedestrian signal policy that prioritizes pedestrian safety</p>	<p>Consistent with LUTE pol T.6.2 (Improving streetscapes), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol. N1.2 (Placing public transit stops), and PMP 2002 Pol. 1.2 (Traffic Signals).</p>
4.	<p>Develop a temporary traffic control protocol for new developments that impact the pedestrian environment</p>	<p>Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol T4.1 (The City will require new development, rebuilding, or retrofit to incorporate design features in their projects that encourage use of alternative modes of transportation such as transit, bicycling, and walking), LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol T.6.2 (Improving streetscapes), , LUTE pol N9.3 (Maintaining a positive image), LUTE N 9.4 (Facilitating public events), OS 5.2 (Joint use of rights-of-way), 2002 PMP Pol. 1.1</p>

		(Crossing Safety), PMP 2002 Pol. 1.2 (Traffic Signals), PMP 2002 Pol. 3.1 (Streetscaping), and PMP 2002 Policy 3.2 (Land Use)
5.	Establish 25 mph zone program	Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol T.6.1 (Posting Maximum Speeds), LUTE pol T.6.2 (Improving streetscapes), LUTE pol. T4.10 (Converting underused travel lanes), LUTE pol N9.3 (Maintaining a positive image) OS-2.2 (School Yard Enhancement), and PMP 2002 Pol. 1.1 (Crossing Safety).
6.	Improve security for pedestrians through lighting	Consistent with LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol T6.2 (Improving streetscapes), LUTE pol. N11.4 (alleviating public nuisances), LUTE pol. D5.1 (Encouraging twenty-four hour activity), LUE D4.1 (Supporting development), OS-2.2 (School Yard Enhancement), LUTE Pol N10.2 (Maintaining public property), PMP 2002 Pol. 1.1 (Crossing Safety), and PMP 2002 Pol. 3.1 (Streetscaping).
7.	Work with the Department of Race and Equity and the Police Department to enforce traffic safety that does not further impact racial disparities or racial profiling	Consistent with LUTE pol N9.3 (Maintaining a positive image), LUTE pol T4.6 (Making transportation accessible for everyone), LUTE pol. N12.5 (Reducing capital improvement disparities), LUTE N.5.1 (environmental justice), and PMP 2002 Pol. 4.2 (Enforcement).
8.	Work with advocates to change state laws related to speed limits and automated speed enforcement. Additionally, develop local policies augmenting the California Manual on Uniform Traffic Control Devices.	Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol T4.6 (Making transportation accessible for everyone), LUTE pol. N12.5 (Reducing capital improvement disparities), OS-2.2 (School Yard Enhancement), OS 5.2 (Joint use of rights-of-way), LUTE pol I/C 3.2 (Enhancing business districts), PMP 2002 Pol. 1.1 (Crossing Safety), PMP 2008 Pol. 1.2 (Traffic Signals), and PMP 2002 Pol. 2.2 (Safe Routes to School).
9.	Develop a pedestrian safety toolkit	Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol. 4.10 (Converting underused travel lanes), LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol T.6.2 (Improving streetscapes), LUTE pol. D3.1 (Promoting pedestrians), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol. D5.1 (Encouraging twenty-four hour activity), consistent with complete streets policy (Resolution No. C.M.S. 84024), LUTE pol. N12.5 (Reducing capital improvement disparities), OS 5.2 (Joint use of rights-of-way); LUTE pol I/C 3.2 (Enhancing business districts), PMP 2002 Pol. 1.1 (Crossing Safety), and PMP 2008 Pol. 1.2 (Traffic Signals).
10.	Maintain roadway features that reduce speeds and make pedestrian crossings safer	Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol. 4.10 (Converting underused travel lanes), LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol T.6.2 (Improving streetscapes), LUTE pol. D3.1 (Promoting pedestrians),

		LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol. D5.1 (Encouraging twenty-four hour activity), consistent with complete streets policy (Resolution No. C.M.S. 84024). Consistent with LUTE pol T.6.2 (Improving streetscapes), LUTE pol N9.3 (Maintaining a positive image), LUTE pol. N11.4 (alleviating public nuisances), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol. N12.5 (Reducing capital improvement disparities), OS 5.2.4 (Traffic island and median enhancement), LUTE Pol N10.2 (Maintaining public property), PMP 2002 Pol. 1.1 (Crossing Safety), PMP 2008 Pol. 1.2 (Traffic Signals), and PMP 2002 Pol. 2.2 (Safe Routes to School).
11.	Integrate pedestrian safety into street design guidelines when developed	Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol. 4.10 (Converting underused travel lanes), LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol T.6.2 (Improving streetscapes), LUTE pol. D3.1 (Promoting pedestrians), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol. D5.1 (Encouraging twenty-four hour activity), consistent with complete streets policy (Resolution No. C.M.S. 84024), OS 5.2.4 Traffic island and median enhancement, LUTE N 9.4 (Facilitating public events), PMP 2002 Pol. 1.1 (Crossing Safety), PMP 2008 Pol. 1.2 (Traffic Signals), PMP 2002 Pol. 2.1 (Route Networks), PMP 2002 Pol. 2.2 (Safe Routes to School), and PMP 2002 Policy 2.3 (Safe Routes to Transit).
12.	Update the street tree element of the City Tree Plan	Consistent with LUTE pol T6.2 (Improving streetscapes), OSCAR pol OS-12.1.1 (Adoption of street tree plan), OS 11 (Civic open spaces), OS 12 (Street Trees), PMP 2002 Pol. 3.1 (Streetscaping), and PMP 2002 Policy 3.2 (Land Use).
13.	Integrate art and playfulness into pedestrian infrastructure	OS 5.2 (Joint use of rights-of-way), OS 5.2.4 Traffic island and median enhancement, OS 11.3 (Public art requirements), LUTE N 9.4 (Facilitating public events), and PMP 2002 Pol. 3.1 (Streetscaping).
14.	Update the ADA Transition Plan and carry out its recommendations	Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol. 4.10 (Converting underused travel lanes), LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol T.6.2 (Improving streetscapes), LUTE pol. D3.1 (Promoting pedestrians), LUTE pol. T4.6 (Making transportation accessible for everyone), Consistent with complete streets policy (Resolution No. C.M.S. 84024), LUTE pol N9.3 (Maintaining a positive image), LUTE pol. N11.4 (alleviating public nuisances), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol. N12.5 (Reducing capital improvement disparities), PMP 2002 Pol. 1.1 (Crossing Safety), PMP 2008 Pol. 1.2 (Traffic Signals), PMP 2002 Pol. 1.3 (Sidewalk Safety), PMP 2002 Pol. 2.1 (Route Networks), PMP 2002 Pol. 2.2 (Safe Routes to School), PMP 2002 Policy 2.3 (Safe Routes to Transit), and PMP 2002 Pol. 41. (Education).
15.	Create a public space program	Consistent with OS-2.6 (Street Closures for Parks, Plazas, and Gardens), LUTE pol T3.5 (Including bikeways and pedestrian walks),

