

# Bruns Court Pedestrian Overcrossing Project

ALAMEDA COUNTY, CALIFORNIA  
DISTRICT 4 – ALA – 13-PM 7.91  
EA 04-0P890/ EFIS 0418000023

## Initial Study with Negative Declaration



Prepared by the  
State of California, Department of Transportation



November 2023

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## General Information about This Document

The California Department of Transportation (Caltrans) has prepared this Initial Study (IS), which examines the potential environmental impacts of the proposed Bruns Court Pedestrian Overcrossing Project (Project) located within the City of Oakland in Alameda County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document explains why the project is being proposed, what alternatives have been considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and the proposed avoidance and minimization measures, and/or mitigation measures. The IS was circulated to the public for 30 days between September 9, 2023 and October 8, 2023. Comments received during this period are included in Appendix G. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated.

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## Initial Study with Negative Declaration

Project title:	Bruns Court Pedestrian Overcrossing Project
Lead agency name and address:	California Department of Transportation, District 4 P.O. Box 23660, MS 8B, Oakland, CA 94623
Contact person and email address:	Lily Mu, Environmental Scientist lily.mu@dot.ca.gov
Project location:	State Route 13 Post Mile 7.9, Oakland, CA
General plan description:	Highway and local streets
Zoning:	Residential development, open space, neighborhood center
Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements):	California Transportation Commission

The document, maps, Project information, and supporting technical studies are available for review weekdays from 8:00 am to 5:00 pm at the Caltrans District 4 Office, 111 Grand Avenue, Oakland, CA 94612. The document is also available to download at the Caltrans environmental document website: <https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>.

11/28/2023  
Date of Approval

*Maxwell Lammert*  
Maxwell Lammert  
Caltrans District 4, Acting Office Chief  
Office of Environmental Analysis  
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# Negative Declaration

Pursuant to: Division 13, Public Resources Code

## Project Description

The California Department of Transportation (Caltrans or the Department) has prepared this Initial Study with Negative Declaration (IS/ND) for the proposed Bruns Court Pedestrian Overcrossing Project (Project) at Post Mile 7.91 of State Route 13 in Oakland, California. The Project proposes to remove an existing steel girder pedestrian overcrossing (POC) at Bruns Court in the Montclair neighborhood in Oakland, California and to maintain connectivity between Bruns Court and Montclair Park on Moraga Avenue.


## Determination

Caltrans has prepared an Initial Study for this Project and has determined from this study that the proposed Project would not have a significant impact on the environment for the reasons described in the following paragraphs.

The proposed Project would have no effect on agricultural lands and forest resources, air quality, community character or community resources, hydrology and water quality, mineral resources, population and housing, recreation, and tribal cultural resources.

The Project would have less than significant effects on aesthetics/visual resources, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, public services, transportation and traffic, utilities and service systems, and wildfire. The Project would avoid and minimize all less than significant effects to aesthetics/visual resources through replacement planting and restoration measures. The Project would also avoid and minimize all less than significant effects to cultural resources, noise, and transportation and traffic.

In the Draft Initial Study with Proposed Mitigated Negative Declaration, this project evaluated alternatives that would have required mitigation measures to reduce impacts to aesthetic resources to a less than significant level. Caltrans has identified Alternative 4 as the preferred alternative, which has a less than significant impact on aesthetics without requiring mitigation. Therefore, the Negative Declaration for this project does not include CEQA mitigation measures. More discussion on the preferred alternative selection is included in Section 1.8 of this document.

  
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Christopher Caputo  
Caltrans District 4, Acting Deputy  
District Director  
Office of Environmental Planning and  
Engineering

11-28-2023  
Date

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# CHAPTER 1 Proposed Project

## 1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA). Caltrans proposes to remove an existing steel girder pedestrian overcrossing (POC) at Bruns Court in the Montclair Neighborhood in Oakland, California and either replace the existing POC or instead enhance nearby Bruns Court and La Salle Avenue. Figures 1-1 and 1-2 show the Project Location and Project Area.

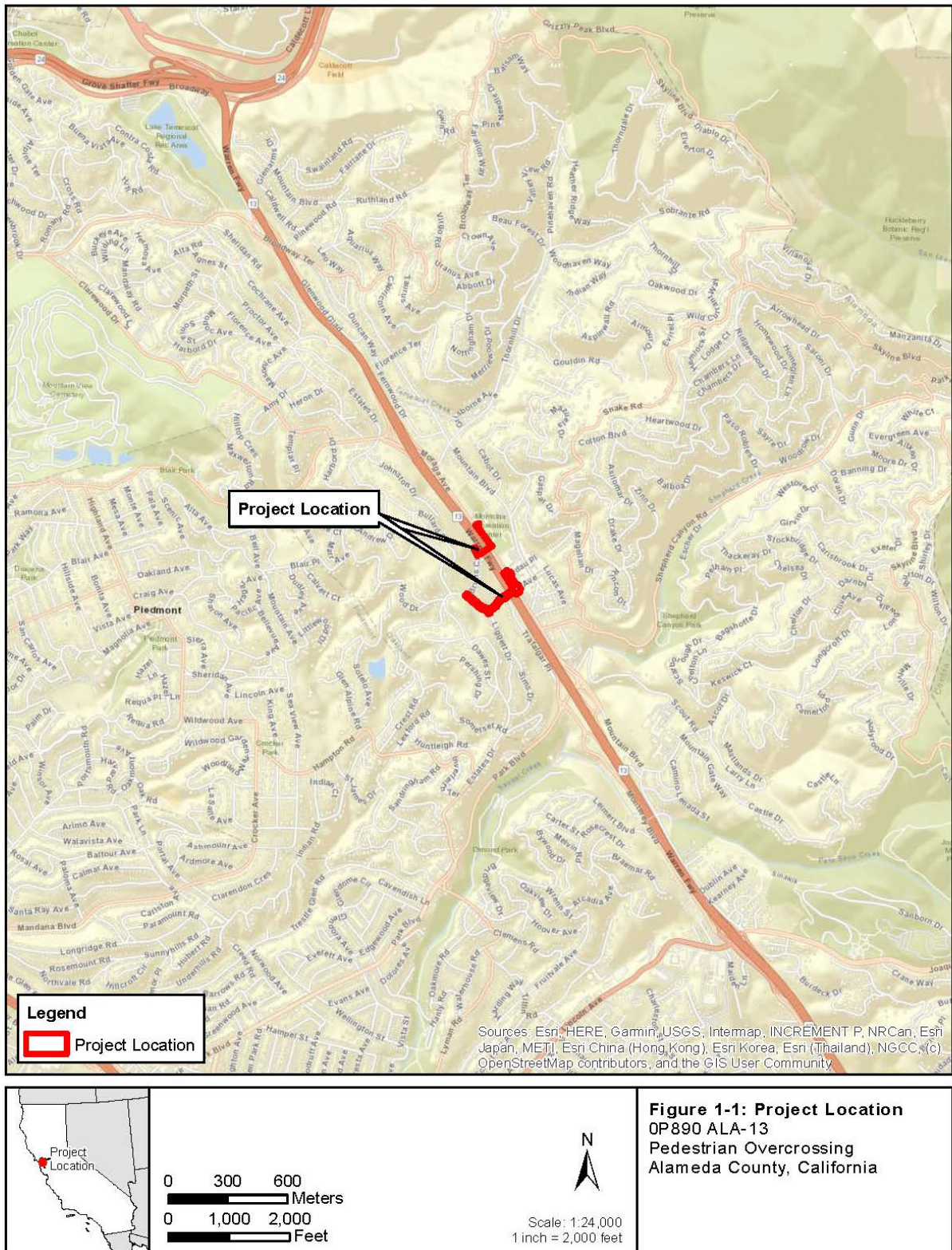


Figure 1-1. Project Location Map

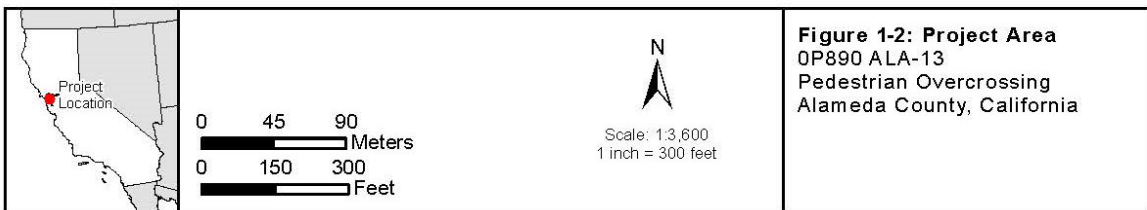


Figure 1-2. Project Area Map

## 1.2 Purpose and Need

The purpose of this project is to address the seismic deficiency of the Bruns Court Pedestrian Overcrossing (POC) and to maintain connectivity for pedestrians between Bruns Court and Montclair Park on Moraga Avenue.

The Project is needed because Bruns Court Pedestrian Overcrossing was constructed in 1956 and is toward the end of its design life. In addition, the existing POC includes nonstandard features such as non-standard travel way, inadequate vertical clearance, non-standard ramp grade, and lack of ADA access. The Office of Structure Maintenance and Investigation performed a Bridge Inspection in 2016 and determined that the POC is vulnerable to high ground shaking. The Office of Earthquake Engineering concluded that a bridge seismic replacement is needed for the POC to bring it up to current seismic design standards.

## 1.3 Project Description

The Project proposes to demolish the existing steel girder POC and replace it with one of the following proposed alternatives summarized in Section 1.4. All proposed alternatives' project elements will be designed for compliance with Caltrans current design standards, including ADA compliance. Figure 1-3 shows the existing condition of the Bruns Court POC.



Figure 1-3. Existing Conditions at Bruns Court POC. View west from Montclair Park.

The viable project alternatives are each described in further detail throughout Sections 1.5, 1.6, and 1.8 and are each shown visually in project footprint maps in Figures 1-10 through 1-15 of this document.

In addition to the alternatives summarized in Section 1.4, the Project also considered two alternatives that have since been eliminated from further discussion. These eliminated alternatives are discussed in more detail in Section 1.7 below.

## 1.4 Proposed Alternatives

This section describes the proposed alternatives developed to meet the purpose and need of the project. The Project consists of three viable alternatives and one No-Build Alternative.

**Build Alternative 2:** This bridge replacement alternative consists of three major components: an on-ground pedestrian ramp near Bruns Court on the west side of State Route (SR)-13, a main precast concrete girder bridge, and a reinforced concrete switchback ramp on the east side of SR-13. The proposed approach from Bruns Court will be an on-ground pedestrian path. At the end of the on-ground pedestrian path, the main bridge deck will span across SR-13 followed by a switchback ramp structure, which will then touch down in the area between SR-13 and Moraga Avenue. A traffic control device will be placed at the crosswalk at Moraga Avenue. Figure 1-4 provides a conceptual map showing an overview of the main improvements under Build Alternative 2 and their locations within the Project area. The on-ground pedestrian path, bridge, and switchback structure are shown in black, with the traffic control device in yellow.

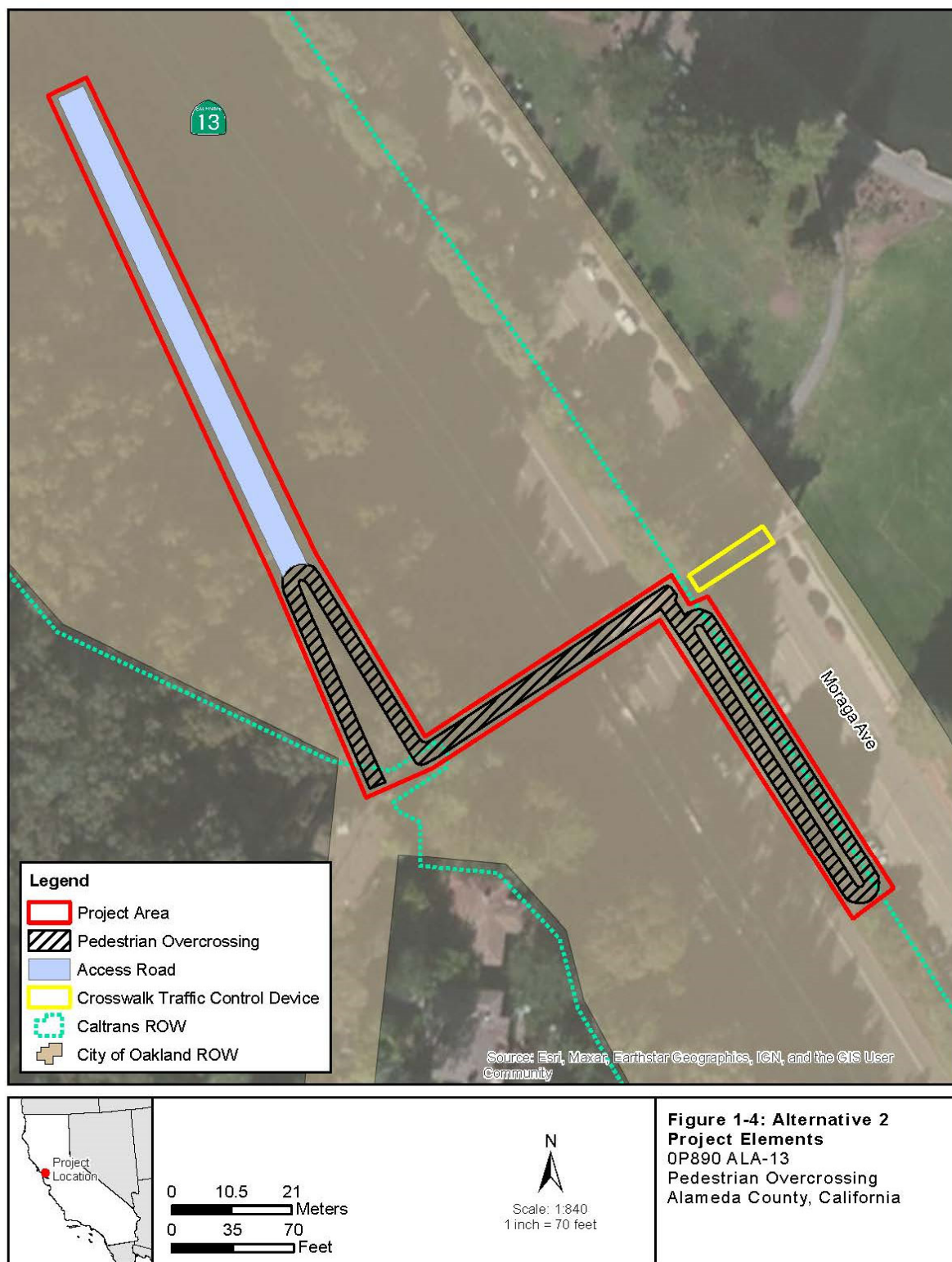


Figure 1-4. Alternative 2 Overview.

**Build Alternative 3a and 3b:** Similar to Alternative 2, this bridge replacement includes an on-ground pedestrian ramp near Bruns Court on the west side of SR-13 and a main precast concrete girder bridge. However, this alternative will place a touchdown ramp along on the east side of Moraga Avenue. A connecting path will be constructed between the end of the touchdown ramp and an existing path in Montclair Park.

There are two options for this Alternative. Alternative 3a will create space for the touchdown ramp by removing parking spaces along the east side of Moraga Avenue, while Alternative 3b will create space for the touchdown ramp by utilizing a road diet to remove two driving lanes from Moraga Avenue. Figures 1-5 and 1-6 provide maps showing an overview of the main improvements under Build Alternative 3a and 3b and their locations within the Project area. The pedestrian ramp, bridge, and touchdown ramp are shown in black, while the connecting path is shown in green. The altered lanes along Moraga Avenue are shown in gray and purple.

In previous iterations of the Project, this alternative was originally defined as Alternative 3 and utilized a switchback structure within Montclair Park rather than the touchdown ramp included in the new Alternatives 3a and 3b. The former Alternative 3 was significantly modified into its current form to minimize impact to the park.



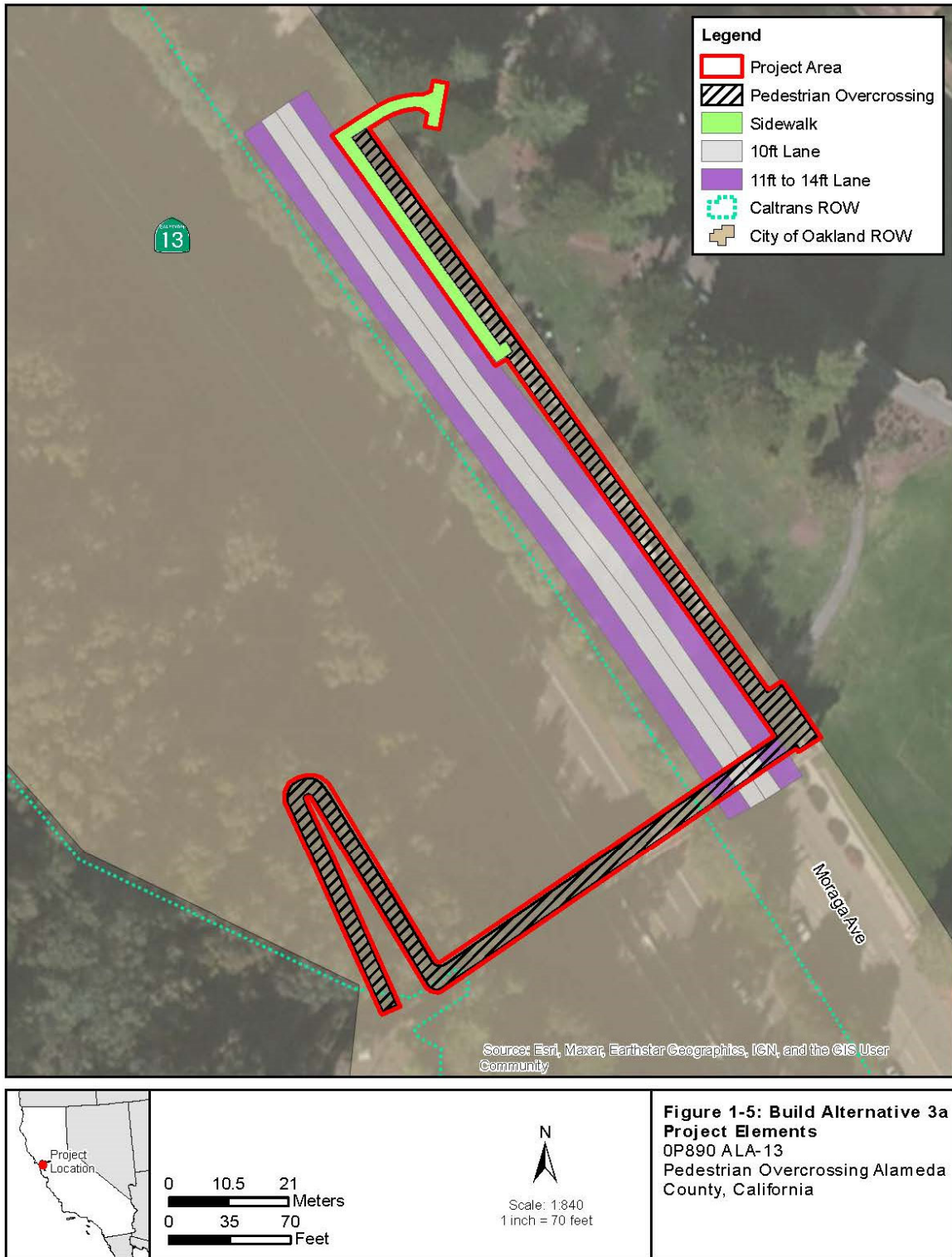


Figure 1-5. Alternative 3a Overview.

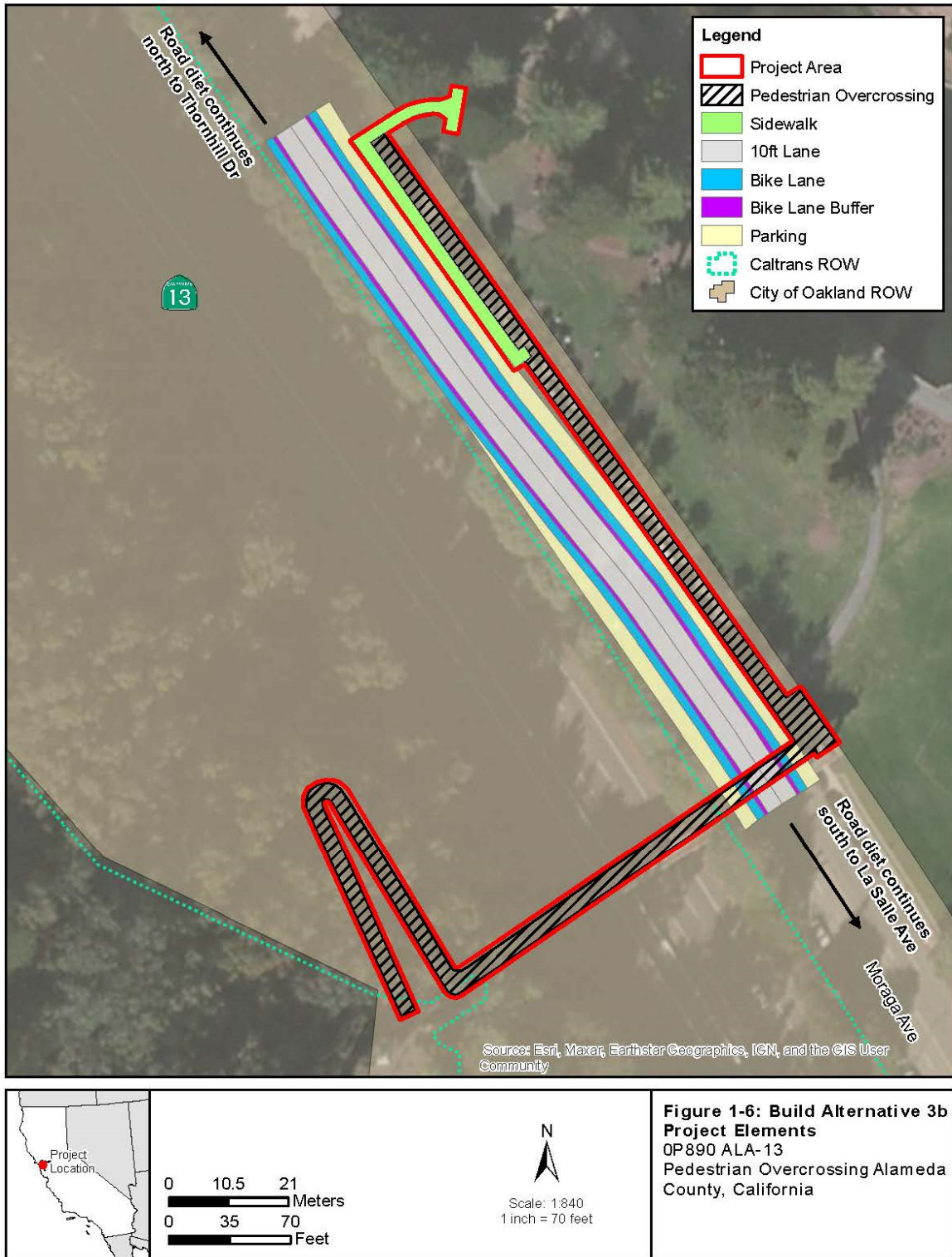


Figure 1-6. Alternative 3b Overview.

**Build Alternative 4:** This alternative will remove the existing bridge but not replace it. Pedestrian traffic will be diverted to the nearby La Salle Avenue Overcrossing, which is approximately 800 feet south of the Bruns Court POC, as an alternate route for pedestrians to cross SR-13. Alternative 4 will improve the local street facilities along La Salle Avenue and Moraga Avenue. It is anticipated that the local street improvements will be performed in partnership with the City of Oakland. Figure 1-7 provides a map showing an overview of the main improvements under Build Alternative 4 and their locations within the Project area.

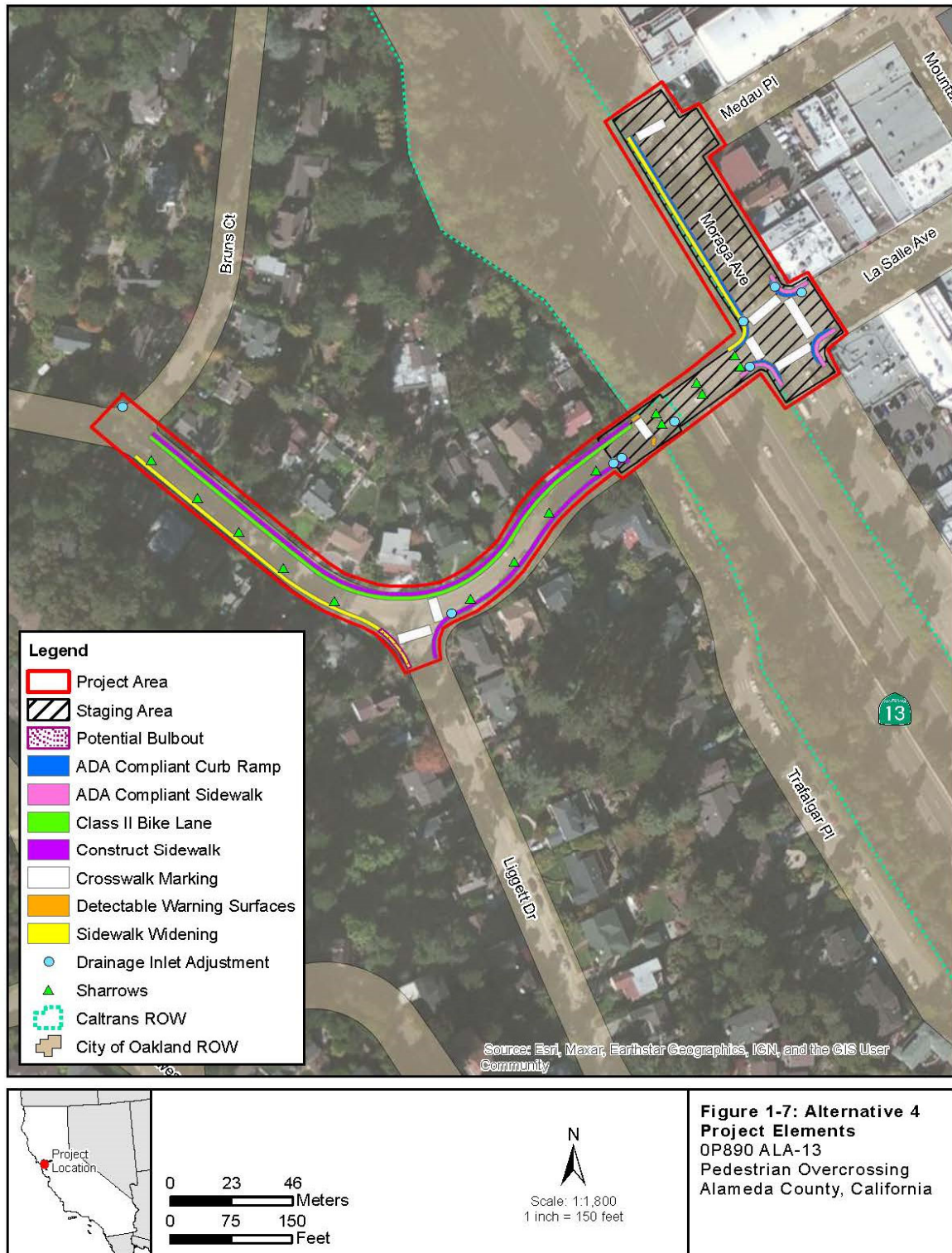


Figure 1-7. Alternative 4 Overview.

**No Build Alternative:** Under the No Build Alternative, the current POC would remain in place and would operate under its existing conditions. Further deterioration of the structure would be caused by age and wear, providing unsound service and use to the public. The No Build Alternative is considered the environmental baseline against which potential environmental effects of the build alternatives are evaluated. However, the No Build Alternative does not meet the Project purpose and need, as it does not address the seismic performance of the existing POC and would eventually not maintain connectivity for pedestrians between Bruns Court and Montclair Park. It has been eliminated from consideration except as a baseline and will not undergo further review.

The viable project alternatives are each described in further detail throughout the following sections and are each shown visually in project footprint maps in Figures 1-10 through 1-15 of this document.

**Preferred Alternative:** Following circulation of the Draft Initial Study with Proposed Mitigated Negative Declaration, careful evaluation of all comments submitted by the public, and in consideration of the whole record, the Caltrans project development team (PDT) in coordination with partner agency, the City of Oakland, identified **Build Alternative 4 as the Preferred Alternative** at the PDT meeting on October 11, 2023. This alternative will entail local street improvements along La Salle Avenue and Moraga Avenue. Additional information about this selection process is found in Section 1.8 of this document.

## 1.5 Improvements Common to All Build Alternatives

### Pedestrian Overcrossing (POC) Demolition

The existing POC spanning across SR-13 and Moraga Avenue is proposed to be demolished, as the structure does not meet current seismic design or ADA standards. The existing POC structure consists of a concrete deck on steel girders. The top concrete deck would be demolished first. Protective covers would be placed underneath the bridge deck for debris interception during demolition. This placement of protective covers would allow SR-13 and Moraga Avenue traffic to continue below the POC while the deck demolition is being performed. If protective covers are not available, full road closures would be required.

To remove the steel girders, full closure of SR-13 and Moraga Avenue (not simultaneously) would be required. There are joints along the bridges that could be used to separate the bridge into individual pieces for removal. Removal of the girders could be performed in shifts. It is anticipated that temporary support such as falsework bents would be required to provide support for the bridge as the steel girders are being removed by pieces. The removal of the middle support in the median of SR-13 could be performed behind K-rails. Figures 1-8 and 1-9 show the existing POC and its touchdown in Montclair Park.



Figure 1-8. View of Existing POC from SR-13. View north.



Figure 1-9. View of Existing Touchdown in Montclair Park. View west.

#### Utility Relocation

Utility relocation is anticipated for all three build alternatives. A 16-inch East Bay Municipal Utility District (EBMUD) water line and a communication line run across the area between SR-13 and Moraga Avenue. For Alternatives 2 and 3a/b, trenching will be required to establish a new service point for the new POC lighting system, which will require trenching. The new POC lighting system will involve a new service cabinet, pull boxes and conduit, and conductors. For Alternative 4, the construction of the bulb-outs and sidewalks will require utility relocation due to the proximity and density of observed manholes and utilities nearby. The traffic signals near the proposed improvements along La Salle Avenue are anticipated to be modified/relocated to ensure compliance with ADA requirements for the sidewalk/bulb-outs. The existing service point will be used, but a new service cabinet will be needed for the new city lighting system. This service point replacement will also involve trenching, new service cabinet, new pull boxes and conduit, and conductors.

#### Right of Way

Permit to Enter and Construct (PTEC) is anticipated for all build alternatives. This PTEC will provide accessibility for staging and construction towards the end of Bruns Court and along Moraga Avenue for the demolition of the existing POC.

#### Construction Impacts

No creek diversion is anticipated for any of the build alternatives. The number of working days for each alternative is being developed through an ongoing Advance Planning Study (APS).

Anticipated construction equipment for all build alternatives includes:

- Crane
- Backhoe with impact hammer
- Excavator
- Grader
- Loader
- Roller
- Bulldozer
- Dump truck
- Gradall

Night work and weekend work may be required for all build alternatives at different stages of the Project.

#### Traffic Impacts

A detour will be required for the demolition of the bridge as part of all build alternatives. A full road closure for SR-13 may be required for the demolition of the span over the highway. Moraga Avenue will be used as a detour route. A full road closure of Moraga Avenue may be required for the demolition of the span over that road.

#### Vegetation/Tree Removal

Vegetation and tree removal is anticipated at all build alternatives, though the location of the removed vegetation will vary between alternatives. Additional information about vegetation removal is discussed in Section 1.6 below.

### **1.6 Improvements Unique to Each of the Build Alternatives**

#### Build Alternative 2 – Replacement POC with Switchback between SR-13 and Moraga Avenue

Under Build Alternative 2, a new POC is proposed to be constructed to replace, in the same location, the existing POC that spans SR-13 and Moraga Avenue. This alternative consists of three major components: an on-ground pedestrian ramp near Bruns Court on the west side of SR-13, a main precast concrete girder bridge, and a reinforced concrete switchback ramp on the east side of SR-13. The proposed approach from Bruns Court will be an on-ground pedestrian path. At the end of the on-ground pedestrian path, the main bridge deck will span across SR-13 followed by a switchback ramp structure, which will then touch down in the green area between SR-13 and Moraga Avenue. The use of a switchback ramp structure between SR-13 and Moraga Avenue is to minimize the environmental impact by reducing the overall footprint area of the structure.

The alignment of the at-grade pedestrian path is developed to minimize the cut and fill of earth work needed. The total length of the path will be approximately 260 feet with a width of approximately 10 feet. The slope of the path will be approximately 4.5% with an approximately 2% cross slope. It is anticipated that retaining walls will be needed to retain the cut slope on the west side of the path and the fill slope on the east side of the path. The retaining walls will have a maximum height of 10 feet. It is anticipated that slope stabilization will be required.

The main bridge spanning across SR-13 will consist of one (1) abutment and two (2) bents. The bents will be in the median of SR-13 and between the northbound direction of SR-13 and Moraga Avenue. The bridge structure will be comprised of precast and prestress (P/S) concrete girders supported by reinforced concrete columns. The length of the main bridge deck is approximately 165 feet. The width of the travel way on the bridge will be approximately 8 feet wide with approximately a 1-foot curb on each side. The slope of the main bridge deck will be approximately 4.5% with an approximately 2% cross slope. The abutment and the bents for the bridge structure will be supported by Cast in Drilled Hole (CIDH) concrete piles of 4-feet in diameter.

The switchback ramp structure that touches down between SR-13 and Moraga Avenue will be a cast in place reinforced concrete structure, which will be supported by five (5) reinforced concrete columns. The length and width of the switchback structure are approximately 205 feet and 23 feet, respectively. The slope of the ramps of the switchback structure will be approximately 4.5% with an approximately 2% cross slope. The columns are anticipated to be supported by 5-foot diameter drilled piers. The construction of the switchback ramp structure will require falsework support.

Excavation between northbound SR-13 and Moraga Avenue will be required to provide enough space for construction of the lowest level of the switchback structure. A retaining wall will be required to provide adequate lateral support for SR-13 mainline. In addition to the retaining wall, a concrete barrier is needed to prevent vehicles from driving off the cut slope between SR-13 and Moraga Avenue and from colliding with the

switchback ramp structure. The concrete barrier will be constructed on top of the retaining wall and will extend beyond the ramp structure. Approximately 12 parking spaces may need to be removed along the west side of Moraga Avenue.

Traffic control devices will be installed at the existing crosswalk on Moraga Avenue or at a new crosswalk on Moraga Avenue to ensure the safety of the pedestrians crossing Moraga Avenue between the new POC and Montclair Park.

#### *Construction Methods*

The columns supporting the bridge and the switchback ramp structure will be founded on CIDH concrete piles. Drill rigs will be required for CIDH concrete piles. The existing concrete barriers along the median of SR-13 may be removed to allow for construction access for the foundation work. When the foundation work is completed, formwork will be required to construct the columns. Once the columns are completed, the precast girders can be lifted by cranes, which will require a full closure for SR-13 and Moraga Avenue (not simultaneously). The bridge deck can be cast in place during nighttime lane closure.

#### *Drainage*

The storm drainage runoff from the on-grade pedestrian path, the bridge, and the switchback structure will be drained through downspouts to minimize erosion and protect the slope.

#### *Right of Way*

The replacement POC and the ramps are within the Caltrans Right of Way. Permits to Enter and Construct (PTEC) totaling approximately 2,820 square feet are anticipated for the construction of the switchback structure at Bruns Court on the west side of SR-13.

#### *Staging, Equipment Laydown Areas, and Access Routes*

The construction of the foundations and the columns can be completed behind K-rail but most likely will require temporary closure of the shoulders of SR-13 and western sidewalk of Moraga Avenue. Temporary closure toward the end of Bruns Court may also be required to construct the on-grade ramp. Temporary sidewalk closures along Moraga Avenue will also be required to provide space for construction staging.

To provide access for construction equipment and materials access to construct the on-grade pedestrian ramp and the abutment of the bridge structure, a temporary construction access road may be needed (to be determined by the contractors). If the temporary access road is needed, it is anticipated that it will start from the outside shoulder of the Southbound (SB) SR-13 and extend to the on-grade pedestrian path and the abutment of the bridge structure. A construction area has been delineated to limit the area of construction activities to minimize the environmental impact.

#### *Traffic Impacts*

Erection of the precast bridge girders may be staged to avoid simultaneous closures of both directions of SR-13. Staged closures of SR-13 and Moraga Avenue are anticipated for Alternative 2. Shoulder closures along SR-13 are anticipated for constructing the middle bents of the new bridge. Temporary closure will be required along the sidewalk of Moraga Avenue adjacent to Montclair Park. Pedestrian traffic will be required to shift to the other side of Moraga Avenue.

#### *Vegetation and Tree Removal*

Vegetation and tree removal will be required at the hillside of SR-13 for the on-grade ramp, at the median of SR-13 for the main bridge, and at the area between SR-13 and Moraga Avenue for installation of the switchback structure. Approximately 0.66 acres of tree removal will be required at the hillside of SR-13, while approximately 0.21 acres of tree removal will be required in the space between SR-13 and Moraga Avenue.

#### *Geotechnical Borings*



Geotechnical borings will be needed to identify the subsurface condition and provide geotechnical recommendation for the proposed POC and retaining wall structures. Drill rigs for geotechnical borings will be required.

### Impacts to Montclair Park

Aside from the removal of the existing POC structure touchdown on the western edge of Montclair Park, Alternative 2 will result in no other permanent impacts to the park.

Figure 1-10 provides a layout map showing an overview of the detailed improvements under Build Alternative 2 and their locations within the Project area.

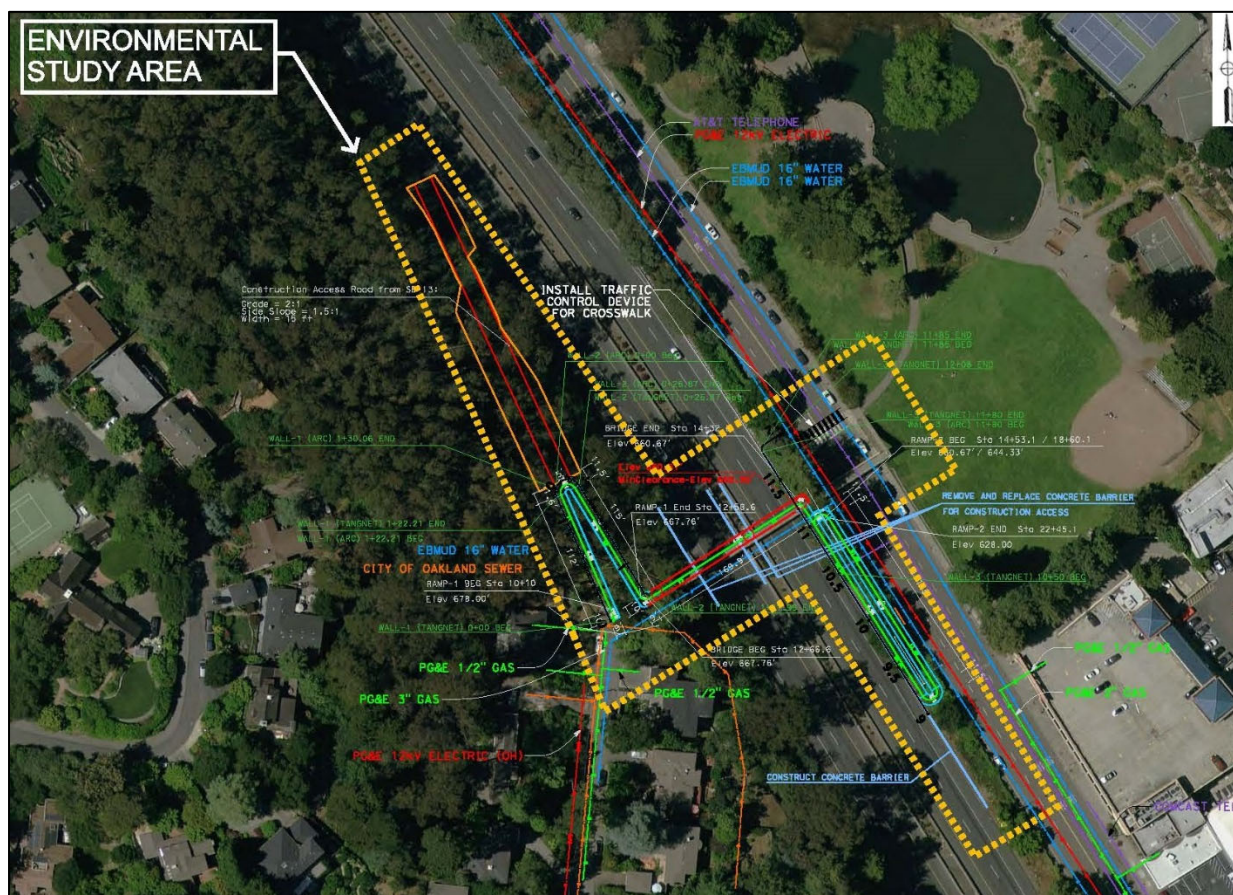


Figure 1-10. Replacement POC under Build Alternative 2.

### Build Alternative 3a and 3b – Replacement POC with Touchdown Ramp Along Moraga Avenue

Alternatives 3a and 3b are developed to provide a similar traveling path as the existing POC. Similar to Alternative 2, Alternatives 3a and 3b consist of an at-grade pedestrian ramp, a precast concrete girder bridge, and a reinforced concrete ramp structure. Alternatives 3a and 3b extend the precast concrete girder bridge to span across both SR-13 and Moraga Avenue and touch down along the east side of Moraga Avenue.

The bridge structure will be the same for Alternatives 3a and 3b. It will consist of one (1) abutment and three (3) bents. The bents will be in the median of SR-13, between the northbound direction of SR-13 and Moraga Avenue, and adjacent to Montclair Park. The POC bridge structure will be comprised of precast prestressed (PC P/S) concrete girders. The length of the bridge structure is approximately 300 feet. The width, slope, cross slope, and foundation design of the bridge will be similar to those of Alternative 2. The design of the at-grade pedestrian path and the two retaining walls on the west side of SR-13 are the same from Alternative 2.

Alternative 3a will involve the take of approximately 18 parking spaces along the east side of Moraga Avenue and approximately 6 parking spaces along the west side of Moraga Avenue. It will place the touchdown ramp within the existing parking spaces. The touchdown structure will be an approximately 5% grade and will be approximately 420 feet long by 8 feet wide. It will require ten bents, spaced approximately 15 feet apart, and one abutment. The sidewalk will run beneath the new touchdown structure

where possible and then bend to the west where there is insufficient headroom. The new road structure will consist of 10-foot inner lanes and 11-foot outer lanes.

Alternative 3b will involve a road diet that will remove two lanes from Moraga Avenue. It may require the removal of approximately 18 parking spaces along the west side of Moraga Avenue. The touchdown ramp will stay on the east side of Moraga Avenue, and a sidewalk and bicycle lane will be placed to the immediate west of the touchdown ramp. The touchdown structure will be an approximately 5% grade and will be approximately 420 feet long by 8 feet wide. It will require ten bents, spaced approximately 15 feet apart, and one abutment. As part of the road diet, there will be 9-foot parking lanes on either side of Moraga Avenue, along with 5-foot bike lanes and 2-foot bike lane buffers. The two remaining travel lanes will be 10 feet. The road diet will extend from LaSalle Avenue to Thornhill Drive.

Both Alternatives 3a and 3b will include a staircase on the south end of the touchdown ramp within the footprint of the existing POC staircase within Montclair Park. On the north end of the ramp, there will be a short at-grade walkway within the park to connect to an existing park walkway.

As discussed above, in previous iterations of the Project, this alternative was originally defined as Alternative 3 and utilized a switchback structure within Montclair Park rather than the touchdown ramp included in the new Alternatives 3a and 3b. The former Alternative 3 was significantly modified into its current form to minimize impact to the park. The original Alternative 3 has been eliminated from further consideration.

#### *Construction Methods*

The columns supporting the bridge and the touchdown ramp structure will be founded on CIDH concrete piles. Drill rigs for CIDH concrete piles will be required. The existing concrete barriers along the median of SR-13 may be removed to allow for construction access for the foundation work. When the foundation work is completed, formwork will be required to construct the columns. Once the columns are completed, the precast girders can be lifted by cranes, which will require a full closure for SR-13 and Moraga Avenue (not simultaneously). The bridge deck can be cast in place during nighttime lane closure.

#### *Drainage*

The storm drainage runoff from the on-grade pedestrian path, the bridge, and the touchdown ramp structure will be drained through downspouts installed in the structure. Rock Slope Protection (RSP) will be installed right at the outfall of downspouts to minimize erosion and protect the slope.

#### *Right of Way*

Temporary construction easements (TCE) totaling approximately 3,635 square feet are anticipated for constructing the touchdown ramp structure, staircase, and the at-grade walkway within Montclair Park. Permits to Enter and Construct (PTEC) totaling approximately 2,820 square feet are anticipated for the construction of the switchback structure at Bruns Court on the west side of SR-13.

#### *Staging, Equipment Laydown Areas, and Access Routes*

The construction of the foundations and the columns can be completed behind K-rail but most likely will require temporary closure of the shoulders of SR-13 and western sidewalk of Moraga Avenue. Temporary closure toward the end of Bruns Court may also be required to construct the on-grade ramp. Temporary sidewalk closures along Moraga Avenue will also be required to provide space for construction staging.

To provide access for construction equipment and materials access to construct the on-grade pedestrian ramp and the abutment of the bridge structure, a temporary construction access road may be needed (to be determined by the contractors). If the temporary access road is needed, it is anticipated that it will start from the outside shoulder of the Southbound (SB) SR-13 and extend to the on-grade pedestrian path

and the abutment of the bridge structure. A construction area has been delineated to limit the area of construction activities to minimize the environmental impact.

### Traffic Impacts

Erection of the precast bridge girders may be staged to avoid simultaneous closures of both directions of SR-13. Staged closures of SR-13 and Moraga Avenue are anticipated for Alternative 3. Shoulder closures along SR-13 are anticipated for constructing the middle bents of the new bridge. Temporary closure will be required along the sidewalk of Moraga Avenue adjacent to Montclair Park. Pedestrian traffic to the other side of Moraga Avenue will be required.