		LUTE pol T4.6 (Making transportation accessible for everyone), OS 2.5.1 (Use of City-owned sites), OS 5.2 (Joint use of rights-of-way), OS 5.2.4 (Traffic island and median enhancement), OS 7.5 (Lateral access and links to the flatlands), OS 11 (Civic open spaces), OS 11.3 (Public art requirements), OS 12 (Street Trees), LUTE N 9.4 (Facilitating public events), LUTE pol N10.2 (Maintaining public property), PMP 2002 Pol. 3.1 (Streetscaping), and PMP 2002 Pol. 3.2 (Land Use).
16.	Partner with public health advocacy groups to promote the health benefits of walking	Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol T4.6 (Making transportation accessible for everyone), OS-2.2 (School Yard Enhancement), and PMP 2002 Pol. 4.1. (Education).
17.	Partner with the City's Façade Improvement Program to support a program to support low-income property owners in repairing sidewalks	Consistent with LUTE pol T.6.2 (Improving streetscapes), LUTE pol N9.3 (Maintaining a positive image), LUTE pol. N11.4 (alleviating public nuisances), LUTE pol. T4.6 (Making transportation accessible for everyone), OS 5.2.4 (Traffic island and median enhancement), LUTE pol N10.2 (Maintaining public property), PMP 2002 Pol. 1.3 (Sidewalk Safety), PMP 2002 Pol. 3.1 (Streetscaping), and PMP 2002 Pol. 3.2 (Land Use).
18.	Partner with violence prevention advocates, OPD, and other community groups to address the link between safety and walking	Consistent with LUTE pol T6.2 (Improving streetscapes), LUTE pol. N11.4 (alleviating public nuisances), LUTE pol. D5.1 (Encouraging twenty-four hour activity), Consistent with LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol. T4.6 (Making transportation accessible for everyone), OS-2.2 (School Yard Enhancement), OS 5.2 (Joint use of rights-of-way), PMP 2002 Pol. 2.2 (Safe Routes to School), PMP 2002 Pol. 4.1. (Education), and PMP 2002 Pol. 4.2 (Enforcement).
19.	Develop a prioritization strategy for implementing the City's Safe Routes to Schools program	Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol. 4.10 (Converting underused travel lanes), LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol T.6.2 (Improving streetscapes), LUTE pol. D3.1 (Promoting pedestrians), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol. D5.1 (Encouraging twenty-four hour activity), consistent with complete streets policy (Resolution No. C.M.S. 84024), OS-2.2 (School Yard Enhancement), PMP 2002 Pol. 1.1 (Crossing Safety), and PMP 2008 Pol. 1.2 (Traffic Signals).
20.	Create a Safe Routes to Transit Program	Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol. 4.10 (Converting underused travel lanes), LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol T.6.2 (Improving streetscapes), LUTE pol. D3.1 (Promoting pedestrians), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol. D5.1 (Encouraging twenty-four hour activity), consistent with complete streets policy (Resolution No. C.M.S. 84024), OS 2.5.1 (Use of City-owned sites), OS 5.2 (Joint use of rights-of-way), OS 5.2.4 (Traffic island and median enhancement), PMP 2002 Pol. 2.1 (Route Networks), and PMP 2002 Policy 2.3 (Safe Routes to Transit).