### Vegetation and Tree Removal

Vegetation and tree removal will be required at the hillside of SR-13 for the on-grade ramp, at the median SR-13 and at the median area between SR-13 and Moraga Avenue for the main bridge. Approximately 0.66 acres of tree removal will be required on the west side of SR-13, while approximately 0.12 acres of tree removal will be required in the space between SR-13 and Moraga Avenue. Vegetation trimming may be required in Montclair Park for the installation of the touchdown ramp.

### Geotechnical Borings

Geotechnical borings will be needed to identify the subsurface condition and provide geotechnical recommendation for the proposed POC and retaining wall structures. Drill rigs for geotechnical borings will be required.

### Impacts to Montclair Park

Aside from the removal of the existing POC structure touchdown on the western edge of Montclair Park and the construction of a connecting sidewalk, Alternatives 3a and 3b will result in no other permanent impacts to the park.

Figures 1-11 and 1-12 provide layout maps showing an overview of the detailed improvements under Build Alternatives 3a and 3b and their locations within the Project area. Figures 1-13 and 1-14 show the plan views for Alternatives 3a and 3b, particularly the differences in lane width.

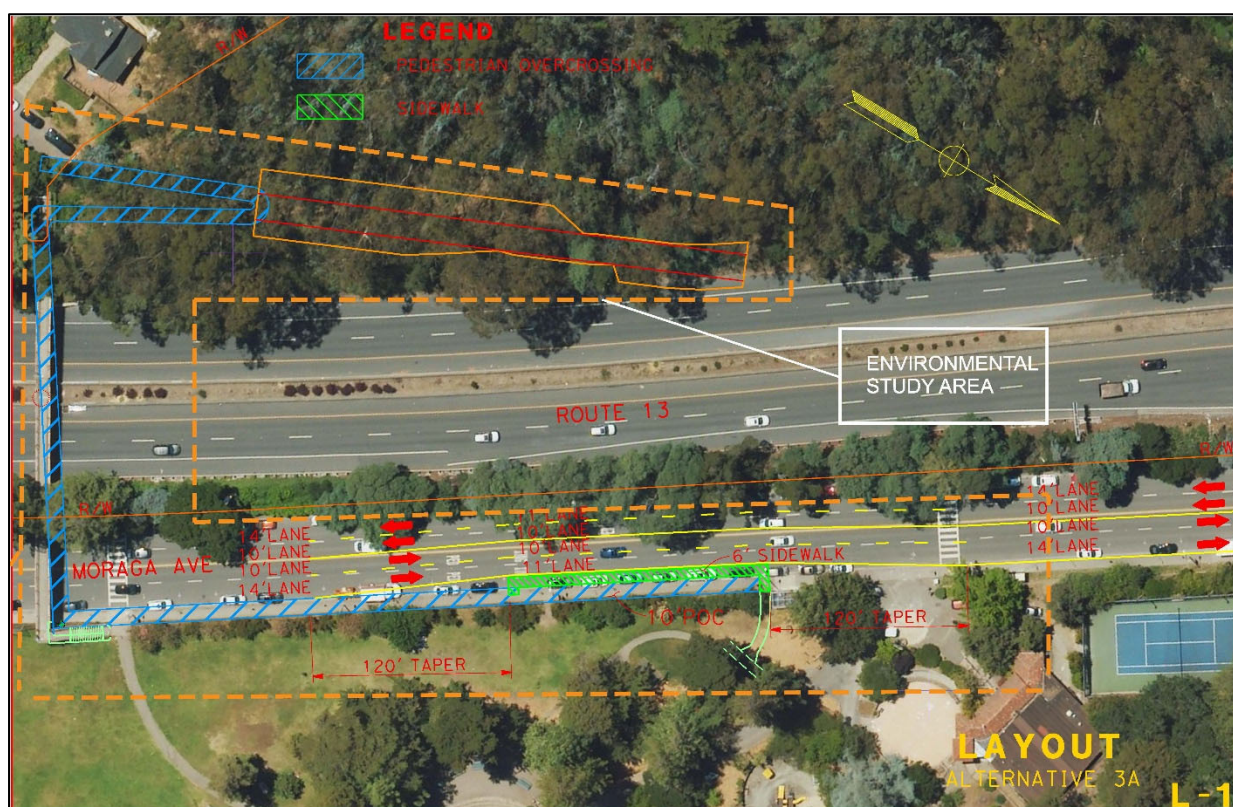


Figure 1-11. Replacement POC under Build Alternative 3a.

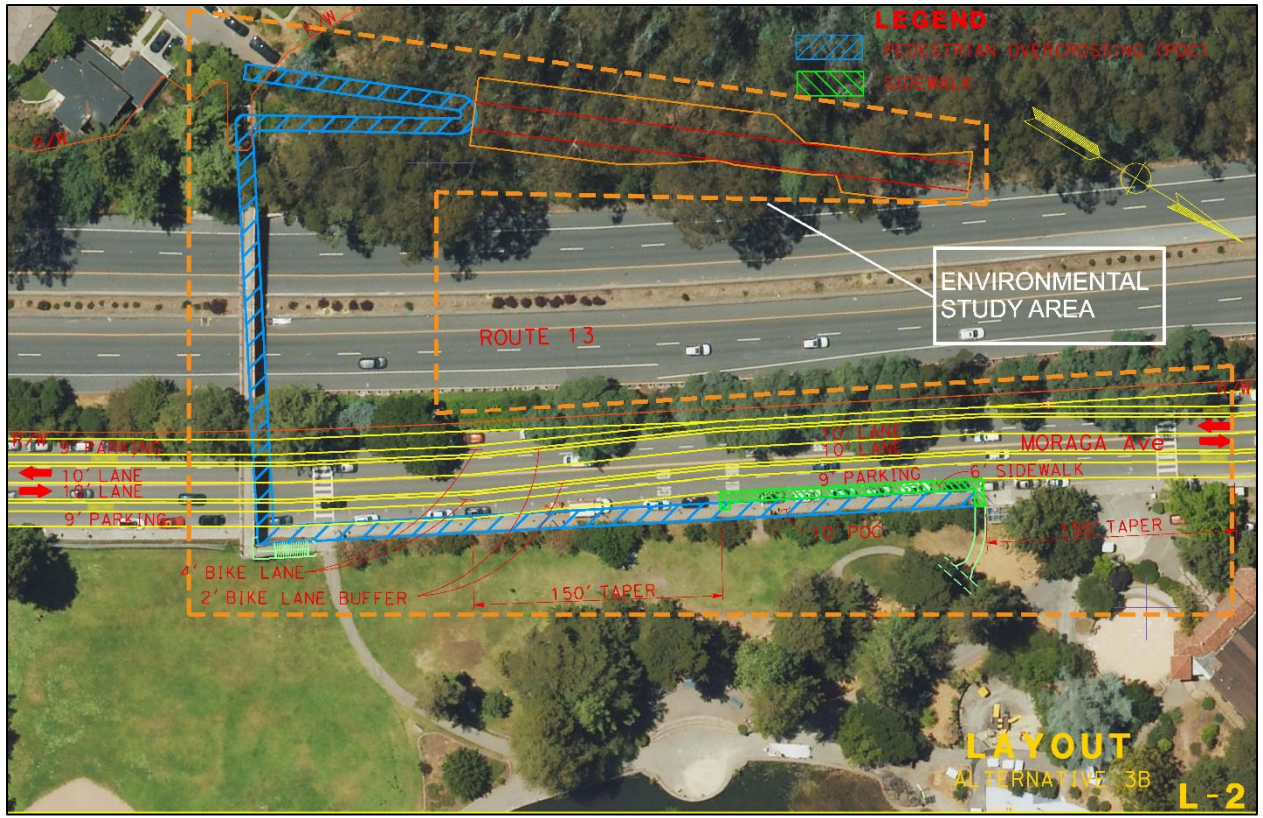


Figure 1-12. Replacement POC under Alternative 3b.

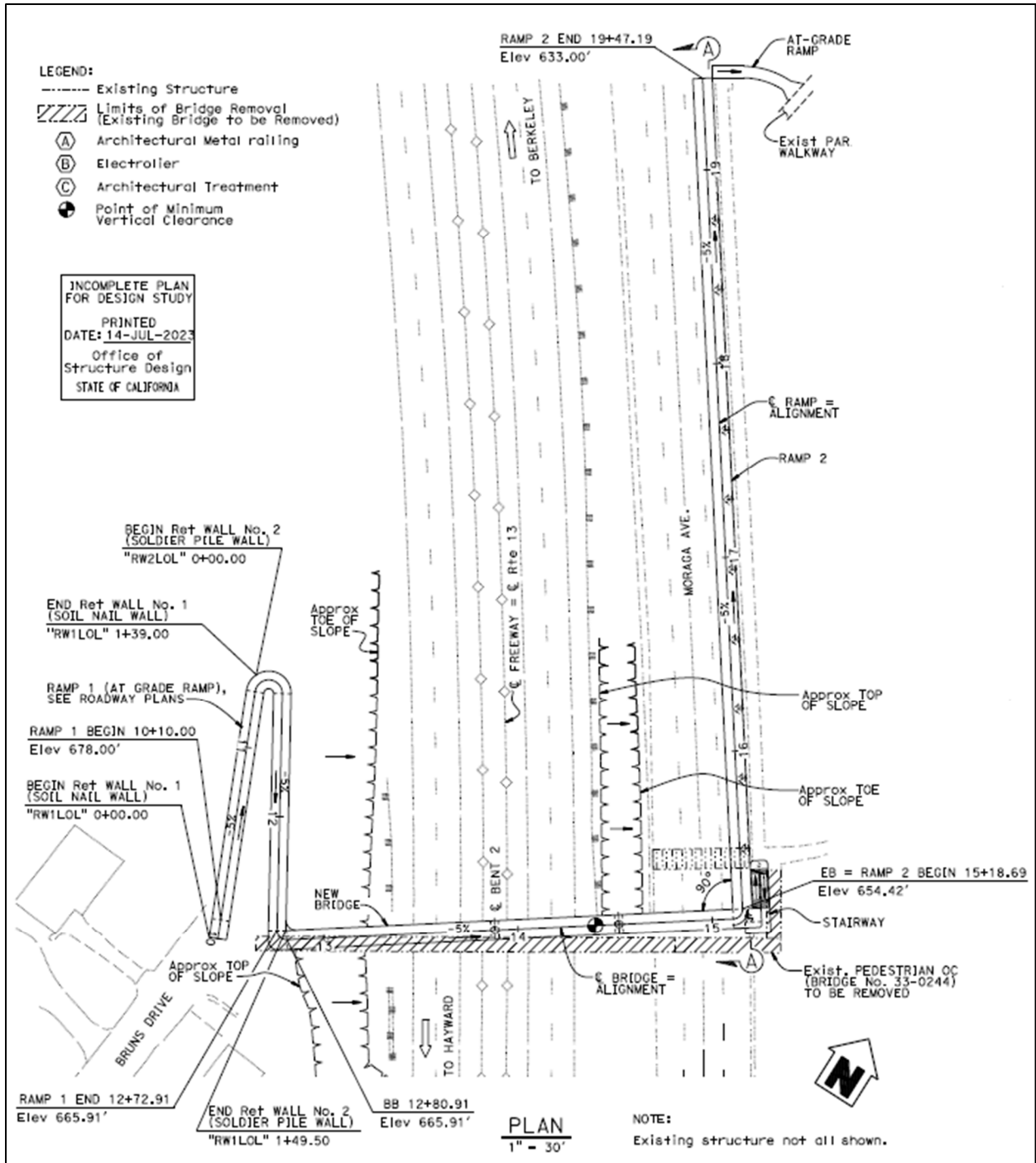


Figure 1-13. Replacement POC Under Alternative 3a/3b.

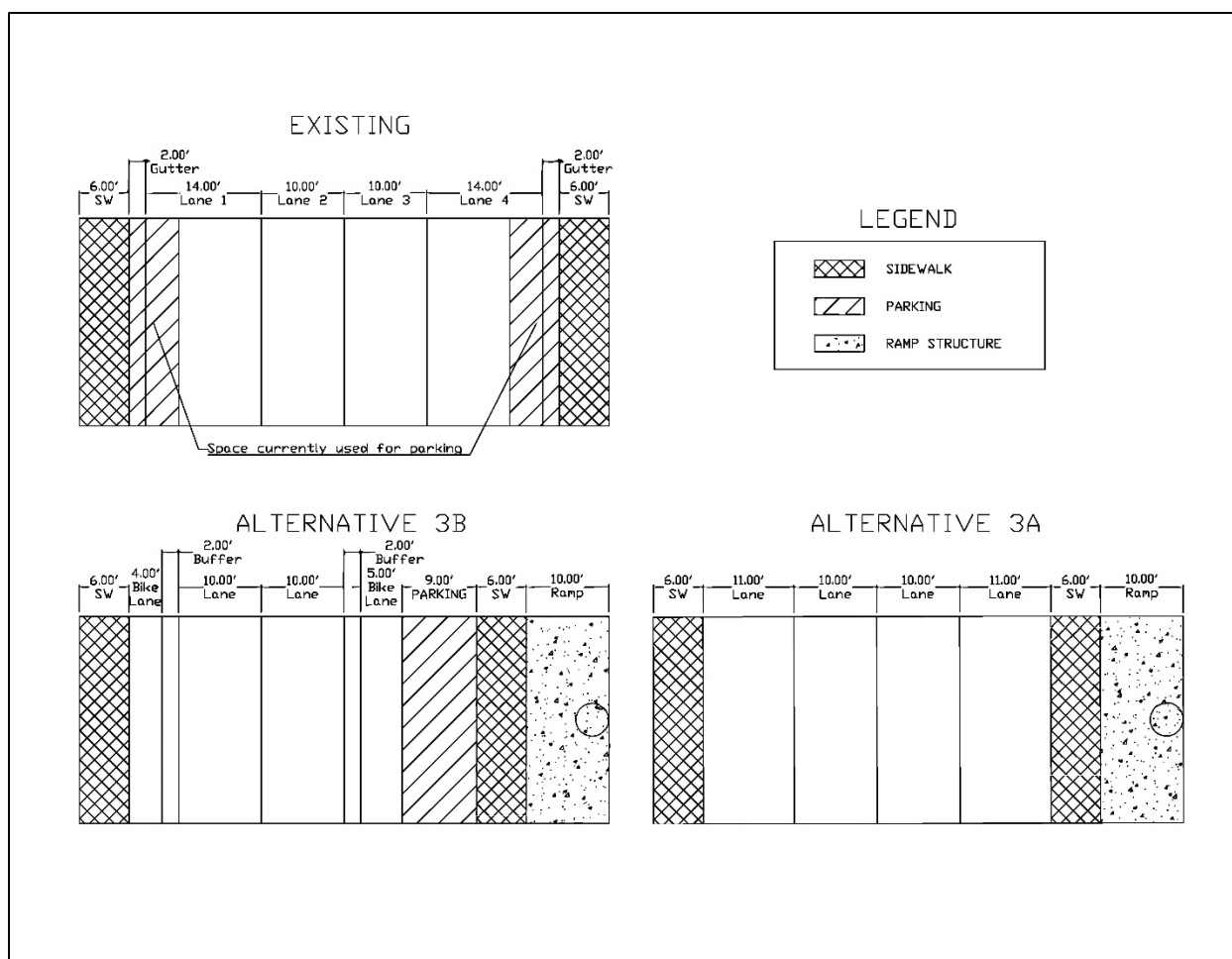


Figure 1-14. Lane widths under Alternatives 3a and 3b.

### Build Alternative 4 – Local Street Improvements

As an attempt to minimize environmental, park, and operation impacts introduced by the bridge replacement, a fourth alternative was developed that will remove the existing bridge but not replace it. Some parking may need to be removed along La Salle Avenue. For this alternative, pedestrian traffic will be diverted to the nearby La Salle Avenue Overcrossing, which is approximately 800 feet south of the Bruns Court POC, as an alternate route for pedestrians to cross SR-13. Alternative 4 will improve the local street facilities along La Salle Avenue and Moraga Avenue. It is anticipated that the local street improvements will be performed in partnership with the City of Oakland. The improvements may include:

- Widening the sidewalk on the west side of Moraga Avenue between La Salle Avenue and Medau Place;
- Constructing bulb-outs at the four corners at the intersection of La Salle Avenue and Moraga Avenue to shorten the crossing distance at this intersection;
- Refreshing the crosswalk striping with enhanced wet night visibility;
- Installing bicycle sharrows striping on La Salle Avenue OC to indicate the road is being shared by both motorists and bicyclists;
- Constructing a 5-foot-wide sidewalk along La Salle Avenue from the intersection of La Salle Avenue and Bruns Court to the La Salle Avenue OC;
- Installing a Class II bike lane on the uphill direction of La Salle Avenue from the La Salle Avenue OC to Bruns Court;
- Constructing bulb-outs at the intersection of La Salle Avenue and Liggett Drive.

### Construction Methods

The existing sidewalk and curb and gutter will be sawcut, broken into pieces, and hauled off site. Class 2 Aggregate Base (AB) will be imported and compacted before pouring the concrete. Part of the existing roadway may also be removed to provide

space to place the formwork for the gutter. The roadway will then be paved back to the original grade.

#### *Drainage*

The drainage pattern is not expected to differ significantly from existing conditions. The existing drainage inlets and culverts will be relocated due to the construction of sidewalks and bulb-outs. It is anticipated that the utility lines will likely be impacted by the proposed work.

#### *Right of Way*

PTEC are anticipated along La Salle Avenue and Moraga Avenue for the local street improvements. ROW acquisitions from the private properties for construction of the 5-foot-wide sidewalk and the bulb-outs will likely be required along the southern side of La Salle Avenue. Coordination with the City of Oakland and the private properties' owners will be needed.

#### *Staging, Equipment Laydown Areas, and Access Routes*

Temporary sidewalk closures will be required for the construction of the bulb-outs and sidewalk along Moraga Avenue and La Salle Avenue.

#### *Traffic Impacts*

Temporary sidewalk closure will be required for construction of the sidewalk and bulb-outs. Detours of the pedestrian traffic to the other side of Moraga Avenue and La Salle Avenue will be required.

#### *Vegetation and Tree Removal*

Vegetation and tree removal will be required along La Salle and Moraga Avenue for construction of the sidewalk and bulb-outs.

#### *Geotechnical Borings*

No geotechnical borings will be required.

#### *Impacts to Montclair Park*

Aside from the removal of the existing POC structure touchdown on the western edge of Montclair Park, Alternative 4 will result in no other permanent impacts to the park.

Figure 1-15 provides a layout map showing an overview of the detailed improvements under Build Alternative 4 and their locations within the Project area.

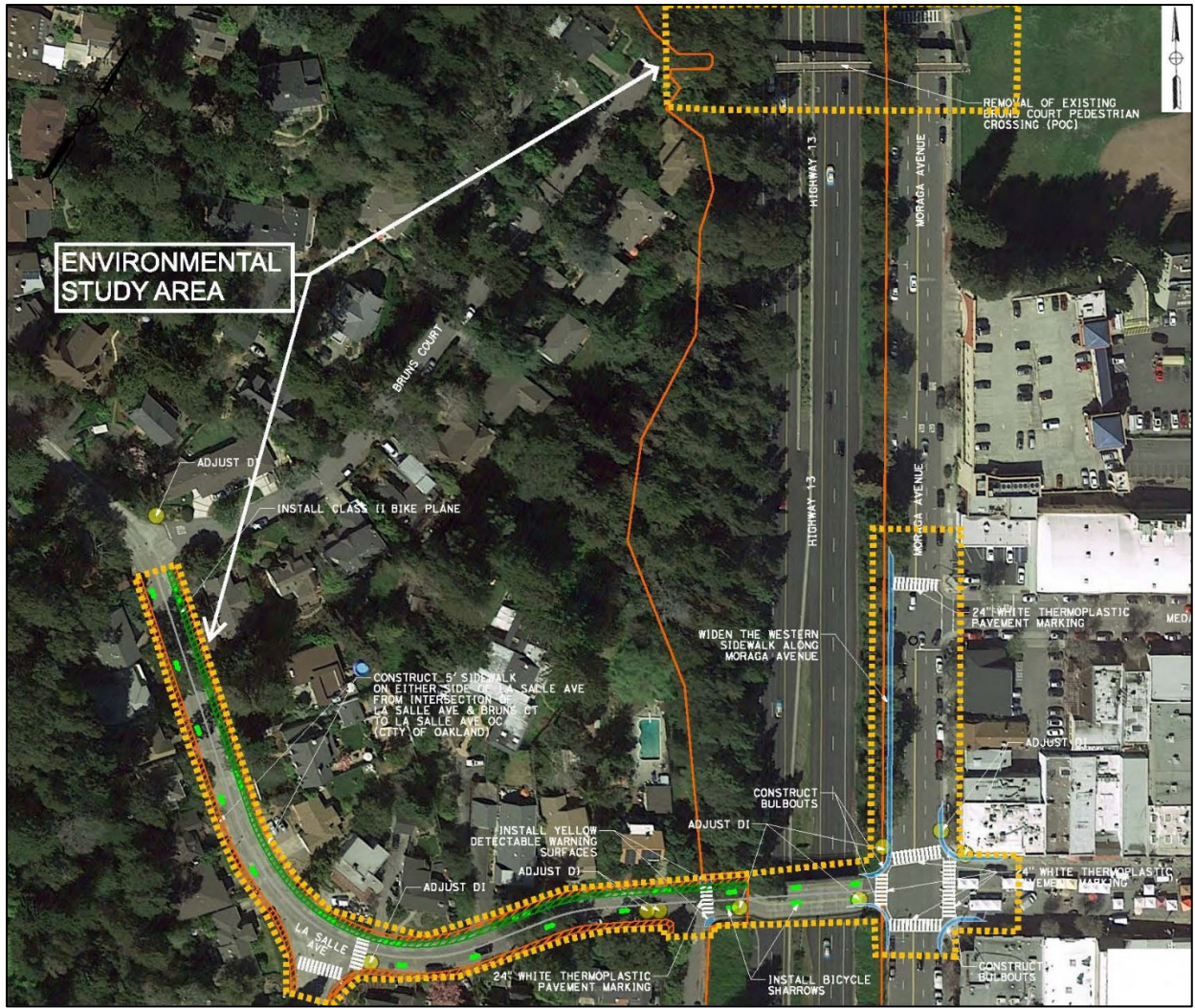


Figure 1-15. Local Street Improvements under Build Alternative 4.



## 1.7 Alternatives Considered but Eliminated from Further Discussion

### Alternative 1 – POC Replacement with Touchdown Ramp Between SR-13 and Moraga Avenue

This alternative was developed from the Project Initiation Report (PIR). It would replace the existing bridge with an at grade pedestrian ramp with retaining walls along the hillside of SR-13, a precast box girder bridge, a precast reinforced concrete ramp on the northbound side of SR-13. The proposed POC structure would cross SR-13, run north in the median of SR-13 and Moraga Avenue, and touch down at the pedestrian crossing on the west side of Moraga Avenue. The construction of the ramp structure would require approximately 600 feet of tree removal in the median of SR-13 and Moraga Avenue and result in significant environmental and visual impact. As a result, Alternative 1 is not considered as a viable alternative and will not undergo further review.

### Former Alternative 3 – POC Replacement with Switchback Ramp in Montclair Park

In earlier iterations of this project, including during the initial public outreach, Alternative 3 was originally planned as an at grade pedestrian ramp along SR-13, a precast box girder bridge, and a large switchback structure within Montclair Park. This original Alternative 3 would have required permanent use of Montclair Park and would have had a significant impact on recreation activities. The alternative was significantly modified and developed into the current Alternative 3a and 3b, which avoid permanent impacts to the park.

## 1.8 Identification of a Preferred Alternative

Following circulation of the Draft Initial Study with Proposed Mitigated Negative Declaration, careful evaluation of all comments submitted by the public, and in consideration of the whole record, the Caltrans project development team (PDT) in coordination with partner agency, the City of Oakland, identified **Build Alternative 4 as the Preferred Alternative** at the PDT meeting on October 11, 2023. This alternative will entail local street improvements along La Salle Avenue and Moraga Avenue.

In the next phase of the project development process, the design phase, Caltrans will collaborate with the City of Oakland to further refine the project features included in Build Alternative 4. As requested by the City of Oakland and the Bruns Court community, additional features may include improvements such as a road diet along Moraga Avenue that is similar to the road diet proposed in Build Alternative 3b. The details of these features will be analyzed and further defined during the design phase of the project.

All proposed permanent improvements along La Salle Avenue and Moraga Avenue will be within the City of Oakland or the Caltrans right of way. These improvements may include:

- Widening the sidewalk on the west side of Moraga Avenue between La Salle Avenue and Medau Place (Caltrans ROW);
- Possibly removing two driving lanes along Moraga Avenue from Thornhill Drive to La Salle Avenue. These driving lanes will be replaced with 9-foot parking lanes on either side of Moraga Avenue, along with 5-foot bike lanes and 2-foot bike lane buffers. The two remaining travel lanes will be 10 feet (City of Oakland ROW)
- Constructing bulbouts at the four (4) corners at the intersection of La Salle Avenue and Moraga Avenue to shorten the crossing distance at this intersection (City of Oakland ROW);
- Refreshing the crosswalk striping with enhanced wet night visibility (City of Oakland ROW);
- Installing bicycle sharrows striping on La Salle Avenue OC to indicate the road is being shared by both motorists and bicyclists (City of Oakland ROW);
- Constructing a 5' sidewalk along La Salle Avenue from the intersection of La Salle Avenue and Bruns Court to the La Salle Avenue OC (City of Oakland ROW);
- Installing a Class II bike lane on the uphill direction of La Salle Avenue from the La Salle Avenue OC to Bruns Court (City of Oakland ROW);

- Constructing bulbouts at the intersection of La Salle Avenue and Liggett Drive (City of Oakland ROW).

Caltrans selected the Preferred Alternative and made the final determination of the Project's effects on the environment. Under CEQA, no significant impacts were identified, and Caltrans has prepared this Negative Declaration (ND) for the approval of the Preferred Alternative.

## 1.9 Project Features

This Project contains a number of standardized project features, which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are addressed in more detail throughout Chapter 2 and are included in Appendix B.

Table 1. Project Features

Resource Area	Project Feature Number	Description
Aesthetics and Visual Resources	PF-AES-1	<b>Erosion Control Measures.</b> Disturbed soil areas will be hydroseeded with native and non-native, erosion-control grass and forb seed mixes.
Aesthetics and Visual Resources	PF-AES-2	<b>Architectural Treatment for Concrete Surfaces Exposed to View.</b> Retaining walls and other concrete surfaces exposed to view will be textured and colored to improve their aesthetics and enhance their compatibility with the character of the existing architecture in the viewshed.
Aesthetics and Visual Resources	PF-AES-3	<b>Structural Aesthetics for POC, Ramp, Columns, and Fence.</b> The architecture and aesthetics of the POC, ramps, and fence will be designed with Context Sensitive Solutions that complement the site character.
Aesthetics and Visual Resources	PF-AES-4	<b>Minimization of Heights, Extents, and Visual Impacts of the Retaining Walls.</b> The alignment of the on-ground pedestrian path from Bruns Court to the POC bridge will be designed to balance and minimize cut-and-fill work to reduce the extent and visual impact of the retaining walls.
Aesthetics and Visual Resources	PF-AES-5	<b>Construction Staging:</b> Except as detailed in the Contract Plans, staging areas would not affect existing landscaped areas resulting in death and/or removal of trees and shrubs, or disruption and destruction of existing irrigation facilities.
Aesthetics and Visual Resources	PF-AES-6	<b>Construction Lighting:</b> Construction lighting would be directed toward the immediate vicinity of active work to avoid light trespass through directional lighting, shielding, and other measures as needed.
Air Quality	PF-AIR-1	<b>Maintaining Construction Equipment and Vehicles:</b> All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.
Air Quality	PF-AIR-2	<b>Contractor Air Quality Compliance:</b> The contractor will adhere to Caltrans Standard Specifications for Construction, Sections 14.9-02 and 14.9.03, which require contractor compliance with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
Biological Resources	PF-BIO-1	<b>Preconstruction Bird Surveys:</b> During the nesting season (February 1 through September 30), pre-construction surveys for nesting birds would be conducted by a qualified biologist no more than 72 hours prior to the start of construction activities. If an active nest is discovered, biologists would establish an appropriate exclusion buffer around the nest. The standard buffer will be 50 feet for passerines (perching songbirds), 100 feet for egrets/herons, and 300 feet for raptors (birds of prey). The buffer zones will be delineated with high-visibility environmental fencing or demarcated with pin flags or ribbon, as applicable based on-site conditions. The area within the buffer would be avoided until the young are no longer dependent on the adults or the nest is no longer active. If a nesting special-status bird species is discovered, the biologist would notify the USFWS and/or CDFW for further guidance. Partially constructed and inactive nests may be removed to prevent occupation. Nesting birds near the Project footprint would be regularly monitored for signs of disturbance. To the extent feasible, tree removal, vegetation removal, and clearing and grubbing activities would not occur during the nesting season.

Resource Area	Project Feature Number	Description
Biological Resources	PF-BIO-2	<b>Preconstruction Survey for Bats.</b> A survey for presence or absence of bats should be conducted prior to the start of construction. If bats are detected, a roosting bat exclusion plan will be developed and implemented. At a minimum, this plan would address how one-way exclusion devices would be used to allow bats to safely exit the current bridge prior to construction. Exclusion of bats would only occur between March 1 to April 15 and August 31 to October 15 to avoid sensitive periods.
Biological Resources	PF-BIO-3	<b>Caltrans Standard Best Management Practices (BMPs):</b> The potential for adverse effects to water quality would be avoided by implementing temporary and permanent BMPs outlined in Section 7-104B of the Caltrans' Standard Specifications. Caltrans erosion control BMPs would be used to minimize any wind- or water-related erosion.
Biological Resources	PF-BIO-4	<b>Covering of Trenches and Excavated Holes:</b> To prevent inadvertent entrapment of wildlife during construction, excavated holes or trenches more than one foot deep with walls steeper than 30 degrees would be covered by plywood or similar materials at the close of each working day. Alternatively, an additional 4-foot-high vertical barrier, independent of exclusionary fences, would be used to further prevent the inadvertent entrapment of listed species. If it is not feasible to cover an excavation or provide an additional 4-foot-high vertical barrier, independent of exclusionary fences, one or more escape ramps constructed of earth fill or wooden planks would be installed. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals.
Biological Resources	PF-BIO-5	<b>Environmentally Sensitive Area Fencing.</b> Prior to commencing construction on the access road, areas adjacent to the construction zone that will require vegetation removal will be delineated with high visibility temporary fencing at least 4 feet in height, or other appropriate delineator, to prevent encroachment of construction personnel and equipment onto sensitive areas during construction. The fencing will be removed when all construction equipment is removed from the site.
Biological Resources	PF-BIO-6	<b>Monofilament Netting:</b> To prevent wildlife from being entangled, trapped or injured, erosion control materials with plastic mono-filament netting would not be used within the BSA.
Biological Resources	PF-BIO-7	<b>Firearms:</b> No firearms would be allowed in the BSA except for those carried by authorized security personnel, or local, state, or federal law enforcement officials.
Biological Resources	PF-BIO-8	<b>Pets:</b> To prevent harassment, injury, or mortality of sensitive species, no pets would be permitted in the BSA.
Biological Resources	PF-BIO-9	<b>Wetlands:</b> No construction impacts, dredge, or fill would occur to any wetlands or waterways.
Biological Resources	PF-BIO-10	<b>Replanting with Native Species:</b> All areas that are temporarily affected during construction would be revegetated as needed with an assemblage of native grass, shrub, and/or tree species to restore habitat values. Invasive, exotic plants would be controlled to the maximum extent practicable, pursuant to Executive Order 13112 (Invasive Species).
Biological Resources	PF-BIO-11	<b>Consultation with Appropriate Agencies.</b> If a special status plant species is discovered during the implementation of the proposed Project, consultation with the appropriate agencies would be initiated.
Cultural Resources	PF-CUL-1	<b>Discovery of Human Remains:</b> If remains are discovered during excavation, all work within 60 feet of the discovery would halt and Caltrans' Cultural Resource Studies Office would be called. Caltrans' Cultural Resources Studies Office Staff would assess the remains and, if determined human, would contact the County Coroner as per Public Resources Code (PRC) Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the Coroner determines the remains to be Native American, the Coroner would contact the Native American Heritage Commission who would then assign and notify a Most Likely Descendant. Caltrans would consult with the Most Likely Descendant on respectful treatment and reburial of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
Cultural Resources	PF-CUL-2	<b>Discovery of Cultural Materials:</b> If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a Caltrans qualified archaeologist is contacted to assess the nature and significant of the find.
Greenhouse Gas Emissions (GHG)	PF-GHG-1	<b>Emissions Reductions:</b> Implementation of Caltrans Standard Specifications, such as complying with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract and the use of construction best management practices, would result in reducing GHG emissions from construction activities, including but not limited to: 1. Regular vehicle and equipment maintenance

Resource Area	Project Feature Number	Description
		<p>2. Limit idling of vehicles and equipment onsite</p> <p>3. If practicable, recycle nonhazardous waste and excess material.</p> <p>If recycling is not practicable, dispose of material</p> <p>4. Use solar-powered signal boards, if feasible</p> <p>In addition, with innovations such as longer pavement lives, improvement in traffic management and changes in materials, construction-related GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.</p>
Hazards and Hazardous Materials	PF-HAZ-1	<b>Aerially Deposited Lead Work Plan:</b> Caltrans will prepare a work plan for aerially deposited lead if required during the design (Plans, Specifications and Estimate [PS&E]) phase. Soil samples collected to evaluate aerially deposited lead would be analyzed for total lead and soluble lead in accordance with Department of Toxic Substances Control's requirements to determine appropriate actions that would ensure the protection of construction workers, future site users, and the environment.
Hazards and Hazardous Materials	PF-HAZ-2	<b>Asbestos and Lead-Based Paint Survey:</b> Existing interchange structures that would be removed by the Project would be tested for asbestos and lead-based paint by a qualified and licensed inspector prior to demolition. All asbestos-containing material or lead-based paint, if found, would be removed by a certified contractor in accordance with local, state, and federal requirements.
Hazards and Hazardous Materials	PF-HAZ-3	<b>Hazardous Materials Incident Contingency Plan:</b> Prior to construction, a hazardous materials incident contingency plan would be prepared to report, contain, and mitigate roadway spills. The plan would designate a chain of command for notification, evacuation, response, and cleanup of roadway spills.
Hazards and Hazardous Materials	PF-HAZ-4	<b>Groundwater Testing.</b> Removal of the existing structure will likely encounter groundwater and require dewatering. Groundwater will be tested for contamination by a qualified and licensed inspector prior to demolition.
Noise	PF-NOI-1	<b>Combine Noisy Operations.</b> Noisy operations should occur within the same time period. The total noise level will not be significantly greater than the level produced if operations are performed separately.
Noise	PF-NOI-2	<b>Public Outreach:</b> Public outreach shall be required throughout the project duration of construction to update nearby residents, businesses, and other project stakeholders on upcoming construction activities and any changes to the project construction timeline.
Noise	PF-NOI-3	<b>Staging and Storage Areas:</b> Locate staging and storage areas away from sensitive receptors (especially residences) and, if feasible, enclose staging and storage areas.
Noise	PF-NOI-4	<b>Alternative Methods or Equipment:</b> Use quieter alternative methods or equipment, if feasible. (e.g. use of electricity instead of a generator, if feasible at the location). Prevent idling of equipment near sensitive receptors. Equip any internal combustion engines with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.
Noise	PF-NOI-5	<b>Prevent Idling:</b> Prevent idling of equipment near sensitive receptors and avoid unnecessary nighttime idling of internal combustion engines within 100 feet of sensitive receptors.
Noise	PF-NOI-6	<b>Internal Combustion Engines:</b> Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.
Noise	PF-NOI-7	<b>Daytime Construction:</b> Noise levels exceeding 86 dBA will not be scheduled during night, between 9:00 pm and 6:00 am.
Transportation and Traffic	PF-TRA-1	<p><b>Traffic Management Plan:</b> A Traffic Management Plan (TMP) would be developed by Caltrans during the Design Phase. The TMP would include elements such as detours, expected lane closures, haul routes, one-way traffic controls to minimize speeds and congestion, flag workers, and phasing to reduce impacts to local residents as feasible and maintain access for police, fire, and medical services in the area.</p> <p>Prior to construction, Caltrans would notify adjacent property owners, businesses, and the City of Oakland regarding construction activities, access changes, and lane closures and detours. In addition, Caltrans would coordinate with the local Fire Department and emergency response services prior to construction to minimize potential disruption to emergency services.</p>
Utilities and Service Systems	PR-UTIL-1	<b>Trash Management:</b> All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the project limits.

Resource Area	Project Feature Number	Description
Utilities and Service Systems	PF-UTIL-2	<b>Notify Utility Owners of Construction Schedule to Protect Utilities:</b> Caltrans would notify all affected utility companies, such as PG&E, of construction schedules for proposed project work so that they can relocate the gas, telephone, cable, or overhead distribution lines prior to construction and minimize disruption of any utility service.
Water Quality	PF-WQ-1	<b>Water Quality Best Management Practices:</b> The calculated disturbed soil area (DSA) is less than one acre, thus preparation of a water pollution control plan (WPCP) is required that includes Best Management Practices (BMPs) to reduce the pollutants in stormwater discharges during construction and permanently to the Maximum Extent Practicable (MEP). The BMPs recommended for this project are as follows: <ul style="list-style-type: none"> <li>• Job site management for effective handling, storage, usage, and disposal practices to control material pollution and manage waste at the job site before they enter storm drain systems or receiving waters.</li> <li>• Concrete waste management is recommended to minimize or eliminate discharge of concrete waste material to storm drain systems.</li> <li>• Sediment control consisting of temporary fiber rolls and silt fences placed on the toe and face of slopes to intercept runoff, reduce its flow velocity, release the runoff as a sheet flow, and remove sediment from runoff.</li> <li>• Storm drain inlet protection to reduce sediment from storm water runoff discharging from the construction site prior to entering the storm drainage system.</li> <li>• Waste management and materials pollution control (materials delivery and storage, spill prevention and control, solid waste management, hazardous waste and contaminated soil management, sanitary/septic and liquid waste management).</li> <li>• Non-storm water management related to water conservation practices, vehicle and equipment cleaning and maintenance, concrete curing, and concrete finishing.</li> <li>• Wind erosion control measures including adding hydraulic mulch and temporary covers.</li> <li>• Tracking control measures including temporary construction entrances and exits and street sweeping.</li> </ul>

## 1.9 Permits and Approvals Needed

The Project required concurrence on:

1. The Section 4(f) de minimis determination from the City of Oakland Parks, Recreation, and Youth Development Department. This concurrence was received on November 20, 2023 (Appendix ).
2. The Finding of No Adverse Effect from the State Historic Preservation Office (SHPO). This concurrence was received on October 26, 2023. (Appendix I).

Additional permits or approvals from external agencies are not anticipated.

## CHAPTER 2 Affected Environment; Environmental Consequences; and AMMs and/or Mitigation Measures

The following sections evaluate potential environmental impacts related to the CEQA checklist to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091). The environmental analysis considers potential impacts of the Project, as detailed in Chapter 2.

### 2.1 Environmental Factors Potentially Affected

As part of the scoping and environmental analysis carried out for the Project, the following environmental issues were considered, but no impacts were identified: agricultural and forest resources, air quality, energy, hydrology and water resources, land use and planning, mineral resources, population and housing, public services, recreation, and tribal cultural resources. The environmental factors checked in Table 2 would be potentially affected by this Project. Further analysis of these environmental factors is included in the following chapter.

Table 2. Environmental Factors Potentially Affected

X	Aesthetics		Agriculture and Forestry		Air Quality
X	Biological Resources	X	Cultural Resources		Energy
X	Geology/Soils	X	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials
	Hydrology/Water Quality		Land Use/Planning		Mineral Resources
X	Noise		Population/Housing	X	Public Services
	Recreation	X	Transportation/Traffic		Tribal Cultural Resources
X	Utilities/Service Systems	X	Wildfire	X	Mandatory Findings of Significance

## 2.2 Determination

On the basis of this initial evaluation:

X	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
	I find that the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.	
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.	
<b>Signature:</b>		<b>Date:</b>
<i>Maxwell Lammert</i>		11/28/2023
<b>Printed Name: Maxwell Lammert</b>		

### 2.3 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A “no impact” answer in the last column reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Standard Conservation Measures and project features, which can include both design elements of the project, standardized measures that are applied to Caltrans projects, such as BMPs, and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapter 1 and Appendix B for a detailed discussion of these features. All Avoidance and Minimization Measures are found in Appendix C.



### 2.3.1 Aesthetics

#### CEQA Significance Determinations for Aesthetics

This section is summarized from the *Visual Impact Analysis* conducted by the Caltrans Office of Landscape Architecture for the proposed project, completed in August 2023.

This section primarily discusses the visual quality of the Project. Visual quality per the *Visual Impact Analysis* is evaluated by identifying the vividness, intactness, and unity present in a Project corridor. Public attitudes validate the assessed level of quality and predict how changes to the project corridor can affect these attitudes. This process helps identify specific methods to address each visual impact that may occur as a result of a project. The three attributes of vividness, intactness, and unity must be high for visual quality to be high. If only some of the three attributes are present, the visual quality will be moderate, and if none of the attributes are present, the visual quality will be low. Likewise, the removal of all three attributes will lead to a high visual impact, while the removal of some attributes will lead to a moderate visual impact, and the removal of none of these attributes will lead to a low visual impact. The attributes are defined as follows:

- Vividness is the extent to which the landscape or its individual features can be recalled and is associated with distinctive, contrasting, and unusual visual elements. A synonym is landscape memorability.
- Intactness is the extent to which the existing landscape is consistent with the desired landscape character type (such as rural, suburban, agricultural) and free from non-typical visual intrusions. An alternative name for this attribute is landscape integrity.
- Unity is the extent to which all visual elements combine to form a coherent, harmonious visual pattern. Unity is sometimes referred to as landscape harmony.

These attributes, as they relate to visual impact, are assessed in the *Visual Impact Analysis* and subsequently used to determine significance under CEQA guidelines.

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) Have a substantial adverse effect on a scenic vista?

**Less than Significant Impact**– The Project is located along SR-13 and local roads in the City of Oakland, Alameda County. The SR-13 corridor is eligible for State of

California (State) Scenic Highway designation; however, it does not currently possess Caltrans Classified Landscaped Freeway status. The nearest SR-13 segment with this status lies 0.18 mile south of the Project, between post miles 8.09 and 8.49. Regardless of its designation, the SR-13 corridor is an important visual resource because of its scenic beauty, diverse topography, mature vegetation, unique architecture, and great vistas. Furthermore, there is a continuous corridor of trees along SR-13 through the Montclair neighborhood, which includes the eucalyptus trees at Bruns Court and the redwood trees between SR-13 and Moraga Avenue.

Once built, Alternatives 2, 3a, and 3b are anticipated to have a significant visual impact as a result of the construction of a new POC structure. This construction would remove a substantial amount of existing landscaping, which would affect vividness, intactness, and unity. Alternative 4 is anticipated to have a less than significant visual impact. A summary of the visual impacts is below.

### **Alternative 2**

Overall visual impact of Alternative 2 is expected to be high, due to the removal of vegetation at Bruns Court and the removal and subsequent replacement of vegetation between SR-13 and Moraga Avenue with the switchback structure. These changes will affect the landscape's vividness, intactness, and unity.

The existing view leading to Bruns Court will be moderately affected, as vegetation will be removed to accommodate the new POC and provide access to the construction equipment. Approximately 0.66 acres of trees will be removed on the west side of SR-13 by Bruns Court. The residential neighborhood area of Bruns Court will be more visible from SR-13 and residents who live near the POC will have less privacy. However, only a small number of residents that live close to Bruns Court will be affected. Figures 2-1 and 2-2 show the existing and proposed conditions for Alternative 2 at Bruns Court.



Figure 2-1. Existing view of Bruns Court leading to the POC. View north/northeast.



Figure 2-2. Proposed view at Bruns Court approximately 10 years after project completion. View north/northeast.

The existing view of the pedestrian overcrossing from Montclair Park and from SR-13 will experience a high visual impact, as the landscape intactness and unity will both be affected. With the removal of approximately 0.21 acres of mature trees and vegetation between Moraga Avenue and SR-13, the POC switchback structure would become the most dominant feature. The visual change from the dominant lush green background with a relatively smaller POC to a concrete structure with large columns and switchback ramp would be notable. Similarly, the presence of the proposed POC and ramp in proximity to the freeway would have a high impact on the viewer on the freeway as well as on the pedestrian on Moraga Avenue and on the viewers in the park. Figures 2-3 and 2-4 show the existing visual conditions and the proposed new conditions for Alternative 2 seen from the park.



Figure 2-3. Alternative 2. Existing pedestrian overcrossing from Montclair Park Trail. View southwest.



Figure 2-4. Alternative 2. Proposed pedestrian overcrossing and switchback ramp in green space between SR-13 and Moraga Ave. as viewed from Montclair Park trail. View southwest.

### **Alternative 3a and 3b**

The overall visual impact of Alternative 3a and 3b is expected to be high to moderately high, due to the removal of vegetation at Bruns Court and the addition of the ramp

structure between SR-13 and Moraga Avenue that will affect the landscape's vividness, intactness, and unity.

The existing view of Bruns Court leading to the POC would be moderately impacted. Approximately 0.66 acres of existing vegetation between Bruns Court and SR-13 and approximately 0.12 acres of existing vegetation between SR-13 and Moraga Avenue will be removed to accommodate the proposed POC and provide space for the heavy equipment during the demolition and construction phase. The views of SR-13 will be more visible to some residents who live near Bruns Court (see Figures 2-1 and 2-2 above).

The existing view of the POC from Montclair Park would be changed by the trimming and removal of vegetation. While the trees along the west side of the park will be preserved in place, the redwood trees between SR-13 and Moraga Avenue adjacent to the POC bridge will be removed, which would make the POC a more dominant visible feature. In addition, the ramp would be a dominant concrete structure spanning along the park. While walking on the pedestrian path within Montclair Park, viewers would be able to constantly see the POC for the entire duration of their walk. The visual impact is expected to be high. Figures 2-5 and 2-6 show the existing and proposed conditions for Alternative 3a and 3b as seen from Montclair Park.



Figure 2-5. Alternative 3a/b. Existing view of pedestrian overcrossing from Montclair Park Trail. View southwest.



Figure 2-6. Alternative 3a/b. Proposed condition from Montclair Park Trail, looking southwest, approximately 10 years after project completion. View southwest.

The existing view of the POC crossing Moraga Avenue and landing adjacent to Montclair Park would experience a moderately high visual impact. While traveling along the sidewalks on both sides of Moraga Avenue, viewers would be able to extensively view the POC for the entire duration of their travel. Currently, the staircase and landing next to Montclair Park are not a dominant feature, and there are small trees next to the staircase that soften its appearance. The new touchdown ramp would have a larger footprint, and some vegetation near the landing may need to be trimmed. The new ramp structure will become a dominant focal point from this perspective, particularly because it will block views of the park from Moraga Avenue. Figures 2-7 through 2-9 show the existing and proposed conditions for Alternative 3a and 3b as seen from Moraga Avenue.



Figure 2-7. Alternative 3a/b. Existing view of POC crossing Moraga Avenue and landing in Montclair Park. View south.



Figure 2-8. Alternative 3a. Proposed condition of POC crossing Moraga Avenue and landing in Montclair Park approximately 10 years after project completion. View south.



Figure 2-9. Alternative 3b. Proposed condition of POC crossing Moraga Avenue and landing in Montclair Park approximately 10 years after project completion . View south.

The existing view of the POC crossing from northbound SR-13 and the existing view of the POC crossing from southbound SR-13 are also expected to experience a high visual impact. With the removal of the eucalyptus trees at Bruns Court and the redwood trees between SR-13 and Moraga Avenue, many people would be able to see the POC from both directions of the highway. This vegetation removal would disrupt the continuity of the hillside canopy and fully expose the POC. Instead of the dense vegetation running along the direction of the freeway, the large POC structure would cut perpendicular to the road. Compared to the existing POC and the context of the area, the larger scale of the new POC, its columns, texture, gray concrete color would contrast with the existing green background. The visual impact is expected to be high. Figures 2-10 through 2-13 show the existing and proposed conditions for Alternative 3a and 3b as seen from SR-13 northbound and southbound.



Figure 2-10. Alternative 3a/b. Existing view of pedestrian overcrossing from SR-13, northbound. View north.

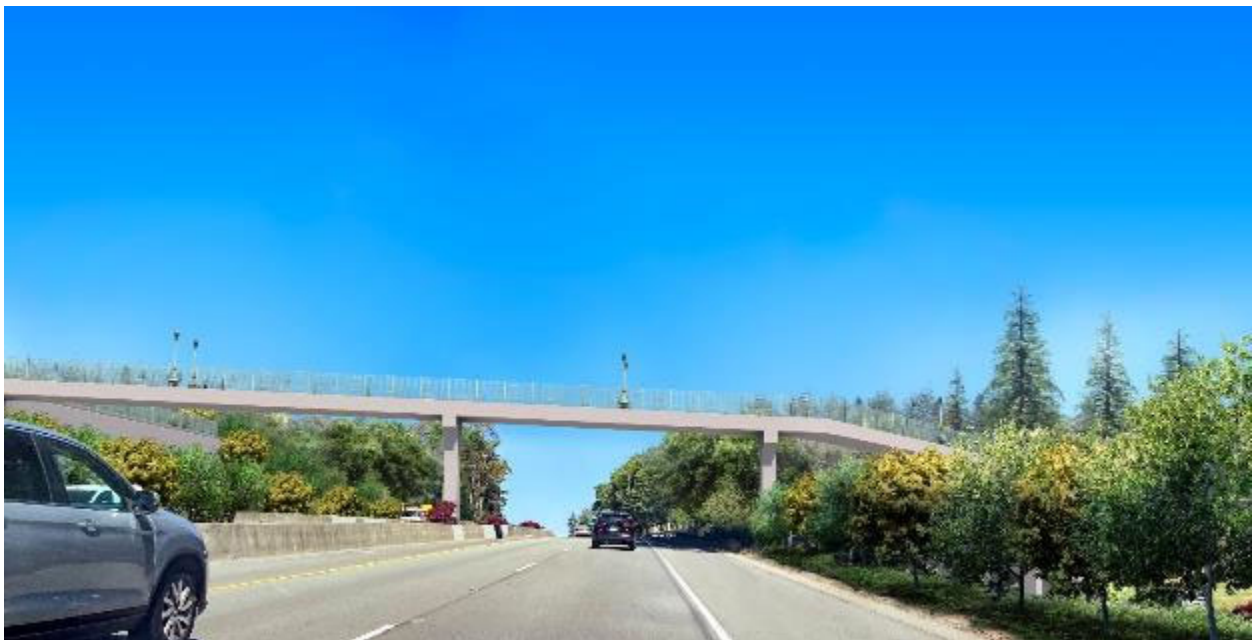


Figure 2-11. Alternative 3a/b. Proposed view of pedestrian overcrossing from SR-13, northbound. View north.



Figure 2-12. Alternative 3a/b. Existing view of pedestrian overcrossing from SR-13, southbound. View south.





Figure 2-13. Alternative 3a/b. Proposed condition of pedestrian overcrossing from southbound SR-13 approximately 10 years after project completion. View south.

#### **Alternative 4**

The overall visual impact of Alternative 4 is expected to be moderately low, as vividness, intactness, and unity will not be greatly affected. If the existing redwood trees near the POC are removed to facilitate demolition of the POC, the visual impact would be moderately high. If these trees are protected in place, as anticipated, the visual impact would be moderately low. Approximately 0.1 acres of existing vegetation will be removed between Bruns Court and SR-13, and approximately 0.12 acres of existing vegetation will be removed between SR-13 and Moraga Avenue.

The main visual change in this alternative would be the enhancement of the existing visual character and quality. No major construction or changes are proposed for this alternative; hence, the overall appearance would remain the same. The colors, material, form, and scale, the improvements would enhance the existing visual quality and the character of the view. The proposed improvements are not larger in scale than the surrounding area, and the view wouldn't change drastically. Although the proposed street enhancements would be beneficial for the infrastructure, the overall visual impact would be moderately low. Figures 2-14 through 2-17 show the changes in the visual character for Alternative 4.



Figure 2-14. Alternative 4. Existing conditions at the Intersection of La Salle and Moraga Avenues, looking northeast from the La Salle Overcrossing. View east.



Figure 2-15. Alternative 4. Proposed improvements at the intersection of La Salle and Moraga Avenues, looking northeast, approximately 10 years after project completion. View east.



Figure 2-16. Existing View of La Salle Avenue from Liggett Drive Intersection. View north.



Figure 2-17. Proposed View of La Salle Avenue from Liggett Drive Intersection. View north.

### **No Build Alternative**

Under the No Build Alternative, the existing conditions would remain the same and there would be no impacts to aesthetics.

As described above, the Project under all the Build Alternatives discussed would also result in temporary impacts during construction from staging areas, general construction activities, vegetation removal, and presence of construction equipment and vehicles. Project Features PF-AES-1 through PF-AES-6 would be implemented to address these

temporary construction impacts by practicing vegetation preservation to the extent feasible, vegetation replanting, erosion control measures, etc.

Build Alternatives 2, 3a, and 3b originally proposed mitigation measures for their anticipated impact to aesthetics/visual resources. However, these alternatives were not selected as the preferred alternative. The preferred alternative, Build Alternative 4, will have a less than significant impact on aesthetics/visual resources. With the implementation of the Project Features and Avoidance and Minimization Measures described, the Project would not substantially degrade the existing visual character or quality of the scenic vista.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**No Impact** – Under all Build Alternatives, it is not anticipated that the project will adversely affect any designated scenic resource, such as a rock outcropping, tree grouping, historic property, etc., as defined by CEQA statutes or guidelines, or by Caltrans' policy.

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

**No Impact** – The Project is located in an urbanized area but would not conflict with applicable zoning and other regulations governing scenic quality. There would be no impact under any of the Build Alternatives.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

**Less than Significant Impact** - The Project, under all Build Alternatives, would not create a permanent, new source of light or glare. During construction, lighting would likely be used during nightwork for POC demolition, introducing a new source of light in the Project area. However, construction lighting during nightwork would be limited to the immediate vicinity of active work and utilize shielding to avoid light trespass, as outlined in Project Feature AES-7. Implementation of this Project Feature would further reduce potential temporary impacts from light and glare. Therefore, impacts from light and glare would be less than significant.

#### **PFs, AMMs and/or MMs**

The Project would implement Project Features AES-1 through PF-AES-6 and Avoidance and Minimization Measures AMM-AES-1 through AMM-AES-2 to avoid or minimize the proposed Project's visual effects (see Section 1.8, Appendix B, and Appendix C).

### 2.3.2 Agriculture and Forest Resources

#### CEQA Significance Determinations for Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

**No Impact** – There are no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) within the Project area.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

**No Impact** – There are no parcels under Williamson Act contract within the Project limits.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

**No Impact** – There are no forest or timberlands within the Project limits.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

**No Impact** - There are no forest or timberlands within the Project limits.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

**No Impact** – There are no other changes anticipated to farmland or forest lands.

**PFs, AMMs and/or MMs:**

No impacts are anticipated; therefore, no measures are proposed.

### 2.3.3 Air Quality

#### CEQA Significance Determinations for Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- c) Expose sensitive receptors to substantial pollutant concentrations?
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

**No Impact** – The proposed Project is exempt from the requirement to determine conformity per 40 CFR 93.126 (Table 2 – Widening narrow pavements or reconstructing bridges (no additional travel lanes), therefore an air quality study is not required and there would be no impact to air quality. The Project would not conflict with or obstruct any applicable air quality plans, would not result in a cumulatively considerable net increase of criteria pollutants, or result in other emission that would adversely affect a substantial number of people.

#### PFs, AMMs and/or MMs:

The Project would implement Project Features AIR-1 through AIR-4 to further reduce air quality impacts from construction activities (see Section 1.9 and Appendix B).

### 2.3.4 Biological Resources

#### CEQA Significance Determinations for Biological Resources

This section is summarized from the *Natural Environment Study* (NES) for the proposed project, which was completed in 2022.

A biological study area (BSA) was established to evaluate the effects of the proposed project on natural communities and other biological resources. The BSA encompasses the project footprint along with a buffer to include areas that project construction activities may directly or indirectly impact.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

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

**Less Than Significant Impact** - Literature reviews and database searches were conducted to determine the presence of special-status plant and wildlife species with potential to occur with the Project's BSA. 21 wildlife species and 26 plant species were



considered to have potential to be present within the BSA. However, due to the lack of suitable habitat present within the highly disturbed and urban BSA, none of these species are expected to be present. Migratory birds may be present within the BSA, but with implementation of Project Feature BIO-1, the Project would require preconstruction bird surveys prior to construction, work windows to avoid the nesting season, and non-disturbance buffers if nests are found. In addition, Project Features BIO-3 and BIO-4 would further reduce the risk of adverse effects to wildlife species through measures aimed at avoiding animal entrapment during construction. Therefore, the impact would be less than significant.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- c) Have a substantial adverse effect on 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?
- d) 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?
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**No Impact** – The Project’s BSA contains little vegetation or suitable habitat, and the vegetation that is present lacks connectivity to a natural area. While construction activities would result in some vegetation or tree removal, this would not impact any riparian vegetation or wildlife corridors. To minimize the impacts from vegetation clearing and grubbing and tree removal, Caltrans would implement Project Feature BIO-8 and AES-3, both of which would require revegetation of areas disturbed by construction activities with native species to the maximum extent practicable. There are also no wetlands present within the Project’s BSA. Caltrans would also implement Project Feature BIO-7, which would restrict any construction activities from taking place within a wetland or waterway. There is one freshwater pond in the Project area. However, the proposed work at this location would take place on pavement and would be located far enough upland of the creek’s culverted headwall. Still, in order to prevent impacts to this waterway, Project Features BIO-2 and WQ-1 would include the use of temporary BMPs during construction activities. Therefore, there would be no impact to sensitive habitats, wildlife corridors, wetlands, or waterways and would not conflict with local policies or conservation plans.

**PFs, AMMs and/or MMs:**

The Project would implement Project Features BIO-1 through BIO-10 to further reduce biological impacts from construction activities (see Section 1.8 and Appendix B).

### 2.3.5 Cultural Resources

#### CEQA Significance Determinations for Cultural Resources

This section is summarized from the Historical Property Survey Report (HPSR) prepared for this project, dated December 2021 and May 2023.

Caltrans Professionally Qualified Staff (PQS) reviewed Project information, Caltrans Cultural Resource Database, as-built plans, aerial photographs, and maps. This review was in accordance with the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). In accordance with Stipulation VII.A of this Programmatic Agreement, the Area of Potential Effects (APE) was established in consultation with Caltrans PQS and the Caltrans Project Manager.

Caltrans sent Section 106 consultation letters with Alameda County Historical Society, East Bay Yesterday, Montclair Village Association, The Living New Deal on May 13, 2021. The consultation resulted in the identification of additional sources to consider regarding history of the area, and no concerns about the project were raised. Additional consultation efforts occurred on with Section 106 letters sent on February 6, 2023 to the Alameda County Historical Society, A Bit of History, and Montclair Village Association. No responses were received.

The Historic Resource Evaluation Report (HRER) dated December 2021, documented one Category 5 bridge (the Bruns Court Overcrossing) within the APE along with two historic properties, the Montclair Firehouse and the Montclair Park and Recreation Center determined eligible for the National Register of Historic Places; six additional properties within the APE were exempt from evaluation pursuant PA Stipulation VIII.C.1. The State Historic Preservation Officer (SHPO) concurred with these determinations on February 8, 2022. Due to the inclusion of additional project alternatives a Supplemental HRER and HPSR was completed in May 2023. The Supplement HRER documented an additional fourteen properties within the Revised APE, of which ten were evaluated for the National Register and determined not eligible; four were determined exempt from evaluated pursuant to PA Stipulation VIII.C.1. The SHPO concurred with the determinations on June 22, 2023.

Through consultation with Tribal representatives, no tribal concerns were raised.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

**Less than Significant Impact** – The project will have no impact on the Montclair Firehouse. The project will minimally impact the Montclair Park and Recreation Center, and the establishment of Environmentally Sensitive Areas and monitoring will protect contributing features of the resource. Caltrans, pursuant to Programmatic Agreement Stipulation X.B.2, determined that a Finding of No Adverse Effect with implementation of an Environmentally Sensitive Area (ESA) and Architectural Monitoring Area (AMA) is appropriate for this undertaking. SHPO concurred with this determination on October 26, 2023.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

**No Impact** – No archaeological resources have been recorded in the area that will be affected by the proposed project.

- c) Disturb any human remains, including those interred outside of dedicated cemeteries?

**No Impact** – There are no known interred human remains within the project vicinity.

**PFs, AMMs, and/or MMs:**

The Project would implement Project Features CUL-1 through CUL-2 and Avoidance and Minimization Measures CUL-1 through AMM-CUL-2 to further reduce cultural impacts from construction activities (see Section 1.8, Appendix B, and Appendix C).

### 2.3.6 Energy

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

**No Impact** - No Project build alternatives would result in temporary or permanent wasteful, inefficient, or unnecessary consumption of energy resources. Construction activities would result in short-term energy consumption from the use of petroleum fuels by off-road construction equipment, and from on-road vehicles used by construction workers to travel to and from the site during construction and to deliver construction materials. With the implementation of PF-GHG-1, Caltrans would implement construction best management practices including ensuring regular vehicle and equipment maintenance, limiting vehicle idling, recycling nonhazardous wastes, and using solar-powered signal boards, if feasible. The project is not a capacity-increasing transportation project and would not increase use of energy resources. The project would not conflict with state and local plans for renewable energy and energy efficiency. There would be no impact.

**PFs, AMMs, and/or MMs:**

The Project would implement Project Feature GHG-1 to further reduce energy impacts from construction activities (see Section 1.9 and Appendix B).

### 2.3.7 Geology and Soils

#### CEQA Significance Determinations for Geology and Soils

This section summarizes the Geologic and Paleontological Environmental Study/Memorandum prepared for this project, which is dated July 2022. It also references the Evaluation of Fault Rupture Potential for Bruns Court Pedestrian Overcrossing, dated October 2013.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death.

**Less than Significant Impact** – Though the Project is within an area of high potential seismicity, the proposed build alternatives will not expose the public to additional hazards due to strong ground shaking, fault rupture, liquefaction, slope instability, soft soils, or expansive soils. During the 2013 site visit, there was no evidence of faulting immediately around the existing bridge or within the bridge, though the Hayward fault is recorded as lying approximately 60 meters (200 feet) from the existing bridge footprint. It is anticipated that up to 1 meter (3.3 feet) of right-lateral offset, or horizontal movement, could occur within the existing bridge footprint during an earthquake along

the Hayward fault. Up to 0.1 meters (0.3 feet) of vertical displacement could occur within the existing bridge footprint during an earthquake along the Hayward fault. The Project is located in areas containing soils or geologic units prone to instability.

However, all build alternatives would be designed and constructed in accordance with Caltrans' Geotechnical Design Standards, current Seismic Design Criteria, and Standard Specifications.

- b) Result in substantial soil erosion or the loss of topsoil?

**No Impact** - During construction, the Project would implement erosion control measures and Best Management Practices (BMPs) under Project Feature WQ-1 to further minimize any soil erosion or loss of topsoil. Therefore, there would be no impact.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

**Less than Significant Impact** – Though the Project is within an area of high potential seismicity, the proposed build alternatives will not expose the public to additional hazards due to strong ground shaking, fault rupture, liquefaction, slope instability, soft soils, or expansive soils. During the 2013 site visit, there was no evidence of faulting immediately around the existing bridge or within the bridge, though the Hayward fault is recorded as lying approximately 60 meters (200 feet) from the existing bridge footprint. It is anticipated that up to 1 meter (3.3 feet) of right-lateral offset, or horizontal movement, could occur within the existing bridge footprint during an earthquake along the Hayward fault. Up to 0.1 meters (0.3 feet) of vertical displacement could occur within the existing bridge footprint during an earthquake along the Hayward fault.

Retaining walls are proposed at locations of possible slope instability along the west side of SR-13 and will be designed and constructed so as to eliminate slope instability. All build alternatives would be designed and constructed in accordance with Caltrans' Geotechnical Design Standards, current Seismic Design Criteria, and Standard Specifications.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

**No Impact** - Though the Project is within an area of high potential seismicity, the proposed build alternatives will not expose the public to additional hazards due to strong ground shaking, fault rupture, liquefaction, slope instability, soft soils, or expansive soils. No expansive soils exist at the site, nor will septic systems be required. The site does not contain sensitive paleontologic resources nor unique geologic features.

However, all build alternatives would be designed and constructed in accordance with Caltrans' Geotechnical Design Standards, current Seismic Design Criteria, and Standard Specifications.

**PFs, AMMs, and/or MMs:**

The Project would implement Project Feature WQ-1 to further reduce geologic impacts from construction activities (see Section 1.8 and Appendix B).

### 2.3.8 Greenhouse Gas Emissions

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**Less than Significant Impact** - Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section that follows in Section 2.4.

**PFs, AMMs and/or MMs:**

The Project would implement Project Features AIR-1 through AIR-4, BIO-10, and AMM-AES-1 through AMM-AES-2 to further reduce construction-related emissions and impacts from construction activities (see Section 1.9 and Appendix B and C).

## 2.3.9 Hazards and Hazardous Materials

### CEQA Significance Determinations for Hazards and Hazardous Materials

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

**Less than Significant Impact** – Prior to construction activities, site investigation work would take place to handle and characterize potential soil contamination levels in the Project limits for any work that would cause notable soil excavation or permanent displacement. The proposed POC demolition and bridge barrier replacement work would require that hazardous bridge surveys be conducted under the US EPA’s National Emission Standards for Hazardous Air Pollutants to assess the potential presence of metals, asbestos-containing material, lead-based paint, aerially deposited lead (ADL), or other contaminants. The project would incorporate Project Features HAZ-1 through HAZ-4 as shown in Appendix B, which call for the preparation of an ADL Work Plan, an asbestos and lead-based paint survey, and groundwater testing. The



Project would not create a hazard to the public or the environment. The impact would be less than significant.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

**No Impact** – The Project does not contain any sites known to contain hazardous materials within the Project area. The Project is also not located within an airport land use plan or within 2 miles of a public airport. There would be no impact.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

**Less than Significant Impact** – Construction and operation of either of the Project build alternatives would not interfere with any emergency evacuation or response plan. During construction of alternative, there would be necessary lane closures that may pose temporary traffic impacts to emergency services. However, Caltrans would implement Project Feature TRA-1 to create a TMP in coordination with emergency service providers to provide notice to the public and maintain emergency access during construction. Therefore, the impact would be less than significant.

- g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

**No Impact** – The Project is not located in areas classified as being very high fire severity zones. The Project would also not require any installation of infrastructures that may exacerbate fire risks or pose ongoing impacts to the environment. The Project would not expose people or structures to effects of wildland fires. There would be no impact.

**PFs, AMMs and/or MMs:**

The Project would implement Project Features HAZ-1 through PF-HAZ-4 to further reduce hazardous waste impacts from construction activities (see Section 1.8 and Appendix B).

### 2.3.10 Hydrology and Water Quality

#### CEQA Significance Determinations for Hydrology and Water Quality

This section summarizes the Hydraulic Floodplain Assessment memorandum prepared for this project, which is dated June 2023. This section also summarizes the Water Quality Study that was prepared for this project, which is dated October 2023.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Violate any water quality standards or waste discharge requirements?

**No Impact** – The Project, under all Build Alternatives, would result in disturbed soil area (DSA) that is less than 1 acre. As a result, construction activities are not subject to the Construction General Permit (CGP). However, a water pollution control plan (WPCP) would be prepared to control all potential temporary construction impacts. As part of the WPCP, various temporary construction site best management practices (BMPs) would be included to reduce pollutants both during and after construction to the maximum extent practicable (MEP). BMPs include job site management, concrete waste management, sediment and erosion control measures, storm drain inlet protection, etc. With implementation of these BMPs as outlined in Project Feature WQ-1, the impacts on surface and groundwater would be less than significant.

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

**No Impact** – The amount of DSA as a result of the Project is estimated to be less than 10,000 square feet under the preferred alternative, Build Alternative 4. Once constructed, the amount of new impervious surface is estimated to be minimal at less than 10,000 square feet as well. As a result, post-construction storm water treatment measures are not required. In addition, there are no proposed dewatering activities needed during construction. There is also no temporary alteration or diversion of waterways or drainage patterns proposed during or after construction. Implementation of Project Feature WQ-1 includes BMPs related to storm drain inlet protection to reduce sediment from entering the storm drainage system. Therefore, there would be no impact to drainage patterns, groundwater supplies or groundwater discharge, and any groundwater management plans.

**PFs, AMMs and/or MMs:**

The Project would implement Project Feature WQ-1 to further reduce water quality impacts from construction activities (see Section 1.8 and Appendix B).

### 2.3.11 Land Use and Planning

#### CEQA Significance Determinations for Land Use and Planning

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Physically divide an established community?

**No Impact** – The Project would not physically divide an established community. The existing POC set to be demolished was constructed to connect Bruns Court and Montclair Park. All build alternatives propose improvements that retain or enhance connectivity between these two areas, either a new replacement POC under Build Alternatives 2 and 3 or surface street improvements along Bruns Court and La Salle Avenue under Build Alternative 4. There would be no impact.

- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**No Impact** – The Project would not conflict with the Metropolitan Transportation Commission’s Plan Bay Area 2050, Alameda County Transportation Commission’s Countywide Transportation Plan, the City of Oakland’s General Plan, the City of Oakland’s Bicycle Plan, and other local city plans. There would be no impact to any land use plans or policies.

**PFs, AMMs and/or MMs:**

No impacts are anticipated; therefore, no measures are proposed.

### 2.3.12 Mineral Resources

#### CEQA Significance Determinations for Mineral Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

**No Impact** – There are no known mineral resources of value within the Project limits.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

**No Impact** – Loss of availability of any locally-important mineral resources is not anticipated in the proposed Project.

**PFs, AMMs and/or MMs:**

No impacts are anticipated; therefore, no measures are proposed.

### 2.3.13 Noise

#### CEQA Significance Determinations for Noise

This section summarizes the *Construction Noise Analysis* memorandum that was prepared for this project, dated April 2023.

Figure 2-18 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Figure 2-18. Noise Levels of Common Activities

Caltrans 2018 Standard Specifications 14-8.02 requires the maximum noise not to exceed 86 decibels (dBA) at 50 feet from the job site from 9:00 pm to 6:00 am. The memorandum identified POC demolition as the noisiest construction activity under this Project, along with sidewalk construction for Build Alternative 4. Both of these activities are anticipated to exceed 86 dBA. There are seven noise receptor sites within the Project area. Demolition work will exceed 86 dBA at the receptors closes to the existing POC, while sidewalk construction will exceed 86 dBA at the remaining four receptors along La Salle Avenue.

The following Figures 2-19 and 2-20 provide maps showing where the receptors included in Tables 3 through 5 below are located in relation to the existing POC. The receptors/monitoring sites are identified in red-colored stars within Figures 2-19 and 2-20.



Figure 2-19. Location of Project area, and nearby Sensitive Receptors along SR-13.

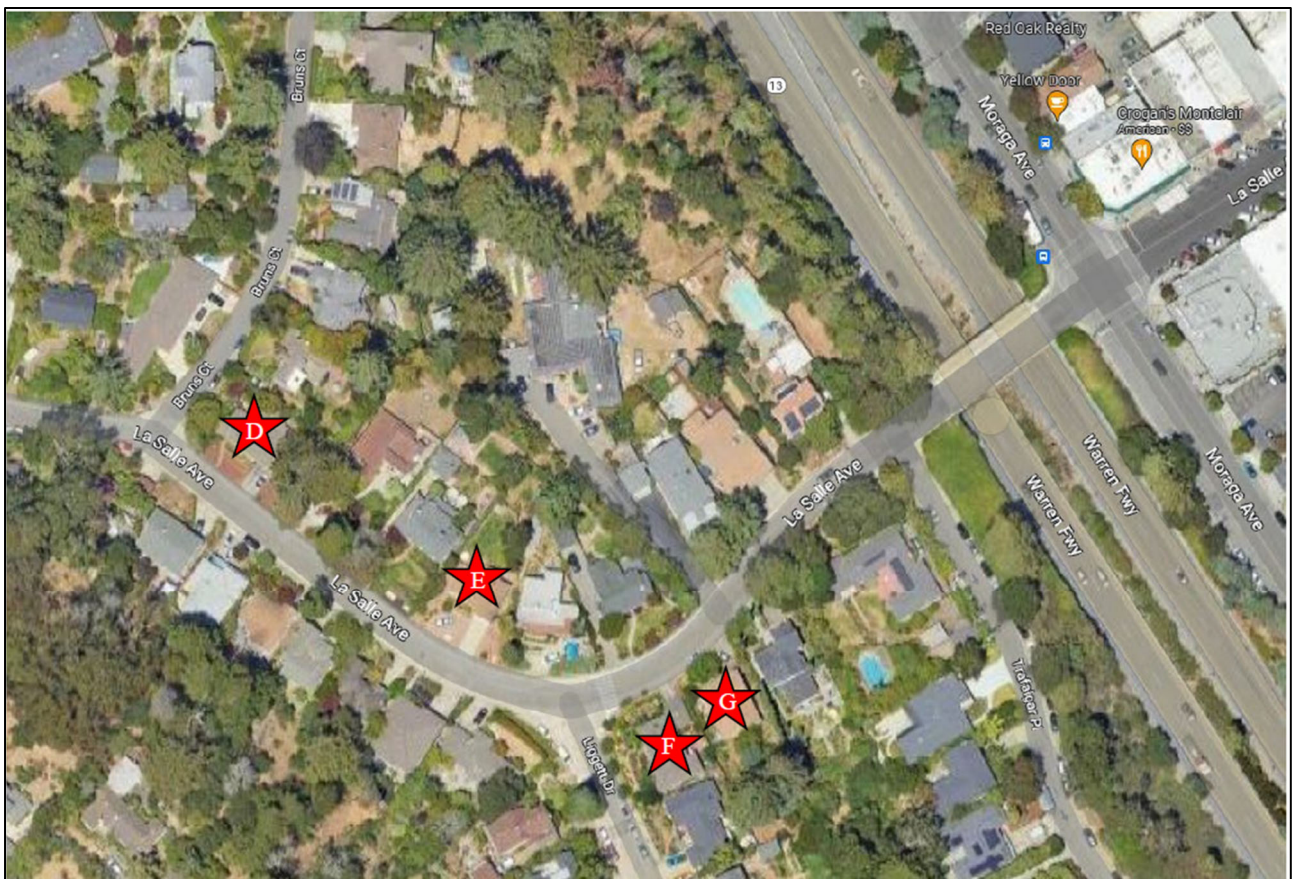


Figure 2-20. Location of Project area, and nearby Sensitive Receptors along La Salle Ave.

The Roadway Construction Noise Model (RCNM, version 1.1) was used to estimate the noise levels during construction activities.

RCNM is the Federal Highway Administration’s (FHWA) national model for the prediction of construction noise. This construction noise model includes representative sound levels for the most common types of construction equipment and the estimated usage factor of each equipment. The usage factor represents the percentage of time that the equipment would be operating at full power. Vehicles and equipment likely to be used during each phase of construction were inputted into RCNM to estimate the maximum (Lmax) and the average hourly noise levels (Leq) at various distances. Lmax is the maximum noise level reached in a specific period, in this case one hour. Leq is the averaged level equivalent in energy to the time-varying noise levels within a specific

period. In some instances, maximum noise levels estimated can be slightly lower than the average noise levels. This occurs because maximum noise levels generated in short bursts by multiple pieces of construction equipment are not likely to occur at the same moment. Hourly average noise levels resulting from multiple pieces of construction equipment would be additive resulting in slightly higher calculated noise levels. While geometric spreading (increased distance) is considered in the model, noise reduction due to other factors such as ground absorption or shielding along the path are not figured in. For this reason, the model tends to overestimate the noise levels for locations at longer distance or where obstructions are present. No adjustments were made to account for the project and the residential area. This noise model is also conservative since it assumes that multiple equipment would be at the same location. For example, in the case of bridge demolition, distance is measured from the beginning or the end of the bridge to receptors for all equipment used. This does not happen in actual work since equipment would not occupy the same space at the same time, they would move around depending on task.

The noisiest construction activities that are part of this Project would be demolition of the existing POC and construction of sidewalks for Alternative 4. As shown in Tables 3 through 5 below, the predicted construction noise levels from the proposed POC demolition would exceed the Caltrans noise standard of 86 dBA L<sub>max</sub> at locations closer than 75 feet from demolition activity. However, as sound travels away from the source (activity) the sound level drops off at a rate of 6 dBA for each doubling of the distance. This is shown by the noise level results for the hypothetical locations of 50 feet and 100 feet away from demolition activities in Tables 3 through 5.



Table 3. Summary Construction Noise Results from RCNM for Build Alternatives 2, 3a/b & 4 (Bridge Demo Work only)

Build Alternatives 2, 3a/b & 4					
Map Label	Address	Type	Receptor Distance (ft)	Bridge Demo Work	
				Lmax (dBA)	Leq (dBA)
-	Hypothetical location at 50 ft	-	50	89.6	87.6
-	Hypothetical location at 100 ft	-	100	83.6	81.5
A	6010 Bruns Ct, Oakland, CA 94611	Residential	45	90.5	88.5
B	6025 Bruns Ct, Oakland, CA 94611	Residential	60	88.0	86.0
C	6000 Bruns Ct, Oakland, CA 94611	Residential	115	82.3	80.3

Table 4. Summary Construction Noise Results from RCNM for Build Alternatives 2 & 3a/b

Build Alternatives 2 & 3							
Map Label	Address	Type	Receptor Distance (ft)	Site Prep After Demo (Including CIDH Drilling)		Bridge Building	
				Lmax (dBA)	Leq (dBA)	Lmax (dBA)	Leq (dBA)
-	Hypothetical location at 50 ft	-	50	84.4	83.1	85.0	84.8
-	Hypothetical location at 100 ft	-	100	78.3	77.0	79.0	78.7
A	6010 Bruns Ct, Oakland, CA 94611	Residential	45	85.3	84.0	85.9	85.7
B	6025 Bruns Ct, Oakland, CA 94611	Residential	60	82.8	81.5	83.4	83.2
C	6000 Bruns Ct, Oakland, CA 94611	Residential	115	77.1	75.8	77.8	77.5

Table 5. Summary Construction Noise Results from RCNM for Build Alternative 4

Build Alternative 4					
Map Label	Address	Type	Receptor Distance (ft)	Sidewalk Construction Work (Including Site Preparation)	
				Lmax (dBA)	Leq (dBA)
-	Hypothetical location at 50 ft	-	50	89.6	86.1
-	Hypothetical location at 100 ft	-	100	83.6	80.1
D	5901 La Salle Ave, Oakland, CA 94611	Residential	21	97.1	93.7
E	5939 La Salle Ave, Oakland, CA 94611	Residential	37	92.2	88.7
F	6000 La Salle Ave, Oakland, CA 94611	Residential	18	98.5	95.0
G	6014 La Salle Ave, Oakland, CA 94611	Residential	15	100.0	96.6

Table 3 shows bridge demolition work (which is common among all three build alternatives) exceeds 86 dBA at Receptors A & B. Receptors D, E, F & G are not in the vicinity of bridge demolition; therefore, they will not have noise impacts.

Table 4 shows activities involving pile driving and superstructure construction for Build Alternatives 2 & 3, which do not exceed 86 dBA at any of the receptors.

Table 5 shows activities involving sidewalk construction work for Build Alternative 4 exceeding 86 dBA at all receptors. Although the noise levels exceed 86 dBA, these construction activities are anticipated to occur during daytime, therefore the residential receptors along La Salle Ave will not be impacted.

All noise-producing activities for this project will be temporary and related to construction. As this is not a capacity-increasing project and will not add additional travel lanes, there will be no permanent impacts to noise levels within the Project area.

Under the No Build Alternative, existing conditions would remain the same and there would be no impacts to noise.

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project result in:

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Generation of excessive groundborne vibration or groundborne noise levels?

**Less than Significant Impact** – Construction noise levels will exceed Caltrans' maximum noise limit (86 decibels [dBA]) at locations 50 feet away from construction activities, mostly for the proposed demolition of the existing POC and also for sidewalk work along La Salle Avenue. Caltrans would implement PF-NOI-7 that would restrict demolition activities to the daytime between 6 AM and 9 PM if located within 75 feet of receptors. Given the proximity of the sensitive receptors to demolition activities, Caltrans would also implement AMM-NOI-1 which would call for the contractor to perform noise control and noise monitoring during construction.

Although the noise levels exceed 86 dBA for sidewalk construction work for Build Alternative 4, the construction activities are anticipated to occur during daytime, therefore the residential receptors along La Salle Ave will not be impacted.

Caltrans would also implement PF- NOI-2 through PF-NOI-7 at all project locations that would further minimize temporary noise impacts by conducting public outreach to the surrounding communities of the construction schedule, constructing noise barriers, locating staging areas away from sensitive receptors, and using quieter alternative method or equipment where feasible, etc.

The Project is not a capacity-increasing project and would not add additional travel lanes to local streets or to SR-13, so traffic noise levels would remain the same as existing once construction is completed. The noise impacts from this Project are due only to temporary construction activities. With implementation of the described Project Features, the Project would not expose people residing or working in the Project area to excessive noise levels during construction. The impact would be less than significant.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact** – The Project is not located within the vicinity of an airport land use plan or within 2 miles of a public or private airport or airstrip. There would be no impact.

**PFs, AMMs and/or MMs:**

The Project would implement Project Feature PF-NOI-1 through PF-NOI-7 and Avoidance and Minimization Measures AMM-NOI-1 to further reduce noise impacts from construction activities (see Section 1.9 and Appendix B and C).

### 2.3.14 Population and Housing

#### CEQA Significance Determinations for Population and Housing

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

**No Impact** – The Project is a non-capacity increasing project and does not introduce new utilities to the area and so would not induce unplanned population growth. The Project would also not result in any property acquisitions or displacement of residents or businesses. There would be no impact.

**PFs, AMMs and/or MMs:**

No impacts are anticipated; therefore, no measures are proposed.

### 2.3.15 Public Services

#### CEQA Significance Determinations for Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less than Significant Impact** – The Project would not result in a use that would directly or indirectly induce population and employment growth in the City of Oakland or Alameda County or permanently alter any of these public services. However, during construction of all Build Alternatives there would be necessary lane closures and detours that may temporarily impact fire protection and police services and student drop-off/pick up activities for schools in the Project area including the Montclair Elementary. These lane closures and detours may also temporarily impact access to the two parks located in the Project area. However, these temporary traffic impacts would be reduced through implementation of a TMP, PF-TRA-1, to maintain access for emergency services and provide adequate noticing and detours for the community. There would be less than significant impact.

**PFs, AMMs and/or MMs:**

The Project would implement Project Feature TRA-1 and Avoidance and Mitigation Measure TRA-1 through AMM-TRA-1-5 to further reduce impacts to public services from construction activities (see Section 1.8, Appendix B, and Appendix C).

### 2.3.16 Recreation

#### CEQA Significance Determinations for Recreation

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

**No Impact** – The Project would not increase current highway or roadway capacity or induce population and employment growth in the City of Oakland or Alameda County. The Project also does not propose any expansion of recreational facilities.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**No Impact** –The Project would result in a temporary use of Montclair Park for all Build Alternatives, as there would be temporary construction impacts during the demolition of the existing POC. For Alternatives 3a and 3b, the Project would also require temporary use of the park during the construction of the bridge, the touchdown ramp, the new staircase, and the connecting at-grade walkway. There would be no permanent impacts.

**AMMs and/or MMs:**

No impacts are anticipated; therefore, no measures are proposed.



### 2.3.17 Transportation and Traffic

The TMP for the project will be developed in the next stage of project development. The TMP will be supported by detailed traffic studies to evaluate traffic operations. The need for necessary lane closures during off-peak hours or at night, or for short-term detour routes will be identified as required.

#### CEQA Significance Determinations for Transportation/Traffic

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

**No Impact** – The Project would not conflict with any local or regional program, plan, ordinance, or policy addressing transit or bicycle and pedestrian facilities. All Project Build Alternatives would be consistent with local City of Oakland Pedestrian and Bicycle Plans. The Project would not include the addition of through traffic lanes on existing highways or roadways, so the Project would not conflict with CEQA Guidelines section 15064.3, subdivision (b). The Project would also not substantially increase any hazards

due to geometric design features; the Project would improve bicycle and pedestrian facilities through either build alternative. There would be no impact.

d) Result in inadequate emergency access?

**Less than Significant Impact** – The Project would not result in inadequate emergency access. There are necessary lane closures that would be needed during construction of either build alternative. However, these impacts would be temporary, and Caltrans would implement a TMP under PF-TRA-1 to minimize temporary impacts to emergency access vehicles and services. The impact would be less than significant.

**PFs, AMMs and/or MMs:**

The Project would implement Project Feature TRA-1 and Avoidance and Mitigation Measure TRA-1 through AMM-TRA-1-5 to further reduce impacts to public services from construction activities (see Section 1.8, Appendix B, and Appendix C).

### 2.3.18 Tribal Cultural Resources

#### CEQA Significance Determinations for Tribal Cultural Resources

Caltrans PQS initiated a search of the Sacred Land Files (SLF) and requested a list of all culturally affiliated tribes from the Native American Heritage Commission (NAHC) on May 17th, 2021. NAHC responded on July 27, 2021 with a list of eleven Native American individuals, representing eight tribes. Emails requesting input along with a project area map were sent to representatives from each of the tribes. Formal notification under Section 106 and AB 52 began with letters sent initially on June 24, 2021 to the following contacts: Andrew Galvan of the Ohlone tribe, Ann Marie Sayers of the Mustun Band of Costanoan, Charlene Nijmeh and Monica Arellano of the Muwekma Ohlone Tribe of SF Bay Area, Corrina Gould of the Confederated Villages of Lisjan, Canyon Sayers-Rood of the Indian Canyon Mutsun Band of Costanoan, Irene Zwierlein of the Amah Mutsun, Kenneth Woodrow of the Wuksache/Eshom Valley tribe, and Timothy and Katherine Perez of the North Valley Yokuts tribe. No comments have been received from any contacted individuals.

<b>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</b>	<b>Significant and Unavoidable Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

**No Impact** – No known tribal cultural resources were identified within the Project sites and APE. Through coordination efforts with Tribal representatives, no concerns have been raised. If the Project changes, OCRS would notify Tribal representatives. Caltrans would implement PF-CUL-1 and CUL-2 that would halt all construction activities if previously unidentified human remains or cultural resources are unearthed during construction until a qualified archaeologist can assess the discovery.

**PFs, AMMs and/or MMs:**

The Project would implement Project Features CUL-1 through CUL-2 to further reduce cultural impacts from construction activities (see Section 1.8 and Appendix B).

### 2.3.19 Utilities and Service Systems

#### CEQA Significance Determinations for Utilities and Service Systems

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

**Less than Significant Impact** – Utility relocation is anticipated for all three Build Alternatives. A 16-inch East Bay Municipal Utility District (EBMUD) water line and a communication line run across the area between SR-13 and Moraga Avenue. For Alternatives 2 and 3a/b, trenching will be required to establish a new service point for

the new POC lighting system, which will require trenching. The new POC lighting system will involve a new service cabinet, pull boxes and conduit, and conductors. For Alternative 4, the construction of the bulb-outs and sidewalks will require utility relocation due to the proximity and density of observed manholes and utilities nearby. The traffic signals near the proposed improvements along La Salle Avenue are anticipated to be modified/relocated to ensure compliance with ADA requirements for the sidewalk/bulb-outs. The existing service point will be used, but a new service cabinet will be needed for the new city lighting system. This service point replacement will also involve trenching, new service cabinet, new pull boxes and conduit, and conductors.

Caltrans would notify utility owners of the project construction schedule under Project Feature UTIL-2. The relocation of utilities in the Project site would not result in access limitations and the Project itself would not directly increase the number of residents in the area. The impact would be less than significant.

- b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

**No Impact** – The Project would not directly increase the number of residents in the area because residential land uses are not proposed. The Project would not increase the demand for additional water or wastewater treatment. The Project also would not generate excess solid waste or interfere with solid waste-related regulations.

**PFs, AMMs and/or MMs:**

The Project would implement Project Features UTIL-1 through PF-UTIL-2 to further reduce utility and service system impacts from construction activities (see Section 1.8 and Appendix B).

### 2.3.20 Wildfire

#### CEQA Significance Determinations for Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

**Less than Significant Impact** - The Project would not result in impairment of an adopted emergency response plan or emergency evacuation plan. However, construction of either build alternative would require lane closures that may pose traffic impacts to emergency services in the area. However, these impacts would be temporary, and Caltrans would implement a TMP under PF-TRA-1 to minimize temporary impacts to emergency access vehicles and services. The impact would be less than significant.

- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities)

- that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

**No Impact** - The Project is not located in areas classified as being very high fire severity zones. The Project would also not require any installation of infrastructures that may exacerbate fire risks or pose ongoing impacts to the environment. The Project would not expose to other risks such as flooding or landslides. There would be no impact.

**PFs, AMMs, and/or MMs:**

The Project would implement Project Features TRA-! to further reduce wildfire impacts from construction activities (see Section 1.8 and Appendix B).



### 2.3.21 Mandatory Findings of Significance

#### CEQA Significance Determinations for Mandatory Findings of Significance

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact** – As described above, there are no suitable habitats or special-status plant or animal species expected to occur within the Biological Study Area (BSA). Migratory birds have the potential to occur within the BSA, but the Project would implement PF- BIO-1 that would require pre-construction bird surveys prior to construction, non-disturbance buffers around any active nests found, and that

vegetation removal be avoided during the nesting season. PF-BIO-2 through BIO-8 would further reduce impacts to natural communities, plant and animal species, and other biological resources during construction. Section 2.2.5, Cultural Resources, states that there are no historic properties or archaeological resources within the APE prepared for the Project. The Project still includes PF- CUL-1 and PF-CUL-2 to halt all construction activities in the event that human remains or other cultural resources are found until an archaeologist can assess the discovery. With implementation of these Project Features found in Appendix B, impacts would be reduced to a less than significant level.

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

**Less than Significant Impact** – The Project proposes improvements to existing transportation infrastructure within the Project area. With incorporation of Project Features and avoidance and minimization measures, construction and operation of the Project under either alternative would not result in a substantial contribution to a cumulatively considerable impact.

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

**Less than Significant Impact** – The Project would not result in significant environmental impacts with implementation of Project Features and several avoidance and minimization measures. The Project Features and AMMs identified in Appendix B and Appendix C would address the potential impacts of the Project that could affect human beings. PF-HAZ-1 through PF-HAZ-3 would address potential impacts from hazardous wastes and materials generated during construction, while PF-NOI-1 through PF-NOI-6 would also address the potential noise impacts during construction. While this Project is exempt from determining air quality conformity per 40 CFR 93.123 and so would not result in impacts to air quality, the Project would still incorporate PF-AIR-1 through PF-AIR-4 to control dust and other impacts to air quality. This Project would incorporate AMM-AES-1 through AMM-AES-6 to minimize impact to aesthetics. With implementation of the Project Features and AMMs included in Appendix B and C, respectively, the Project would not have a substantial direct or indirect impact on the human environment, and impacts would be less than significant.

## 2.4 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF<sub>6</sub>), and various hydrofluorocarbons (HFCs). CO<sub>2</sub> is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO<sub>2</sub> that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO<sub>2</sub>.

The impacts of climate change are already being observed in the form of sea level rise, drought, more intense heat, extended and severe fire seasons, and historic flooding from changing storm patterns. Both mitigation and adaptation strategies are necessary to address these impacts. The most important mitigation strategy is to reduce GHG emissions. In the context of climate change (as distinct from CEQA and NEPA), "mitigation" involves actions to reduce GHG emissions or to enhance the "sinks" that store them (such as forests and soils) to lessen adverse impacts. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

### 2.4.1 Regulatory Setting

This section outlines state efforts to comprehensively reduce GHG emissions from transportation sources.