21.	Support the development of a Citywide Pedestrian Wayfinding program	LUTE Pol N10.2 (Maintaining public property), LUTE pol I/C 3.2 (Enhancing business districts), LUTE D4.1 (Supporting development), and PMP 2002 Pol. 3.1 (Streetscaping).
22.	Identify missing sidewalk connections and prioritize for improvement	Consistent with LUTE pol T.6.2 (Improving streetscapes), LUTE pol N9.3 (Maintaining a positive image), LUTE pol. N11.4 (alleviating public nuisances), LUTE pol. T4.6 (Making transportation accessible for everyone), OS 5.2.4 Traffic island and median enhancement, PMP 2002 Pol. 1.3 (Sidewalk Safety), PMP 2002 Pol. 2.1 (Route Networks), and PMP 2002 Pol. 2.2 (Safe Routes to School).
23.	Improve pedestrian environment under and over freeways	Consistent with LUTE pol T.6.2 (Improving streetscapes), LUTE pol N9.3 (Maintaining a positive image), LUTE pol. N11.4 (alleviating public nuisances), LUTE pol. T4.6 (Making transportation accessible for everyone), OS 7.5.2 (Improvements to Broadway underpass), OS 7.5.4 (Improvements to 16 th and 66 th Avenue Overcrossings), OS 11.3 (Public art requirements), LUTE Pol N10.2 (Maintaining public property), PMP 2002 Pol. 1.3 (Sidewalk Safety), PMP 2002 Pol. 2.1 (Route Networks), and PMP 2002 Pol. 3.1 (Streetscaping).
24.	Increase travel options between transit and major job, education, and neighborhood centers	OS 5.2 (Joint use of rights-of-way), OS 5.2.4 (Traffic island and median enhancement), LUTE D4.1 (Supporting development), PMP 2002 Pol. 1.3 (Sidewalk Safety), PMP 2002 Pol. 2.1 (Route Networks), PMP 2002 Pol. 2.2 (Safe Routes to School), and PMP 2002 Policy 2.3 (Safe Routes to Transit).
25.	Use old and new media including social media and other web tools to connect with Oaklanders on pedestrian topics	LUTE N 9.4 (Facilitating public events) and PMP 2002 Pol. 4.1. (Education).
26.	Partner with neighborhood groups to perform walk audits	Consistent with LUTE pol T3.5 (Including bikeways and pedestrian walks), LUTE pol. 4.10 (Converting underused travel lanes), LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol T.6.2 (Improving streetscapes), LUTE pol. D3.1 (Promoting pedestrians), LUTE pol. T4.6 (Making transportation accessible for everyone), LUTE pol. D5.1 (Encouraging twenty-four hour activity), consistent with complete streets policy (Resolution No. C.M.S. 84024), OS-2.2 (School Yard Enhancement), OS 2.5.1 (Use of City-owned sites), PMP 2002 Pol. 1.3 (Sidewalk Safety), and PMP 2002 Pol. 2.2 (Safe Routes to School).
27.	Expand neighborhood traffic calming programs Citywide	OS 5.2.4 Traffic island and median enhancement, OS 5.4 Maintenance of mid-block paths, LUTE Pol N10.2 (Maintaining public property), PMP 2002 Pol. 1.1 (Crossing Safety), PMP 2008 Pol. 1.2 (Traffic Signals), and PMP 2002 Pol. 4.2 (Enforcement).
28.	Support constituent-led initiatives to improve safety	Consistent with LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol T6.2 (Improving streetscapes), LUTE pol. N11.4

		(alleviating public nuisances), LUTE pol. D5.1 (Encouraging twenty-four hour activity), OS 2.5.1 (Use of City-owned sites), OS 5.2.4 (Traffic island and median enhancement), PMP 2002 Pol. 2.2 (Safe Routes to School) and PMP 2002 Pol. 4.1. (Education).
29.	Develop a comprehensive campaign for safety education	Consistent with LUTE pol T6.2 (Improving streetscapes), LUTE pol. N11.4 (alleviating public nuisances), LUTE pol. D5.1 (Encouraging twenty-four hour activity), Consistent with LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), LUTE pol. T4.6 (Making transportation accessible for everyone), OS-2.2 (School Yard Enhancement), PMP 2002 Pol. 2.2 (Safe Routes to School) and PMP 2002 Pol. 4.1. (Education).
30.	Update and maintain the City's sidewalk inventory dataset	OS 5.2.4 (Traffic island and median enhancement), OS 5.4 (Maintenance of mid-block paths), and PMP 2002 Pol. 1.3 (Sidewalk Safety).
31.	Evaluate and propose process improvements to the City's complaint-based traffic maintenance program	Consistent with LUTE Pol N10.2 (Maintaining public property), PMP 2002 Pol. 1.1 (Crossing Safety), and PMP 2002 Pol. 1.3 (Sidewalk Safety).
32.	Integrate before and after pedestrian safety evaluations into all transportation projects	Consistent with LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan) and PMP 2002 Pol. 1.1 (Crossing Safety).
33.	Conduct routine pedestrian counts	Consistent with LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan) and PMP 2002 Pol. 1.1 (Crossing Safety).
34.	Ensure staff are trained in national best practices for safe street design and management	PMP 2002 Pol. 2.2 (Safe Routes to School), PMP 2002 Policy 2.3 (Safe Routes to Transit), and PMP 2002 Pol. 4.1. (Education).
35.	Create a transportation safety data inventory and make it easily accessible to the public	Consistent with LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan) and PMP 2002 Pol. 1.1 (Crossing Safety).
36.	Improve process for pedestrian safety improvement requests	Consistent with LUTE Pol N10.2 (Maintaining public property) and PMP 2002 Pol. 2.2 (Safe Routes to School),
37.	Work with the Department of Race & Equity to define equity for Oakland and develop quantitative equity metrics	Consistent with LUTE pol T4.6 (Making transportation accessible for everyone),), LUTE pol. N12.5 (Reducing capital improvement disparities), LUTE N.5.1 (environmental justice)
38.	Use data-driven approaches to prioritize and routinize pedestrian safety improvements	Consistent with LUTE pol T4.5 (Preparing a bicycle and pedestrian master plan), PMP 2002 Pol. 1.1 (Crossing Safety), PMP 2002 Pol. 2.1 (Route Networks), PMP 2002 Pol. 2.2 (Safe Routes to School) and PMP 2002 Policy 2.3 (Safe Routes to Transit).

Appendix 2: Project Element Types – Consistency with 2002 PMP

The Safety Treatments and Countermeasures listed below have been identified and examined in the same manner as the 2002 PMP, and by implication the 2002 Plan’s accompanying IS/MND. Thus, there would not be new significant impacts or a substantial increase in the severity of previously identified significant impacts with the 2017 Plan.

	2017 Plan Appendix B: Treatments and Countermeasures	2002 PMP Chapter 5: Design Elements
1.	Add Exclusive Pedestrian Phasing	Pedestrian Signals
2.	Restrict Right Turn on Red	Traffic Signals
3.	Protected Right Turn Phase	Traffic Signals
4.	Modify Signal Timing	Traffic Signals
5.	Convert Permissive Phase to Protected or Protected/ Permissive Phasing	Traffic Signals
6.	Install Pedestrian Countdown Timers	Pedestrian Signals
7.	Implement Leading Pedestrian Interval (LPI)	Pedestrian Signals
8.	Implement Flashing Yellow Arrow	Flashers and Overhead Signs
9.	Install Raised Intersection/Pedestrian Crossing	Raised Crosswalk
10.	Install Raised Median/Refuge Islands	Refuge Islands
11.	Install In-Street “Yield for Pedestrians” Signs	Flashers and Overhead Signs
12.	Stripe Advance Yield Lines	Crosswalk Striping
13.	Restrict Parking at Intersection Approaches	Signage
14.	Provide Pedestrian Lighting	Lighting
15.	Reduce Corner Radii	Corner Radius
16.	Install a Pedestrian Signal	Pedestrian Signals
17.	Install a Pedestrian Hybrid Beacon	Pedestrian Signals
18.	Install Rectangular Rapid Flashing Beacon	Pedestrian Signals
19.	Install a Crossing Island (i.e., Pedestrian Refuge)	Refuge Islands
20.	Install Curb Extension	Bulb Outs
21.	Install a Raised Pedestrian Crossing	Refuge Islands
22.	Install a High Visibility Crosswalk Pavement Markings	Crosswalk Striping
23.	Implement a Road Diet (i.e., reduce the number of vehicle lanes)	Narrow Lanes, Slow Points, Restriping for Lane Reduction

Appendix 3: Mitigation Measures and Monitoring Program, 2002 PMP

The Table below shows the 2002 PMP Mitigation Measures adjacent to those of the 2017 Plan. The 2017 Plan column describes why the previous mitigation measures are no longer needed or how they are addressed by changes to CEQA thresholds and current City code updates.