#### ***Federal***

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— “the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

The federal government has taken steps to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) as amended by the Energy Independence and Security Act (EISA) of 2007; and Corporate Average Fuel Economy (CAFE) Standards. This act established fuel economy standards for on-road motor vehicles sold in the United States. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces the CAFE standards based on each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation’s energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014).

U.S. EPA published a final rulemaking on December 30, 2021, that raised federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, increasing in stringency each year. The updated GHG emissions standards will avoid more than 3 billion tons of GHG emissions through 2050. In April 2022, NHTSA announced corresponding new fuel economy standards for model years 2024 through 2026, which will reduce fuel use by more than 200 billion gallons through 2050 compared to the old standards and reduce fuel costs for drivers (U.S. EPA 2022a; NHTSA 2022).

### **State**

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons

of carbon dioxide equivalent (MMTCO<sub>2</sub>e). [GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO<sub>2</sub> is the most important GHG, so amounts of other gases are expressed relative to CO<sub>2</sub>, using a metric called “carbon dioxide equivalent,” or CO<sub>2</sub>e. The global warming potential of CO<sub>2</sub> is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO<sub>2</sub>.] Finally, it requires the Natural Resources Agency to update the state’s climate adaptation strategy, Safeguarding California, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared “it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state’s greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled, to promote the state’s goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

AB 1279, Chapter 337, 2022, The California Climate Crisis Act: This bill mandates carbon neutrality by 2045 and establishes an emissions reduction target of 85% below 1990 level as part of that goal. This bill solidifies a goal included in EO B-55-18. It requires ARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California, as specified.

## **2.4.2 Environmental Setting**

The proposed project is in an urban area of Alameda County within the City of Oakland, along SR-13 and local streets including Moraga Avenue, Bruns Court, and La Salle Avenue. The Project area is a transportation corridor surrounded by land uses that are built out, consisting of mainly residential and commercial land uses with medium to high density.

Bicycle facilities within the study area include Moraga Avenue and Mountain Boulevard, identified by OakDOT's Bicycle and Pedestrian Program as "bikeways" (OakDOT 2021). Mountain Boulevard, considered a neighborhood bike route, does not feature any pavement markings, such as striping or the shared lane symbols, to indicate the street as a bikeway. However, a bike wayfinding sign project is in design for Mountain Boulevard, just north of the project area. The Mountain Boulevard bikeway also becomes a designated bike path on Montclair Railroad Trail, starting at the eastern end of Medau Place and routing south to run parallel to Shepherd Canyon Road. Moraga Avenue does not feature roadway markings until Estates Drive. From Estates Drive to Blair Park, outside of the study area, Moraga Avenue features sharrows, or shared lane markings on the pavement that indicate shared use between motor vehicles and bicyclists. Moraga Avenue also features "Bicycle Route Number Marker" signs that designate it as a bikeway. Bike traffic on both Mountain Boulevard and Moraga Avenue must share the road with automobiles. No bicycle facilities are provided on adjacent local streets.

Pedestrian facilities in the study area include the Bruns Court POC, sidewalks along Moraga Avenue, Mountain Boulevard, La Salle Avenue, and all the local streets within the Montclair Village commercial district. The rest of the study area zoned for Hillside Residential, however, lacks pedestrian facilities. Most streets within these sections of the study area only feature facilities for vehicular use. If sidewalks are present on these local streets, gaps are present, as sidewalks will start and end abruptly in the middle or end of the streets. Bruns Court is one example of a residential street that does not feature pedestrian facilities outside of the stairway that leads to the existing POC at the end of the court.

There are also public transportation alternatives within the Project area. AC Transit bus service operates along Moraga Avenue.

The Metropolitan Transportation Commission's Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), also known as Plan Bay Area 2050, guides transportation and housing development in Alameda County and the larger San Francisco Bay Area. The City of Oakland's Equitable Climate Action Plan addresses GHGs and air pollution in the Project area.

## **GHG Inventories**

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand

how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

### National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total GHG emissions from all sectors in 2020 were 5,222 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. Of these, 79 percent were CO<sub>2</sub>, 11 percent were CH<sub>4</sub>, and 7 percent were N<sub>2</sub>O; the balance consisted of fluorinated gases. Total GHGs in 2020 decreased by 21% from 2005 levels and 11% from 2019. The change from 2019 resulted primarily from less demand in the transportation sector during the COVID-19 pandemic. The transportation sector was responsible for 27 percent of total U.S. GHG emissions in 2020, more than any other sector (Figure 2-21), and for 36% of all CO<sub>2</sub> emissions from fossil fuel combustion. Transportation CO<sub>2</sub> emissions for 2020 decreased 13 percent from 2019 to 2020, but were 7 percent higher than transportation CO<sub>2</sub> emissions in 1990 (Figure 2-21) (U.S. EPA 2022b).

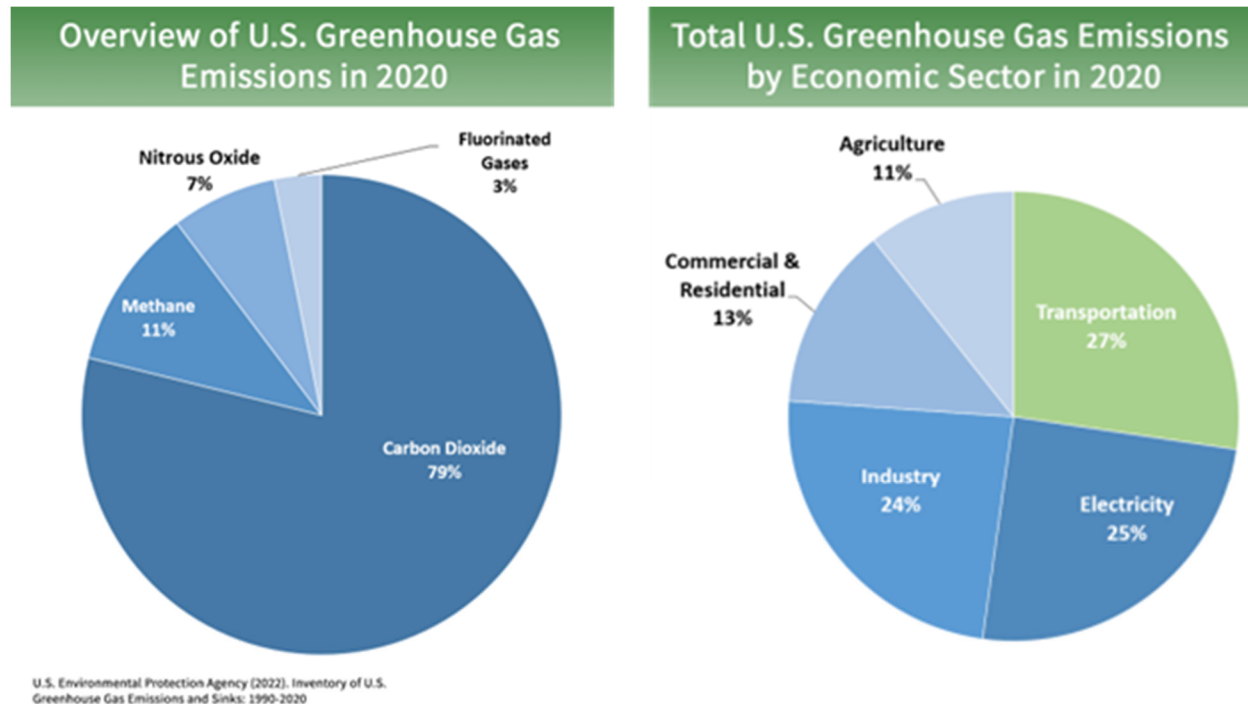


Figure 2-21. U.S. 2020 Greenhouse Gas Emissions (Source: U.S. EPA 2022b).

### State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes



and highlights major annual changes and trends to demonstrate the state’s progress in meeting its GHG reduction goals. The 2022 edition of the GHG emissions inventory reported emissions trends from 2000 to 2020. Total California emissions in 2020 were 369.2 MMTCO<sub>2</sub>e, a reduction of 35.3 MMTCO<sub>2</sub>e from 2019 and 61.8 MMTCO<sub>2</sub>e below the 2020 statewide limit of 431 MMTCO<sub>2</sub>e. Much of the decrease from 2019 to 2020, however, is likely due to the effects of the COVID-19 pandemic on the transportation sector, during which vehicle miles traveled declined under stay-at-home orders and reductions in goods movements. Nevertheless, transportation remained the largest source of GHG emissions, accounting for 37 percent of statewide emissions (Figure 2-22). Including upstream emissions from oil extraction, petroleum refining, and oil pipelines in California, transportation was responsible for about 47 percent of statewide emissions in 2020; however, those emissions are accounted for in the industrial sector.) California’s gross domestic product (GDP) and GHG intensity (GHG emissions per unit of GDP) both declined from 2019 to 2020 (Figure 2-23). It is expected that total GHG emissions will increase as the economy recovers over the next few years (ARB 2022a).

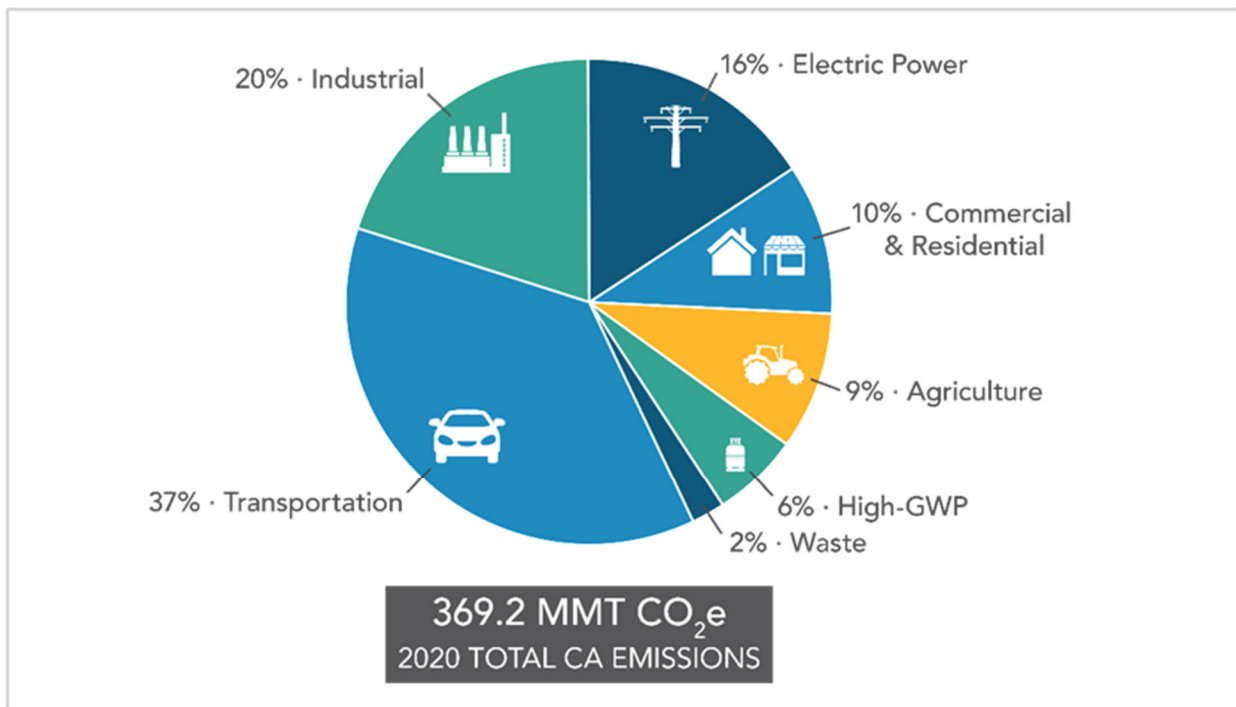


Figure 2-22. California 2020 Greenhouse Gas Emissions by Scoping Plan Category (Source: ARB 2022a).

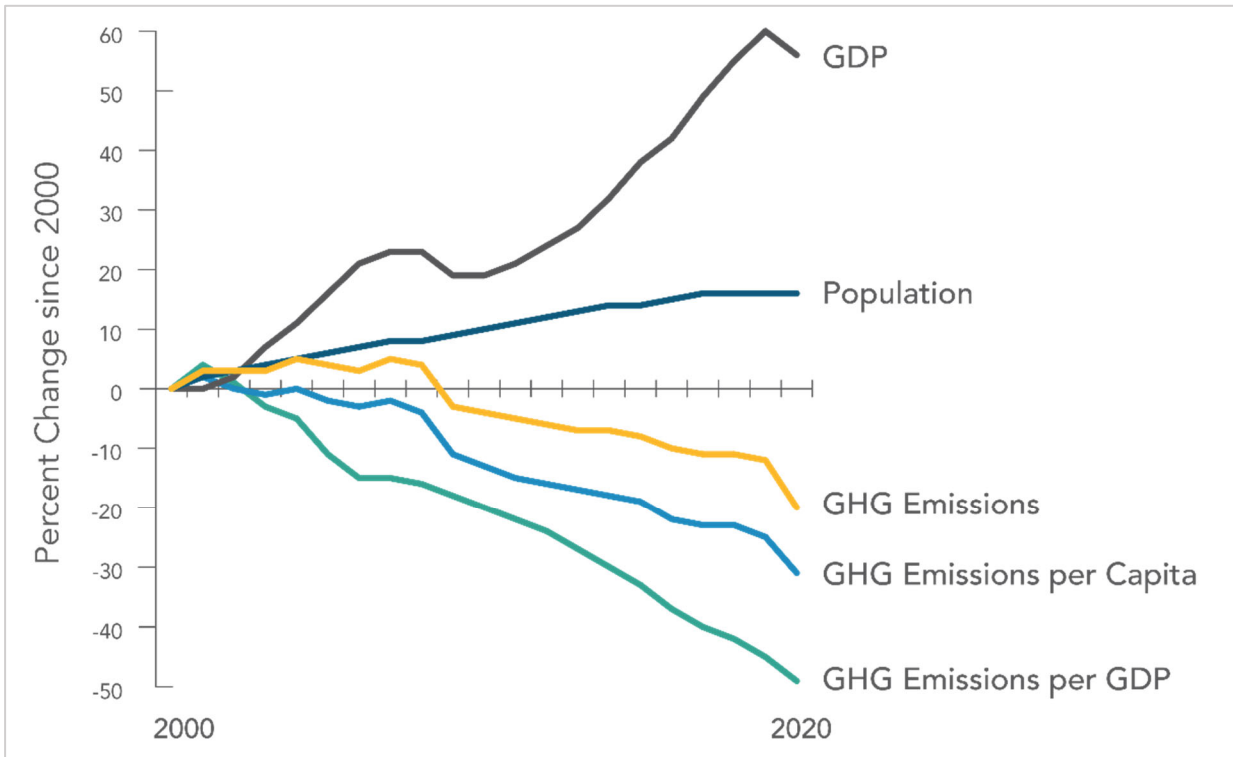


Figure 2-23. Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2022a).

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California’s 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The Draft 2022 Scoping Plan Update additionally lays out a path to achieving carbon neutrality by 2045 (ARB 2022b).

**Regional Plans**

ARB sets regional GHG reduction targets for California’s 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for the Metropolitan Transportation Commission (MTC). The regional reduction target for MTC is 19 percent by 2035 (ARB 2022c).

Table 6. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) - Plan Bay Area 2050 (adopted October 2021)	Expand commute trip reduction programs at major employers Expand clean vehicle initiatives Expand transportation demand management initiatives Build a Complete Streets network Advance regional Vision Zero policy through street design and reduced speeds Enhance local transit frequency, capacity, and reliability Expand and modernize the regional rail network Build an integrated regional express lanes and express bus network
City of Oakland - 2030 Equitable Climate Action Plan [ECAP] (adopted in Jul 2020)	Shift to 100% carbon-free energy Eliminate fossil fuels from building heating systems Improve building insulation and windows Significantly shift people away from private auto trips Accelerate the electrification of vehicles

### Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs. CO<sub>2</sub> emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH<sub>4</sub> and N<sub>2</sub>O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project’s contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512). In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

### Operational Emissions

The purpose of the proposed Project is to address the seismic performance of the Bruns Court POC and maintain connectivity for pedestrians between Bruns Court and the Montclair Park on Moraga Avenue. The Project would not result in increased vehicle capacity of either SR-13 or surrounding local roadways. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-13 or local roads within the City of Oakland, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

### Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. Use of long-life pavement, improved traffic management plans, and changes in materials, can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Caltrans prepared a Construction Greenhouse Gas (GHG) Analysis (Caltrans 2023b) for the Project. The results of the GHG emissions analysis are shown below in Table 3.2-2. Each type of GHG is converted to CO<sub>2</sub>e, or carbon dioxide equivalent, by multiplying by their global warming potential (GWP). Specifically, GWP is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO<sub>2</sub>). This allows for comparisons of the global warming impacts of different gases. The construction-related GHG emissions were calculated using the Road Construction Emissions Model version 8.1.0, provided by the Sacramento Air Quality Management District. Construction emissions would total approximately 833.64 tons for Build Alternative 2, 809.09 tons for Build Alternative 2, and 319.71 tons for Build Alternative 4.

Table 7. Summary of Construction-related GHG Emissions

<b>Build Alternatives</b>	<b>CO<sub>2</sub> (tons)</b>	<b>CH<sub>4</sub> (tons)</b>	<b>N<sub>2</sub>O (tons)</b>	<b>Total CO<sub>2</sub>e (metric tons)</b>
<b>Build Alternative 2</b>	901.44	0.14	0.04	<b>833.64</b>

<b>Build Alternatives</b>	<b>CO<sub>2</sub> (tons)</b>	<b>CH<sub>4</sub> (tons)</b>	<b>N<sub>2</sub>O (tons)</b>	<b>Total CO<sub>2</sub>e (metric tons)</b>
<b>Build Alternative 3a/b</b>	876.74	0.14	0.04	<b>809.09</b>
<b>Build Alternative 4</b>	349.47	0.07	0.00	<b>319.71</b>

Notes:

CH<sub>4</sub> = methane

CO<sub>2</sub> = carbon dioxide

CO<sub>2</sub>e (MT) = carbon dioxide equivalent (metric tons)

N<sub>2</sub>O = nitrous oxide

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions. Some construction best management practices (BMPs) that would be implemented include providing regular vehicle and equipment maintenance, limiting idling of vehicles and equipment at the job site, recycling nonhazardous waste and excess material, and using solar-powered signal boards if feasible.

### **2.4.3 CEQA Conclusion**

While the proposed Project would result in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. The proposed Project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG reduction measures, the impact would be less than significant. Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

### **GREENHOUSE GAS REDUCTION STRATEGIES**

#### *Statewide Efforts*

In response to AB 32, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors, to take California into a sustainable, low-carbon and cleaner future, while maintaining a robust economy (ARB 2022d).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor’s Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State’s energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015). OPR later added strategies related to achieving statewide carbon neutrality by 2045 in accordance with EO B-55-18 and AB 1279 (OPR 2022).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today’s petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency (2022a) released *Natural and Working Lands Climate Smart Strategy*, with a focus on nature-based solutions.

### **Caltrans Activities**

Caltrans continues to be involved on the Governor’s Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

### **CLIMATE ACTION PLAN FOR TRANSPORTATION INVESTMENTS**

*The California Action Plan for Transportation Infrastructure* (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG

emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

### ***CALIFORNIA TRANSPORTATION PLAN***

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

### ***CALTRANS STRATEGIC PLAN***

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

### ***CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES***

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a Department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

### **Project-Level GHG Reduction Strategies**

The following measures would also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

Construction contractors would comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Some construction best management practices (BMPs) that would be implemented, as part of PF-GHG-1, include providing regular vehicle and

equipment maintenance, limiting idling of vehicles and equipment at the job site, recycling nonhazardous waste and excess material, and using solar-powered signal boards if feasible. As outlined in Appendix B, the project would also implement Project PF-AIR-1 through AIR-4 to reduce construction-related emissions. AMM-AES-1 through AMM-AES-2 requires Caltrans to minimize vegetation removal and engage in replacement tree and vegetation planting. Likewise, PF-BIO-10 also requires vegetation replanting with native species. Project Features are included in Appendix B while MMs are included in Appendix C.

## **ADAPTATION**

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

### *Federal Efforts*

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways."

The U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions" (U.S. DOT 2011). The U.S. DOT Climate Action Plan of August 2021 followed up with a statement of policy to "accelerate reductions in greenhouse gas emissions from the transportation sector and make our transportation infrastructure more climate change resilient now and in the future," following this set of guiding principles (U.S. DOT 2021):

- Use best-available science
- Prioritize the most vulnerable
- Preserve ecosystems



- Build community relationships
- Engage globally

U.S. DOT developed its climate action plan pursuant to the federal EO 14008, *Tackling the Climate Crisis at Home and Abroad* (January 27, 2021). EO 14008 recognized the threats of climate change to national security and ordered federal government agencies to prioritize actions on climate adaptation and resilience in their programs and investments (White House 2021).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

### *State Efforts*

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California’s Fourth Climate Change Assessment (Fourth Assessment) (2018) is the state’s effort to “translate the state of climate science into useful information for action.” It provides information that will help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state’s people, infrastructure, natural systems, working lands, and waters. The State’s approach recognizes that the consequences of climate change occur at the intersections of people, nature, and infrastructure. The Fourth Assessment reports that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience a 2.7 to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures, with impacts on agriculture, energy demand, natural systems, and public health; a two-thirds decline in water supply from snowpack and water shortages that will impact agricultural production; a 77% increase in average area burned by wildfire, with consequences for forest health and communities; and large-scale erosion of up to 67% of Southern California beaches and inundation of billions of dollars’ worth of residential and commercial buildings due to sea level rise (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment’s findings highlight the need for proactive action to address these current and future impacts of climate change.

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017

projections of sea level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California Climate Adaptation Strategy*, incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions, use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2022b).

EO B 30 15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change in addition to sea level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group to help actors throughout the state address the findings of California's Fourth Climate Change Assessment. It released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*, in 2018. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts (Climate Change Infrastructure Working Group 2018).

### *Caltrans Adaptation Efforts*

#### **CALTRANS VULNERABILITY ASSESSMENTS**

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

## **Project Adaptation Analysis**

### ***SEA LEVEL RISE***

The proposed Project is outside the coastal zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not expected.

### ***FLOODPLAINS***

The Project is not located within base floodplains. Accordingly, direct impacts to transportation facilities due to flooding are not anticipated.

### ***WILDFIRE***

The project is not located within a very high fire hazard severity zone. The proposed Project is not likely to be subject to effects of wildfire that could occur under climate change.

### ***TEMPERATURE***

The Caltrans District 4 Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

## **CHAPTER 3 Comments and Coordination**

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

### **3.1 Native American Tribal Coordination**

Caltrans PQS initiated a search of the Sacred Land Files (SLF) and requested a list of all culturally affiliated tribes from the Native American Heritage Commission (NAHC) on May 17th, 2021. NAHC responded on July 27, 2021, with a list of eleven Native American individuals, representing eight tribes. Emails requesting input along with a project area map were sent to representatives from each of the tribes. Formal notification under Section 106 and AB 52 began with letters sent initially on June 24, 2021 to the following contacts: Andrew Galvan of the Ohlone tribe, Ann Marie Sayers of the Mustun Band of Costanoan, Charlene Nijmeh and Monica Arellano of the Muwekma Ohlone Tribe of SF Bay Area, Corrina Gould of the Confederated Villages of Lisjan, Kanyon Sayers-Rood of the Indian Canyon Mutsun Band of Costanoan, Irene Zwierlein of the Amah Mutsun, Kenneth Woodrow of the Wuksache/Eshom Valley tribe, and Timothy and Katherine Perez of the North Valley Yokuts tribe. No comments have been received from any contacted individuals.

### **3.2 Local Agency Coordination**

In order to increase cooperation with local agency partners and the community as well as gather input on the proposed Project, Caltrans initiated early coordination with City of Oakland staff. Caltrans provided City of Oakland staff an initial overview of the Project in a meeting on August 10, 2021. The purpose of the meeting was to engage in a partnership with the City to increase community engagement efforts to inform development of project build alternatives that would be context and community sensitive. Caltrans provided a presentation on the Project to City staff and answered any questions. City staff provided Caltrans with a list of contacts for the Oakland Department of Parks, Recreation, and Youth and for Montclair Park. Through subsequent meetings, Caltrans and the City of Oakland further developed the three alternatives presented in this document.

### **3.3 Public Information Meetings**

#### *Montclair Community*

Caltrans partnered with the Montclair Community to hold a virtual public informational meeting for the Project on December 2, 2021. The purpose of this meeting was to

introduce the public to the proposed Project, gather community input on the proposed alternatives, and provide an opportunity for the community to ask questions about the Project. After the presentation of the four alternatives, including the now-eliminated Alternative 1 and original Alternative 3, the community was able to engage in a question and answer with Caltrans staff. The majority of attendees were in favor of the original Alternative 3. As discussed in Section 1.6 and 1.7, the original Alternative 3 presented to the public showed a switchback structure within Montclair Park, rather than the current touchdown structure just outside the park. Some attendees liked the street improvements in Alternative 4 but wanted to see more safety items included. Many said that Alternatives 1 and 2 were not safe, for the sole reason that people will need to cross Moraga Avenue at-grade. Many expressed that crossing the busy La Salle Avenue-Moraga Avenue intersection is unsafe. The tallies taken at the meeting were as follows:

- There were 8 comments regarding LaSalle being unsafe for pedestrians.
- There were 10 comments wanting heavy safety features on LaSalle if the POC was not replaced.
- There were 2 comments wanting an elevator-like platform to lift people up from Moraga to Bruns Court.
- All in all, there were no votes for Alternatives 1 and 2; 10 positives vote for Alternative 3, and 5 positive votes for Alternative 4

#### *Montclair Elementary School*

On August 15, 2022, Caltrans staff met with David Kloker, the principal of the Montclair Elementary School. The school houses approximately 600 students. Mr. Kloker noted that many parents use Moraga Avenue to pick up and drop off students, and traffic frequently backs up on Mountain Boulevard. A good number of parents and students regularly use the park entrance to access the school, although some paths in the park are in disrepair and make it difficult for wheelchair access. The school frequently uses the park for school outings, with older students using the north side of the duck pond, and younger students using the playground. There are also soccer activities north of the proposed ramp. Mr. Kloker noted his support of Alternative 3 and also stated that if Alternative 2 was chosen, a stoplight would be preferred for safe pedestrian crossing of Moraga Avenue.

Following circulation of the Draft Environmental Document (DED), another public meeting will be held by Caltrans during the public comment period.

### **3.4 Public Involvement Process for the DED**

Prior to initiating the public review period, Caltrans published a notice of the DED's availability in local newspapers and on the Caltrans website (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>). The public comment period began once the DED was circulated to the public on September 9, 2023, and lasted for

30 days, ending October 8, 2023. A Notice of Completion was submitted to the State Clearinghouse at the beginning of the public comment period on September 8, 2023 . The Project was then assigned a State Clearinghouse number (SCH 2023090154) and the State Clearinghouse subsequently distributed copies of the DED to agencies for comments. A virtual public meeting was held on September 26, 2023 from 6:00 pm to 7:30 pm to receive informal public comments and to answer questions about the proposed Project alternatives and environmental impacts.

The public comment period and virtual public meeting were extensively noticed in a variety of media formats:

- Advertisements were placed in three newspapers: The Montclarion, Oakland Tribune, and the Alameda Times Star
- Flyers were distributed at the weekly Montclair Farmers Market and included in the Montclair Farmers Market newsletter
- Information on the public comment period and virtual public meeting were provided on the Caltrans website, the Project-specific website (<https://d4vpm3.wixsite.com/i-580-bridge-rehab>), as well as Caltrans social media pages
- Over 2,000 mailers were distributed to residents within the Project study area
- Email notifications were sent to Project partner, OakDOT

At the virtual public meeting, Caltrans staff gave a PowerPoint presentation that was broadcast by screensharing to attendees. The presentation provided an overview of the proposed Project improvements under all Build Alternatives and lasted approximately 30 minutes. The remainder of the meeting was reserved for a live question and answer session. The virtual public meeting was attended by approximately 51 members of the public during the question and answer, including Jason Patton from OakDOT.

During the question-and-answer session, the public was able to submit questions and informal comments through the Zoom webinar “chat” function. Over 70 questions or comments were received during the virtual public meeting. Questions were read by the meeting moderator and directed to the public meeting panelists. Caltrans staff was not able to answer all questions received during the meeting but highly encouraged attendees to submit formal comments or questions. A link to the Project-specific website and a description of the four methods for providing formal comment were shared to the public several times during the presentation. The four methods of submitting formal comments included using an electronic comment form found on the Project-specific website, mailing a comment to Caltrans, emailing the Project planner at [lily.mu@dot.ca.gov](mailto:lily.mu@dot.ca.gov), or leaving a voicemail at (800) 965-8835.

Agency and public comments received during the public comment period can be found in Appendix G. In total, there were 228 comments received during the public comment period. The majority of the comments (123 comments) were in support of Build Alternative 4, with 27 comments in favor of Build Alternative 4 in combination with the road diet proposed as part of Build Alternative 3b. There were 23 comments in support of Build Alternative 3a or 3b only, and three comments in support of Build Alternative 2.

The remaining comments did not specify support of a particular alternative or were simply logistical questions. Caltrans has provided comprehensive responses, Master Responses 1 and 2, to address all comments received by the public. Individual, point-by-point responses to each comment are also provided where comments are not entirely addressed by the relevant master response.

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## CHAPTER 4 List of Preparers

The following Caltrans staff and consultants contributed to the preparation and review of this IS-ND and are included below in Table 4.

Table 8. List of Preparers and Reviewers

Agency/Company	Name	Role
<b>Environmental Analysis</b>		
Caltrans	Maxwell Lammert	Office Chief, Office of Environmental Analysis
Caltrans	Wahida Rashid	Branch Chief, Alameda and Contra Costa, Environmental Analysis
Caltrans	Lily Mu	Environmental Scientist, Environmental Analysis
<b>Aesthetics</b>		
Caltrans	Lydia Mac	Branch Chief, Office of Landscape Architecture
Caltrans	Elizabeth Bokulich	Landscape Architect
<b>Air Quality/Noise</b>		
Caltrans	Shilpa Mareddy	Branch Chief, Air and Noise
Caltrans	Radhika Mothkuri	Transportation Engineer, Air and Noise
<b>Biology</b>		
Caltrans	Matthew Rechs	Branch Chief, Office of Biological Science and Permits
<b>Cultural Resources</b>		
Caltrans	Helen Blackmore	Branch Chief, Senior Environmental Scientist
Caltrans	Kathryn Rose	Office Chief, Office of Cultural Resource Studies
Caltrans	Charles Palmer	Senior Environmental Scientist (Architectural History)
Caltrans	Alvin Rosa-Figueroa	Associate Environmental Planner (Archaeology)
<b>Geology and Soils</b>		
Caltrans	Tim Pokrywka	Office Chief, Geotechnical Design
Caltrans	Christopher Ridsen	Branch Chief, Office of Geotechnical Design
Caltrans	Tung Nguyen	Geotechnical Engineer
Caltrans	Chris McMahon	Engineering Geologist
<b>Hydrology and Water Quality</b>		
Caltrans	Khai Leong	Office Chief, Office of Hydraulic Engineering

<b>Agency/Company</b>	<b>Name</b>	<b>Role</b>
Caltrans	Guang-Ru Li	Branch Chief, Alameda County, Office of Hydraulic Engineering
Caltrans	Mojgan Osooli	Branch Chief, Office of Water Quality
Caltrans	Nick Toy	Hydraulics
Caltrans	Ganga Tripathi	Transportation Engineer, Water Quality
<b>Pedestrian and Bicycle</b>		
Caltrans	Gregory Currey	Branch Chief, Pedestrian and Bicycle Branch
Caltrans	Hunter Oatman-Stanford	Transportation Planner, Pedestrian and Bicycle Branch
<b>Right of Way</b>		
Caltrans	David Mars	Associate Right-of-Way Agent
<b>Traffic Safety</b>		
Caltrans	Allan Trejo Castro	Traffic Safety
<b>Utilities</b>		
Caltrans	Bryan Chew	Utilities Engineer
<b>Design</b>		
Caltrans	Wajahat Nyaz	District Division Chief – Design East Region
Caltrans	Vince Bonner	Design Senior, Design Alameda County
Caltrans	Benjamin Choy	Transportation Engineer, Design Alameda County
Caltrans	Daniel Eggers	Structures Design
Caltrans	Jay Fong	Project Engineer, Design Alameda County
Caltrans	Marc Friedheim	Senior, Structures Design
Caltrans	Kendall Kitamura	Design Senior, Design Alameda County
Caltrans	Pierre Lasalle	Electrical Engineer
Caltrans	Thomas Mar	Senior Design
Caltrans	Dennis Ocampo	Project Engineer, Design Alameda County
Caltrans	Eric Urmeneta	Senior Bridge Engineer, Bridge Construction
<b>Project Management</b>		
Caltrans	Michael Nguyen	Project Manager, Project Management
Caltrans	Jack Siau	Project Manager, Project Management
Caltrans	Nick Horng	Assistant Project Manager, Project Management
Caltrans	Mahady Sarwary	Associate Environmental Planner, Environmental Program Project Management
Caltrans	Hubert Wong	Program Advisor

<b>Agency/Company</b>	<b>Name</b>	<b>Role</b>
<b>AECOM</b>		
AECOM	Daniel Blair	Landscape Designer
AECOM	Superna Mehta	Landscape Designer
AECOM	J. George Strnad	Landscape Architect
<b>City of Oakland</b>		
City of Oakland	Jessica Bustos	Recreation Center Director, Oakland Parks, Recreation, and Youth
City of Oakland	Joe DeVries	Director of Interdepartmental Operations
City of Oakland	Maribel Lopez	Recreation Supervisor, Oakland Parks, Recreation, and Youth
City of Oakland	Jason Patton	Bicycle & Pedestrian Program Supervisor
City of Oakland	Hank Phan	Capital Improvements Project Coordinator
<b>Kleinfelder</b>		
Kleinfelder	Cherish Cartagena	Biologist
Kleinfelder	Justin Castells	Architectural Historian
Kleinfelder	Denis Coghlan	Biologist
Kleinfelder	Amanda Jones Taylor	Architectural Historian (Section 4(f))
Kleinfelder	Meera Velu	Associate Environmental Planner
Kleinfelder	Claire Yancey	Associate Environmental Planner

## **CHAPTER 5 Distribution List**

### **Federal and Statewide Elected Officials**

The Honorable Laphonza Butler  
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One Post Street, Suite 2450  
San Francisco, CA 94104

The Honorable Alex Padilla  
United States Senate  
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San Francisco, CA 94101

The Honorable Barbara Lee  
United States House of Representatives (CA-12)  
1 Kaiser Plaza, Suite 1010  
Oakland, CA 94612

The Honorable Nancy Skinner  
California State Senate, District 9  
1515 Clay Street, Suite 2202  
Oakland, CA 94612

The Honorable Buffy Wicks  
California State Assembly, District 14  
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### **Alameda County Elected Officials**

The Honorable Lena Tam  
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The Honorable Keith Carson  
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The Honorable Nate Miley  
President of the Board  
Alameda County Board of Supervisors, District 4  
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The Honorable David Haubert  
Alameda County Board of Supervisors, District 1  
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The Honorable Elisa Márquez  
Alameda County Board of Supervisors, District 2  
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**City of Oakland Elected Officials**

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Rebecca Kaplan  
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**Federal Agencies**

U.S. Fish and Wildlife Service (USFWS)  
2800 Cottage Way W-2605  
Sacramento, CA 95825

U.S. Army Corps of Engineers (USACE)  
450 Golden Gate Ave, 4th Floor  
San Francisco, CA 94102

National Marine Fisheries Services (NMFS)  
777 Sonoma Avenue Room 325  
Santa Rosa, CA 95404

**State Agencies**

California Air Resources Board (CARB)  
1001 I Street, Suite 2828  
P.O. Box 2815  
Sacramento, CA 95814

California Department of Conservation  
801 K Street, MS 24-01  
Sacramento, CA 95814  
California Department of Fish & Wildlife (CDFW), Region 3  
2825 Cordelia Road, Suite 100  
Fairfield, CA 94534

California Department of Toxic Substances Control  
P.O. Box 806

Sacramento, CA 95812-0806

California Native American Heritage Commission (NAHC)  
1550 Harbor Blvd, Suite 100  
West Sacramento, CA 95691

California Natural Resources Agency  
1416 9th Street, Suite 1311  
Sacramento, CA 958114

California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

Office of Planning and Research  
P.O. Box 3044  
Sacramento, CA 95812-3044

San Francisco Bay Regional Water Quality Control Board  
1515 Clay Street, Suite 1400  
Oakland, CA 94612

State Clearinghouse, Executive Officer  
1400 Tenth Street, Room 156  
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Sacramento, CA 95812

State Water Resources Control Board Water Quality Division  
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Sacramento, CA 95814

**Regional and Local Agencies**

Alameda-Contra Costa Transit District (AC Transit)  
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Association of Bay Area Governments (ABAG)  
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San Francisco, CA 94105

Bay Area Air Quality Management District (BAAQMD)  
Chief Executive Officer  
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Metropolitan Transportation Commission (MTC)

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Bureau of Great Streets  
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Bike East Bay  
P.O. Box 1736  
Oakland, CA 94604

Easy Bay for Everyone  
2044 Franklin Street  
Oakland, CA 94612

Walk Oakland Bike Oakland  
1330 Broadway, 3rd floor  
Oakland, CA 94612

**Community Stakeholders**

Montclair Elementary School  
1757 Mountain Blvd,  
Oakland, CA 94611

Montclair Community  
Montclair Village



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# Appendix A. Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

## California Department of Transportation

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001  
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September 2022

### NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

TONY TAVARES  
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

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## Appendix B. Project Features

Resource Area	Project Feature Number	Description
Aesthetics and Visual Resources	PF-AES-1	<b>Erosion Control Measures.</b> Disturbed soil areas will be hydroseeded with native and non-native, erosion-control grass and forb seed mixes.
Aesthetics and Visual Resources	PF-AES-2	<b>Architectural Treatment for Concrete Surfaces Exposed to View.</b> Retaining walls and other concrete surfaces exposed to view will be textured and colored to improve their aesthetics and enhance their compatibility with the character of the existing architecture in the viewshed.
Aesthetics and Visual Resources	PF-AES-3	<b>Structural Aesthetics for POC, Ramp, Columns, and Fence.</b> The architecture and aesthetics of the POC, ramps, and fence will be designed with Context Sensitive Solutions that complement the site character.
Aesthetics and Visual Resources	PF-AES-4	<b>Minimization of Heights, Extents, and Visual Impacts of the Retaining Walls.</b> The alignment of the on-ground pedestrian path from Bruns Court to the POC bridge will be designed to balance and minimize cut-and-fill work to reduce the extent and visual impact of the retaining walls.
Aesthetics and Visual Resources	PF-AES-5	<b>Construction Staging:</b> Except as detailed in the Contract Plans, staging areas would not affect existing landscaped areas resulting in death and/or removal of trees and shrubs, or disruption and destruction of existing irrigation facilities.
Aesthetics and Visual Resources	PF-AES-6	<b>Construction Lighting:</b> Construction lighting would be directed toward the immediate vicinity of active work to avoid light trespass through directional lighting, shielding, and other measures as needed.
Air Quality	PF-AIR-1	<b>Maintaining Construction Equipment and Vehicles:</b> All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.
Air Quality	PF-AIR-2	<b>Contractor Air Quality Compliance:</b> The contractor will adhere to Caltrans Standard Specifications for Construction, Sections 14.9-02 and 14-9.03, which require contractor compliance with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
Biological Resources	PF-BIO-1	<b>Preconstruction Bird Surveys:</b> During the nesting season (February 1 through September 30), pre-construction surveys for nesting birds would be conducted by a qualified biologist no more than 72 hours prior to the start of construction activities. If an active nest is discovered, biologists would establish an appropriate exclusion buffer around the nest. The standard buffer will be 50 feet for passerines (perching songbirds), 100 feet for egrets/herons, and 300 feet for raptors (birds of prey). The buffer zones will be delineated with high-visibility environmental fencing or demarcated with pin flags or ribbon, as applicable based on-site conditions. The area within the buffer would be avoided until the young are no longer dependent on the adults or the nest is no longer active. If a nesting special-status bird species is discovered, the biologist would notify the USFWS and/or CDFW for further guidance. Partially constructed and inactive nests may be removed to prevent occupation. Nesting birds near the Project footprint would be regularly monitored for signs of disturbance. To the extent

Resource Area	Project Feature Number	Description
		feasible, tree removal, vegetation removal, and clearing and grubbing activities would not occur during the nesting season.
Biological Resources	PF-BIO-2	<b>Preconstruction Survey for Bats.</b> A survey for presence or absence of bats should be conducted prior to the start of construction. If bats are detected, a roosting bat exclusion plan will be developed and implemented. At a minimum, this plan would address how one-way exclusion devices would be used to allow bats to safely exit the current bridge prior to construction. Exclusion of bats would only occur between March 1 to April 15 and August 31 to October 15 to avoid sensitive periods.
Biological Resources	PF-BIO-3	<b>Caltrans Standard Best Management Practices (BMPs):</b> The potential for adverse effects to water quality would be avoided by implementing temporary and permanent BMPs outlined in Section 7-104B of the Caltrans' Standard Specifications. Caltrans erosion control BMPs would be used to minimize any wind- or water-related erosion.
Biological Resources	PF-BIO-4	<b>Covering of Trenches and Excavated Holes:</b> To prevent inadvertent entrapment of wildlife during construction, excavated holes or trenches more than one foot deep with walls steeper than 30 degrees would be covered by plywood or similar materials at the close of each working day. Alternatively, an additional 4-foot-high vertical barrier, independent of exclusionary fences, would be used to further prevent the inadvertent entrapment of listed species. If it is not feasible to cover an excavation or provide an additional 4-foot-high vertical barrier, independent of exclusionary fences, one or more escape ramps constructed of earth fill or wooden planks would be installed. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals.
Biological Resources	PF-BIO-5	<b>Environmentally Sensitive Area Fencing.</b> Prior to commencing construction on the access road, areas adjacent to the construction zone that will require vegetation removal will be delineated with high visibility temporary fencing at least 4 feet in height, or other appropriate delineator, to prevent encroachment of construction personnel and equipment onto sensitive areas during construction. The fencing will be removed when all construction equipment is removed from the site.
Biological Resources	PF-BIO-6	<b>Mono-filament Netting:</b> To prevent wildlife from being entangled, trapped or injured, erosion control materials with plastic mono-filament netting would not be used within the BSA.
Biological Resources	PF-BIO-7	<b>Firearms:</b> No firearms would be allowed in the BSA except for those carried by authorized security personnel, or local, state, or federal law enforcement officials.
Biological Resources	PF-BIO-8	<b>Pets:</b> To prevent harassment, injury, or mortality of sensitive species, no pets would be permitted in the BSA.
Biological Resources	PF-BIO-9	<b>Wetlands:</b> No construction impacts, dredge, or fill would occur to any wetlands or waterways.
Biological Resources	PF-BIO-10	<b>Replanting with Native Species:</b> All areas that are temporarily affected during construction would be revegetated as needed with an assemblage of native grass, shrub, and/or tree species to restore habitat values. Invasive, exotic plants would be controlled to the maximum extent practicable, pursuant to Executive Order 13112 (Invasive Species).

Resource Area	Project Feature Number	Description
Biological Resources	PF-BIO-11	<b>Consultation with Appropriate Agencies.</b> If a special status plant species is discovered during the implementation of the proposed Project, consultation with the appropriate agencies would be initiated.
Cultural Resources	PF-CUL-1	<b>Discovery of Human Remains:</b> If remains are discovered during excavation, all work within 60 feet of the discovery would halt and Caltrans' Cultural Resource Studies office would be called. Caltrans' Cultural Resources Studies Office Staff would assess the remains and, if determined human, would contact the County Coroner as per Public Resources Code (PRC) Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the Coroner determines the remains to be Native American, the Coroner would contact the Native American Heritage Commission who would then assign and notify a Most Likely Descendant. Caltrans would consult with the Most Likely Descendant on respectful treatment and reburial of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
Cultural Resources	PF-CUL-2	<b>Discovery of Cultural Materials:</b> If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a Caltrans qualified archaeologist is contacted to assess the nature and significant of the find.
Greenhouse Gas Emissions (GHG)	PF-GHG-1	<b>Emissions Reductions:</b> Implementation of Caltrans Standard Specifications, such as complying with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract and the use of construction best management practices, would result in reducing GHG emissions from construction activities, including but not limited to: <ol style="list-style-type: none"> <li>1. Regular vehicle and equipment maintenance</li> <li>2. Limit idling of vehicles and equipment onsite</li> <li>3. If practicable, recycle nonhazardous waste and excess material.</li> <li>4. Use solar-powered signal boards, if feasible</li> </ol> <p>If recycling is not practicable, dispose of material</p> <p>In addition, with innovations such as longer pavement lives, improvement in traffic management and changes in materials, construction-related GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.</p>
Hazards and Hazardous Materials	PF-HAZ-1	<b>Aerially Deposited Lead Work Plan:</b> Caltrans will prepare a work plan for aerially deposited lead if required during the design (Plans, Specifications and Estimate [PS&E]) phase. Soil samples collected to evaluate aerially deposited lead would be analyzed for total lead and soluble lead in accordance with Department of Toxic Substances Control's requirements to determine appropriate actions that would ensure the protection of construction workers, future site users, and the environment.
Hazards and Hazardous Materials	PF-HAZ-2	<b>Asbestos and Lead-Based Paint Survey:</b> Existing interchange structures that would be removed by the Project would be tested for asbestos and lead-based paint by a qualified and licensed inspector prior to demolition. All asbestos-containing material or lead-based paint, if found, would be removed by a certified contractor in accordance with local, state, and federal requirements.
Hazards and Hazardous Materials	PF-HAZ-3	<b>Hazardous Materials Incident Contingency Plan:</b> Prior to construction, a hazardous materials incident contingency plan would be prepared to report, contain, and mitigate roadway spills. The plan would

Resource Area	Project Feature Number	Description
		designate a chain of command for notification, evacuation, response, and cleanup of roadway spills.
<b>Hazards and Hazardous Materials</b>	PF-HAZ-4	<b>Groundwater Testing.</b> Removal of the existing structure will likely encounter groundwater and require dewatering. Groundwater will be tested for contamination by a qualified and licensed inspector prior to demolition.
<b>Noise</b>	PF-NOI-1	<b>Combine Noisy Operations.</b> Noisy operations should occur within the same time period. The total noise level will not be significantly greater than the level produced if operations are performed separately.
<b>Noise</b>	PF-NOI-2	<b>Public Outreach:</b> Public outreach shall be required throughout the project duration of construction to update nearby residents, businesses, and other project stakeholders on upcoming construction activities and any changes to the project construction timeline.
<b>Noise</b>	PF-NOI-3	<b>Staging and Storage Areas:</b> Locate staging and storage areas away from sensitive receptors (especially residences) and, if feasible, enclose staging and storage areas.
<b>Noise</b>	PF-NOI-4	<b>Alternative Methods or Equipment:</b> Use quieter alternative methods or equipment, if feasible. (e.g. use of electricity instead of a generator, if feasible at the location). Prevent idling of equipment near sensitive receptors. Equip any internal combustion engines with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.
<b>Noise</b>	PF-NOI-5	<b>Prevent Idling:</b> Prevent idling of equipment near sensitive receptors and avoid unnecessary nighttime idling of internal combustion engines within 100 feet of sensitive receptors.
<b>Noise</b>	PF-NOI-6	<b>Internal Combustion Engines:</b> Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.
<b>Noise</b>	PF-NOI-7	<b>Daytime Construction:</b> Noise levels exceeding 86 dBA will not be scheduled during night, between 9:00 pm and 6:00 am.
<b>Transportation and Traffic</b>	PF-TRA-1	<p><b>Traffic Management Plan:</b> A Traffic Management Plan (TMP) would be developed by Caltrans during the Design Phase. The TMP would include elements such as detours, expected lane closures, haul routes, one-way traffic controls to minimize speeds and congestion, flag workers, and phasing to reduce impacts to local residents as feasible and maintain access for police, fire, and medical services in the area.</p> <p>Prior to construction, Caltrans would notify adjacent property owners, businesses, and the City of Oakland regarding construction activities, access changes, and lane closures and detours. In addition, Caltrans would coordinate with the local Fire Department and emergency response services prior to construction to minimize potential disruption to emergency services.</p>
<b>Utilities and Service Systems</b>	PR-UTIL-1	<b>Trash Management:</b> All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the project limits.
<b>Utilities and Service Systems</b>	PF-UTIL-2	<b>Notify Utility Owners of Construction Schedule to Protect Utilities:</b> Caltrans would notify all affected utility companies, such as PG&E, of construction schedules for proposed project work so that they can relocate the gas, telephone, cable, or overhead distribution lines prior to construction and minimize disruption of any utility service.
<b>Water Quality</b>	PF-WQ-1	<b>Water Quality Best Management Practices:</b> The calculated disturbed soil area (DSA) is less than one acre, thus preparation of a water

Resource Area	Project Feature Number	Description
		<p data-bbox="656 275 1409 411">pollution control plan (WPCP) is required that includes Best Management Practices (BMPs) to reduce the pollutants in stormwater discharges during construction and permanently to the Maximum Extent Practicable (MEP). The BMPs recommended for this project are as follows:</p> <ul data-bbox="704 422 1409 1171" style="list-style-type: none"> <li data-bbox="704 422 1409 531">• Job site management for effective handling, storage, usage, and disposal practices to control material pollution and manage waste at the job site before they enter storm drain systems or receiving waters.</li> <li data-bbox="704 541 1409 621">• Concrete waste management is recommended to minimize or eliminate discharge of concrete waste material to storm drain systems.</li> <li data-bbox="704 632 1409 741">• Sediment control consisting of temporary fiber rolls and silt fences placed on the toe and face of slopes to intercept runoff, reduce its flow velocity, release the runoff as a sheet flow, and remove sediment from runoff.</li> <li data-bbox="704 751 1409 831">• Storm drain inlet protection to reduce sediment from storm water runoff discharging from the construction site prior to entering the storm drainage system.</li> <li data-bbox="704 842 1409 951">• Waste management and materials pollution control (materials delivery and storage, spill prevention and control, solid waste management, hazardous waste and contaminated soil management, sanitary/septic and liquid waste management).</li> <li data-bbox="704 961 1409 1041">• Non-storm water management related to water conservation practices, vehicle and equipment cleaning and maintenance, concrete curing, and concrete finishing.</li> <li data-bbox="704 1052 1409 1108">• Wind erosion control measures including adding hydraulic mulch and temporary covers.</li> <li data-bbox="704 1119 1409 1171">• Tracking control measures including temporary construction entrances and exits and street sweeping.</li> </ul>



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## Appendix C. Avoidance, Minimization, and/or Mitigation (AMM) and Mitigation Measures (MM)

Resource Area	AMM/MM Number	AMM/MM Name and Description
Aesthetics and Visual Resources	AMM-AES-1	<b>Vegetation Preservation.</b> Existing trees and vegetation will be preserved to the maximum extent feasible. Trees and vegetation outside of the clearing and grubbing limits will be protected from the contractor's operations, equipment, and materials storage. High-visibility temporary fencing will be placed around vegetation to be protected before construction work begins. Tree trimming and pruning, where required, will be conducted under the direction of a qualified arborist.
Aesthetics and Visual Resources	AMM-AES-2	<b>Replacement Planting, Irrigation, and 3-Year Plant Establishment Period.</b> Impacted highway planting and irrigation will be replaced, and a 3-year plant establishment period will be provided where safety and maintenance requirements can be met. Highway planting installation funded by the parent project will begin no more than two years after completion of the POC construction.
Cultural Resources	AMM-CUL-1	<b>Establishment of an Environmentally Sensitive Area.</b> The entirety of the parcels containing one cultural resources, the Montclair Park and Recreation Area, will be designated as an environmentally sensitive area (ESA). The ESA will be delineated on project plans and in the field by a Caltrans Architectural Historian.
Cultural Resources	AMM-CUL-2	<b>Construction Monitoring.</b> A Caltrans Architectural Historian, or appropriately qualified consultant, will conduct inspections and monitor construction within the Architectural Monitoring Area (AMA) which is delineated as all construction activities within the Montclair Park and Recreation Area.
Noise	AMM-NOI-1	<b>Noise Control and Monitoring SSPs.</b> Noise control and monitoring SSPs will be included as part of the Contract documents to minimize construction noise impacts.
Transportation and Traffic	AMM-TRA-1	<b>Advanced Public Notification and Detours.</b> Early and well-publicized announcements and other public information measures will be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion. Detour routes will be planned in coordination with Caltrans and the City of Oakland traffic department, and they will be sent in advance to emergency service providers, transit operators, and users of I-580, I-880, I-980, State Route (SR) 13, SR 24, and SR 238.
Transportation and Traffic	AMM-TRA-2	<b>Public Notification Plan.</b> A public notification plan will be implemented to keep the public informed and to minimize potential disruptions to travelers and emergency service providers. Strategies, such as changeable message signs, will notify travelers of pending construction activities.
Transportation and Traffic	AMM-TRA-3	<b>AC Transit Coordination.</b> The project team will coordinate with AC Transit to provide advance public notification of temporary bus stop relocations.
Transportation and Traffic	AMM-TRA-4	<b>Residential Outreach.</b> Early communication will be implemented to inform residents in project areas of construction impacts. The project team will coordinate with the City of Oakland and property owners along to ensure 24/7 access to residences during implementation of full road closures.
Transportation and Traffic	AMM-TRA-5	<b>Montclair Park Shuttle.</b> During POC demolition and road closures, shuttles would be provided during the day to provide access between

Resource Area	AMM/MM Number	AMM/MM Name and Description
		Brunns Court and Montclair Park. Shuttle scheduling would be developed in coordination with the City of Oakland.

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## Appendix D. List of Acronyms and Abbreviations

This list contains the most common acronyms and abbreviations found on the SER and may also be adapted for use in environmental documents.

### **A**

**AB:** Assembly Bill  
**ABAG:** Association of Bay Area Governments  
**ACHP:** Advisory Council on Historic Preservation  
**ADA:** Americans with Disabilities Act  
**ADL:** aerially deposited lead  
**ADT:** average daily traffic  
**AE:** Adverse Effect  
**ASHERA:** Asbestos Hazard Emergency Response Act  
**AIRFA:** American Indian Religious Freedom Act  
**AMM:** Avoidance, Minimization, and/or Mitigation measure  
**APCD:** Air Pollution Control District  
**APE:** Area of Potential Effects  
**AQMD:** Air Quality Management District  
**ARB:** Air Resources Board  
**ARPA:** Archaeological Resources Protection Act of 1979  
**ASR:** Archaeological Survey Report

### **B**

**BMP:** Best Management Practice

### **C**

**CAA:** Clean Air Act  
**Cal/EPA:** California Environmental Protection Agency  
**Cal/OSHA:** California Division of Occupational Safety and Health Administration  
**CCAA:** California Clean Air Act  
**CDFW:** California Department of Fish and Wildlife  
**CE:** Categorical Exclusion (NEPA) or Categorical Exemption (CEQA)  
**CEQ:** Council on Environmental Quality  
**CEQA:** California Environmental Quality Act  
**CERES:** California Environmental Resources Evaluation System  
**CERLA:** Comprehensive Environmental Response, Compensation, and Liability Act  
**CESA:** California Endangered Species Act  
**CFR:** Code of Federal Regulations  
**CGS:** California Geological Survey  
**CHP:** California Highway Patrol  
**CHRIS:** California Historical Resources Information System  
**CIA:** Community Impact Assessment  
**CIDH:** cast-in-drilled-hole  
**CNDDB:** California Natural Diversity Database  
**CNPS:** California Native Plant Society  
**CO:** carbon monoxide

**CO<sub>2</sub>**: carbon dioxide  
**COG**: Council of Governments  
**COZEEP**: Construction Zone Enhanced Enforcement Program  
**CPRA**: California Public Records Act  
**CRHR**: California Register of Historical Resources  
**CRM**: Cultural Resources Management  
**CSO**: Cultural Studies Office  
**CTC**: California Transportation Commission  
**CTP**: California Transportation Plan  
**CUPA**: Certified Unified Program Agencies  
**CWA**: Clean Water Act

## **D**

**dBA**: A-weighted decibel  
**dBA Leq**: A-weighted noise level  
**DEA**: Division of Environmental Analysis  
**DED**: draft environmental document  
**DNAC**: District Native American Coordinator  
**DOC**: California Department of Conservation  
**DOT**: Department of Transportation [general]  
**DPR**: Draft Project Report  
**DPR**: California Department of Parks and Recreation  
**DSA**: Disturbed Soil Area  
**DSI**: Detailed Site Investigation  
**DTSC**: California Department of Toxic Substances Control  
**DWR**: California Department of Water Resources

## **E**

**EA**: Environmental Assessment [NEPA]  
**ECL**: Environmental Construction Liaison/Coordinator  
**ECR**: Environmental Commitments Record  
**ED**: environmental document  
**EFH**: Essential Fish Habitat  
**EH**: Environmental Handbook  
**EIR**: Environmental Impact Report [CEQA]  
**EIS**: Environmental Impact Statement [NEPA]  
**EJ**: Environmental Justice  
**EMO**: Environmental Management Office  
**EO**: Executive Order  
**ESA**: Environmentally Sensitive Area  
**ESA**: Endangered Species Act  
**ESR**: Environmental Study Request

## **F**

**FAE**: Finding of Adverse Effect  
**FBFM**: Flood Boundary and Floodway Map  
**FED**: final environmental document

**FEIR:** Final Environmental Impact Report (CEQA)  
**FEIS:** Final Environmental Impact Statement (NEPA)  
**FEMA:** Federal Emergency Management Agency  
**FESA:** Federal Endangered Species Act  
**FHWA:** Federal Highway Administration  
**FIRM:** Flood Insurance Rate Map  
**FLPMA:** Federal Land Policy and Management Act of 1976  
**FNAE:** Finding of No Adverse Effect  
**FOE:** Finding of Effect  
**FOIA:** Freedom of Information Act  
**FONSI:** Finding of No Significant Impact [NEPA]  
**FPPA:** Farmland Protection Policy Act  
**FR:** Federal Register  
**FSTIP:** Federal State Transportation Improvement Program  
**FTIP:** Federal Transportation Improvement Program  
**FY:** Fiscal Year

## **G**

**GHG:** greenhouse gas  
**GIS:** Geographic Information Systems  
**GPS:** Global Positioning System

## **H**

**HABS:** Historic American Building Survey  
**HAER:** Historic American Engineering Record  
**HASR:** Historic Architectural Survey Report  
**HCM:** Highway Capacity Manual  
**HCP:** Habitat Conservation Plan  
**HDM:** Highway Design Manual  
**HGM:** Hydrogeomorphic Method  
**HMDD-A:** Hazardous Materials Disclosure Document-Acquisition  
**HMDD-D:** Hazardous Materials Disclosure Document-Disposal  
**HPSR:** Historic Property Survey Report  
**HRC:** Heritage Resources Coordinator  
**HRCR:** Historical Resources Compliance Report  
**HRER:** Historical Resources Evaluation Report  
**HSWA:** Hazardous and Solid Waste Amendments

## **I**

**IGR:** Intergovernmental Review  
**IIP:** Interregional Improvement Program  
**IPCC:** Intergovernmental Panel on Climate Change  
**IS:** Initial Study [CEQA]  
**IS/EA:** Initial Study [CEQA]/Environmental Assessment [NEPA]  
**ISA:** Initial Site Assessment  
**ITIP:** Interregional Transportation Improvement Program  
**ITP:** Incidental Take Permit

**ITSP:** Interregional Transportation Strategic Plan

## **J**

**JD:** Jurisdictional Determination

## **K**

## **L**

**LAPM:** Local Assistance Procedures Manual

**LEDPA:** Least Environmentally Damaging Practicable Alternative

**LESA:** Land Evaluation and Site Assessment

**LUST:** leaking underground storage tank

**LWCFA:** Land and Water Conservation Fund Act of 1965

## **M**

**MAP-21:** Moving Ahead for Progress in the 21<sup>st</sup> Century Act

**MBTA:** Migratory Bird Treaty Act

**MCCE:** Mitigation and Compliance Cost Estimate

**MEP:** Maximum Extent Practicable

**MMPA:** Marine Mammal Protection Act

**MMRR:** Mitigation Monitoring and Reporting Record

**MND:** Mitigated Negative Declaration [CEQA]

**MOA:** Memorandum of Agreement

**MOU:** Memorandum of Understanding

**MPO:** Metropolitan Planning Organization

**MS4:** Municipal Separate Storm Sewer System

**MSAT:** Mobile Source Air Toxics

**MTP:** Metropolitan Transportation Plan

**MTIP:** Metropolitan Transportation Improvement Program

## **N**

**NAAQS:** National Ambient Air Quality Standards

**NAC:** Noise Abatement Criteria

**NADR:** Noise Abatement Decision Report

**NAE:** No Adverse Effect

**NAGPRA:** Native American Graves Protection and Repatriation Act of 1990

**NAHC:** Native American Heritage Commission

**NCCP:** Natural Community Conservation Planning

**NCHRP:** National Cooperative Highway Research Program

**ND:** Negative Declaration [CEQA]

**NEPA:** National Environmental Policy Act

**NES:** Natural Environment Study

**NES-MI:** Natural Environment Study (Minimal Impact)

**NESHAP:** National Emissions Standards for Hazardous Air Pollutants

**NFIP:** National Flood Insurance Program

**NFSAM:** National Flood Security Act Manual



**NH<sub>3</sub>**: ammonia  
**NHL**: National Historic Landmark  
**NHPA**: National Historic Preservation Act  
**NHS**: National Highway System  
**NNL**: National Natural Landmark  
**NOA**: naturally occurring asbestos  
**NOA**: Notice of Availability  
**NOAA**: National Oceanic and Atmospheric Administration  
**NOAA-Fisheries**: National Marine Fisheries Service  
**NOC**: Notice of Completion  
**NOD**: Notice of Determination  
**NOE**: Notice of Exemption  
**NOI**: Notice of Intent  
**NOP**: Notice of Preparation  
**NOx**: nitrogen oxide  
**NPDES**: National Pollutant Discharge Elimination System  
**NPL**: National Priorities List  
**NPPA**: [California] Native Plant Protection Act  
**NPRM**: Notice of Proposed Rule Making  
**NPS**: National Park Service  
**NR**: National Register [of Historic Places]  
**NRCS**: National Resources Conservation Service  
**NRHP**: National Register of Historic Places  
**NSSP**: Nonstandard Special Provision  
**NWP**: Nationwide Permit

## **O**

**O.C.**: Overcrossing  
**OCRM**: National Oceanic and Atmospheric Administration-Office of Ocean and Coastal Resource Management  
**OHP**: [California] Office of Historic Preservation  
**OHWM**: Ordinary High-Water Mark  
**OPR**: [California] Office of Planning and Research  
**OSHA**: Occupational Safety Hazard Administration

## **P**

**PA**: Programmatic Agreement  
**PA&ED**: Project Approval and Environmental Document  
**Pb**: lead  
**PDPM**: [Caltrans] Project Development Procedures Manual  
**PDT**: Project Development Team  
**PE**: Project Engineer  
**PEAR**: Preliminary Environmental Assessment Report  
**PEER**: Permit Engineering Evaluation Report  
**PER**: Paleontological Evaluation Report  
**PF**: Project Feature(s)  
**PG**: Professional Geologist

**PG&E:** Pacific Gas and Electric Company  
**PID:** Project Initiation Document  
**PIR:** Paleontological Identification Report  
**PLAC:** Permits, Licenses, Agreements, and Certifications  
**PM:** particulate matter  
**PM:** post mile  
**PM10:** particulate matter less than 10 microns in diameter  
**PM2.5:** particulate matter less than 2.5 microns in diameter  
**PMP:** Paleontological Mitigation Plan  
**PMR:** Paleontological Mitigation Report  
**POAQC:** Project of Air Quality Concern  
**POC:** Pedestrian Overcrossing  
**ppb:** parts per billion  
**ppm:** parts per million  
**PR:** Project Report  
**PRC:** [California] Public Resources Code  
**PS&E:** Plans, Specifications, and Estimates  
**PSI:** Preliminary Site Investigation  
**PSI:** pounds per square inch  
**PUC:** Public Utilities Commission [California]

## Q

## R

**RAP:** Relocation Assistance Program  
**RCRA:** Resource Conservation and Recovery Act of 1976  
**RIP:** Regional Improvement Program  
**ROD:** Record of Decision [NEPA]  
**ROW:** right-of-way  
**RTIP:** Regional Transportation Improvement Program  
**RTP:** Regional Transportation Plan  
**RTPA:** Regional Transportation Planning Agency  
**RWQCB:** Regional Water Quality Control Board

## S

**SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users  
**SARA:** Superfund Amendments and Reauthorization Act  
**SB:** Senate Bill  
**SCH:** [California] State Clearinghouse  
**SDWA:** Safe Drinking Water Act  
**SEE:** social, economic, and environmental  
**SER:** Standard Environmental Reference  
**SFHA:** Special Flood Hazard Area  
**SHA:** State Highway Agency  
**SHBSB:** State Historical Building Safety Board  
**SHL:** State Historical Landmark

**SHOPP:** State Highway Operation and Protection Program  
**SHPO:** State Historic Preservation Officer  
**SHS:** State Highway System  
**SI:** Safety Index  
**SIP:** State Implementation Plan  
**SLC:** [California] State Lands Commission  
**SMARA:** Surface Mining and Reclamation Act of 1975  
**SOC:** Statement of Overriding Considerations [CEQA]  
**SOL:** Statute of Limitations  
**SR:** State Route  
**SSP:** Standard Special Provision  
**STIP:** Statewide Transportation Improvement Program  
**SWMP:** Storm Water Management Plan  
**SWPPP:** Storm Water Pollution Prevention Plan  
**SWRCB:** State Water Resources Control Board

## **T**

**TAC:** Technical Advisory Committee  
**TASAS:** Traffic Accident Surveillance and Analysis System  
**TCE:** Temporary Construction Easement  
**TDM:** Transportation Demand Management  
**TEA-21:** Transportation Equity Act for the 21<sup>st</sup> Century  
**THPO:** Tribal Historic Preservation Officer  
**TIP:** Transportation Improvement Program  
**TMDL:** Total Maximum Daily Load  
**TMP:** Traffic Management Plan  
**TSM:** Transportation Systems Management

## **U**

**UC:** Undercrossing  
**U.S. EPA:** United States Environmental Protection Agency  
**USACE:** United States Army Corps of Engineers  
**USDOT:** United States Department of Transportation  
**USFS:** United States Forest Service  
**USFWS:** United States Fish and Wildlife Service  
**USGS:** United States Geological Survey  
**UST:** underground storage tanks

## **V**

**VMT:** Vehicle Miles of Travel  
**VOC:** volatile organic compound

## **W**

**WPCP:** Water Pollution Control Program

X

Y

Z

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## Appendix E. U.S. Fish and Wildlife Species List



### United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Sacramento Fish And Wildlife Office  
Federal Building  
2800 Cottage Way, Room W-2605  
Sacramento, CA 95825-1846  
Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:  
Project Code: 2024-0018918  
Project Name: Caltrans HWY-13 Bruns Court Pedestrian Overcrossing

November 22, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

#### To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Sacramento Fish And Wildlife Office**

Federal Building  
2800 Cottage Way, Room W-2605  
Sacramento, CA 95825-1846  
(916) 414-6600



## PROJECT SUMMARY

Project Code: 2024-0018918

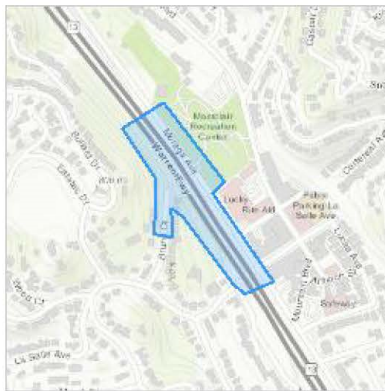
Project Name: Caltrans HWY-13 Bruns Court Pedestrian Overcrossing

Project Type: Bridge - Replacement

Project Description: The California Department of Transportation (Caltrans) proposes the Bruns Court Pedestrian Overcrossing (POC) Project (Project) to replace the existing Bruns Court POC. The purpose of the project is to address the seismic performance of the POC and maintain a low-stress crossing for pedestrians between Bruns Court and the Montclair Park on Moraga Avenue. The Project is needed to bring the overcrossing into compliance with seismic and Americans with Disabilities Act (ADA) standards. The Bruns Court POC is located at post mile (PM) 7.91 at State Route (SR) 13 in the City of Oakland, Alameda County, California.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@37.8275397,-122.212334720375,14z>



Counties: Alameda County, California

## ENDANGERED SPECIES ACT SPECIES

There is a total of 15 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### MAMMALS

NAME	STATUS
Salt Marsh Harvest Mouse <i>Reithrodontomys raviventris</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/613">https://ecos.fws.gov/ecp/species/613</a>	Endangered

### BIRDS

NAME	STATUS
California Clapper Rail <i>Rallus longirostris obsoletus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4240">https://ecos.fws.gov/ecp/species/4240</a>	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8104">https://ecos.fws.gov/ecp/species/8104</a>	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/8035">https://ecos.fws.gov/ecp/species/8035</a>	Threatened

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**REPTILES**

NAME	STATUS
Alameda Whipsnake (=striped Racer) <i>Masticophis lateralis euryxanthus</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5524">https://ecos.fws.gov/ecp/species/5524</a>	Threatened
Northwestern Pond Turtle <i>Actinemys marmorata</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/1111">https://ecos.fws.gov/ecp/species/1111</a>	Proposed Threatened

**AMPHIBIANS**

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/2891">https://ecos.fws.gov/ecp/species/2891</a>	Threatened
California Tiger Salamander <i>Ambystoma californiense</i> Population: U.S.A. (Central CA DPS) There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/2076">https://ecos.fws.gov/ecp/species/2076</a>	Threatened
Foothill Yellow-legged Frog <i>Rana boylei</i> Population: Central Coast Distinct Population Segment (Central Coast DPS) No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/5133">https://ecos.fws.gov/ecp/species/5133</a>	Threatened

**FISHES**

NAME	STATUS
Tidewater Goby <i>Eucyclogobius newberryi</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/57">https://ecos.fws.gov/ecp/species/57</a>	Endangered

**INSECTS**

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

**CRUSTACEANS**

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/498">https://ecos.fws.gov/ecp/species/498</a>	Threatened

**FLOWERING PLANTS**

NAME	STATUS
Pallid Manzanita <i>Arctostaphylos pallida</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8292">https://ecos.fws.gov/ecp/species/8292</a>	Threatened
Presidio Clarkia <i>Clarkia franciscana</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/3890">https://ecos.fws.gov/ecp/species/3890</a>	Endangered
Robust Spineflower <i>Chorizanthe robusta</i> var. <i>robusta</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/9287">https://ecos.fws.gov/ecp/species/9287</a>	Endangered

**CRITICAL HABITATS**

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

**IPAC USER CONTACT INFORMATION**

Agency: California Department of Transportation District 4

Name: Denis Coghlan

Address: 111 Grand Avenue

City: Oakland

State: CA

Zip: 94612

Email [denis.coghlan@dot.ca.gov](mailto:denis.coghlan@dot.ca.gov)

Phone: 5102865434

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## **Appendix F. List of Technical Studies**

AECOM for California Department of Transportation (Caltrans). 2023a. Visual Impact Assessment (VIA). August 2023.

California Department of Transportation (Caltrans). 2023b. Construction Greenhouse Gas Analysis. April 2023.

California Department of Transportation (Caltrans). 2023c. Construction Noise Analysis Report. April 2023.

California Department of Transportation (Caltrans). 2023d. Energy Analysis Report. April 2023.

California Department of Transportation (Caltrans). 2013. Evaluation of Fault Rupture Potential for Bruns Drive Pedestrian Overcrossing Memorandum. October 2013.

California Department of Transportation (Caltrans). 2022a. Geologic, Seismic, and Paleontological Memorandum. July 2022.

California Department of Transportation (Caltrans). 2023e. Hazardous Waste Memorandum. April June 2023.

California Department of Transportation (Caltrans). 2023f. Hydraulic Floodplain Assessment. June 2023.

California Department of Transportation (Caltrans). 2021. Office of Cultural Resource Studies (OCRS) Section 106 Historic Property Survey Report (HPSR) for Bruns Court Pedestrian Overcrossing Project. December 2021.

California Department of Transportation (Caltrans). 2023g. Water Quality Study. October 2023.

Kleinfelder Consulting for California Department of Transportation (Caltrans). 2023h. Community Impact Assessment (CIA). May 2023.

Kleinfelder Consulting for California Department of Transportation (Caltrans). 2023i. Supplemental Section 106 Historic Property Survey Report (HPSR) for Bruns Court Pedestrian Overcrossing Project. May 2023.

Kleinfelder Consulting for California Department of Transportation (Caltrans). 2023j. Section 4(f). July 2023.

Kleinfelder Consulting for California Department of Transportation (Caltrans). 2022b. Bridge Rehabilitation Project Natural Environment Study: Minimal Impacts (NES-MI). July 2022.

## Appendix G. Public Comments and Responses

Caltrans filed a Notice of Completion for the Draft IS with the State Clearinghouse on September 8, 2023. The filing of the Notice of Completion began a public review and comment period that ran from September 9, 2023, through October 8, 2023. Local agencies, organizations, and members of the public submitted comments. Each comment card, email, or letter that was received was reviewed, and substantive comments were identified. This appendix presents the comments that were received and the response to those comments.

Twenty comments were received following the close of the public comment period on October 8, 2023. These comments are not considered formal comments and are not addressed in this appendix.

### 1.1 Index to Comments

Comments are organized chronologically (by first received). Each individual comment within a comment letter is identified in the margins by a numeric code, which also corresponds to the responses prepared to address each comment. For example, Letter 1, comment 1-1 is addressed in comment 1-1. All agencies, community organizations, and individuals who commented on the Draft IS are listed in Table 1. Several individuals submitted comments through multiple platforms; these submissions are included separately based on the date on which they were submitted.

Table 9. Index to Comments

Comment ID	Date of Comment	Commenter
1	9/18/2023	David Waxman
2	9/18/2023	Noah Johnson
3	9/18/2023	Shana Barnett
4	9/18/2023	Noah Johnson
5	9/18/2023	Shana Barnett
6	9/19/2023	Robert Engle
7	9/19/2023	Jim Hallock
8	9/19/2023	Lauren Kahn
9	9/19/2023	Michelle Abela Earle
10	9/19/2023	Laura Vitez
11	9/19/2023	Desmond Johson
12	9/19/2023	Robert Engle
13	9/20/2023	Joseph Heanue
14	9/20/2023	Amy Greene-Dittz
15	9/20/2023	Susan Caliri
16	9/20/2023	Dana Sack



17	9/21/2023	Leslie Louie
18	9/21/2023	Patrick Mulshine
19	9/25/2023	Susan Milo
20	9/25/2023	Anthony Guarino
21	9/25/2023	Maaria Husain
22	9/25/2023	Marcia Riley
23	9/25/2023	Oliver Stoss
24	9/25/2023	Susan Milo
25	9/25/2023	Tommy Hayes
26	9/25/2023	Anagha Sreenivasan
27	9/25/2023	Bonnie Forbes Wittenstein
28	9/25/2023	Matthew Rowe
29	9/25/2023	Morgan Galli
30	9/26/2023	Milan Stolicny
31	9/26/2023	Jason Hecker
32	9/26/2023	Michele Leavy
33	9/26/2023	Cynthia Lusk
34	9/26/2023	Paul Trousdale
35	9/26/2023	Joel Meyer
36	9/26/2023	Greg and Julie Schulte
37	9/26/2023	Bonnie Forbes Wittenstein
38	9/26/2023	Frank Bergamaschi
39	9/26/2023	Eric Tsaur
40	9/26/2023	Katherine Holekamp
41	9/26/2023	Katherine Ratcliff
42	9/26/2023	Lisa Penzel
43	9/26/2023	Mark Wayland
44	9/26/2023	Nabil Haghighi
45	9/26/2023	Sarah Bruschi
46	9/26/2023	Kelly Ariagno
47	9/26/2023	Catherine Demos
48	9/26/2023	Julie Swift
49	9/26/2023	Susan Landon
50	9/26/2023	Benita Stevens
51	9/26/2023	Benita Stevens
52	9/26/2023	Mary Helen
53	9/27/2023	David Goldweber

54	9/27/2023	Brian Dowd-Uribe
55	9/27/2023	Mingwei Samuel
56	9/27/2023	Evan Tschuy
57	9/27/2023	Emily Privot McNamara
58	9/27/2023	John Newton
59	9/27/2023	Thuan Tran
60	9/27/2023	Ted Allen
61	9/27/2023	May Luo
62	9/28/2023	David Berger
63	9/28/2023	Ben Duchac
64	9/28/2023	James Mahady
65	9/28/2023	Lenard Lesser
66	9/28/2023	Sweta
67	9/28/2023	David Waxman
68	9/28/2023	Melissa Harris
69	9/28/2023	Patrick Emmert
70	9/29/2023	Paul Duan
71	9/29/2023	Nicholas Steinke
72	9/29/2023	Avary Kent
73	9/29/2023	Maria Atkinson
74	9/29/2023	Leslie Smith
75	9/30/2023	Calvin Chang
76	9/30/2023	Lucy Andrews
77	9/30/2023	Lucy Andrews
78	9/30/2023	Dania Stotts
79	10/1/2023	Dania Stotts
80	10/2/2023	Jan Kaspar
81	10/2/2023	Andy Kleiber
82	10/2/2023	Brendan Irvine-Broque
83	10/2/2023	Cyrus Farivar
84	10/2/2023	Liam O'Suilleabhain
85	10/2/2023	Deepak Alur
86	10/2/2023	Lisa Penzel
87	10/2/2023	Arvi Sreenivasan
88	10/2/2023	Rachel Salinas
89	10/3/2023	Susan Weber
90	10/3/2023	Daniel Melvin
91	10/3/2023	Sarit Silver
92	10/3/2023	Courtney Wood Johnson

93	10/3/2023	Zachary Crowther
94	10/4/2023	Laura Siegel Venning
95	10/4/2023	Franz Weber
96	10/4/2023	Mindy Craig
97	10/4/2023	Helene Blatter
98	10/4/2023	Jeffrey Klonoff
99	10/4/2023	Jill Broadhurst
100	10/4/2023	Unhei Kang
101	10/4/2023	EBMUD
102	10/4/2023	Leslie Smith
103	10/4/2023	Margaret Flaherty
104	10/4/2023	Mike Vandeman
105	10/4/2023	Mike Vandeman
106	10/5/2023	David Mellis
107	10/5/2023	Lisa Zemelman
108	10/5/2023	Carol Sleeth
109	10/5/2023	Brook Shelley
110	10/5/2023	Chris Lauer
111	10/5/2023	Frank Bergamaschi
112	10/5/2023	Barbara Berman
113	10/5/2023	Brooke Welch
114	10/5/2023	Bruce Maximov
115	10/5/2023	Deborah Cantu
116	10/5/2023	Diane Leavitt
117	10/5/2023	Kenny Lauer
118	10/5/2023	Ralph Sklar
119	10/5/2023	Scott Law
120	10/5/2023	Carrie Modi
121	10/5/2023	Christine Fry (Thornhill Community Corridor)
122	10/6/2023	Nancy Swanson
123	10/6/2023	Carla Foster
124	10/6/2023	Dan Krauss
125	10/6/2023	Jeni Paltiel
126	10/6/2023	Joshua Funamura
127	10/6/2023	Karin Ondricek
128	10/6/2023	Michael Foster
129	10/6/2023	OakDOT
130	10/6/2023	Richard Morehead

131	10/7/2023	Milan Stolicny
132	10/7/2023	Daniel Shoup
133	10/7/2023	Phing Yam
134	10/7/2023	Ryan Yamamoto
135	10/7/2023	Ralph
136	10/7/2023	David Martin
137	10/7/2023	Joe Footer
138	10/7/2023	Barbara Capriato
139	10/7/2023	Gene Lau
140	10/7/2023	Gloria Herrera
141	10/7/2023	Jeff Mojcher
142	10/7/2023	Jennifer Klatt
143	10/7/2023	Roland Quong
144	10/7/2023	Victoria Nelson
145	10/7/2023	Mary Bunzel
146	10/7/2023	Rebeca Lai
147	10/8/2023	Janice Jagelski
148	10/8/2023	Molly Natsues
149	10/8/2023	Cecilia Wogan-Silva
150	10/8/2023	Jane Leroe
151	10/8/2023	Unnamed Voicemail
152	10/8/2023	Unnamed Voicemail
153	10/8/2023	Unnamed Voicemail
154	10/8/2023	Elizabeth Barnes
155	10/8/2023	Unnamed Voicemail
156	10/8/2023	Unnamed Voicemail
157	10/8/2023	Peter Munoz
158	10/8/2023	Unnamed Voicemail
159	10/8/2023	Larry Shields
160	10/8/2023	Rachel Osajima
161	10/8/2023	Rita Crudo
162	10/8/2023	Kim Cardoso
163	10/8/2023	Jennifer Ho
164	10/8/2023	Stefani Miller
165	10/8/2023	Joe Rohlfes
166	10/8/2023	YeoJun Kim
167	10/8/2023	Holly Love
168	10/8/2023	Phil Garmin

169	10/8/2023	Aiko Kurokawa and Jeffrey Henze
170	10/8/2023	Amelia Rudolph
171	10/8/2023	Anastasia Smith
172	10/8/2023	Antonia Estrin
173	10/8/2023	Cloi Cha
174	10/8/2023	David Markman
175	10/8/2023	Deborah Miller
176	10/8/2023	Denise Artale
177	10/8/2023	Denise Bilderback
178	10/8/2023	Elena Sobel
179	10/8/2023	Ferdinand Castillo
180	10/8/2023	Giuseppe Artalte
181	10/8/2023	James Coletti
182	10/8/2023	Jeff Klonoff
183	10/8/2023	Jennifer Rohlfes
184	10/8/2023	Joan Compas
185	10/8/2023	John Mullane
186	10/8/2023	Jules Morgan
187	10/8/2023	Kate Steel
188	10/8/2023	Kathleen and Philip Caskey
189	10/8/2023	Liz Crudo
190	10/8/2023	Marc Singer
191	10/8/2023	Mark Alper
192	10/8/2023	Michael Steel
193	10/8/2023	Michael Stephens
194	10/8/2023	Minyoung Chun
195	10/8/2023	Pam Krawiec
196	10/8/2023	Terri Witriol
197	10/8/2023	Todd Laby
198	10/8/2023	Tom Love
199	10/8/2023	Tricia Compas-Markman
200	10/8/2023	Wilson Lau
201	10/8/2023	Yeojun Kim
202	10/8/2023	Andrew Porsley
203	10/8/2023	Debbie Mitchell
204	10/8/2023	Donna Long
205	10/8/2023	Geoff Bomba

206	10/8/2023	Janice Fletcher
207	10/8/2023	Kaylan Segev
208	10/8/2023	Maggie Isherwood
209	10/8/2023	Mariam Noroian
210	10/8/2023	Mark Erickson
211	10/8/2023	Abigail Walsh-Poole
212	10/8/2023	Michael Meyer
213	10/8/2023	Michael Steel
214	10/8/2023	Nitin Yadav
215	10/8/2023	Susan Bomba
216	10/8/2023	Terri Witriol
217	10/8/2023	Wil Leggett
218	10/8/2023	Catriona Ramirez
219	10/8/2023	Heather Robertson
220	10/8/2023	Catriona Ramirez
221	10/8/2023	Megan Walsh
222	10/8/2023	Peter Russo
223	10/8/2023	Mary Beth Glotzbach
224	10/8/2023	Tessa Long
225	10/8/2023	Toby Long
226	10/8/2023	Amber McClure
227	10/8/2023	Susan Ewing
228	10/9/2023	Councilmember Janani Ramachandran

## 1.2 Responses to Comments

Substantive comments are those comments that are related to the facts of the Project, environmental document, or associated technical studies.

A copy of each comment letter is provided followed by responses to individual comments. Any changes to the Draft IS as a result of comments received are referenced in the response to comments, as well as marked in the margins of the document.

Multiple comments on the Draft IS voiced support or opposition to the Build Alternatives. Rather than repeat responses to such comments, Caltrans has provided a comprehensive response, Master Responses 1 and 2. Individual, point-by-point responses to each comment are also provided where comments are not entirely addressed by the master responses.

## Master Comment Responses

### **Master Response #1 (Support of Build Alternative 4 or Build Alternative 4 with Build Alternative 3b Road Diet)**

Thank you for your comment. It has been received and is part of the administrative record. Due to the public input received from the Bruns Court community throughout the public comment period, the Caltrans project team has selected Build Alternative 4 as the preferred alternative. In the next phase of the project development process, Caltrans will collaborate with the City of Oakland to further refine the project features included in Alternative 4. As requested by the City of Oakland and the Bruns Court community, additional features may include improvements such as a road diet along Moraga Avenue that is similar to the road diet proposed in Build Alternative 3b. The details of these features will be analyzed and further defined during the design phase of the project. All permanent improvements along La Salle Avenue and Moraga Avenue will be within the City of Oakland and/or the Caltrans right of way. It is anticipated that there will be a need for temporary construction easements (TCEs).

Proposed safety improvements may include: continuous sidewalk along La Salle Avenue, high visibility striping at La Salle Avenue/Moraga Avenue intersection, bulbouts at La Salle Avenue/Moraga Avenue intersection, and updated signage and lighting. All improvements will be developed in coordination with the City of Oakland.

As a result of the proposed safety improvements, a few parking spaces may be removed along La Salle Avenue and Moraga Avenue. The number of spaces lost will be determined during the final design phase. Parking removal will be significantly less than that proposed in Build Alternative 3a and 3b.

### **Master Response 2 (Support of Build Alternative 2, 3a, or 3b)**

Thank you for your comment. It has been received and is part of the administrative record. Due to the public input received from the Bruns Court community throughout the public comment period, the Caltrans project team has selected Build Alternative 4 as the preferred alternative. As a result, Build Alternatives 2, 3a, and 3b (replacing the existing POC and constructing a touchdown between SR-13 and Moraga Ave. or along Moraga Ave.) will be eliminated from further consideration. However, in the next phase of the project development process, Caltrans will collaborate with the City of Oakland to further refine the project features included in Build Alternative 4. Additional features may include a road diet along Moraga Avenue that is similar to the road diet proposed in Build Alternative 3b. The details of these features will be analyzed and further defined during the design phase of the project.

During the construction phase of the La Salle Avenue improvements, the existing POC will be retained to maintain connectivity between Bruns Court and Montclair Park. The existing bridge will not be removed until the completion of the La Salle Avenue

improvements. Pedestrian access will be maintained throughout the project limits for the entirety of the construction phase of the project.



## Comment Letter 1: David Waxman

Sep 18, 9:50 PM

Comment Card

FIRST NAME  
David

LAST NAME  
Waxman

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
1-1  
I, along with hundreds of other Piedmont-Side-of-Montclair residents are baffled why CalTrains would invest what would surely be millions of dollars to repair a bridge used by a few dozen people every week when we have a serious infrastructure failure along the La Salle corridor. It is not hyperbole to say that we've been asking for improvements between Bruns and Mountain, along La Salle, for OVER FORTY YEARS and virtually nothing has been done to improve the conditions during that time. We have watched countless vehicle and pedestrian accidents over the years and we're sick and tired of it! This stretch of road is used every day by village workers, mothers pushing strollers, and children walking to school. Yet, this continues to be one of the most statistically dangerous stretches of road in our district. We need sidewalks, no parking signs, and protected left turns! NOT A NEW PEDESTRIAN BRIDGE!!! Please help us!

Form Submission

## Response to Comment Letter 1: David Waxman

1-1. See Master Response #1

## Comment Letter 2: Noah Johnson

Sep 18, 9:33 PM

Comment Card

FIRST NAME  
Noah

LAST NAME  
Johnson

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
2-1  
The Bruns Court POC should not be the focus of the project. In your diagram, the project area includes the intersection of La Salle and Liggett and the overpass where La Salle crosses Highway 13. That intersection, and the pedestrian walkway there, are INCREDIBLY unsafe. There is no sidewalk. This is where the majority of people, including families with strollers and elderly residents with mobility issues, cross Highway 13. Residents have complained to Oakland DoT and our representatives in city council and yet nothing has been done to address these glaring safety issues. For Caltrains to spend what would surely be over a million dollars rebuilding the Bruns Court overpass would be rubbing salt in the wounds of frustrated members of the community. The priority of this project, given the project area, should be the La Salle overpass from Liggett to Mountain. People on Bruns Court could also use this improvement, as those residents cross that overpass more often than they do going to the park.

Form Submission

## Response to Comment Letter 2: Noah Johnson

2-1. See Master Response #1

### Comment Letter 3: Shana Barnett

**From:** Shana Barnett <[REDACTED]>  
**Sent:** Monday, September 18, 2023 9:50 PM  
**To:** Mu, Lily@DOT  
**Subject:** Burns Court Crossing comment

EXTERNAL EMAIL. Links/attachments may not be safe.

3-1

Clearly you don't live in Montclair. Please fix the unsafe walkway on La Salle that TONS of neighbors and visitors use. There is NO sidewalk and one neighbor in particular at the bottom of La Salle continues to refuse to put in a sidewalk to make the crossover safe. You could make this one neighbor put in a sidewalk instead of spending thousands of tax dollars on an overpass that no one uses. Unbelievable. Do the right thing. La Salle is so dangerous. People will continue to use La Salle and risk their lives to cross a street while you work on this ridiculous project. What are you waiting for? Someone to die walking to the grocery store or park?

Thank you for receiving comments,  
Shana Barnett

### Response to Comment Letter 3: Shana Barnett

3-1. See Master Response #1

### Comment Letter 4: Noah Johnson

**From:** Noah Johnson <[REDACTED]>  
**Sent:** Monday, September 18, 2023 9:37 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Court POC

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I already submitted at this as a public comment, but am very invested in this issue and wanted to make sure it went to someone personally as well.

Thank you for listening.

Noah Johnson, Montclair resident

Comment:

4-1

The Bruns Court POC should not be the focus of the project. In your diagram, the project area includes the intersection of La Salle and Liggett and the overpass where La Salle crosses Highway 13. That intersection, and the pedestrian walkway there, are INCREDIBLY unsafe. There is no sidewalk. This is where the majority of people, including families with strollers and elderly residents with mobility issues, cross Highway 13. Residents have complained to Oakland DoT and our representatives in city council and yet nothing has been done to address these glaring safety issues. For Caltrans to spend what would surely be over a million dollars rebuilding the Bruns Court overpass would be rubbing salt in the wounds of frustrated members of the community. The priority of this project, given the project area, should be the La Salle overpass from Liggett to Mountain. People on Bruns Court could also use this improvement, as those residents cross that overpass more often than they do going to the park.

### Response to Comment Letter 4: Noah Johnson

See Master Response #1

## Comment Letter 5: Shana Barnett

Sep 18, 9:47 PM

### Comment Card

FIRST NAME

Shana

LAST NAME

Barnett

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

5-1

Clearly none of you live in Montclair. Please fix the unsafe walkway on La Salle that TONS of neighbors and visitors use. There is NO sidewalk and one neighbor in particular at the bottom of La Salle continues to refuse to put in a sidewalk to make the crossover safe. You could make this one neighbor put in a sidewalk instead of spending thousands of tax dollars on an overpass that no one uses. Unbelievable. Do the right thing. La Salle is so dangerous. People will continue to use La Salle and risk their lives to cross a street while you work on this ridiculous project. What are you waiting for? Someone to die walking to the grocery store or park?

Form Submission

## Response to Comment Letter 5: Shana Barnett

5-1. See Master Response #1

## Comment Letter 6: Robert Engle

Sep 19, 2:26 PM

Comment Card


FIRST NAME  
Robert

LAST NAME  
Engle

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
6-1  
I like the idea of a replacement Bridge with a spiraling ramp at each end. This would be a lot easier to walk than the two flights of stairs at each end the way it is now. And wheelchairs and bicycles would also be able to access Montclair much easier. I've lived in the area for 40 years and I and lots of others in the neighborhood use the bridge every day as a much safer way to get to Montclair than walking down LaSalle into the village. LaSalle is like a freeway with no sidewalks and blind corners. Without the bridge there will be many more people walking on LaSalle into the excessively Speedy traffic and large trucks. So a new bridge with spiral ramps on each end would be absolutely wonderful! Thank you for allowing me to voice my opinions and I can't wait to see what you do! Thank you  
Robert Engle

 Form Submission

## Response to Comment Letter 6: Robert Engle

6-1. See Master Response #2

## Comment Letter 7: Jim Hallock

**From:** Jim Hallock <[REDACTED]>  
**Sent:** Tuesday, September 19, 2023 6:04 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Court POC

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Mu,  
After reviewing the options, I think Alternative 3b would be the best solution.