2002 PMP Mitigation Measures	2017 Plan
Air Quality (IIIb, IIIc, and III d)	
<p><i>Future pedestrian improvement projects may involve physical changes with air quality impacts. These projects would be subject to environmental review as separate projects. To ensure that the potential air quality impacts are less than significant, the following mitigation measure shall be implemented:</i></p>	<p><i>The 2017 Plan would not increase vehicle miles traveled, as provisions in the 2017 Plan would encourage walking instead of driving. Therefore the 2017 Plan would not result in increased particulate emissions. The 2017 Plan could result in construction of minor projects such as crosswalk striping, traffic signal modification, and installation of lighting. Any potential construction which may be affected by adoption of the 2017 Plan is neither more, nor less, likely to create a significant environmental impact due to the 2017 Plan.</i></p>
<ul style="list-style-type: none"> • Air quality analyses would be prepared, as appropriate, during the environmental review process for future projects in order to determine whether the projects would have the potential to create significant air quality impacts due to construction-generated dust or changes in traffic circulation. 	<ul style="list-style-type: none"> • All projects must comply with relevant federal, state, and local statutes and regulations. Further, any construction impacts specific to implementation of a project are already addressed by the City requirements that contractors implement best practices and standards outlined in the “Standard Specifications for Public Works Construction, 2009 Edition” (Green Book) and Oakland’s “Special Provisions” Section 7-8, Work Site Maintenance. Therefore, this 2002 PMP Air Quality mitigation measure is no longer necessary.
Noise (XIa, XIb, XIc, and XI d)	
<p><i>With implementation of the following mitigation measure, potential impacts on noise would be reduced to less than significant levels:</i></p>	<p><i>The 2017 Plan would not cause a significant impact related to noise. To the extent that the 2017 Plan includes actions promoting pedestrian safety and walkability may cause noise impacts, these actions are consistent with the City’s General Plan and are considered cleared by the Previous CEQA Documents. Any potential construction which may be affected by adoption of the 2017 Plan (such as the degree to which improvement of an existing intersection includes pedestrian safety improvements) is neither more, nor less, likely to have an impact to due to the 2017 Plan.</i></p>
<ul style="list-style-type: none"> • The operational and construction period ambient noise levels arising from pedestrian improvements will be analyzed, as appropriate, during the environmental 	<ul style="list-style-type: none"> • All projects must comply with relevant federal, state, and local statutes and regulations, including the City’s Noise Ordinances contained in the Planning and

<p>review process for future projects.</p>	<p>Municipal Codes. Further, any construction impacts specific to implementation of a project are already addressed by the City requirements that contractors implement best practices and standards outlined in the “Standard Specifications for Public Works Construction, 2009 Edition” (Green Book) and Oakland’s “Special Provisions” Section 7-10, Public Convenience and Safety, as well as the previously mentioned City Noise Ordinances. Therefore, this 2002 PMP Air Quality mitigation measure is no longer necessary as it has been addressed as described above.</p>
<p>Transportation/Traffic (XVa, XVb, XVd, and XVf)</p>	
<p><i>The Pedestrian Master Plan identifies potential pedestrian improvements that, if implemented, may affect the volume to capacity ratio or level of service of city streets for motor vehicles. These potential improvements are bulb-outs, refuge islands, signal timing modifications, and street reconfigurations that reduce the number of motor vehicle travel lanes. To ensure that the potential impacts are less than significant, the following mitigation measures shall be implemented:</i></p>	<p><i>The 2017 Plan would not cause a significant impact related to Transportation/Traffic.</i></p> <p><i>Any potential construction which may occur as a result of adoption of the 2017 Plan (such as the degree to which improvement of an existing intersection includes pedestrian safety improvements) is neither more, nor less, likely to have an impact due to the 2017 Plan. All projects must comply with relevant federal, state, and local statutes and regulations. Further, any construction impacts specific to implementation of a project are already addressed by the City requirements that contractors implement best practices and standards outlined in the “Standard Specifications for Public Works Construction”, 2009 Edition Green Book, and Special Provisions Section 10, Public Convenience and Safety.</i></p>
<ul style="list-style-type: none"> Improvements needed for pedestrian safety and access shall be designed to the maximum extent feasible such that existing level of service of city streets for motor vehicles is not reduced. If such a reduction in level of service is unavoidable, traffic analyses will be conducted as part of the environmental review of that project to determine the impacts to motor vehicle circulation and appropriate mitigation measures imposed. 	<ul style="list-style-type: none"> Effective October 17, 2016, staff updated the City of Oakland’s California Environmental Quality Act (CEQA) Thresholds of Significance Guidelines related to transportation impacts in order to implement the directive from Senate Bill 743 (Steinberg 2013) to modify local environmental review processes by removing automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion as a significant impact on the environment pursuant to CEQA . The 2017 Plan would not increase vehicle miles traveled, as no provisions in the 2017 Plan encourage driving. The 2017 Plan is designed to help achieve the City’s goal of reducing annual vehicle miles traveled by 20 percent from 2005 levels, which also reduces the generation of transportation-related air pollutants as described in 2010 Climate Action Plan. Therefore, this 2002 PMP Transportation mitigation measure is no longer applicable nor necessary.