7-1 There is already a parking problem, so that makes 3a less desirable by removing parking spaces., Moraga isn't so heavily traveled except at rush hours, and could afford the lane reduction described in 3b. Alt 2 still requires using a crosswalk to get across Moraga, which is dangerous, and Alt 4 adds traffic and pedestrians to LaSalle.

Thank you,

Jim Hallock  
jim.hallock@comcast.net

## Response to Comment Letter 7: Jim Hallock

7-1. See Master Response #2

## Comment Letter 8: Lauren Kahn

**From:** Lauren's Brain <[REDACTED]>  
**Sent:** Tuesday, September 19, 2023 6:31 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Court POC

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Ms. Mu,

Longtime resident here. We really need to provide this additional bridge to the park. La Salle is very heavily traffic'd and where it narrows, can already be dangerous for pedestrians heading into the village.

8-1 Of the options proposed, I would recommend Alt.3b.

Thank you for allowing us to provide feedback on the project.

~Lauren Kahn

## Response to Comment Letter 8: Lauren Kahn

8-1. See Master Response #2

## Comment Letter 9: Michelle Abela Earle

### Comment Card

FIRST NAME

Michelle

LAST NAME

Abela Earle

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

Hello,

9-1

I am writing to express my concerns after reading through the proposal for the Bruns Court Pedestrian Overcrossing project.

Firstly, I commend the effort to seismically retrofit the overcrossing and make it accessible. However, I have noticed a critical issue that needs attention. A significant portion of Moraga Avenue just north of the park towards Thornhill Drive lacks a paved sidewalk, which severely limits accessibility for individuals with mobility needs connecting to the accessible overpass. Have there been any discussions about extending the existing sidewalk along Moraga as a part of the project scope to ensure equitable access for all residents north of the park?

project scope to ensure equitable access for all residents north of the park?

9-1

Secondly, I appreciate the proposed solution for the switchback nature of the ramp to minimize the impact on the existing park landscaping. However, the sharp turns in the design restrict the bridge to pedestrian use only. Given its proximity to a bike path, I would like to inquire if alternative solutions have been explored to make this overcrossing function as both a pedestrian and bicycle bridge. This would enhance connectivity and provide more transportation options for the community.

Lastly, the switchback design creates a condensed area of concrete, which could potentially become an attractive spot for tent encampments. Have there been any considerations or materiality explorations to make this area more open and less conducive to such activities?

Taking these concerns into account, I would like to express my support for proposed alternative solution #4, which calls for the demolition of the existing pedestrian bridge and rerouting pedestrian crossing to De La Salle Avenue. This option seems to avoid the concerns above and may provide a more cost-effective solution for the community by expending upon a more suitable infrastructure for the pedestrian crossing connection. That being said, alternative option #4 still does not address the unpaved sidewalk from the park to Thornhill Drive.

I appreciate your attention to these items and look forward to hearing more about the progress and decisions related to the Bruns Court Pedestrian Overcrossing project during the upcoming public meeting.

Thank you for your commitment to improving our community's infrastructure and ensuring that it serves the needs of all residents.

Best,  
Michelle

### **Response to Comment Letter 9: Michelle Abela Earle**

9-1. See Master Response #1

### **Comment Letter 10: Laura Vitez**



Sep 19, 1:32 PM

### Comment Card

FIRST NAME

Laura

LAST NAME

Vitez

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

10-1

Hi - I live on La Salle and occasionally take the Bruns pedestrian overpass to Montclair village. I appreciate it needs to come down, but I fear Alternatives 2-3 are monstrosities (sorry to the designers - I understand there are many constraints!!). I also believe a pedestrian bridge there is unnecessary. In 15 years of living here and using the bridge regularly, I have only ever seen one other person on it, and that was a young male sitting there to come down from a bad high. (Honestly given the safety issues in Oakland, I prefer there's nobody else up there with me.)

there with me.)

10-1

I do believe that improving the crossing conditions at La Salle and Mountain (alternative 4) is by far the best solution, and also the best use of funds. It would be ideal if pedestrian conditions up La Salle, between the bridge over Hay 13 and up to Bruns or even beyond, could be improved - there are blind corners and cars can really speed their way to/from Piedmont. I don't know if you can fit a sidewalk in, but if so - judging from the traffic I see walking by my house - a sidewalk along La Salle would get FAR more use than an obscure, and potentially crime-magnet, pedestrian bridge off La Salle.

Thank you for the opportunity to comment.

Laura

 Form Submission

**Response to Comment Letter 10: Laura Vitez**

10-1. See Master Response #1

## Comment Letter 11: Desmond Johnson

Sep 19, 7:34 AM

### Comment Card

FIRST NAME

Desmond

LAST NAME

Johnson

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

11-1  
It seems most pedestrian traffic crosses at Le Salle. The crossing at Park doesn't have similar residential density. And The Juaquin Miller crossing puts pedestrians headed into Montclair on to a road with minimal shoulder and higher speed traffic.

Form Submission

## Response to Comment Letter 11: Desmond Johnson

11-1 See Master Response #1

## Comment Letter 12: Robert Engle

Sep 26, 6:10 PM

### Comment Card

FIRST NAME

Robert

LAST NAME

Engle

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

12-1  
Well, I was excited to watch the meeting tonight but you made it so ridiculously hard to join the site that I gave up. Please let us know if the meeting is replayed somewhere simple like utube or something at a later date. Very disappointed.

 Form Submission

### Response to Comment Letter 12: Robert Engle

12-1. Caltrans apologizes that you were not able to access the virtual meeting. The team attempted to reach residents and interested parties in a number of ways, but sometimes these efforts still fall short. We hope that you will be able to review the existing Draft Environmental Document currently posted on the website, and we encourage you to review the Final Environmental Document that will be posted this winter.

## Comment Letter 13: Joseph Heanue

Sep 20, 4:23 PM

### Comment Card

FIRST NAME

Joseph

LAST NAME

Heanue

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

13-1

I live on La Salle. I believe that option 4 is far superior to the other options. Neighbors have long wanted a sidewalk on this stretch.

Form Submission

## Response to Comment Letter 13: Joseph Heanue

13-1. See Master Response #1

## Comment Letter 14: Amy Greene-Dittz

Sep 20, 2:34 PM

### Comment Card

FIRST NAME

Amy

LAST NAME

Greene-Dittz

EMAIL

[REDACTED]

MESSAGE

14-1

I do use the current bridge from time to time and it is a good option if you want to avoid navigating traffic on La Salle, however, the ramps required to make it ADA compliant are hideous looking as depicted in the renderings, making option 4 the only real option. I'm sure it is probably the least expensive option. The improvements proposed in option 4 should be done regardless, in my opinion. I live on La Salle just past Estate and know how much pedestrian traffic there is on La Salle. Ideally we need sidewalks along most of La Salle.

Improvements to Moraga that are in some of the proposed options might be worth considering to improve bike safety and slow traffic down but I'm sure they would not be widely popular.

14-2

Some questions:

What was option #1?

How would each of these options be funded and who manages the projects?

14-3

Form Submission

## Response to Comment Letter 14: Amy Greene-Dittz

14-1. See Master Response #1

14-2. Alternative 1 was included in the draft environmental document as an alternative previously considered but eliminated from consideration. This alternative would have been similar to Alternative 2 and would have had a longer touchdown structure in the right of way between SR-13 and Moraga Avenue. It was determined that this structure would have removed too many trees and would have had a significant environmental impact.

14-3. All build alternatives will be funded by the Caltrans SHOPP fund. The projects will be constructed in cooperation with the City of Oakland but will be managed by Caltrans.

### Comment Letter 15: Susan Caliri

**From:** Susan Caliri <[REDACTED]>  
**Sent:** Saturday, September 30, 2023 9:19 AM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Ct. POC

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Lily,

I am a long term resident of the Estates/Liggett/Pershing area and would like to urge the city or agency involved to improve the glaring safety issues that have been and still are a huge problem from the LaSalle street bridge to Estates Drive.

15-1 Having the ability to walk to the village without being run down by speeding cars, service people and construction workers would prevent accidents just waiting to happen and save lives.  
Please do something about improving this space for pedestrians, children and the elderly. Perhaps there should be no parking on LaSalle from the bridge to Brun's court or Liggett for starters.

Thank you so much for your time.  
Susan Caliri  
Pershing Dr.

### Response to Comment Letter 15: Susan Caliri

15-1. See Master Response #1

## Comment Letter 16: Dana Sack

Comment Card

FIRST NAME  
Dana

LAST NAME  
Sack

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**16-1** Currently, there are no sidewalks on Bruns Court and on LaSalle Avenue from the west side of Hwy 13 all the way to Hampton Road. If Option 4 adds a sidewalk on even only one side of busy LaSalle Ave, that would be a huge safety improvement. I have lived nearby since 1983, over 40 years. I have used Bruns Court and the bridge 4-6 times per year, probably as often as anyone who does not live on Bruns Court. I have never seen anyone else on the bridge. The ramps for Options 2 and 3 are so long that no one is going to use them. It will be faster and shorter to just walk to LaSalle and walk up LaSalle. Go with Option 4.

Form Submission

### Response to Comment Letter 16: Dana Sack

16-1. See Master Response #1



## Comment Letter 17: Leslie Louie

Sep 21, 10:40 PM

### Comment Card

FIRST NAME

Leslie

LAST NAME

Louie

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

17-1

Please replace rather than remove the POC. This pathway is the safest way to cross over Moraga and Hwy 13 from the west of Montclair neighborhood. I favor the 3a design because it doesn't require crossing Moraga, a very busy street, and it does not remove traffic lanes which would cause congestion at this busy entrance to the Montclair business district. In addition, improvements should also be made to the intersection at Moraga and LaSalle because the street has so much traffic, including vehicles, pedestrians and cyclists. It will improve the safety of this area which is also a key AC Transit bus stop.

Form Submission

## Response to Comment Letter 17: Leslie Louie

17-1. See Master Response #2

## Comment Letter 18: Patrick Mulshine

FIRST NAME  
Patrick

LAST NAME  
Mulshine

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
18-1  
I would like to express my support for option 3b. In conjunction with a much needed road diet on Moraga, it would provide the best access from the park to the POC.  
We live on the east side of Montclair park and utilized the POC frequently to gain access to the roads on the west side of highway 13 for walks. Being in the hills, the roads on the west side offer flatter walking routes and less traffic. But with a new baby, accessing the POC is difficult without a ramp and only stairs when pushing a stroller. The new ramp will allow us to once again take that route. Also, building the new ramp will allow bikers to use it to cross Moraga and highway 13 and will only need to ride on busy La Salle for a short distance.  
While 3a is the second best option, the road diet proposed in option 3b is a much better option than maintaining the dangerous and space-wasting layout of Moraga as currently constructed.  
I do not support Option 2, which would require crossing Moraga to gain access to the ramp, and would inhibit our use of the POC since people drive too fast on Moraga and it is dangerous to cross without any signals or other intervention.  
Option 4 would also not be utilized by us as the enhancements proposed to La Salle would not make up for the crowded and busy street and more strenuous grade as opposed to the ramp and POC to Burns Ct.  
Thanks

Form Submission

## Response to Comment Letter 18: Patrick Mulshine

18-1. See Master Response #2

## Comment Letter 19: Susan Milo

**From:** Susan Milo <[REDACTED]>  
**Sent:** Monday, September 25, 2023 10:48 AM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Ct crossover

EXTERNAL EMAIL. Links/attachments may not be safe.

- 19-1 We strongly oppose this due to the disruption everywhere but especially on Bruns Ct. We have lived here since 1980. The thought of what it will take to build a ramp, or whatever, from the end of Bruns Ct. to Moraga is horrific. Our street is narrow & barely handles small trucks, to say nothing about garbage service! PLEASE consider only doing LaSalle which will be much more cost effective. The loss of vegetation around highway 13 would be equally damaging to our area. The
- 19-2 Milo household

Sent from my iPhone

## Response to Comment Letter 19: Susan Milo

19-1. See Master Response #1

19-2. Build Alternative 4 will result in the removal of approximately 0.1 acres of trees and shrubs between Bruns Court and SR-13, with an additional removal of approximately 0.12 acres of trees and shrubs between SR-13 and Moraga Avenue. Replacement planting will be implemented, where feasible and where it meets safety standards, to restore the visual quality at the project site.

## Comment Letter 20: Anthony Guarino

Sep 25, 10:46 PM

### Comment Card

FIRST NAME

Anthony

LAST NAME

Guarino

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

20-1

I vote strongly for Option 4, the road diet on La Salle. With th popularity of the Sunday farmers market La Salle needs pedestrian improvements. It's dangerous for families with kids not having a sidewalk or clearly marked crosswalks. Additionally that bridge is rarely used. I've lived in the area for 10 years and drive by there multiple times a day. There is rarely ever anyone using that bridge today. Improving the structure won't significantly change that.

Form Submission

## Response to Comment Letter 20: Anthony Guarino

20-1. See Master Response #1

## Comment Letter 21: Maaria Husain

Sep 25, 1:46 PM

### Comment Card

FIRST NAME

Maaria

LAST NAME

Husain

EMAIL

PHONE

MESSAGE

21-1

I live less than a mile from the Bruns Court over pass. I am in favor of removing the bridge and not replace it. Rather, invest in making Moraga a safer street for pedestrians and cyclists. I would like to see more hardscaping for the pedestrian cross walks. From experience as a runner, walking with my children and driving in my car, I see too many hazards and "close calls" with the speeding cars, lack of visibility or sidewalk space. It's easy on /off access to the highway which tempts crime and car break-ins along Moraga. This is my neighborhood and would like to see this as part of improving infrastructure and safety.

Form Submission

## Response to Comment Letter 21: Maaria Husain

21-1. See Master Response #1

## Comment Letter 22: Marcia Riley

Sep 25, 10:48 AM

### Comment Card

FIRST NAME

Marcia

LAST NAME

Riley

EMAIL

MESSAGE

22-1

Please do not construct a huge concrete structure to replace the pedestrian walk over Hwy 13. The amount of foot traffic does not warrant the expense and it would be a better investment to improve upon the existing pedestrian crosswalks in terms of safety and community needs.

Form Submission

## Response to Comment Letter 22: Marcia Riley

22-1. See Master Response #1

## Comment Letter 23: Oliver Stoss

Sep 25, 2:46 PM

### Comment Card

FIRST NAME

Oliver

LAST NAME

Stoss

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

23-1

Dear Oakland planning, replacing the bridge over Highway 13 at Monclair Park with an ADA compliant bridge is not only an eyesore for the park and the roadway alongside it, but also a huge waste of taxpayer money for the literally five people that would use it per year. I would recommend the bridge be left alone, or if it must be torn down then it should not be replaced and just a small amount of money we spent to improve the crosswalk at LaSalle. Also, I am against a road diet along the park which already has occasional congestion problems along Montclair Village. Please do not shrink the road to create a bike lane and do not spend millions of dollars for a no longer needed pedestrian bridge.

23-2

Form Submission

### Response to Comment Letter 23: Oliver Stoss

23-1. See Master Response #1

23-2. The road diet along Moraga Avenue was developed under a recommendation from the City of Oakland. There should be no impact to the on and off ramps at Thornhill Drive.

## Comment Letter 24: Susan Milo

Sep 25, 9:35 AM

### Comment Card

FIRST NAME

Susan

LAST NAME

Milo

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

24-1

To Whom this may concern, we live at the end of Bruns Ct. & after seeing the plans for removal ( which is agreed ) of the pedestrian crossing & replacement of which is not agreed upon. We have lived here since 1980 & cannot possibly agree to what you plan to do to our street with a hugely costly new walkway which will remove important vegetation & impact our movements on our street for years with all types of construction vehicles, etc. How would you enjoy this if you lived here? We do support the improvements to LaSalle in place of this other mammoth undertaking. Susan Milo

Form Submission

## Response to Comment Letter 24: Susan Milo

24-1. See Master Response #1



## Comment Letter 25: Tommy Hayes

Sep 25, 3:07 PM

### Comment Card

FIRST NAME

Tommy

LAST NAME

Hayes

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

25-1

As a resident of nearby Estates Drive, I make weekly crossings of the Bruns pedestrian overcrossing. Access to Montclair village on foot and bike is very important to me, and I love being able to walk safely and easily using the overcrossing bridge, currently.

## Response to Comment Letter 25: Tommy Hayes

25-1. See Master Response #1

## Comment Letter 26: Anagha Sreenivasan

Sep 25, 10:03 AM

### Comment Card

FIRST NAME

Anagha

LAST NAME

Sreenivasan

MESSAGE

26-1

I write in support of the proposal endorsed by the Thornhill Community Corridor and Montclair Action Team, which is for Caltrans to demolish the old bridge and NOT replace (Build Alternative 4). Caltrans should ALSO invest in the Moraga Avenue "road diet" that is discussed in (Build Alternative 3b), which will help satisfy the overall project's goals of safely bringing people walking, biking, and rolling from the west side of Hwy 13 into Montclair Park. Moraga Avenue is a dangerous road for everyone and its current design with four car travel lanes encourages speeding.

Improving the La Salle/Moraga intersection as well as Moraga Ave. would be both simpler and beneficial to a larger set of users and address a long-standing dangerous corridor.

 Form Submission

## Response to Comment Letter 26: Anagha Sreenivasan

26-1. See Master Response #1

## Comment Letter 27. Bonnie Forbes Wittenstein

Sep 25, 6:01 PM

### Comment Card

FIRST NAME

Bonnie Forbes

LAST NAME

Wittenstein

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

27-1

Many of the suggested bridges seem obtrusive and like a huge expense considering the small number of people who travel that way by foot. Our tax money would be better used on option 4. Make Moraga Ave safer for all bikers, joggers, stroller-pushers, and pedestrians. One lane of traffic in each direction past the park on Moraga Ave., plus well-maintained sidewalks and a wide/ safe bike lane would better serve our community and keep Montclair looking charming.

Form Submission

## Response to Comment Letter 27: Bonnie Forbes Wittenstein

17-1. See Master Response #1

**Comment Letter 28: Matthew Rowe**

Sep 25, 8:42 PM

Comment Card

FIRST NAME  
Matthew

LAST NAME  
Rowe

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
28-1 Build Alternative 4 with "Road Diet." Do not replace the bridge. These designs are terrible.

Form Submission

**Response to Comment Letter 28: Matthew Rowe**

28-1. See Master Response #1

## Comment Letter 29: Morgan Galli

Comment Card

FIRST NAME  
Morgan

LAST NAME  
Galli

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
29-1  
Hi,  
I am a resident in Montclair, Oakland. I am writing to provide a comment on the Bruns Court Pedestrian Overcrossing Project. After reviewing the 4 alternatives, I believe Alternative 4, which proposes to remove and not replace the Bruns Court Pedestrian Overcrossing along with road and pedestrian improvements at Moraga and La Sal is the best alternative. I do not know the foot traffic for the current over crossing, but the cost to replace it, likely outweighs the usage. In addition, the impacts from the proposed replacement alternatives on the existing pedestrian conditions may be more harmful than helpful, particularly Alternative 2 seems to have a very large footprint over the existing sidewalk that is already quite narrow. In addition to Alternative 4 as my preferred alternative, I propose a road diet and pedestrian enhancements be invested in along Moraga. Existing conditions are one narrow sidewalk with many obstructions on the east side and no pedestrian facilities on the west side. Moraga is also not very bike friendly. By reducing the roadway width being used for vehicles and developing a more multimodal corridor, it would make the street more safe for all modes of travel. Please consider moving forward with Alternative 4 with these enhancements along Moraga.

Form Submission

## Response to Comment Letter 29: Morgan Galli

29-1. See Master Response #1

## Comment Letter 30: Milan Stolicny

- **Caller:** (510) 318-0870
  - **Timestamp:** 9/26/2023 10:09:36 AM PST
  - **Transcript:** "Hello. Thank you very much, just leaving a message about the Bruns Court Project. I am one of the parents, my name is Milan Stolicny and we use this overpass for our kids daily to Montclair Elementary School. Our kids, as well as many other kids, go up there and back. Even from Montero Middle School the kids come and, you know, get off the bus right there at the overpass. They go over and it's much safer than the sidewalk use since there are no sidewalks there. The curbs are kind of sharp and the cars don't really respect the sideline. So thank you guys very much for hopefully getting this project done in time and maybe possibly put something that can be used temporarily while this is happening. And anyway, thank you guys very much. I know that this might be a lot to ask, but we really rely on that overpass, and thank you very much. My name is Milan Stolicny, my number is 510-318-0870. We are the parents of two kids, one in Montclair and one in middle school and they use this overpass daily. And thank you guys very much. Bye."

30-1

## Response to Comment Letter 30: Milan Stolicny

30-1. See Master Response #1. Pedestrian access and safety improvements proposed as part of the preferred alternative will add sidewalks along La Salle Avenue and improve the sidewalks along Moraga Avenue. Precise details will be refined during the design phase of this project in coordination with the City of Oakland and local transit agencies.

## Comment Letter 31: Jason Hecker

Sep 26, 6:47 PM

### Comment Card

FIRST NAME

Jason

LAST NAME

Hecker

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

31-1

I support all of the options that keep a bridge! Too dangerous to have kids walking up and down La Salle every day for school.

Form Submission

## Response to Comment Letter 31: Jason Hecker

31-1. See Master Response #2

## Comment Letter 32: Michele Leavy

Sep 26, 6:31 AM

### Comment Card

FIRST NAME

Michele

LAST NAME

Leavy

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

32-1

If it needs to fixed and/or upgraded, then let's do it! It would be a shame to lose that pedestrian bridge. Oakland is continually losing things. Let's make sure this stays safe and usable.

Form Submission

## Response to Comment Letter 32: Michele Leavy

32-1. See Master Response #2



## Comment Letter 33: Cynthia Lusk

**From:** cynthia lusk <[REDACTED]>  
**Sent:** Tuesday, September 26, 2023 7:14 PM  
**To:** Mu, Lily@DOT  
**Cc:** Cynthia Lusk  
**Subject:** BRUNS Court Pedestrian overcorss

EXTERNAL EMAIL. Links/attachments may not be safe.

Good evening,

Thank you for this evening's presentation.

For years I used this over crossing to walk my children to school, and later, they walked themselves. It's so valuable as a lifeline to village, the school, and of course, the park.

33-1 There's no ideal situation, but of all options presented, I would be in support of option 3A. Losing parking spots is a tremendous sacrifice for the neighborhood, but losing the driving lane would be even more impactful.

IN a perfect world, we would ALSO have sidewalks on Lasalle, but I recognize that's not on the table

Best,

Cynthia Lusk  
Montclair resident  
Wood Drive, 94611

## Response to Comment Letter 33: Cynthia Lusk

33-1. See Master Response #2

## Comment Letter 34: Paul Trousdale

Sep 26, 12:15 PM

### Comment Card

FIRST NAME

Paul

LAST NAME

Trousdale

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

34-1

Alternative 3a seems to be the best choice. LaSalle Ave. is heavily traveled by vehicles and is not well suited for pedestrians. Moraga Ave. is a primary artery and is not a good choice for a road diet. The longer, straight ramp is easier to negotiate for bicycles and the added stair allows for faster access for pedestrians without disabilities similar to the way it is now.

Form Submission

## Response to Comment Letter 34: Paul Trousdale

34-1. See Master Response #2

## Comment Letter 35. Joel Meyer

Sep 26, 7:57 PM

### Comment Card

FIRST NAME

Joel

LAST NAME

Meyer

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

35-1

Thank you for the thoughtful work. 3B is a great proposal that accounts for the safety concerns of small children getting to the park or elementary school while avoiding the narrow and steep LaSalle Ave. It also proactively eliminates the dangerously undersized parking spots on Moraga and replaces them with proper sized parking spots and bike lanes. If we are going to make a change once every 50+ years we should do it with a lens towards the future - prioritizing safety of young children and pedestrian and cyclist travel and reducing oddly sized traffic lanes that promote aggressive driving are all great byproducts of this design. It would be great to see how the lanes would transition from 4 to 2 on Moraga as part of the final design study if this is the preferred design. Perhaps there is a path for this to also solve the congestion that occurs at the Moraga off-ramp at Thornhill without too much scope creep  
Thank you!

Form Submission

## Response to Comment Letter 35: Joel Meyer

35-1. See Master Response #2

## Comment Letter 36: Greg and Julie Schulte

**From:** Greg <[REDACTED]>  
**Sent:** Tuesday, September 26, 2023 7:53 AM  
**To:** Mu, Lily@DOT  
**Subject:** Feedback on the Bruns Court Pedesrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

To Whom It May Concern -

Thank you for giving the public an opportunity to provide comment on the proposed pedestrian overcrossing between Bruns Court and Montclair Park.

We have been residents of Montclair for 9 years, our 3 children attend Montclair Elementary, and we frequently enjoy the use of the Park and Montclair Village.

36-1

While we appreciate the investment CalTrans is proposing to update the infrastructure in our community, we are concerned by the scale of the proposals offered and their environmental impact on the surrounding area. The massive scape of the proposed pedestrian ramps required to achieve the elevation necessary for the crossing do not fit with the charm and serenity of the neighboring park and redwoods; in contrast they extend the presence of the freeway's concrete and metal into the surrounding residential neighborhood. Presently, the city struggles to provide resources to keep the surrounding public areas free of litter, graffiti, and in a state that the public can enjoy. This pedestrian walkway has very low foot traffic because it does not provide connection between commercial districts, it is merely a shortcut from a small cul de sac. Outside of the proposed pedestrian structure's brutalist starting aesthetic that hardly matches the existing neighborhood, our primary concern is that this additional extensive raised walkway provides even greater surface area of under-maintained infrastructure to the community.

The only option that does not detract from the current streetscape is Alternative 4. That existing walking route is already very close to LaSalle Avenue Overcrossing. This is a fantastic opportunity to improve additional accessibility by improving sidewalk width and grades, and adding ramps and intersection safety features. Investing in improvements for this crossing location helps bolster the entire surrounding community by focusing on the heart of the commercial district in Montclair, in close proximity to existing foot traffic at businesses and the vibrant weekly farmer's market.

Thank you for your consideration,  
Greg and Julie Schulte  
Montclair Residents

## Response to Comment Letter 36: Greg and Julie Schulte

36-1. See Master Response #1

## Comment Letter 37: Bonnie Forbes Wittenstein

**From:** Bonnie Forbes Wittenstein <[REDACTED]>  
**Sent:** Tuesday, September 26, 2023 8:01 PM  
**To:** district4@oaklandca.gov; Mu, Lily@DOT  
**Subject:** New Pedestrian bridge in Montclair

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern,

As a longtime resident of Montclair, I am very worried that one of the obtrusive pedestrian designs (2,3a, and 3b) they have come up with will be approved. I see option 4 as the only acceptable plan!!

37-1

Option 4 will be far less expensive than the other 3 designs. More importantly, it has aesthetic appeal, unlike the other three proposed bridges which I find to be absolutely hideous. They do not blend into our charming village.

The first three design plans will remove between 18-24 parking spots!!!  
Montclair is already full of cars circling for parking. This would exacerbate an already bad parking problem and cause more traffic for everyone.

37-2

Furthermore, the removal of so many beautiful trees and shrubs to undertake designs 2, 3a and 3b would be upsetting to many.

37-1

Please consider approving option 4. Remove the current pedestrian bridge and make La Salle and Moraga Ave. safer for ALL. Pedestrians, people with strollers, those in wheelchairs chairs, and bikers will benefit from the improved crosswalks and sidewalks.

Hopefully, once approved, the city of Oakland can work together with Caltrans to improve safety on Moraga Ave (the stretch past the park) with dedicated bike lanes and improved sidewalks.

Thank you for considering,  
Bonnie Wittenstein

## Response to Comment Letter 37: Bonnie Forbes Wittenstein

37-1. See Master Response #1

37-2. Build Alternative 4 will result in the removal of approximately 0.1 acres of trees and shrubs between Bruns Court and SR-13, with an additional removal of approximately 0.12 acres of trees and shrubs between SR-13 and Moraga Avenue. Replacement planting will mitigate the loss of vegetation.

## Comment Letter 38: Frank Bergamaschi

**From:** Frank Bergamaschi <[REDACTED]>  
**Sent:** Thursday, October 5, 2023 6:19 PM  
**To:** Mu, Lily@DOT  
**Cc:** jpatton@oaklandca.gov; District4@oaklandca.gov  
**Subject:** Bruns Court Pedestrian Crossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu:

38-1 I wrote earlier to voice my strident objection to any alternative for the Bruns Court Pedestrian Crossing except for Alternative 4, which improves pedestrian access along the La Salle corridor. I have since walked the project area and propose the following:

- 38-2
1. With an eye toward project budget and less impact of La Salle residents, install a new sidewalk on the south side of La Salle up to Ligget Drive, and on the north side of La Salle from Ligget to Bruns. This would require minimum grading, and involve moving or otherwise accommodating one street light and one fire hydrant.
  2. Improve the intersections at Moraga and La Salle, Ligget and La Salle and Bruns and La Salle to increase pedestrian access and safety, including installing stop signs on La Salle at Ligget and Bruns.

Please note the following:

- 38-3
1. I have lived on La Salle for over 20 years, and can report that pedestrians use it often to walk to Montclair Village, exposing them to vehicular traffic.
  2. When I was more mobile, I would include the existing Bruns Pedestrian Crossing in a daily walk and found it very lightly used.
  3. I have mobility impairment, and would find either of the proposed overcrossing replacements very daunting. If I wanted to walk from the village to Bruns Court I would surely take an unimproved La Salle Avenue rather than a new overcrossing. Any new overcrossing would be very lightly used.
  4. The expense of a new overcrossing would be tremendous, it's mass and bulk overpowering, and revisions to traffic patterns on Moraga severe.

Has your agency surveyed at vehicular traffic patterns on Moraga, or pedestrian traffic patterns at La Salle and the existing Bruns Pedestrian Crossing? If I were advising Caltrans and/or the City of Oakland, I could not in good faith recommend either of the replacement alternatives.

Respectfully,

Frank Bergamaschi

FRANK A. BERGAMASCHI, ARCHITECT

LEED ACCREDITED PROFESSIONAL, USGBC  
NATIONALLY CERTIFIED SUSTAINABLE BUILDING ADVISOR, SBAi  
CALCERTS REGISTERED DESIGNER

[WWW.FABARCHITECTS.COM](http://WWW.FABARCHITECTS.COM)

## Response to Comment Letter 38: Frank Bergamaschi

38-1. See Master Response 1

38-2. The proposed ramp options were designed to be the sizes shown to meet ADA requirements. Minimization measures will be taken to reduce their visual impact such as- aesthetic treatment.

38-3. Pedestrian access and safety improvements proposed as part of the preferred alternative will add sidewalks along La Salle Avenue and improve the sidewalks along Moraga Avenue. Precise details will be refined during the design phase of this project in coordination with the City of Oakland and local transit agencies.

## Comment Letter 39: Eric Tsaur

Sep 26, 7:27 AM

### Comment Card

FIRST NAME

Eric

LAST NAME

Tsaur

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

39-1

We are highly in support of option for. The need for an overpass here is nonexistent given that there is an already existing overpass on LaSalle Avenue. It is a far more productive use of capital to enhance LaSalle Avenue by creating walkable sideways on the street and making LaSalle Avenue more pedestrian friendly by Either installing speed bumps or reducing the speed limit

Form Submission

## Response to Comment Letter 39: Eric Tsaur

39-1. See Master Response #1

## Comment Letter 40. Katherine Holekamp

Sep 26, 7:04 AM

### Comment Card

FIRST NAME

Katherine

LAST NAME

Holekamp

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

40-1

I STRONGLY feel option 4 should be selected as any other option with a ramp will be a great problem for the park. My young children use this park every week, it already has homeless people living in it and building a massive ramp will provide great "shelter" and attract even more homeless. Please, Please please don't do this. Very family that currently uses this park will stop using it if it becomes a homeless encampment.

Form Submission

## Response to Comment Letter 40. Katherine Holekamp

40-1. See Master Response #1



## Comment Letter 41. Katherine Ratcliff

Sep 26, 5:08 PM

Comment Card


FIRST NAME  
Katherine

LAST NAME  
Ratcliff

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
41-1  
Pedestrian use of LaSalle Avenue to reach Montclair Village is constant and used by residents of all ages including parents pushing strollers and elderly persons using canes or walking sticks. Students walk to and from the bus stop at the corner of Moraga and LaSalle daily. If sidewalks were added to LaSalle from Moraga to the Piedmont border the need for the Bruns Court bridge would be eliminated. The current pedestrian lane on LaSalle, marked with a faded white line and raised bumps offers little to no protection of pedestrians and is particularly dangerous on the curves. The posted speed limit of 25 mph is exceeded up and down LaSalle constantly and is too high a limit on a narrow street with no real pedestrian protection. I am entirely in favor of the city exercising it's deeded right of way along LaSalle to create sidewalks and eliminating the Bruns Court bridge. At this time the bridge is the only safe way to access the Village on foot from LaSalle.  
41-2

 Form Submission

### Response to Comment Letter 41. Katherine Ratcliff

41-1. See Master Response #1

41-2. It is outside the scope of this project to develop additional improvements along the entirety of La Salle Avenue.

## Comment Letter 42. Lisa Penzel

Sep 26, 10:36 AM

### Comment Card

FIRST NAME

Lisa

LAST NAME

Penzel

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

42-1

I live at the end of Bruns Court with my elderly parents. We are against replacing the POC with your proposed bridge and ramp designs. They are unsightly and will expose us to more of the noise and pollution from HWY 13 with the removal of trees and vegetation, which is already at excessive noise levels.

42-2

Form Submission

## Response to Comment Letter 42. Lisa Penzel

42-1. See Master Response 1

42-2. The proposed ramp options were designed to be the sizes shown to meet ADA requirements. Minimization measures would be taken to reduce their visual impact such as aesthetic treatment.

Build Alternative 4 will result in the removal of approximately 0.1 acres of trees and shrubs between Bruns Court and SR-13, with an additional removal of approximately 0.12 acres of trees and shrubs between SR-13 and Moraga Avenue. Replacement planting will mitigate the loss of vegetation.

While vegetation shields the viewer from observing traffic visually, it is not an effective measure for reducing traffic noise.

## Comment Letter 43: Mark Wayland

Sep 26, 7:22 AM

### Comment Card

FIRST NAME

Mark

LAST NAME

Wayland

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

43-1

I am a runner and have been using the pedestrian bridge regularly for over 10 years. I have never passed another person on the bridge in hundreds of crossings. It does not need to be replaced. Any solution will be 1) unneeded, 2) ugly, 3) expensive. Just fix LaSalle. No brainer.

Form Submission

## Response to Comment Letter 43: Mark Wayland

43-1. See Master Response #1

## Comment Letter 44: Nabil Haghighi

Sep 26, 6:57 PM

### Comment Card

FIRST NAME

Nabil

LAST NAME

Haghighi

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

44-1

I am in favor of selecting POC Build Alternative 4. We believe that Alternative 4 best serves the community and corrects a dangerous walking thoroughfare. I only ask that the sidewalk, bike lanes, and traffic devices be extended to Wood and Estates Drive. In addition, this option is less expensive.

Form Submission

## Response to Comment Letter 44: Nabil Haghighi

44-1. See Master Response #1

## Comment Letter 45: Sarah Brusch

Sep 26, 7:07 PM

### Comment Card

FIRST NAME

Sarah

LAST NAME

Brusch

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

45-1

As a concerned citizen, I would like to voice my support for Build Alternative 4 for the Bruns Court Pedestrian Overcrossing (POC) project. Here are four reasons why I believe this option is the right choice:

Pedestrian Safety: Build Alternative 4 prioritizes the safety of pedestrians by diverting them to the nearby La Salle Avenue Overcrossing. This ensures that pedestrians have a designated and safe route to cross SR-13, reducing the risk of accidents and promoting pedestrian well-being.

## Response to Comment Letter 45: Sarah Brusch

45-1. See Master Response #1

## Comment Letter 46: Kelly Ariagno

**From:** K A <[REDACTED]>  
**Sent:** Tuesday, September 26, 2023 1:49 PM  
**To:** district4@oaklandca.gov; Mu, Lily@DOT  
**Subject:** Bruns Court Pedestrian Overcrossing Project

**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Ms. Ramachandran and Ms. Mu,

I appreciate the welcomed community input on this project. I read through the four proposed options and am wondering why Build Alternative 4 does not include the "road diet."

46-1

1) If improvements to the Moraga/LaSalle intersection promote safer pedestrian and bike crossing, then it seems wise to leave the current bridge in place or remove it. The cost of a new bridge seems to be a waste of our tax dollars given more essential improvements needed in the area.

2) MOST importantly (and less costly), we need Moraga to have protected bike lanes from ESTATES DRIVE to PARK BLVD and a sidewalk that extends from Thornhill Drive to Montclair Park. This will create pedestrian and bike safety and greatly improve access in/around/to Montclair Village.

3) Moraga will have adequate traffic flow with two car lanes versus 4, leaving plenty of space for parking and protected bike lanes. Many residents now bike commute to school/work and cycle for recreation. Montclair is sorely lacking bike safety but has a lot of potential to implement the infrastructure.

My vote is to spend the funds on the Moraga/LaSalle intersection, protected bike lanes and sidewalks, not the bridge.

Sincerely,  
Kelly

## Response to Comment Letter 46: Kelly Ariagno

46-1. See Master Response #1

## Comment Letter 47: Catherine Demos

Sep 26, 8:56 AM

### Comment Card

FIRST NAME

Catherine

LAST NAME

Demos

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

47-1

I vote for a modified plan (4 with Road diet of 3b) eg do not replace foot bridge, enhance LaSalle and Moraga Road intersections and LaSalle bridge paths & give Moraga Road a "diet" - as outlined by <https://www.montclairaction.org/moraga>

Form Submission

## Response to Comment Letter 47: Catherine Demos

47-1. See Master Response 47

## Comment Letter 48: Julie Swift

Sep 26, 10:33 AM

### Comment Card

FIRST NAME

Julie

LAST NAME

Swift

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

48-1

Thank you for taking public comment. I'd prefer to see option 4 with the addition of bike lanes on Moraga.

Form Submission

## Response to Comment Letter 48: Julie Swift

48-1. See Master Response #1

## Comment Letter 49: Susan Landon

- **Caller:** (206) 369-1947
  - **Timestamp:** 9/26/2023 6:18:26 PM PST
  - **Transcript:** "There's no link to the virtual meeting tonight. I've been trying all over your site all over the website to find a link to the meeting. I have strong feelings about the suggestions that Caltrans is making on the Bruns Court Project. And I cannot get into this meeting. If anybody is picking this up now please call me at (206) 369-1947. My name is Susan Landon. Bye."

49-1

## Response to Comment Letter 49: Susan Landon

49-1. Caltrans apologizes that you were not able to access the virtual meeting. The team attempted to reach residents and interested parties in a number of ways, but sometimes these efforts still fall short. We hope that you will be able to review the



existing Draft Environmental Document currently posted on the website, and we encourage you to review the Final Environmental Document that will be posted this winter.

### Comment Letter 50: Benita Stevens

Sep 26, 6:39 PM

**Comment Card**


FIRST NAME  
Benita

LAST NAME  
Stevens

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**50-1** | Has there been any consideration that the new ramp would house the unhoused individuals in the community or attract more graffiti in the community

 Form Submission

### Response to Comment Letter 50: Benita Stevens

50-1. See Master Response #2

## Comment Letter 51: Benita Stevens

Sep 26, 6:42 PM

Comment Card

FIRST NAME  
Benita

LAST NAME  
Stevens

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
51-1 How many people use the ramp daily? Vs how many people use the parking spots

Form Submission

### Response to Comment Letter 51: Benita Stevens

51-1. Caltrans and the City of Oakland previously conducted a traffic study and pedestrian study along La Salle Avenue, Moraga Avenue, and the existing POC, respectively. Additional traffic studies may be completed during the design phase of this project.

## Comment Letter 52: Mary Helen

Sep 26, 6:59 PM

### Comment Card

FIRST NAME

Mary

LAST NAME

Helen

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

52-2  
How many people use the ramp? I've never seen anyone onrjt

Form Submission

### Response to Comment Letter 52: Mary Helen

52-1. Caltrans and the City of Oakland previously conducted a traffic study and pedestrian study along La Salle Avenue, Moraga Avenue, and the existing POC, respectively. Additional traffic studies may be completed during the design phase of this project.

## Comment Letter 53: David Goldweber

Sep 27, 5:43 PM

### Comment Card

FIRST NAME

David

LAST NAME

Goldweber

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

53-3

In order of preference I choose option 4, or option 2. I vote against options 1 and 3.  
Thank you.

Form Submission

## Response to Comment Letter 53: David Goldweber

53-1. See Master Response #1

## Comment Letter 54: Brian Dowd-Uribe

Sep 27, 4:09 PM

### Comment Card

FIRST NAME

Brian

LAST NAME

Dowd-Uribe

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

54-1

Definitely support option 3 as someone who uses this bridge and bikes in the area... more bike lanes and bike access are key!

Form Submission

## Response to Comment Letter 54: Brian Dowd-Uribe

54-1. See Master Response #2

## Comment Letter 55: Mingwei Samuel

Sep 27, 3:49 PM

### Comment Card

FIRST NAME

Mingwei

LAST NAME

Samuel

EMAIL

[REDACTED]

MESSAGE

55-1

Please do rebuild the bridge, but provide stairways as well as the long ADA ramps. Parking should not be a concern - I have never had parking problems when driving to Montclair park - the freeway side of Moraga Ave is almost always completely empty.

Form Submission

## Response to Comment Letter 55: Mingwei Samuel

55-1. See Master Response #2

## Comment Letter 56: Evan Tschuy

Sep 27, 2:08 PM

### Comment Card

FIRST NAME

Evan

LAST NAME

Tschuy

EMAIL

[REDACTED]

MESSAGE

Good afternoon,

56-1

I support Alternative 3b. The Moraga Ave road diet alternative responds best to the safety issues posed by the environment as a whole, and provides important safety improvements on the north-south link people crossing the bridge will connect to. Adding a staircase component in addition to the proposed ramp would provide a shorter alternative for pedestrians able to use it, while providing the benefit of the overcrossing to people with mobility devices or other issues with stairs.

Form Submission

## Response to Comment Letter 56: Evan Tschuy

56-1. See Master Response #2

## Comment Letter 57: Emily Privot McNamara

**From:** Emily Privot McNamara <[REDACTED]>  
**Sent:** Wednesday, September 27, 2023 9:59 PM  
**To:** Mu, Lily@DOT  
**Subject:** Montclair Pedestrian Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Ms Mu,

57-1 | I would like to vote for option 4. I am a resident of the neighborhood, if that matters. Thank you!!

## Response to Comment Letter 57: Emily Privot McNamara

57-1. See Master Response #1



## Comment Letter 58: John Newton

Sep 27, 4:36 PM

### Comment Card

FIRST NAME

John

LAST NAME

Newton

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

58-1

Alternative 2 and 3 are horrendous. A replacement 'solution' that detracts from the open view of the trees and park, or reduces the vehicle traffic flow, are non-starters. Better to have no pedestrian bridge than an eye-sore. It may be that ADA compliance, though perhaps required, renders any of the in-place alternatives unacceptable. It is a modest imposition to 'go around' and walk across the other bridge (Alternative 4).

Form Submission

## Response to Comment Letter 58: John Newton

58-1. See Master Response #1

## Comment Letter 59: Thuan Tran

Sep 25, 4:27 PM

Comment Card

FIRST NAME  
Thuan

LAST NAME  
Tran

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**59-1**  
I'm emailing about the Bruns Court bridge and voting for alternative 4 with one caveat that La Salle Ave coming down the hill to Moraga is in consideration. Parents take the Bruns court bridge because it is not safe to walk down La Salle (no sidewalks, speeding cars). Please consider all the families walking to/from Montclair Park and Montclair Elementary,

Form Submission

## Response to Comment Letter 59: Thuan Tran

59-1. See Master Response #1

## Comment Letter 60: Ted Allen

**From:** Ted Allen <[REDACTED]>  
**Sent:** Wednesday, September 27, 2023 5:43 PM  
**To:** Mu, Lily@DOT  
**Subject:** Comment on Montclair pedestrian bridge replacement

EXTERNAL EMAIL. Links/attachments may not be safe.

60-1 I read the article about the Montclair pedestrian bridge replacement in The Oaklandside. I favor Option 4, improving the La Salle overcrossing, but as a cyclist and pedestrian I would like to include the alterations to Moraga Ave. that are part of option 3. Those alterations include reducing Moraga Ave. to one lane in each direction and the addition of bike lanes. Montclair Park is a destination for children and it is right next to Montclair School. Moraga Ave. is too wide and traffic moves too fast for this urban location. When my kids were little I was very careful crossing this street with them when we went to the park.

Arthur E Allen  
[REDACTED]  
Oakland, CA 94602.

## Response to Comment Letter 60: Ted Allen

60-1. See Master Response #1

## Comment Letter 61: May Luo

Sep 27, 5:25 PM

Comment Card

FIRST NAME  
May

LAST NAME  
Luo

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
61-1  
We recommend that Caltrans demolish the old bridge and not replace (Build Alternative 4). We also want the agency to invest in the Moraga Avenue "road diet" that is discussed in (Build Alternative 3b), which will help satisfy the overall project's goals of safely bringing people walking, biking, and rolling from the west side of Hwy 13 into Montclair Park. Moraga Avenue is a dangerous road for everyone and its current design with four car travel lanes encourages speeding.

Improving the La Salle, La Salle/Moraga intersection and Moraga Ave. is both simpler and beneficial to a larger set of users and address a long-standing dangerous corridor.

Form Submission

### Response to Comment Letter 61: May Luo

61-1. See Master Response #1

## Comment Letter 62: David Berger

Sep 28, 2:56 PM

### Comment Card

FIRST NAME

David

LAST NAME

Berger

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

62-1

Greetings Ms. Mu and Caltrans Staff - I'm writing in regard to the proposals to replace the pedestrian bridge over Moraga Blvd in Montclair, Oakland. I am a Montclair resident, live near the site, and travel the road on a daily basis. I urge you to adopt either proposal 1,2, or 4. Please do NOT remove traffic lanes to put in more underutilized bike lanes. Oakland has overbuilt its bike infrastructure and has manufactured traffic congestion (with concomitant environmental consequences) by restricting vehicle traffic. Bikes that want to travel along Hwy 13 already can travel easily along Estates drive or through Montclair village. In

contrast, creating congestion on Moraga would divert more traffic into Montclair village, which is a pedestrian-heavy area. Moreover, Moraga Blvd is a vital evacuation route in case of wildfires. Please keep it one of the few streets that can handle extra capacity in an emergency and do not restrict traffic by adding bike lanes that will be used by a couple dozen activists per day (at best). I also ask that you discount many of the comments you undoubtedly will receive from non-Montclair residents. Your proposal has gotten the attention of the East Bay bike lobby, an activist group with an agenda that does not match the interests of the Oakland Hills residents who require cars to run errands. The bike lanes may make sense downtown. They don't in Montclair and definitely not on Moraga.

Thanks!

62-2

 Form Submission

## Response to Comment Letter 62: David Berger

62-1. See Master Response #1.

62-2. Bike lanes within the City of Oakland right of way will be refined in partnership with the City during the design phase of this project.

Caltrans takes into account all public responses submitted during the public comment period. The project team seeks to incorporate public feedback as much as possible in the final project design.

### Comment Letter 63: Ben Duchac

From: Ben Duchac [REDACTED]  
Sent: Thursday, September 28, 2023 10:17 AM  
To: Mu, Lily@DOT  
Subject: Bruns Court Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Ms. Mu,

I'm writing in regards to the Caltrans pedestrian bridge project in Montclair.

I'd like to express support for option 3, or a variation of 3. As a Montclair resident, cyclist, and father of two girls who play softball in Montclair park, I use the roads, sidewalks, and facilities around the pedestrian bridge often. Currently, I see the main concerns with the area as follows:

63-1

1. Incredibly unsafe pedestrian crossing - four lanes of high speed traffic with parking on both sides makes pedestrians both hard to see, and requires four lanes of traffic to come to a stop based on intuition alone.
2. Zero cycling safety - despite being a common cycling route (connecting Park blvd to Thornhill, Snake, La Salle, and Moraga descending into Piedmont) There is no room for cyclists - with cars parked on both sides of the road, cyclists traveling on Moraga at around 10-15mph must take up a full car lane and hope that cars approaching from behind at up to 40mph slow down - traffic traveling in the outer lanes often has less than 2 feet of clearance to the parked cars, much too little for a bike to fit in.
3. Pedestrian overcrossing has an excess of stairs - the overcrossing is not very utilized, but that may be because anyone unable to climb nearly two flights of stairs will not attempt it.
4. Road noise and air pollution in Montclair park - this is caused mostly by highway 13, but traffic on Moraga contributes to emissions, tire and brake dust, and noise in montclair park.

Based on those reasons, I believe caltrans has the opportunity to greatly improve Moraga as a part of this project. Option 3 would increase safety for all users of the facilities, not just those driving cars, and would do so while improving noise, pollution, aesthetics, and walk/bikeability of Montclair.

If the cost of the bridge and scope of project at all considerations, I would consider removing the bridge, improving pedestrian and cyclist infrastructure on La Salle, and revamp cycling/pedestrian facilities along Moraga as a part of the overcrossing removal. This would likely have the largest impact on safety, lowest cost for the most improvement, would not remove parking spaces, and - given the extremely small number of people using the pedestrian overcrossing today - would likely be the least disruptive overall.

#### Other considerations

If a buffered bike lane is going to be added, I would consider alternatives such as a post-protected bike lane (significantly safer) or parking-protected bike lane (slightly more chance of pedestrian-bike interactions, but easier to implement)

63-2

The pedestrian crossing at the foot of the pedestrian bridge is uncontrolled today and has no pedestrian-activated signal or signage, requiring pedestrians (often with children) to hope that all 4 lanes of traffic stop while they are crossing. The crossing further north on Moraga has a button and flashing light, creating an inconsistently safe experience for pedestrians.

Option 4 appears to show the only changes being made to La Salle are "sharrows" - which have been shown to either have no effect on cyclist safety or to potentially make roads more dangerous for cyclists. I would strongly discourage this approach.

1

### Response to Comment Letter 63: Ben Duchac

63-1. See Master Response #1

63-2. Safety improvements to biking infrastructure along La Salle Avenue and Moraga Avenue will be further refined during the design phase of this project in coordination with the City of Oakland.

## Comment Letter 64: James Mahady

Sep 28, 11:47 AM

### Comment Card

FIRST NAME

James

LAST NAME

Mahady

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

64-1

I support the new concrete bridge across Highway 13 and Moraga Ave that would add a buffered bike lane. Oakland needs more safe space for bikes! Thank you!

Form Submission

## Response to Comment Letter 64: James Mahady

64-1. See Master Response #2

## Comment Letter 65: Lenard Lesser

Sep 28, 10:27 PM

### Comment Card

FIRST NAME

Lenard

LAST NAME

Lesser

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

65-1

I am a Montclair resident and live on the West Side of Highway 13. I'm am also a cyclist and vice chair of the Montclair Neighborhood Council. As a cyclist with kids who use the park, I have a good view of the safety issues with crossing Moraga. First, La Salle Ave is not a safe place to walk or ride a bike. It is narrow and steep, and I doubt there is much room for the city to make that area pedestrian or bike friendly. Thus, the main focus of the bridge design, has to be to improve access to Moraga from the West Side of 13 by avoiding La Salle Ave.



To improve access to Montclair park, we need a pedestrian bridge, that is also friendly to kids and bikes. The proposal 3B seems to achieve this. While some residents don't like the mock-up of this design, I have faith that the architects can design something that is visually appealing. (Some pedestrian bridges are famous for their designs!) The ramp should also allow cyclists to come over the bridge, especially kids who want to bike from the West side of 13 to the park. I understand the concern that it will eliminate some parking spaces. I believe that is a good thing. One of the reasons some (including me) don't bike to the park is that Moraga is a dangerous road to ride on. Two years ago we had a meeting with the Chief of Police in the park. Even in his chief uniform, cars would not stop to allow him to cross the street. There is simply no way to make that street safer without road calming devices, including a buffered bike lane. If a buffered bike lane is available, more people will bike to the park, reducing congestion, and decreasing pollution. However, to make the work, the bike lane and protection has to be present from the on/off ramp area of 24 all the way through downtown Montclair. If we can provide an attractive bridge that allows pedestrian access, along with the ability for others to bike to the park, we will achieve most resident's desires. While this may increase traffic a bit, more people will bike/walk who do not feel safe now. And the cars will have an easier access on La Salle, as they won't have to be slowed down by walkers/cyclists.

65-1

 Form Submission

### **Response to Comment Letter 65: Lenard Lesser**

65-1. See Master Response #2

## Comment Letter 66: Sweta

Sep 28, 12:11 PM

### Comment Card

FIRST NAME

Sweta

EMAIL

MESSAGE

66-1

This comment is in support of the third option would add a new concrete bridge across the freeway and Moraga Avenue and would have the same straight-down ramp design. But it would take away one driving lane in each direction on Moraga to add a buffered bike lane.

We need more biking infra in this area

Form Submission

## Response to Comment Letter 66: Sweta

66-1. See Master Response #2

## Comment Letter 67: David Waxman

**From:** David Waxman  
**Sent:** Thursday, September 28, 2023 4:42 PM  
**To:** Mu, Lily@DOT  
**Subject:** Comments regarding Montclair Pedestrian Bridge  
**Attachments:** IMG\_3922.jpeg

EXTERNAL EMAIL. Links/attachments may not be safe.

To the CalTrans Team responsible for the Montclair Pedestrian Bridge Project,

My name is David Waxman and for the last three years, I've lived with my partner (and recently, our newborn daughter) at 6520 Liggett Drive, three houses in from La Salle Ave. I was on last night's CalTrans call to discuss the Montclair pedestrian bridge project and I thought it might be helpful to provide you some additional context to the hazards that we navigate on a daily basis living off La Salle Ave.

The pedestrian conditions on La Salle, between Bruns Ct and Moraga Ave, can be, in a word, terrifying. Anyone walking along the north side of La Salle must negotiate steep grades, blind curves, speeding cars, and no sidewalks. Walkers attempting to seek protection on the south side of La Salle, where a sidewalk briefly appears, are quickly forced back into the street due to neighbors who have "reclaimed" city sidewalks as part of their own front yards. They've deliberately arranged trees, thick ivy, and, large rocks to deter people from using the original sidewalk that still peaks out from under their lawn.

87-1 Unequivocally, this stretch of road sees far greater foot traffic than the Bruns pedestrian bridge and would likely continue this way even after it receives improvements. The pedestrian bridge will only ever provide a small convenience to a small subset of families living northwest of La Salle. We have seen the foot traffic figures for the bridge and they are not impactful. The vast majority of our community uses La Salle to access the village, the park, the elementary school, and the railroad trail. The pedestrian bridge also completely ignores the countless village workers, farmer's market attendees, and other visitors who park in our neighborhood when they can't find it in the village.

In the three years we've lived here, we've personally witnessed over half a dozen traffic and pedestrian accidents on La Salle between Bruns Ave. and Moraga Blvd.

I have a photo (see attached) of an ambulance parked in front of my house responding to an elderly man who had been clipped by a vehicle speeding up La Salle. They're parked in front of my house because it was too dangerous for them to park on La Salle.

If you haven't walked this stretch of road yourself, I invite any of you to come experience it with me and my family. You name the day and time that works best for you.

On a side note, from a design and cost perspective alone, Options 1, 2, and 3 should never have crossed the threshold of suggestion. While perhaps an exciting engineering challenge for CalTrans, these structures do not come close to fitting within the design aesthetic of our quaint, charming, Bavarian-like neighborhood.

1

87-1 If the intent of this project is to maximize utility AND happiness in our community, Option 4 is the only real solution. While the idea of improving the pedestrian bridge is a nice one, it is simply not what our community wants. What we want, and have been advocating for decades, is a safer La Salle. Anything else would be cruel and damaging to our community.

Respectfully, should CalTrans move forward with anything other than Option 4, our community is prepared to fight ferociously to ensure it doesn't. I am eager to continue this dialogue with CalTrans and will make myself available to the team at any time. If you have any questions, don't hesitate to reach out. Thank you for your time.

Sincerely,  
David Waxman

## Response to Comment Letter 67: David Waxman 67-1. See Master Response #1

## Comment Letter 68: Melissa Harris

Sep 28, 1:50 PM

Comment Card

FIRST NAME  
Melissa

LAST NAME  
Harris

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
68-1  
If the bridge is not safe - tear it down. Period. A road diet on Moraga would be a disaster for the Village, the merchants, traffic, Mountain Blvd, etc.

Form Submission

## Response to Comment Letter 68: Melissa Harris

68-1. See Master Response #1

## Comment Letter 69: Patrick Emmert

Sep 28, 12:53 AM

### Comment Card

FIRST NAME

Patrick

LAST NAME

Emmert

EMAIL

[REDACTED]

MESSAGE

69-1

All the options are terrible. If you can't leave it as it is rebuild it in the same location and add an elevator for ADA compliance. It couldn't be more expensive than the half mile ramps being proposed. Think outside the box on this one!

Form Submission

### Response to Comment Letter 69: Patrick Emmert

**69-1.** The existing POC was determined to be seismically deficient by the Caltrans Office of Structure Maintenance and Investigation and the Office of Earthquake Engineering. The bridge is unable to be retrofitted as it has nonstandard vertical clearance and Americans with Disability Act (ADA non-compliant features. Constructing an elevator is outside the scope of this project as the maintenance costs of the elevator over the life of the structure would not justify its inclusion.

## Comment Letter 70: Paul Duan

Sep 29, 9:13 AM

### Comment Card

FIRST NAME

Paul

LAST NAME

Duan

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

70-1

The bridge cannot be taken down without a replacement as it is frequently used by all residents (older people, kids, etc.) to get to Montclair park. LaSalle is way too dangerous to walk up and down with cars flying by and very narrow walk ways.

Form Submission

## Response to Comment Letter 70: Paul Duan

70-1. See Master Response #2

## Comment Letter 71: Nicholas Steinke

Sep 29, 3:26 PM

### Comment Card

FIRST NAME

Nicholas

LAST NAME

Steinke

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

71-1

I live in the neighborhood and walk, bike and drive this part of Moraga frequently. In my opinion Alternative 3 b would best provide the utility of the current bridge and would also improve the Moraga corridor. I find this stretch of Moraga is highly unpleasant to walk, bike, or drive, and often feels unsafe. Narrow lanes alongside parking risk collisions with parked cars, provide inadequate space for cyclists, and encourage fast moving traffic alongside an area where children play. I also see Alternative 4 as the worst option, where we lose a neighborhood-defining bridge and keep the Moraga corridor intimidating and unsafe for all users.

Form Submission

## Response to Comment Letter 71: Nicholas Steinke

71-1. See Master Response #2

## Comment Letter 72: Avary Kent

Sep 29, 12:43 PM

Comment Card

FIRST NAME  
Avary

LAST NAME  
Kent

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
72-1  
I'm in support of Alternative 4 - not replacing the pedestrian bridge. As well as including the road diet in 3b.

As someone who lived for years with a wheelchair, all of the "ADA" compliant visualizations offered do not actually meet the mobility needs of someone in a wheelchair. Wheeling yourself up a steep ramp for the length of a football field is beyond exhausting. It would be more effective and reasonable to simply wheel on a flat surface to an intersection that crosses 13.

All of the cons of a looming concrete structure overhead will increase the likelihood that Montclair park becomes a space for drug dealing, property crime, and generally an unsafe place to walk or park.

The road diet is essential! People speed so often on Moraga and reduction to a 2 lane road would be highly beneficial.

Form Submission

## Response to Comment Letter 72: Avary Kent

72-2. See Master Response #1



## Comment Letter 73: Maria Atkinson

Sep 29, 3:09 PM

Comment Card

FIRST NAME  
Maria

LAST NAME  
Atkinson

EMAIL  
[REDACTED]

MESSAGE

73-1  
I grew up and currently live on Liggett. The POC from Bruns Ct. is not used by pedestrians nearly as much as La Salle. La Salle is very unsafe for both pedestrians and cyclists, and this is why I vote for alternative #4, to enhance La Salle Ave and completely remove the Bruns Ct. POC. If the Bruns POC rebuild is the chosen option, I vote for alternative 3b.

Even if the Bruns POC is rebuilt, you will still have a lot of pedestrians on La Salle; this will not change. The Bruns POC designs presented are intrusive and ugly (no offense to the designers; it's just out of character for the neighborhood). Any new POC there would be a huge eyesore and would alter the character of Montclair, not to mention the fact that the ramps would end up being tagged with graffiti. I just don't see the return on investment to rebuild the Bruns POC. Please just remove the old POC and make it safer for everyone on La Salle instead.

I realize this is out of scope, but I'll mention it: A road diet on Moraga would also be great. It is currently unsafe for drivers as well as folks entering and exiting their parked cars. There just isn't enough room for parked cars and two driving lanes each way. I find that I usually drive in the middle of the two lanes to avoid swiping the parked cars.

Form Submission

## Response to Comment Letter 73: Maria Atkinson

73-1. See Master Response #1

## Comment Letter 74: Leslie Smith

**From:** Leslie Smith <[REDACTED]>  
**Sent:** Friday, September 29, 2023 3:10 PM  
**To:** Mu, Lily@DOT  
**Subject:** Montclair Pedestrian Crossing of Highway 13

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Lily Mu:

74-1 | My main concern is all the slaughtered wildlife. Is anyone talking about adding a “side trail”, making the crossing wildlife friendly, or any other option? I would be willing to do any and all legwork, including fundraising, public funding.

Please advise,  
Thank you for all you do,  
Leslie

[REDACTED]  
Oakland 94611  
[REDACTED]

[https://urldefense.com/v3/\\_\\_http://www.leslieplatosmith.com\\_\\_;!!LWi6xHDyrA!6DYjHY1XKb0RvCn6jh6xEylBw9NTe1RnpAEh75R-6c3e2V9EwLWW0bMHACvUFQCwvaPtBCKsT8\\_mku8k9XrXfNG\\_\\$](https://urldefense.com/v3/__http://www.leslieplatosmith.com__;!!LWi6xHDyrA!6DYjHY1XKb0RvCn6jh6xEylBw9NTe1RnpAEh75R-6c3e2V9EwLWW0bMHACvUFQCwvaPtBCKsT8_mku8k9XrXfNG_$)

## Response to Comment Letter 74: Leslie Smith

74-1. See Master Response 1. Constructing an additional wildlife crossing is outside the scope of this project. During the planning phase of this project, a Natural Environmental Study (NES) was prepared. This study did not identify the need for an additional wildlife crossing within the project limits.

**Comment Letter 75: Calvin Chang**

Sep 30, 4:49 PM

Comment Card

FIRST NAME  
Calvin

LAST NAME  
Chang

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
75-1 | What an excellent and comprehensive report! Kudos to the authors. I like Alternative 3b because of the bike lanes.

Form Submission

**Response to Comment Letter 75: Calvin Chang**

75-1. See Master Response #2

## Comment Letter 76: Lucy Andrews

Sep 30, 3:55 PM

### Comment Card

FIRST NAME

Lucy

LAST NAME

Andrews

EMAIL

[REDACTED]

MESSAGE

76-1

I would LOVE bike lanes on Moraga as a part of this project! The more protected, the better. I bike through here all the time for errands and to commute (in a commitment to a low-carbon lifestyle) and it can be terrifying.

 Form Submission

## Response to Comment Letter 76: Lucy Andrews

76-1. See Master Response #2

## Comment Letter 77: Lucy Andrews

Comment Card

FIRST NAME  
Lucy

LAST NAME  
Andrews

EMAIL  
[REDACTED]

MESSAGE  
77-1  
I would LOVE bike lanes here as a part of the project. The more protected, the better. I bike through here often for errands and to commute (trying to reduce my carbon footprint and get some exercise!), and it can be terrifying to share this stretch of road. Sharrows aren't good because many cars don't know what they mean (bikes should go through the center of them to avoid getting doored) and get mad and swerve around dangerously.

Form Submission

## Response to Comment Letter 77: Lucy Andrews

77-1. See Master Response #2

## Comment Letter 78: Dania Stotts

Sep 30, 10:26 AM

### Comment Card

FIRST NAME

Dania

LAST NAME

Stotts

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

78-1

I am speaking as both the Adopt a Spot Lead for Montclair Park and as a community member who lives within easy walking distance of Montclair Park. I have a strong preference for Option 4 (demolish bridge; don't rebuild) AND for the pedestrian and bike improvements for Option 3b (not just along LaSalle, but along Moraga Ave and Mountain Blvd through Montclair Village). My family and I bike, scooter, use strollers, walk and run on these roads frequently and are often forced into the road, next to cars going 40+ MPH, to get to Montclair Park and Montclair Village because we don't have adequate bike lanes or sidewalks. This also means that we go to other neighborhoods to shop and dine, using cars, for our own safety. Please consider the long-term future of Montclair Park and Montclair Village and choose Option 4 WITH extensive pedestrian/bike safety improvements of 3b. Thank you.

Form Submission

## Response to Comment Letter 78: Dania Stotts

78-1. See Master Response #1

## Comment Letter 79: Dania Stotts

**From:** Dania Stotts <[REDACTED]>  
**Sent:** Sunday, October 1, 2023 4:30 PM  
**To:** Mu, Lily@DOT  
**Cc:** District 4  
**Subject:** Bruns Court POC neighbor input

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Lily,

I submitted this to the CalTrans site and wanted to send it to you directly as well. Thanks!

79-1

I am speaking as both the Adopt a Spot Lead for Montclair Park and as a community member who lives within easy walking distance of Montclair Park. I have a strong preference for Option 4 (demolish bridge; don't rebuild) AND for the pedestrian and bike improvements for Option 3b (not just along LaSalle, but along Moraga Ave and Mountain Blvd through Montclair Village). My family and I bike, scooter, use strollers, walk and run on these roads frequently and are often forced into the road, next to cars going 40+ MPH, to get to Montclair Park and Montclair Village because we don't have adequate bike lanes or sidewalks. This also means that we go to other neighborhoods to shop and dine, using cars, for our own safety. Please consider the long-term future of Montclair Park and Montclair Village and choose Option 4 WITH extensive pedestrian/bike safety improvements of 3b. Thank you.

## Response to Comment Letter 79: Dania Stotts

79-1. See Master Response #1.

**Comment Letter 80: Jan Kaspar**

Oct 2, 7:39 AM

**Comment Card**

FIRST NAME

Jan

LAST NAME

Kaspar

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

80-1

Keep the damn bridge! We need to expand, not retract in pedestrian options.

Form Submission

**Response to Comment Letter 80: Jan Kaspar**

80-1. See Master Response #2



## Comment Letter 81: Andy Kleiber

Oct 2, 7:05 AM

### Comment Card

FIRST NAME

Andy

LAST NAME

Kleiber

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

81-1

I'm all for option 3- There is no need for 4 lanes of traffic on Moraga. The current lanes seem narrow especially with the on street parking.

Form Submission

## Response to Comment Letter 81: Andy Kleiber

81-1. See Master Response #2

## Comment Letter 82: Brendan Irvine-Broque

**From:** Brendan Irvine-Broque <[REDACTED]>  
**Sent:** Monday, October 2, 2023 8:15 PM  
**To:** Mu, Lily@DOT  
**Subject:** Voicing support of pedestrian bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi there!

82-1

Just wanted to say that I am strongly supportive of keeping the bridge to the park in Montclair, and of all the options that ensure one doesn't have to cross Moraga road. Protected bike lanes would be fantastic. I live in Woodminster, Oakland, 94602 and frequently use this park. Would gladly trade off slower driving to make sure that kids can get to the park from across the freeway without crossing a dangerous street.

Thank you for all your hard work on this!

**Response to Comment Letter 82: Brendan Irvine-Broque**  
82-1. See Master Response #2

**Comment Letter 83: Cyrus Farivar**

Oct 2, 7:13 AM

Comment Card

FIRST NAME  
Cyrus

LAST NAME  
Farivar

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**83-1** | As an Oakland who regularly cycles through this area, I would strongly support option 3 in favor of more bicycle and pedestrian safety.

Form Submission

**Response to Comment Letter 83: Cyrus Farivar**  
83-1. See Master Response #2

## Comment Letter 84: Liam O'Suilleabhain

Oct 2, 10:12 PM

### Comment Card

FIRST NAME

Liam

LAST NAME

O'Suilleabhain

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

84-1

I am a cyclist and pedestrian that crosses this highway regularly. I strongly support option 3 in favour of a new concrete bridge with a protected bike lane and one lane of traffic on either side.

 Form Submission

## Response to Comment Letter 84: Liam O'Suilleabhain

84-1. See Master Response #2

## Comment Letter 85: Deepak Alur

Oct 2, 10:35 PM

## Comment Card

FIRST NAME

Deepak

LAST NAME

Alur

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

85-1

After reviewing the plans, attending the Zoom call, and learning about the project in more detail, I do not support rebuilding the bridge access (Option 1, 2, 3) in any form. I support the option number 4 to provide access via La Salle instead of rebuilding the bridge for the following reasons:

1. None of the other options are elegant and optimal. They lead to loss of parking lot and restricting traffic on the already congested road (Moraga Avenue) - Taking away any parking and reducing the width of the road makes it worse.
2. The LaSalle option improves the access to more residents. I see many elderly residents walking down and up LaSalle with very low safety as vehicles pass them by. Without sidewalk on LaSalle, it is a matter of time before someone gets hurt in a pedestrian accident.

a pedestrian accident.

3. The LaSalle option also appears to be the least environmentally damaging.

4. The LaSalle option also appears to be less expensive. I would definitely ask the City and CalTrans to collaborate and invest to make the LaSalle road more safer, replace the worn out surface, provide clear signs and lighting, paint crosswalks prominently, and build sidewalks all the way up for pedestrians to have a safe walk to the village.

5. Please consider making LaSalle a no-parking road as several vehicles as you build sidewalks and the road gets more narrow. Even today, when a car is parked on LaSalle, it is pretty much a one way traffic. Waiting a few seconds is not a problem to let traffic go by, but as it constricts further, it may become more accident prone.

6. If there is an option to keep the existing bridge (repair/retrofit) AND build the LaSalle project, that would be the best option.

85-2

 Form Submission

### **Response to Comment Letter 85: Deepak Alur**

85-1. See Master Response #1

85-2. Retrofitting the existing POC is not feasible outside of the proposals presented as part of Build Alternatives 2, 3a, and 3b. It is not possible to retrofit the bridge in a way that adheres to current vertical clearance standards and is Americans with Disability Act (ADA) compliant.

## Comment Letter 86: Lisa Penzel

Oct 2, 5:37 AM

### Comment Card

FIRST NAME

Lisa

LAST NAME

Penzel

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

86-1

I live at the end of Bruns Court and am against replacement of the Bruns Court POC. Removing .66 of trees and vegetation and building a long ramp will make the street even more noisy and ugly with the exposure to HWY 13. There will be no room for delivery trucks, garbage trucks and emergency vehicles to turn around if there is heavy equipment and tree removal projects at the end of the street. There is far more pedestrian traffic along La Salle and improving safety there would be more beneficial to the pedestrian and cycling community (and less costly) than replacing the Bruns Ct. POC and/or reducing Moraga Ave to two lanes with a traffic signal to access the park. Further more, these proposed massive ramps are huge and hideous.

Form Submission

### Response to Comment Letter 86: Lisa Penzel

86-1. See Master Response #1. The proposed ramp options were designed to be the sizes shown to meet ADA requirements. Minimization measures will be taken to reduce their visual impact such as aesthetic treatment.

Build Alternative 4 will result in the removal of approximately 0.1 acres of trees and shrubs between Bruns Court and SR-13, with an additional removal of approximately 0.12 acres of trees and shrubs between SR-13 and Moraga Avenue. Replacement planting will mitigate the loss of vegetation.

While vegetation shields the viewer from observing traffic visually, it is not an effective measure for reducing traffic noise.

### Comment Letter 87: Arvi Sreenivasan

Oct 2, 8:46 PM

Comment Card

FIRST NAME  
Arvi

LAST NAME  
Sreenivasan

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE

87-1  
As a neighborhood parent and daily pedestrian in Montclair, I urge CalTrans and the city of Oakland to work together to realize alternative 4 (LaSalle improvements, no new bridge) combined with the Moraga ave road diet from alternative 3b.

Alternative 4 offers good connectivity to more of the neighborhood on the other side of 13, without an unsightly and out of scale huge new structure. A road diet and bike lanes (parking protected, with a hard barrier) would address the excessive car speeds and patchy, obstructed access to the park and business district we currently suffer from.

Please make the best use of this rare opportunity! Thank you.

Form Submission

### Response to Comment Letter 87: Arvi Sreenivasan

87-1. See Master Response #1

### Comment Letter 88: Rachel Salinas

Oct 2, 9:16 AM

### Comment Card

FIRST NAME

Rachel

LAST NAME

Salinas

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

88-1

Thanks for the opportunity to comment on this! As someone who lives in the neighborhood on the piedmont side of Moraga, we use this bridge all the time to safely walk to the part, the village, and school. That said, I do not support the proposed options, as the massive concrete structures would negatively impact the feel of the village. However, I was disappointed that option 4 (removing the bridge) did not come with the road improvements/diet and other innovative street improvements.

My vote would be to remove the bridge (option 4) and reallocate the money we would have used for the bridge to street improvements on Moraga and La Salle ave going down to Moraga. This plan for improvements should be presented at the same time we make the decision to remove the bridge. Not after. My suggestions on street improvements include:



88-1

- Better, safer, more visible street crossing at the three crossing areas on moraga ave — a lot of people park near the middle crosswalk (by the bridge stairs) to go to the park with babies and strollers and nobody can see them crossing.
- Sidewalks on La Salle going down to Moraga — this is why i take the bridge, the walk down to Moraga is dangerous with kids because of the lack of sidewalks and cars parked along the side of the road
- A road diet on Moraga — bike lanes!
- Clean up sidewalk from La Salle intersection to park — this area is always filled with trash and smelly with urine. If we no longer have bridge, that is our new route to park and school (montclair elementary school)

Thank you again for the opportunity to weigh in. And for all your work on this!

 Form Submission

**Response to Comment Letter 88: Rachel Salinas**

88-1. See Master Response #1

## Comment Letter 89: Susan Weber

Oct 3, 9:40 PM

### Comment Card

FIRST NAME

Susan

LAST NAME

Weber

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

89-1

I attended the recent virtual public meeting. Thank you for a very clear presentation of each scenario. After lengthy consideration, my family and neighbors strongly prefer 3a.

The long walk minimizes the structure. Bike lanes are excessive. We never see bikes on Moraga. Bikers typically choose Mountain Blvd near by.

Feel free to reach out if you need more local comments.

Thanks again,  
Susan

## Response to Comment Letter 89: Susan Weber

89-1. See Master Response #2.

## Comment Letter 90: Daniel Melvin

Oct 3, 8:08 PM

### Comment Card

FIRST NAME

Daniel

LAST NAME

Melvin

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

90-1

I support Alternative 3-B, because it not only puts this stretch of Moraga Avenue on a diet and creates a bike path, but also offers another option for pedestrians, bicyclists and those using wheelchairs to access the west side of Moraga, should Highway 13 become unusable after a major seismic event along the Hayward Fault. It's important to consider how many options Montclair residents would have in order to access major medical facilities in such a scenario.

90-2

Form Submission

### Response to Comment Letter 90: Daniel Melvin

90-1. See Master Response #2

90-2. As described in the environmental document, the project would not result in inadequate emergency access. Lane closures may be needed during construction of the local street improvements. However, these impacts would be temporary, and Caltrans would implement a traffic management plan to minimize temporary impacts to emergency access vehicles and services.

The La Salle Avenue bridge is up to current seismic standards.

## Comment Letter 91: Sarit Silver

Oct 3, 5:32 PM

**Comment Card**

FIRST NAME  
Sarit

LAST NAME  
Silver

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**91-1** | Not rebuild - after reviewing the four options

Form Submission

## Response to Comment Letter 91: Sarit Silver

91-1. See Master Response #1

## Comment Letter 92: Courtney Wood Johnson

**From:** Courtney Wood Johnson <[REDACTED]>  
**Sent:** Tuesday, October 3, 2023 8:29 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Court Pedestrian Bridge comments

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Hi Lily,

I am a Montclair resident and would like to provide my comments on the proposed Bruns Court Pedestrian Bridge alternatives.

**92-1** |

We need both a lane reduction on Moraga Ave to make it safer (in Alternative 3b) AND pedestrian improvements on La Salle Avenue and Moraga Avenue (in Alternative 4). The design of the new pedestrian bridge is bulky and obstructive.

**92-2** |

If the bridge is not replaced will funding be used to make improvements on Moraga and La Salle?

THANKS!  
Courtney Johnson

**Response to Comment Letter 92: Courtney Wood Johnson**

92-1. See Master Response #1

92-2. All build alternatives will be funded by the Caltrans SHOPP fund. The projects will be constructed in cooperation with the City of Oakland but will be managed by Caltrans.

**Comment Letter 93: Zachary Crowther**

### Comment Card

FIRST NAME

Zachary

LAST NAME

Crowther

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

93-1

We were disappointed to see the 3 lackluster options for rebuilding the pedestrian overcrossing at Bruns. Resources for Montclair residents on both sides of highway 13 are consolidated in and around Montclair Village, including not only businesses, community services and cultural sites, but also the schools and open spaces where our children learn and play. Given the criticality of this neighborhood hub where parking is limited and vehicle congestion significant, Caltrans should do more to help make Montclair's schools, parks and businesses more accessible by foot to those who live on the other side of the highway. The crossing at LaSalle is a good option for a fair number of residents who live on LaSalle or the streets immediately adjacent to LaSalle. However, the topography and street layouts make the LaSalle crossing impractical for a large portion of the neighborhood that lives closer to the Moraga Ave underpass, which is a notoriously dangerous intersection for pedestrians with no obvious options for remedy. Walking to the LaSalle overpass can mean a >1-mile walk with steep uphill climbs on winding streets with no sidewalks just to get to a village or park that is right on the other side of the highway from home.

that is right on the other side of the highway from home.

A pedestrian crossing similar to the current overcrossing at Bruns but located closer to Moraga, OR a tunnel or overpass option AT Moraga that would allow pedestrians to bypass the dangerous intersection there would be of great value to hundreds of residents in the neighborhood and would help relieve traffic and parking in Montclair Village and at neighboring schools. Alternatively, if a more suitable design could be conceived to reconstruct the Bruns overcrossing in its current location (or somehow renovate without triggering the accessibility requirements that seem to render any of the rebuild designs implausible), I am very much in favor of the access path proposed in one of the concepts that would make the existing crossing more accessible to residents who live closer to the Moraga Ave exit and could reach the crossing via a pedestrian pathway in the Caltrans right-of-way along the Piedmont side of Hwy 13.

Removing the overcrossing entirely would be very disappointing and would serve to squander an opportunity to better connect Montclair residents with the heart of their neighborhood.

Thank you for your consideration.

93-2

 Form Submission

### **Response to Comment Letter 93: Zachary Crowther**

93-1. See Master Response #2

93-2. Constructing a tunnel or overpass option at Moraga Avenue is outside the scope of the current project.

**Comment Letter 94: Laura Siegel Venning**

*Laura Siegel Venning*

[Redacted]

*Oakland, Ca. 94611*

[Redacted]

*Lily Ma  
Environmental Scientist  
Office of Environmental Analysis  
Caltrans District 5  
111 Grand Ave. P.O. Box 23660,  
MS-88, Oakland, Ca. 94623-0660*

*Dear Ms. Ma,*

*This letter is in response to the Bruns Court  
Pedestrian Overcrossing (PIC) over Highway 13 in  
the Montclair District of Oakland.*

94-1

*I definitely feel that the Bruns Court Overcrossing  
for pedestrians be rebuilt and made to withstand  
a large earthquake. This is one very useful way to  
cross over highway 13, if there is a large quake and  
other overpasses become unusable. I can imagine being  
on the Piedmont side of the freeway in downtown Oakland  
and not be able to reach my home in Montclair.*

*I urge you and the Office of Earthquake Engineering  
rebuild this crossing for pedestrians.*

*Sincerely,*

*Laura Siegel Venning*

**Response to Comment Letter 94: Laura Siegel Venning**

94-1. See Master Response #2. As described in the environmental document, the project would not result in inadequate emergency access. Lane closures may be needed during construction of the local street improvements. However, these impacts would be temporary, and Caltrans would implement a traffic management plan to minimize temporary impacts to emergency access vehicles and services. The La Salle Avenue bridge meets current seismic standards.

**Comment Letter 95. Franz Weber**



Oct 4, 12:29 PM

### Comment Card

FIRST NAME

Franz

LAST NAME

Weber

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

95-1  
voting for option 3a (three alpha)

Form Submission

**Response to Comment Letter 95. Franz Weber**  
95-1. See Master Response #2

## Comment Letter 96. Mindy Craig

Oct 4, 7:05 AM

Comment Card

FIRST NAME  
Mindy

LAST NAME  
Craig

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**96-1**  
A multi benefit approach that improves walkability and bikeability across the freeway and within Montclair is critical. It is time to stop prioritizing cars and prioritize people! I had my office on the far side of the park for 11 years and crossing Moraga with fast speeding traffic was a perpetual safety issue. People make illegal u turns and pedestrians are in constant peril. Connecting the bridge replacement with measures that will calm traffic and increase access for bikers and people is the key. Thanks!

Form Submission

## Response to Comment Letter 96. Mindy Craig

96-1. See Master Response #2

## Comment Letter 97: Helene Blatter

Oct 4, 7:42 PM

### Comment Card

FIRST NAME

Helene

LAST NAME

Blatter

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

97-1

I have lived on Sims Drive, off of La Salle Avenue and within walking distance of the Montclair Village for 17 years. My three children attended Montclair Elementary School from kindergarten through fifth grade, and our family frequently walks into the village to access stores and restaurants, the school and city bus, the farmers' market, and the park. I drive along Moraga between La Salle Avenue and Thornhill on a daily basis. Because of this, I feel uniquely qualified (along with many of my neighbors) to offer an opinion on these proposals.

97-1

None of the three proposals for replacing the Bruns Court Bridge are ideal:

A bridge that would land users on the west side of Moraga, forcing them to cross the street to access the village and park is not a good one. The crosswalk in front of the park (even with its flashing lights) has never felt safe. I have witnessed numerous car accidents here over the years and would hate to see additional pedestrians forced to traverse this busy thoroughfare.

A bridge that eliminates parking spots along the park is not ideal. This is a popular multi-use park without a parking lot. It includes a skatepark, a softball field, pickle ball and tennis courts, picnic sites for birthday parties and other gatherings, a tot lot, a play structure, a recreational center, and a large grassy field for games and relaxation. The parking spots along Moraga are typically all in use. A reduction in the number of spaces would be a great hardship for park users, typically families carting strollers, diaper bags, food, and sports equipment.

97-2

A bridge that removes traffic lanes on Moraga might be a good option, if CalTrans could work with the city of Oakland to analyze current traffic patterns along this street and make changes that benefit traffic flow and safety between La Salle and Thornhill. This street in its current configuration has two major issues - it is too narrow to safely allow for two lanes of traffic and parked cars on both sides of the street. In addition, traffic often backs up at the Thornhill intersection, causing lengthy delays during rush hour. Without a comprehensive analysis of the street's current issues, the CalTrans project might make things worse - more traffic, and even less space for cars and bicycles.

even less space for cars and bicycles.

97-2

For these reasons, I am against the rebuilding of the bridge, unless other proposals can be considered with fewer negative impacts. I am, however, very interested in the fourth proposal - improving pedestrian safety along La Salle Avenue.

Pedestrian safety along La Salle Avenue has always been a concern of ours. The street is too narrow; the bike lane offers little protection for cyclists and pedestrians; the blind turn at Liggett makes it difficult to use the crosswalk safely; the sidewalk on the south side of the street ends at the last house before Trafalgar and forces pedestrians out into the street around parked cars. In its current configuration, La Salle is inherently dangerous. For years, Oakland city officials have agreed the street needs improving, but little has changed.

I have no interest in denying the Bruns Court residents direct access to the village, but the bridge proposals are problematic. Updating La Salle Avenue to finally address pedestrian safety is a much less expensive option that would benefit many more residents.

Thanks for considering these suggestions, objections and comments.

 Form Submission

### **Response to Comment Letter 97: Helene Blatter**

97-1. See Master Response #1

97-2. Caltrans and the City of Oakland previously conducted a traffic study and pedestrian study along La Salle Avenue, Moraga Avenue, and the existing POC, respectively. Additional traffic studies may be completed during the design phase of this project.

## Comment Letter 98: Jeffrey Klonoff

Oct 4, 9:26 PM

### Comment Card

FIRST NAME

Jeffrey

LAST NAME

Klonoff

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

98-1

Alternative 4 - improving pedestrian access and safety on La Salle is clearly the best choice. The current situation is extremely dangerous. Over the years I've seen pedestrian/automobile injury accidents, and way too many "almost accidents" on this section of La Salle; many involving children, older adults and mobility challenged individuals. This is the perfect opportunity to make needed safety improvements while still enabling all prior users of the bridge to enjoy a superior, safer way to travel to/from the village.

 Form Submission

## Response to Comment Letter 98: Jeffrey Klonoff

98-1. See Master Response #1

## Comment Letter 99: Jill Broadhurst

Oct 4, 11:04 PM

### Comment Card

FIRST NAME

jill

LAST NAME

broadhurst

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

99-1

Hi. I would like to see upgrades made to La Salle meaning formal sidewalks on either side of the road. I don't think adding a bike lane on La Salle is smart, it is way too narrow. The left turn onto Liggett also needs to be addressed, as it is a blind corner. And crosswalk needs to be called out more than just white paint. Finally the bridge over Hwy 13 also needs to be revisited, as it has settled and tires thump across, heading into town, jeopardizing the integrity of tires and alignment.

Form Submission

## Response to Comment Letter 99: Jill Broadhurst

99-1. See Master Response #1

## Comment Letter 100: Unhei Kang

Oct 4, 9:50 PM

### Comment Card

FIRST NAME

Unhei

LAST NAME

Kang

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

100-1

I vote for alternate 4 proposal, improving La Salle Avenue. I live on Estates Drive x Sims Drive. I walk on La Salle Avenue to get to the Village. I'd love it if it had a continuous sidewalk on one side.

Form Submission

## Response to Comment Letter 100: Unhei Kang

100-1. See Master Response #1

## Comment Letter 101: EBMUD





October 4, 2023

Lily Mu, Environmental Scientist  
Office of Environmental Analysis, Caltrans District 4  
111 Grand Avenue  
Oakland, CA 94612

Re: Initial Study with Proposed Mitigated Negative Declaration (IS MND) and Draft Section 4(f) de minimis Evaluation for the Bruns Court Pedestrian Overcrossing Project, Oakland

Dear Ms. Mu:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Mitigated Negative Declaration for the Bruns Court Pedestrian Overcrossing Project located at the intersection of Bruns Court and Moraga Avenue in the City of Oakland. EBMUD has the following comments.

**WATER TRANSMISSION AND DISTRIBUTION PIPELINES**

EBMUD owns and operates water transmission and distribution pipelines in Moraga Avenue, La Salle Avenue, and Bruns Court within the proposed project limits. These pipelines provide continuous service to EBMUD's customers in the area. Any proposed construction activity in Moraga Avenue, La Salle Avenue and Bruns Court would need to be coordinated with EBMUD so that the integrity of these water mains are maintained at all times. If modifications to the streets occur that require pipeline relocation, the relocation costs would be at the project sponsor's expense. The project sponsor's cost liability includes, but are not limited to, the cost for EBMUD to perform a planning study to determine project hydraulic impacts and mitigations, cost for installing and operating temporary water distribution facilities, and the cost for designing and constructing the pipeline relocation. The engineering, installation and relocation of water mains requires substantial lead time, which should be accounted for in the project sponsor's development schedule.

It is imperative that the project sponsor coordinate with EBMUD during the development of street improvement projects, so reasonable time can be provided for planning, design, and construction if conflicts exist to avoid schedule impacts. The project sponsor will need to work with EBMUD in finalizing the scope of work for EBMUD infrastructure adjustments and relocations. EBMUD requires reasonable time to allocate resources and modify internal construction schedules. EBMUD recommends at least 24 months advance notification for upcoming street improvement projects to allow for a reasonable amount of time to conduct a planning study and perform water pipeline relocations. The following table provides a typical project schedule for EBMUD to design and relocate approximately

375 ELEVENTH STREET • OAKLAND • CA 94607-4240 • TOLL FREE 1-866-40-EBMUD

Account#

101-1

1,500 feet of 8-inch water pipeline. The required time for the other scheduled tasks may also increase or decrease depending on the size, length and complexity of the water pipeline project; and if constructed by EBMUD crews or by a contractor. The duration for each task below will be longer for the project due to the relocation of a critical water transmission pipeline.

101-1

<u>Required Time</u>	<u>Schedule Task</u>
1 month	Receive Street Improvement and Understand Impacts
7 month	Review Project and Planning Assessment
2 months	Collect Survey Data or Use Existing Survey from Requesting Agency
2 months	Draft Base Drawing for Water Main Relocation
3 months	Design Water Main Relocation
2 months	Develop Construction Bid Documents
3 months	Advertise and Award Water Main Relocation Project
4 months	Install New Water Main and Provide Temporary Paving
24 months	<i>Reasonable Notification Time (Typical Project: 1,500 feet of 8-inch pipe)</i>

EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards. EBMUD's water distribution pipelines and valves must always be accessible to EBMUD staff in order to maintain domestic water and fire flow services and mitigate for planned

and unplanned pipeline outages. The project sponsor is responsible for protecting in-place pipeline valves and ensuring that pipeline valves are accessible (i.e., not paved over) during and after project construction. EBMUD recommends that the project sponsor review EBMUD as-built drawings and identify potential utility conflicts between project improvements and existing EBMUD pipelines. Attached are EBMUD guidelines for requesting pipeline as-builts that include pipeline vertical data (see Attachment – EBMUD Map & Utility Information Request Form and Guidelines).

EBMUD's process for requesting as-built drawings is a two-step process: 1) request EBMUD water distribution maps, and 2) submit to EBMUD marked-up EBMUD water distribution maps identifying which water pipeline as-builts are needed to evaluate water pipelines within street improvements. In some cases, EBMUD as-builts are not available and in those situations EBMUD recommends the project sponsor to pothole and field locate utilities.

#### **EBMUD'S DESIGN STANDARDS AND SPECIFICATIONS**

101-1

When evaluating the need and method for relocating and adjusting EBMUD infrastructure (e.g., pipelines, meters, valves, and fire hydrants), please review EBMUD's Design Standards and Specifications for Mains 20-inches and Smaller, which are located on the following webpage under "Apply for Standard Water Service":  
<https://www.ebmud.com/customers/new-meter-installation>

#### **PIPELINE VALVE COVER ADJUSTMENTS**

The top of water valve box covers must fit flush with finished grade of new/existing surface and must not be set in gutters or in curb ramps. For utility conflicts between the project and existing EBMUD pipeline valve covers, the project sponsor must share with EBMUD conflict locations, and existing and final pavement grade elevations. EBMUD will support paving street improvement projects as follows:

- Grade change less than 0.5-inches - For street improvement projects with a grade change elevation less than 0.5-inches, EBMUD is not obligated to adjust pipeline valve covers to facilitate the construction of street improvements, pursuant to Streets & Highways Code Section 680, which states that EBMUD may not be required to relocate its facilities for a temporary purpose. However, EBMUD will provide valve cover rings, at no cost, to be used to make valve cover adjustments as needed. The project sponsor is responsible for protecting in-place EBMUD pipeline valve covers which will be inspected by EBMUD staff post project completion. Pipeline valves must remain accessible during and after project construction for water distribution operations (i.e., not paved over).