<ul style="list-style-type: none"> Improvements needed for pedestrian safety and access shall be designed to the maximum extent feasible such that existing volume to capacity ratios of city streets for motor vehicles are not reduced. The Pedestrian Master Plan proposes traffic analyses of city streets with four or more motor vehicle lanes to identify those streets with excess motor vehicle capacity. These analyses will be part of the environmental review process for future pedestrian projects. The Plan suggests that the streets identified by these analyses are potential sites for lane reconfiguration projects such as a reduction of 6 to 4 motor vehicle lanes or 4 to 2 motor vehicle lanes pins the addition of center turn lanes and bicycle lanes. For those streets with excess motor vehicle capacity, potential projects will be evaluated based on the impact of the change to motor vehicle circulation and projections for future demand versus improved safety and access for pedestrians as well as improved livability for adjacent residents. 	<p>See above.</p>
<ul style="list-style-type: none"> As part of the environmental review of future pedestrian improvement projects, a construction-period traffic control plan shall be developed to address any potential impacts on traffic caused by lane closures or sidewalk closures necessitated by the construction activity. 	<ul style="list-style-type: none"> The City now has standard traffic engineering guidelines that already require a traffic control plan to control the flow and provide protection for bicyclists, and pedestrians during any land use or transportation construction project. Impacts specific to implementation of a project are already addressed by the City requirements that contractors implement best practices and standards outlined in the "Standard Specifications for Public Works Construction", 2009 Edition Green Book, and Special Provisions Section 10, Public Convenience and Safety. . Therefore, this 2002 PMP Transportation-related mitigation measure is no longer necessary.
<p><i>Potential safety impacts of pedestrian improvement design features would be reduced to less than significant levels with implementation of the following mitigation measure:</i></p>	<p><i>The primary purpose of the 2017 Plan is to provide a safe pedestrian network.</i></p>
<ul style="list-style-type: none"> Impacts of future pedestrian improvement projects shall be subject to future environmental review, as appropriate, of their potential impacts on hazards due to design features. 	<ul style="list-style-type: none"> The policies, programs, and projects addressed in the 2017 Plan will substantially decrease hazards due to design features. Curb ramps, bulb outs, crosswalk striping, road diets, lighting, and other pedestrian focused facilities will improve safety, not diminish it. The City now has standard traffic engineering guidelines that require this type of analysis as part of project development. Therefore, this 2002 PMP Transportation-related mitigation measure is no longer necessary as it has been addressed as described above.
<p><i>Implementation of the following mitigation measure would reduce the potential negative impacts on motor vehicle parking to less than significant levels:</i></p>	<p><i>Negative impacts to vehicle parking are not considered environmental impacts.</i></p>
<ul style="list-style-type: none"> Improvements needed to ensure pedestrian safety and 	<p>The analysis of parking impacts is no longer required</p>

access shall be designed to the maximum extent feasible such that existing motor vehicle parking spaces are not removed. To the extent that such removal is unavoidable, a parking study shall be conducted as part of the future pedestrian project's environmental review to determine the project's negative impacts on parking and minimize those impacts.

under CEQA as a result of recent court decisions and amendments to CEQA statute. Adoption of the *2017 Plan* would not result in inadequate parking capacity, nor would it conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). The *2017 Plan* actions that encourage infill and transit-oriented development patterns, implementation of the City's adopted Pedestrian and Bicycle Master Plans, reductions in the need for installed parking, and improvements in transit service delivery are consistent with General Plan policies covered under the Previous CEQA Documents. Therefore, this 2002 PMP Transportation-related mitigation measure is no longer applicable nor necessary.