- Grade change greater than 0.5-inches - For street improvement projects with a grade change elevation greater than 0.5-inches, EBMUD will support the project by adjusting pipelines valve covers (one time) to the final street grade. However, EBMUD is not obligated to adjust valves during construction to facilitate means and methods for completing street improvements, pursuant to Streets & Highways Code Section 680, which states that EBMUD may not be required to relocate its facilities for a temporary purpose. The project sponsor is responsible for protecting in-place EBMUD pipeline valve covers which will be inspected by EBMUD staff post project completion. Pipelines valves must remain accessible during and after project construction for water distribution operations (i.e., not paved over).
- Pipeline Valve Cover Upgrades - If the project sponsor determines a need to upgrade old pipeline valve covers to the new Christy G-05 Valve Box and Rise Installation, EBMUD will provide the valve boxes and covers, and will reimburse the project sponsor for the valve box upgrade at a reasonable cost. To upgrade pipeline valve covers and boxes, the project sponsor must enter into a Valve Box Agreement with EBMUD prior to start of pipeline valve cover upgrades. An EBMUD Union notification will be required to complete the work by the project sponsor's contractor.

101-1

#### **WATER METER RELOCATIONS AND ADJUSTMENTS**

When the project sponsor completes street improvements (e.g., replace sidewalks, street pavement, and storm drain pipelines) to improve both street safety and street aesthetics, EBMUD supports the project sponsor by relocating water meters to meet project objectives, current design standards (e.g., meters need to be placed at 1-foot off the face of curb), and mitigate utility conflicts.

Water meters must not be set in traveled walkways or driveways, must be set flush with new/existing surface, and must be placed at 1-foot off the face of curb. For utility conflicts between the project and existing EBMUD meters, the project sponsor must share with EBMUD conflict locations, including meter number and a clear indication whether the meter requires relocation or adjustment.

EBMUD relocates water meters to their new location once the area is staked and is ready for final meter placement (e.g., forms for new sidewalk and other features are in place). The project sponsor is then responsible for relocating the customer's private water service line to the new meter location. EBMUD is not financially liable for work beyond the water meter (i.e., private water line).

#### **HYDRANT RELOCATIONS OR ADJUSTMENTS (SET-BACKS/SET-FORWARDS)**

When the project sponsor completes street improvements (e.g., replace sidewalks and curbs) to improve both street safety and street aesthetics, the project sponsor must ensure

101-1

that there are no conflicts between existing EBMUD fire hydrants and new curb ramps and sidewalks. Fire hydrants must be located 5-feet from the edge of curb ramps and 20 to 24-inches from the face of street curbs. Hydrant relocations are horizontal offsets that require the installation of new hydrant service laterals; hydrant relocations require the project sponsor to submit Hydrant Relocation Application with EBMUD's New Business Office (510 287 1010) or via EBMUD's online water service application at <https://wsa.ebmud.com>.

#### PRE-CONSTRUCTION MEETING

The project sponsor shall invite EBMUD's Central Area Service Center Superintendent, Ben Rickette-Mann (510-986-7692 or [benjamin.rickette-mann@ebmud.com](mailto:benjamin.rickette-mann@ebmud.com)), and Assistant Superintendent, Ray Ramirez (510-287-0839 or [ray.ramirez@ebmud.com](mailto:ray.ramirez@ebmud.com)) to all pre-construction meetings.

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,



David J. Rehnstrom  
Manager of Water Distribution Planning

DJR:WTJ:djr  
wdpd23\_217 Bruns Overcross Project.docx

Attachment: EBMUD Map and Utility Information Request Form and Guidelines

### Response to Comment Letter 101: EBMUD

101-1. Thank you for your response. It has been received and is part of the administrative record. In Section 2.1.19 Utilities/Emergency Services of this document, Caltrans noted that EBMUD manages water utilities in the Project study area. Final verifications of utilities will be performed in the Design phase. Caltrans will notify all utility owners of the project construction schedule under Project Feature UTIL-2. The relocation of utilities in the Project site would not result in access limitations and the Project itself would not directly increase the number of residents in the area.

### Comment Letter 102: Leslie Smith

Oct 4, 2:43 PM

### Comment Card

FIRST NAME

Leslie

LAST NAME

Smith

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

102-1

The Laney EcoArts Class is supporting adding a wildlife corridor to the new Montclair Pedestrian Crossing over Highway 13.

The wildlife crossing could be attached on the side of the pedestrian crossing.

102-1

Lots of wildlife live in Montclair and need a safe way to cross to the other side to drink, live, breed, survive.

2. May 2019 UN report on Sixth Mass Extinction—Humans are the cause hwith land modification being a major culprit. <https://www.unep.org/news-and-stories/press-release/natures-dangerous-decline-unprecedented-species-extinction-rates#:~:text=Geneva%2C%206%20May%202019%20-%20Nature,on%20Biodiversity%20and%20Ecosystem%20Services>

3. We need to teach our children about all the wondrous animals we share our space with. This could be a magnificent learning opportunity if we were to install wildlife quality security cameras, maybe even a live stream with website. UC Berkeley Falcon Cams are incredibly popular.

4. We believe constructing, designing, and incorporating at same time as the pedestrian bridge is being built will minimize cost, effort, and simplify process.

5. As EcoArtists we would volunteer our time for any art/mural. We are committed to making this project a signature piece.

6. We are also willing to volunteer and help fund raise if necessary.

Please don't hesitate to contact me if you have any questions. Together we can  
LesliePlatoSmith

### **Response to Comment Letter 102: Leslie Smith**

102-1. See Master Response #1. Constructing an additional wildlife crossing is outside the scope of this project. During the planning phase of this project, a Natural Environmental Study (NES) was prepared. This study did not identify the need for an additional wildlife crossing within the project limits.

## Comment Letter 103: Margaret Flaherty

**From:** m flaherty <[REDACTED]>  
**Sent:** Wednesday, October 4, 2023 8:22 PM  
**To:** Mu, Lily@DOT  
**Subject:** Wildlife Crossing to Montclair Pedestrian Bridge over Highway 13

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi,

103-1 I completely support a wildlife bridge across highway 13. The number of dead animals I see along the sides of roads is devastating to see but also devastating to our environment. There is limited space for both humans and animals and anything we can do to decrease the destruction is good. Loss of habitat space is one of the major reasons species are going extinct. Connecting small wild areas can help them survive a life that has become that much harder. A suggestion would be to make it wide enough to have it completely covered with greenery. If there is a human pathway it should be separated as animals will not want to cross where there are humans. NJ has some great examples over highway 78 in Union county that I have seen myself <https://www.njconservation.org/tunnel-vision-helping-wildlife-cross-the-road/>.  
What with our decreasing water, forest fires, housing encroaching in wild areas and overall pollution we need to step up our protection of what we have left.

thank you  
Margaret Flaherty [REDACTED]

## Response to Comment Letter 103: Margaret Flaherty

103-1. See Master Response #1. Constructing an additional wildlife crossing is outside the scope of this project. During the planning phase of this project, a Natural Environmental Study (NES) was prepared. This study did not identify the need for an additional wildlife crossing within the project limits.

## Comment Letter 104: Mike Vandeman

**From:** Mike Vandeman <[REDACTED]>  
**Sent:** Wednesday, October 4, 2023 5:55 PM  
**To:** Mu, Lily@DOT  
**Subject:** Montclair Pedestrian Crossing over Hwy 13

EXTERNAL EMAIL. Links/attachments may not be safe.

104-1 Please include a separate wildlife crossing!

Thanks!

Mike Vandeman, Ph.D.

## Response to Comment Letter 104: Mike Vandeman

104-1. Constructing an additional wildlife crossing is outside the scope of this project. During the planning phase of this project, a Natural Environmental Study (NES) was prepared. This study did not identify the need for an additional wildlife crossing within the project limits.



## Comment Letter 105: Mike Vandeman

Oct 4, 6:26 PM

**Comment Card**

FIRST NAME  
Mike

LAST NAME  
Vandeman

EMAIL  
[REDACTED]

MESSAGE  
**105-1**  
Re:Montclair Pedestrian Crossing over Hwy 13  
Please include a separate wildlife crossing!

Form Submission

## Response to Comment Letter 105: Mike Vandeman

105-1. Constructing an additional wildlife crossing is outside the scope of this project. During the planning phase of this project, a Natural Environmental Study (NES) was prepared. This study did not identify the need for an additional wildlife crossing within the project limits.

## Comment Letter 106: David Mellis

**From:** David Mellis <[REDACTED]>  
**Sent:** Thursday, October 5, 2023 2:30 PM  
**To:** Mu, Lily@DOT  
**Subject:** Preserving everyone's access to Montclair Park.

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi,

106-1 I'm writing to encourage you to retain the parking spaces next to and across the street from Montclair Park on Moraga (as well as the driving lanes). It seems perverse to remove these spaces and limit the accessibility of the park for the many people who can drive there to save a few people (who already live close to the park) from having to go a couple of blocks out of their way. If those residents have concerns about the accessibility of the Piedmont side of Lasalle Ave. via sidewalk, it seems like those could and should be addressed by the city of Piedmont.

106-2 I'd love to see a separate conversation about possible changes to Moraga Ave, but the options would be much better and more open if one or two lanes of traffic weren't lost to a ramp for the benefit of a few people. Moraga is already a very tight road, with frequent backups of traffic heading towards Thornhill / Highway 13.

Best,  
David

## Response to Comment Letter 106: David Mellis

106-1. See Master Response #1

106-2. The road diet along Moraga Avenue was developed under a recommendation from the City of Oakland. There should be no impact to the on and off ramps at Thornhill Drive.

**Comment Letter 107: Lisa Zemelman**

Oct 5, 5:34 AM

Comment Card

FIRST NAME

Lisa

LAST NAME

Zemelman

EMAIL

[REDACTED]

MESSAGE

107-1

Why can't they just put it a crosswalk with an actual red-yellow-green light signal, not just flashing yellow lights?

Form Submission

**Response to Comment Letter 107: Lisa Zemelman**

107-1. See Master Response #1

## Comment Letter 108: Carol Sleeth

Oct 5, 3:29 PM

### Comment Card

FIRST NAME

Carol

LAST NAME

Sleeth

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

108-1

Many Oakland residents use the Bruns Ct. bridge. It is a safe, car-free option for its many users, who include many children, seniors, neighbors, exercisers, park users, and others seeking to avoid the dangerous walk up and down LaSalle Ave. We use it to reduce traffic congestion in the crowded Montclair village. It encourages more walking, which is an important form of transportation for all Californians. LaSalle Ave. is not an alternative for pedestrians: there are too many speeding cars on a narrow, curvy, poorly paved and poorly maintained thoroughfare. In short, LaSalle is not safe for pedestrians; the Bruns Court Pedestrian Bridge is.

108-2

CalTrans should construct a new pedestrian bridge. The exit should come down onto land currently used as the Moraga Ave. sidewalk or inside the park.

Please fulfill your mission to provide "a safe and reliable transportation network that serves all people and respects the environment." The removal of the Bruns Court Pedestrian Bridge, without a similar replacement, conflicts with CalTrans' mission while depriving its users of a safe transportation option. Do not destroy it.

 Form Submission

## Response to Comment Letter 108: Carol Sleeth

108-1. See Master Response #2

108-2. Pedestrian access and safety improvements proposed as part of the preferred alternative will add sidewalks along La Salle Avenue and improve the sidewalks along Moraga Avenue. Precise details will be refined during the design phase of this project in coordination with the City of Oakland and local transit agencies.

During the planning phase of this project, the original Build Alternative 3 was developed to place an ADA-compliant ramp within Montclair Park. However, after careful analysis and input from the public, Caltrans and the City of Oakland discovered that the ADA ramp within the park would cause two issues: 1) the structure in the public park would require an individual Section 4(f)\* evaluation; and 2) the Oakland Parks, Recreation, and Youth Department felt the structure within the park would restrict activities within the park area. The department noted that this park is regularly used by children, youth, and other members of the public and is highly valued by the community.

\*Section 4(f) of the U.S. Department of Transportation Act of 1966 seeks to protect publicly owned parks and recreation areas, wildlife refuges, and historic sites that are eligible for the National Register of Historic Places.

## Comment Letter 109: Brook Shelley

Oct 5, 10:17 PM

### Comment Card

FIRST NAME

Brook

LAST NAME

Shelley

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

109-1

As an avid cyclist who regularly rides through Montclair and enjoys many restaurants and businesses in the area it's vital that there is a road diet on Moraga Ave and pedestrian infrastructure on Lasalle ave. Sidewalks, bulbouts, and other relatively inexpensive pedestrian safety measures not only make our neighborhoods safer for families, they increase business by making Moraga and Lasalle car-light ways to walk, bike, or skate to shop and eat. This is a fantastic chance to move in the right direction and set up Montclair for our children, our neighbors, and our environmental safety.

Form Submission

## Response to Comment Letter 109: Brook Shelley

109-1. See Master Response #2

## Comment Letter 110: Chris Lauer

Oct 5, 9:27 AM

### Comment Card

FIRST NAME

Chris

LAST NAME

Lauer

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

Dear Lily Mu,

110-1

Our vote is 100% to improve the pedestrian access on LaSalle Ave.

My husband and I raised our two children in Montclair for 22 years and have worried about the unsafe pedestrian access on LaSalle Ave. since we moved here. We walk on LaSalle Ave. literally every day as our workout studio is in the Village. We are constantly dodging cars and see cars having to swerve around us out of consideration and safety. We see young families (like we were all those years ago) pushing baby strollers and walking their dogs along this very dangerous route a hundred times a day. Please know that families walk their school-age children along this route every morning—just as we did.

The Bruns pedestrian bridge serves a limited population of the neighborhood, not to mention, all of the proposed designs are unsightly.

Our vote is 100% to improve the pedestrian access on LaSalle Ave.

Thank you very much,  
Chris Lauer

## Response to Comment Letter 110: Chris Lauer

110-1. See Master Response #1

## Comment Letter 111: Frank Bergamaschi

**From:** Frank Bergamaschi <[REDACTED]>  
**Sent:** Thursday, October 5, 2023 6:19 PM  
**To:** Mu, Lily@DOT  
**Cc:** jpatton@oaklandca.gov; District4@oaklandca.gov  
**Subject:** Bruns Court Pedestrian Crossing

**EXTERNAL EMAIL. Links/attachments may not be safe.**

Ms. Mu:

I wrote earlier to voice my strident objection to any alternative for the Bruns Court Pedestrian Crossing except for Alternative 4, which improves pedestrian access along the La Salle corridor. I have since walked the project area and propose the following:

1. With an eye toward project budget and less impact of La Salle residents, install a new sidewalk on the south side of La Salle up to Ligget Drive, and on the north side of La Salle from Ligget to Bruns. This would require minimum grading, and involve moving or otherwise accommodating one street light and one fire hydrant.
2. Improve the intersections at Moraga and La Salle, Ligget and La Salle and Bruns and La Salle to increase pedestrian access and safety, including installing stop signs on La Salle at Ligget and Bruns.

111-1

Please note the following:

1. I have lived on La Salle for over 20 years, and can report that pedestrians use it often to walk to Montclair Village, exposing them to vehicular traffic.
2. When I was more mobile, I would include the existing Bruns Pedestrian Crossing in a daily walk and found it very lightly used.
3. I have mobility impairment, and would find either of the proposed overcrossing replacements very daunting. If I wanted to walk from the village to Bruns Court I would surely take an unimproved La Salle Avenue rather than a new overcrossing. Any new overcrossing would be very lightly used.
4. The expense of a new overcrossing would be tremendous, it's mass and bulk overpowering, and revisions to traffic patterns on Moraga severe.

111-1

Has your agency surveyed at vehicular traffic patterns on Moraga, or pedestrian traffic patterns at La Salle and the existing Bruns Pedestrian Crossing? If I were advising Caltrans and/or the City of Oakland, I could not in good faith recommend either of the replacement alternatives.

Respectfully,

Frank Bergamaschi

## Response to Comment Letter 111: Frank Bergamaschi

111-1. See Master Response #1

111-2. Caltrans and the City of Oakland previously conducted a traffic study and pedestrian study along La Salle Avenue, Moraga Avenue, and the existing POC, respectively. Additional traffic studies may be completed during the design phase of this project.



## Comment Letter 112: Barbara Berman

Oct 5, 6:12 PM

### Comment Card

FIRST NAME

Barbara

LAST NAME

Berman

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

112-1

re: Bruns Court Pedestrian Overcross Project:

It makes more sense to improve things along La Salle because that is the area that most directly impacts the neighbors served by the pedestrian bridge and that is what they want anyway. Plus the fact that it does not affect the traffic and parking on Moraga in the way that the first three proposals would.

 Form Submission

## Response to Comment Letter 112: Barbara Berman

112-1. See Master Response #1

## Comment Letter 113: Brooke Welch

Oct 5, 9:19 PM

### Comment Card

FIRST NAME

Brooke

LAST NAME

Welch

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

113-1

I have lived on Liggett Dr. for 13 years and have been terrified for my children walking to school, the park and the village. I can't count the times I have been walking the dog and a car comes speeding around the blind curve, encroaching on the bike lane and I have had to jump out of the way to avoid being hit. The number of people that park on Trafalgar/Liggett/La Salle to work or visit the village far outweighs the number of people who use the Bruns Ct. bridge. In fact, I have never encountered another person on the bridge. The only reasonable option for the Bruns Court Pedestrian Overcrossing Project is Alternative 4.

 Form Submission

## Response to Comment Letter 113: Brooke Welch

113-1. See Master Response #1

## Comment Letter 114: Bruce Maximov

Oct 5, 7:02 PM

### Comment Card

FIRST NAME

Bruce

LAST NAME

Maximov

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

114-1

We prefer Option #4. It will be used by, and therefore benefit, more people than rebuilding the bridge.

Form Submission

## Response to Comment Letter 114: Bruce Maximov

114-1. See Master Response #1

## Comment Letter 115: Deborah Cantu

Oct 5, 8:42 AM

### Comment Card

FIRST NAME

Deborah

LAST NAME

Cantu

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

115-1

As someone who walks from my home to Montclair Village daily, please focus your efforts on improving traffic and pedestrian safety on LaSalle, between Estates and the Highway 13 bridge into Montclair Village,

Thank you,  
Deborah Cantu

[REDACTED]

Form Submission

### Response to Comment Letter 115: Deborah Cantu

115-1. See Master Response #1. It is outside the scope of this project to develop additional improvements along the entirety of La Salle Avenue.

## Comment Letter 116: Diane Leavitt

Oct 5, 2:30 PM

### Comment Card

FIRST NAME

Diane

LAST NAME

Leavitt

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

116-1

I am writing to support the possible improvement of pedestrian walkway in La Salle leading to Montclair Village. It is well used and could be safer for all.

 Form Submission

## Response to Comment Letter 116: Diane Leavitt

116-1. See Master Response #1

## Comment Letter 117: Kenny Lauer

Oct 5, 12:12 PM

### Comment Card

FIRST NAME

Kenny

LAST NAME

Lauer

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

117-1

ALTERNATIVE #4

As a biker, walker, and driver: the danger that exists currently is unacceptable.

Our vote is 100% to improve the pedestrian access on LaSalle Ave.

Subject: Urgent Need for Safer Pedestrian Access on LaSalle Ave.

I'm writing as both a long-standing resident of Montclair and as a concerned parent and citizen, wanting to address a pressing issue that has persisted for far too long.

For 22 years, my wife and I have proudly called Montclair our home, a place where we raised our two children and built countless cherished memories. However, throughout these years, one concern has remained a constant – the unsafe pedestrian access on LaSalle Ave.

LaSalle Ave. holds a special place in our daily routine. It's our gateway to workouts in the Village and our connection to the community. Yet, every day, it feels like a gamble. We find ourselves dodging cars, and we are deeply grateful to the drivers who swerve around us, ensuring our safety.

It's not just about us. Every time I see young families pushing strollers, children making their way to school, or neighbors walking their dogs, my heart skips a beat, fearing for their safety. It's a haunting déjà vu, reminding us of our early days in Montclair, where we treaded the same paths with our young children.

While the Bruns pedestrian bridge has been proposed as a solution, its utility seems limited to only a fraction of our community. Furthermore, the proposed designs, in my opinion, are less than visually appealing. They seem not to blend in with the charm and aesthetic that Montclair so uniquely offers.

I strongly believe that our community's safety and well-being should be a top priority. As such, our vote is resoundingly clear: we need to significantly improve the pedestrian access on LaSalle Ave. This is not just about convenience; it's about the safety of our residents and the future generations growing up in Montclair.

I sincerely hope you'll take our concerns to heart. Many of us have been silently hoping for change, and I believe it's time for us to prioritize a safer, more pedestrian-friendly LaSalle Ave.

Thank you for your attention to this matter. We look forward to seeing positive changes that ensure the safety and well-being of all Montclair residents.

 Form Submission

### **Response to Comment Letter 117: Kenny Lauer**

117-1. See Master Response #1

## Comment Letter 118: Ralph Sklar

Oct 5, 9:20 AM

### Comment Card

FIRST NAME

Ralph

LAST NAME

Sklar

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

118-1

The lower part of LaSalle between Liggett Dr and the highway crossing is dangerous. It is a heavily used section for pedestrians, cars, trucks and bikes, yet there is no sidewalk. There is a painted line on one side of the street, which is better than nothing, but when crossing LaSalle to the more populated side of the street it is difficult to see cars approaching from uphill. Perhaps a stop sign or yield sign would be helpful.

Form Submission

## Response to Comment Letter 118: Ralph Sklar

118-1. See Master Response #1



**Comment Letter 119: Scott Law**

Oct 5, 4:09 PM

Comment Card

FIRST NAME  
Scott

LAST NAME  
Law

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**119-1** | Support option 4 for better access to Montclair village

Form Submission

**Response to Comment Letter 119: Scott Law**

119-1. See Master Response #1

## Comment Letter 120: Carrie Modi

Oct 5, 8:29 PM

### Comment Card

FIRST NAME

Carrie modi

LAST NAME

[REDACTED]

PHONE

[REDACTED]

MESSAGE

120-1

I do NOT support replacing the bridge at all. This money would be much better spent by improving the SR13/Moraga Avenue interchange. Don't improve LaSalle/Moraga. That intersection is already relatively small and easy to navigate. But Moraga is an important biking and walk route into Montclair that the state highway system makes unsafe. The use of Bruns bridge is very low - many more people would benefit from multimodal safety improvements on Moraga Avenue instead. This should include a road diet, safe crosswalks and sidewalks, and protected class IV bike lanes into Montclair. This is consistent with Caltrans policy and a much better use of public funding.

Form Submission

## Response to Comment Letter 120: Carrie Modi

120-1. See Master Response #1

## Comment Letter 121: Christine Fry

**From:** Christine R. Fry <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 11:20 AM  
**To:** Mu, Lily@DOT  
**Cc:** Ramachandran, Janani  
**Subject:** Comment on Bruns Court Pedestrian Overcrossing Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Mu,

Thank you for this opportunity to provide input on the Bruns Court Overcrossing project. We appreciate all of the hard work that CalTrans and its partners have put into the early design work and environmental assessment.

Thornhill Community Corridor is a grassroots group of neighbors working to make Thornhill Drive and the surrounding streets of the Montclair neighborhood of Oakland safer for everyone, including people walking, biking, rolling, and driving. We travel on the streets of Montclair, including around the proposed project site, on a daily basis by foot, bike, and car. We see how the built environment promotes dangerous driving and makes it hard to walk and bike for transportation, and we are advocating for a more human-centered streetscape.

121-1 Overall, we strongly recommend that CalTrans not replace the Bruns Court overcrossing. Instead, we would like to see the La Salle and Moraga intersection made safer for walking and biking (Build Alternative 4). We would also like to see the road diet from Build Alternative 3b implemented. As residents of this neighborhood and frequent users of Moraga Avenue and the adjacent Montclair Park, we believe that the primary reason that a pedestrian bridge is currently in place is because Moraga Avenue is such a wide street with fast-moving, dangerous traffic. Moraga Avenue needs to be narrowed to two lanes, to have a bike lane added, and to have a sidewalk that extends the full length of the street between La Salle Avenue and Thornhill Drive. We have been talking to our City Councilmembers about this for several years, and we have been told that this work will be slated for the next re-paving of Moraga in a few years.

We do not believe that CalTrans should build a massive concrete structure that is completely out of scale for the streetscape and that will likely remain in place for decades when the real problem is that Moraga Avenue is too dangerous for people outside of cars. As one neighbor who travels across Highway 13 from the west side of the neighborhood pointed out, the length of the proposed bridge will negate any potential travel short cut advantage that the current bridge may serve, when compared to traveling to Montclair Park via the sidewalk on the La Salle overcrossing.

We would also like to comment on the following sections of the environmental assessment:

- 1.
- 2.
3. Aesthetics
- 4.

The assessment concludes that the build options would have a "Less Than Significant [Impact] with Mitigation Incorporated" on the scenic vista. We believe that CalTrans is understating the aesthetic impact of such a massive structure on the aesthetics of Moraga Avenue and Montclair Park, and we wholeheartedly disagree with this conclusion. As the assessment itself notes, the build options involving the ramp would have "significant visual impact" (page 38). The structure proposed is completely out of scale with the surrounding environment. The proposed landscaping

mitigation would do nothing to eliminate the view of such a massive structure from Montclair Park and from Moraga Avenue. We urge CalTrans to re-evaluate this in consultation with people who actually use this space on a regular basis.

- 2.
- 3.
4. Public services
5. The assessment concludes that the build options would have a "Less Than Significant"
6. impact on public services, including parks. We disagree with this conclusion, as Build Alternatives 3a and 3b, would interfere with park access from the Moraga Avenue side. Build Alternative 3a would remove a significant amount of the safest parking spots
7. (those closest to the park that do not require crossing Moraga Avenue). According to the speakers at the September 26 public meeting, Build Alternative 3b would also remove equivalent amounts of parking. However, the report is not clear about this, and we
8. would like CalTrans to clarify the impact of Build Alternative 3b on parking. Montclair Park draws visitors from across the city, as it is a popular spot for birthday parties and youth soccer leagues. Therefore, parking is an important aspect of park access.
- 9.

Build Alternatives 3a and 3b would also place a massive concrete structure in between the sidewalk, parking, and (if added) bike lane and the park. Structures like the one proposed can be a barrier to access if it creates dark spaces with limited sightlines that can be or can feel dangerous for people to walk under.

- 3.
- 4.
5. Transportation and Traffic
6. The assessment concludes that the build options would, for the most part, have
7. "No Impact" on transportation and traffic. Criterion (a) looks at whether this project would "conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities." Although this
8. project may not seem to conflict with plans or policies on paper, Build Alternatives 2 and 3a conflict with a community desire to have traffic calming measures on Moraga Avenue by simply building a bridge over Moraga without actually addressing the width and
9. dangerous traffic speeds at street level. Build Alternative 3b does include a road diet, but we believe that the bridge is then not necessary because Moraga Avenue becomes safer for pedestrians and bicyclists, particularly if the improvements to La Salle in
10. Build Alternative 4 are implemented.
- 11.
12. Criterion (c) looks at whether this project would "substantially increase hazards
13. due to a design feature...". We believe that Build Alternative 2, placing the overcrossing on the west side of Moraga would increase hazards for users because it would force them to cross Moraga Avenue, a wide street with fast-moving traffic, in order to access
14. Montclair Park. Build Alternative 4 would also increase hazards in access to Montclair Park from the west side of the highway by not addressing the width and traffic speeds of Moraga Avenue. These could be easily addressed through the road diet option in Build

2

15. Alternative 3b.
- 16.
- 17.
- 18.

In closing, we would like to offer our partnership to CalTrans to help develop the solution that is going to best serve the Montclair neighborhood in the long-term. We believe that replacing the Bruns Court Overcrossing with another even bigger bridge is a short-term solution that continues to signal to drivers on Moraga Avenue that speeding and reckless driving is acceptable. We believe that our neighborhood deserves streets that are safe for everyone and none of the current options on the table fully contribute to this goal.

Thank you for the opportunity to comment and please don't hesitate to be in touch if there is a further role that we can play in this process.

Christine Fry, on behalf of Thornhill Community Corridor

## Response to Comment Letter 121: Christine Fry 121-1. See Master Response #1

## Comment Letter 122: Nancy Swanson

**From:** Nancy Swanson <[REDACTED]>  
**Sent:** Friday, October 6, 2023 8:33 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Court Pedestrian Overcrossing

**EXTERNAL EMAIL. Links/attachments may not be safe.**

122-1

Regarding the new pedestrian over crossing at Montclair Park, please create an over crossing extending across highway 13 that would accommodate a safe passage for wildlife as well as people. As I am sure Caltrans is aware, deer and other large mammals are often hit and killed on this stretch of highway. Deer and other wildlife on the highway create an extreme hazard for cars resulting in serious injuries and fatal accidents.

Please keep both humans and wildlife safe by creating an overpass that will allow wildlife as well as humans to safely cross highway 13.

Thank you, Nancy Swanson

## Response to Comment Letter 122: Nancy Swanson

122-1. See Master Response #2. Constructing an additional wildlife crossing is outside the scope of this project. During the planning phase of this project, a Natural Environmental Study (NES) was prepared. This study did not identify the need for an additional wildlife crossing within the project limits.

## Comment Letter 123: Carla Foster

Oct 6, 9:38 AM

### Comment Card

FIRST NAME

Carla

LAST NAME

Foster

EMAIL

[REDACTED]

MESSAGE

123-1

I've lived in the neighborhood for about 25 years on Estates Drive. I vote for the destruction of the Bruns bridge and improvement of the LaSalle bridge. (Alternative 4). There is a tremendous amount of foot traffic on this corridor and it always feels dangerous. I'm often forced into the street to walk around cars when there's no sidewalk, the walking lanes are narrow, bikers bike at their own peril, and the crosswalk at Liggett is downright scary. Additionally, the intersection at Moraga and LaSalle is dangerous and this could also be an opportunity to make it safer with safer "left turn" management in all directions. Much needed!

Form Submission

## Response to Comment Letter 123: Carla Foster

123-1. See Master Response #1

## Comment Letter 124: Dan Krauss

Oct 6, 5:19 PM

### Comment Card

FIRST NAME

Dan

LAST NAME

Krauss

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

124-1

My family and I have made copious use of the Bruns Court pedestrian bridge for many years. And yet given the choice between a new bridge and improved pedestrian safety on La Salle, the choice is easy -- La Salle is a major pedestrian thoroughfare that has for years been urgently in need of protection for pedestrians. It is not a question of 'if' a pedestrian will be hurt or killed on La Salle - it is a question of 'when.' Cars constantly speed through the blind turn at Liggett, often coming within inches of pedestrians (including children walking to/from school). They frequently veer into the narrow pedestrian alley to make room for oncoming traffic. Close calls between cars and pedestrians on La Salle are routine at this point. They should not be. I would hate to think of a future in which a foreseeable death occurs because we did not avail ourselves of the opportunity to correct this urgent problem now, Please make OPTION 4 a reality.

Form Submission

## Response to Comment Letter 124: Dan Krauss

124-1. See Master Response #1

## Comment Letter 125: Jeni Paltiel

From: Jeni P <[REDACTED]>  
Sent: Friday, October 6, 2023 4:48 PM  
To: Mu, Lily@DOT  
Subject: Bruns Court Pedestrian Overcrossing Project comment

EXTERNAL EMAIL. Links/attachments may not be safe.

I'm writing to express my strong support for Build Alternative 4 for the Bruns Court Pedestrian Overcrossing Project.

As someone who has walked on La Salle Avenue between Estates Drive and Moraga Avenue almost every day for the past 25 years, I can confidently say that having sidewalks and safe crosswalks on La Salle would benefit so many more people than any of the pedestrian overcrossing options would. The overcrossing is used by a small number of people, and although I have no doubt they will be very vocal, the expense and impact of rebuilding the overcrossing would benefit so many more people if that same effort and cost was applied to improving the La Salle corridor instead.

125-1

Given that the current sidewalks on La Salle are narrow or non-existent, and that drivers regularly speed down this curvy street, I feel like I'm taking my life in my hands every time I walk along the side of La Salle or attempt to cross it. Improving this corridor would give children safer routes to school and the school buses, help commuters get to the popular bus stops at the corners of La Salle and Moraga, and create better access for shoppers and employees in Montclair Village, as well as benefiting residents throughout the La Salle/Liggett/Estates/Trafalgar area.

Here's why I think all the proposed replacement overcrossing ideas are bad for Montclair:

- Montclair Park already suffers from problems with graffiti and vandalism; building a large ramp along one side that effectively blocks off views of the park will only exacerbate these problems, as well as decreasing the safety of people using the park by hiding them from the street.
- Parking in Montclair Village in general and especially by the park is already limited; any proposal that eliminates parking spaces in this prime location is a disservice to residents and park users. People dropping off and picking up kids at Montclair Elementary need the parking spaces by the park, and those spaces are always full on weekends with people using the park.
- Moraga Avenue traffic is heavy and regularly backs up for several blocks leading up to Thornhill and the Highway 13 N onramp at commute times. Given that this is a major thoroughfare into and out of Montclair and a possible evacuation route in emergencies, removing lanes and narrowing the street seems like an extremely bad idea.

125-2

Of the proposed overcrossing replacement options, the only one that makes any amount of sense is the one located on the west side of Moraga Avenue (#2). You'll hear from people who currently use the overcrossing that crossing Moraga is dangerous, but traffic safety features installed in conjunction with the new overcrossing would benefit many pedestrians, not just those using the overcrossing. (Of course, as noted above, traffic safety features installed along La Salle Avenue would benefit many more people than anything you could install at the overcrossing site.)

Please consider how this project could benefit the most people while creating the least negative impact to our community, and select Alternative 4.

Thank you,  
Jeni Paltiel

## Response to Comment Letter 125: Jeni Paltiel

125-1. See Master Response #1

125-2. The road diet along Moraga Avenue was developed under a recommendation from the City of Oakland. There should be no impact to the on and off ramps at Thornhill Drive.

## Comment Letter 126: Joshua Funamura



### Comment Card

FIRST NAME

Joshua

LAST NAME

Funamura

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

126-1

Almost every day, often multiple times per day, our family with two young children walks from the Liggett-La Salle intersection down La Salle into the Village for school, the park, the railroad trail, to eat, or to shop. Usually with a stroller, we need to walk in the north side of the street, "protected" from traffic by just the white lane line. Eastbound traffic often drives over the center lane markers due to parked cars on the south side of the street, causing eastbound, westbound, and pedestrian traffic to compete for the same 1-1/2 lanes of space. Due to the curve in the road and foliage, the visibility between pedestrians here and westbound traffic is short, including on the crosswalk to Liggett. Drivers are often surprised to see pedestrians. When not with a stroller, we are able to walk along the south side of the street, but the path is a mess of narrow sidewalk, no sidewalk, squeezing by parked cars, and tripping hazards. Our family makes an effort to walk whenever we can, but it often feels perilous to do so. We never take the Bruns Court POC for any practical purpose, since we are starting lower down hill on Liggett.

We favor Alternative 4 because:

- The sidewalks on La Salle would significantly improve walking access to the Village for a larger number of residents, both from the Bruns/La Salle side and those coming through Liggett or Trafalgar. I see the Village being a more common primary destination than the park.
- For the folks that are close to Bruns, the switchbacks or lengthy ramps negate a lot of the "saved" distance to the park or Village that the overpass provides compared to crossing at La Salle.
- It seems unwise to further burden the already-narrow Moraga with the additional width of a ramp.
- Improvements to the Moraga-La Salle intersection are welcome, as crossing Moraga is long and cars turning left onto northbound Moraga often don't see pedestrians intending to cross.

Other notes:

- Others may be proposing a "road diet" for Moraga - we would be concerned about the effect on traffic. The effects of the unprotected left turns that typically clog Moraga at Medau and La Salle would need to be addressed.
- Parking along the park on Moraga is highly utilized for school pickup/dropoff, families and nannies visiting the park, and soccer on weekends, so we think any proposals should keep it.

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I am happy to answer any follow-up questions, please feel free to reach out.

Thank you,  
Joshua Funamura

**Response to Comment Letter 126: Joshua Funamura**  
126-1. See Master Response #1

## Comment Letter 127: Karin Ondricek

Oct 6, 3:13 PM

Comment Card

FIRST NAME  
Karin

LAST NAME  
Ondricek

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**127-1**  
As a longtime Montclair resident who has seen the bridge get very little use, it is a pity that there isn't a fifth option to remove the walking bridge and simply not replace it. All four options presented have greater downside damage than the value the walking bridge provides.

I believe that the La Salle option is the best going forward because the loss of parking would significantly impede use of Montclair park. Parking in Montclair is already difficult and expensive, and there are zero parking options on the opposite side of the park, therefore the only way for citizens to enjoy the park is to park along Moraga road. Any option that eliminates parking will result in a net decrease in utilization of the park. If that park sits unused by families, it could attract greater use by individuals with drug addictions and homeless. Nor would I vote for any option that sacrifices lanes for traffic. Please go with the La Salle option, terminate the project beyond taking down the bridge, or optimize for preserving lanes for driving and parking.

Form Submission

## Response to Comment Letter 127: Karin Ondricek

127-1. See Master Response #1

## Comment Letter 128: Michael Foster

Oct 6, 1:27 PM

Comment Card

FIRST NAME  
Michael

LAST NAME  
Foster

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**128-1**  
Option 4 is the best option for our community

Form Submission

## Response to Comment Letter 128: Michael Foster

128-1. See Master Response #1

## Comment Letter 129: OakDOT

Comments from the City of Oakland, Department of Transportation (OakDOT), on the *Initial Study with Proposed Mitigated Negative Declaration for Bruns Court Pedestrian Overcrossing Project in the City of Oakland* (ALAMEDA COUNTY, CALIFORNIA, DISTRICT 4 – ALA – 13-PM 7.91, EA 04-0P890/ EFIS 0418000023), Prepared by the State of California, Department of Transportation (Caltrans)

Comments prepared by Jason Patton and Stephen Tu, OakDOT, Safe Streets Division and submitted via email to Lily Mu (lily.mu@dot.ca.gov) on Friday, October 6, 2023.

- 129-1
- 1) **OakDOT has no stated preference for a single Build Alternative as currently presented.**  
The purpose of the existing pedestrian overcrossing (POC) is to provide community connectivity to Montclair Park. Residents also utilize the POC to access the Montclair Village retail area. The environmental document evaluates three alternatives: a bridge with a switchback ramp landing between SR-13 and Moraga Avenue (Alternative 2); a bridge with a linear ramp along Montclair Park with two possible configurations for Moraga Avenue (Alternatives 3a and 3b); Build Alternative 4 provides for surface street improvements by diverting pedestrian traffic to the nearby La Salle Avenue Overcrossing to cross SR-13, and improving sections of La Salle Avenue with treatments including pedestrian bulb-outs and sidewalks.
- OakDOT has no stated preference for a single Build Alternative as currently presented. OakDOT supports the refinement of the scope of the environmental document and subsequent decision-making on the project's scope, schedule, and budget to include the following:
- a. If a bridge alternative is selected, OakDOT supports Build Alternative 3B which includes a road diet on Moraga Ave to improve pedestrian/bicyclist safety and to address existing sub-standard travel lane and parking lane widths.
  - b. While OakDOT staff do not support Build Alternative 4 as proposed, OakDOT staff see a significant opportunity for an expanded Build Alternative 4 to improve access between Bruns Ct and Montclair Park and reduce pedestrian exposure to traffic in a manner comparable to a new bridge.
- 129-2
- 2) **OakDOT envisions significant opportunity for an expanded Build Alternative 4.**  
OakDOT would support Caltrans with the following modifications and comments to Build Alternative 4, in addition to the presented improvements, that in OakDOT's view would result in a strongly improved project. These modifications and comments have a basis in neighborhood and community leader support, and would provide enhanced pedestrian access along La Salle Avenue to Montclair Park in a manner comparable to a replacement POC. As currently proposed Build Alternative 4 does not provide sufficient community connectivity between Bruns Court and Montclair Park.
- The modifications and comments are listed as follows, moving from west to east along La Salle Avenue beginning at Bruns Court and south to north along Moraga Avenue beginning at La Salle Avenue:
- 129-3
- a. Include an 8-foot sidewalk along La Salle Avenue from Bruns Court to the La Salle Avenue Overcrossing, in lieu of the presented 5-foot sidewalk. While a sidewalk of any width may require significant coordination with property owners, a wider sidewalk would significantly improve pedestrian access, reduce pedestrian exposure to vehicular traffic, and provide room for features such as street lights, traffic signs, and an existing fire hydrant. OakDOT is understanding of the potential engineering challenges for a sidewalk interfacing with steep residential driveways. Overcoming these challenges may involve a combination of utilizing

existing residential frontage in the right-of-way and building sidewalk into the footprint of the existing roadway.

129-4

b. Parking is currently permitted on La Salle Avenue in the uphill direction from 7pm-7am, and 2-hour parking in the downhill direction from 8am to 6pm, though the street parking is substandard width. While OakDOT is supportive of the removal of street parking on this section of La Salle Avenue, parking changes were not mentioned in Build Alternative 4 as presented and should be communicated to residents as part of this alternative's tradeoffs.

c. OakDOT supports an expanded Build Alternative 4 to include a "due diligence" exploration of a dedicated POC adjacent to La Salle Avenue, including documentation if an adjacent POC is not possible. If an adjacent POC is not possible, OakDOT requests that Caltrans pursue pedestrian access improvements to the La Salle Avenue Overcrossing by incorporating feasible improvements into an expanded Build Alternative 4 and documenting any remaining deficiencies in regard to pedestrian access on the overcrossing.

129-5

d. Add bulbouts to the intersection of Medau Place/Moraga Avenue as is currently proposed for the intersections of La Salle Avenue/Moraga Avenue and La Salle Ave/Liggett Drive.

e. Include a road diet from Moraga Avenue to Thornhill Drive, similar to the concept from Build Alternative 3B. The existing lane configuration does not provide sufficient access for all roadway users, including bicyclists, and presents operational challenges for large vehicles including AC Transit buses. OakDOT acknowledges that the feasibility and design of the road diet is contingent on a traffic study that would need to be completed.

f. Include sidewalk widening along the length of the supermarket garage driveway entrance/exit and loading dock on Moraga Avenue, utilizing space gained from the road diet, to reduce pedestrian exposure and to slow vehicles accessing the garage and loading dock. The intent is to separate elementary school age children from traffic in a manner comparable to the separation provided by the existing POC.

This comment is made in reference to the following sections of the environmental document:

- (PDF page 30): "Widening the sidewalk on the west side of Moraga Avenue between La Salle Avenue and Medau Place; Constructing bulb-outs at the four corners at the intersection of La Salle Avenue and Moraga Avenue to shorten the crossing distance at this intersection; Constructing a 5-foot-wide sidewalk along La Salle Avenue from the intersection of La Salle Avenue and Bruns Court to the La Salle Avenue OC; Installing a Class II bike lane on the uphill direction of La Salle Avenue from the La Salle Avenue OC to Bruns Court."
- (PDF page 31): "Right of Way - PTEC [Permit to Enter and Construct] are anticipated along La Salle Avenue and Moraga Avenue for the local street improvements. ROW acquisitions from the private properties for construction of the 5-foot-wide sidewalk and the bulb-outs will likely be required along the southern side of La Salle Avenue. Coordination with the City of Oakland and the private properties' owners will be needed."
- (PDF page 66): "Land Use Planning – Would the project: a) Physically divide an established community? No impact. The Project would not physically divide an established community. The existing POC set to be demolished was constructed to connect Bruns Court and Montclair Park. All build alternatives propose improvements that retain or enhance connectivity between these two areas, either a new replacement POC under Build Alternatives 2 and 3 or surface street improvements along Bruns Court and La Salle Avenue under Build Alternative 4. There would be no impact."
- (PDF page 80): "Transportation and Traffic – Would the project: a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? No Impact – The Project would not conflict with any local

or regional program, plan, ordinance, or policy addressing transit or bicycle and pedestrian facilities. All Project Build Alternatives would be consistent with local City of Oakland Pedestrian and Bicycle Plans.”

129-6

- 3) **The selected build alternative is a Caltrans Project; Oakland is a Partner.**  
OakDOT understands that the existing POC has reached the end of its design life; that Caltrans will remove the existing POC; and that Caltrans will mitigate for the reduction of community connectivity by building a replacement POC or making improvements to surface streets that connect the touchdowns of the existing POC. While the surface streets are in Oakland’s right-of-way, the selected build alternative is a Caltrans project – it is a necessary component for the project to maintain community connectivity. OakDOT appreciates Caltrans being proactive in addressing the aging Bruns Court POC and will support Caltrans in the completion of its project.

This comment is made in reference to the following sections of the environmental document:

- (PDF page 30): Build Alternative 4 - Local Street Improvements: “It is anticipated that the local street improvements will be performed in partnership with the City of Oakland.”
- (PDF page 31): “ROW acquisitions from the private properties for construction of the 5-foot-wide sidewalk and the bulb-outs will likely be required along the southern side of La Salle Avenue. Coordination with the City of Oakland and the private properties’ owners will be needed.”

129-7

- 4) **Additional comments on Build Alternative 2:** OakDOT does not prefer Build Alternative 2 because of the size of the switchback ramp structure and because of the at-grade crossing of Moraga Avenue. OakDOT policies support the inclusion of a traffic signal at the proposed crossing of Moraga Avenue. If Build Alternative 2 is selected, OakDOT has a strong preference for the at-grade pedestrian crossing to be controlled by a traffic signal.

This comment is made in reference to the following section of the environmental document:

- (PDF page 23): “Traffic control devices will be installed at the existing crosswalk on Moraga Avenue or at a new crosswalk on Moraga Avenue to ensure the safety of the pedestrians crossing Moraga Avenue between the new POC and Montclair Park.”

- 5) **Additional comments on Build Alternatives 3A and 3B:** Clarify the specific parking changes in Build Alternatives 3A and 3B. While OakDOT is supportive of the potential for parking loss to accommodate a POC, the quantity and location of the parking loss – as well as the underlying design assumptions – should be documented and communicated as part of the alternatives’ analyses.

This comment is made in reference to the following sections of the environmental document:

- (PDF page 25): “Alternative 3a will involve the take of approximately 20 parking spaces along the east side of Moraga Avenue and approximately 6 parking spaces along the west side of Moraga Avenue.”

129-8

- 6) **Coordination with Community Stakeholders:** OakDOT appreciates Caltrans’ coordination with community stakeholders as described in Chapter 3 “Comments and Coordination.” OakDOT looks forward to continued partnership with Caltrans in working with community stakeholders on the selected build alternative.

129-9

7) **Temporary Traffic Control and Staging:** OakDOT has strict policies on maintaining pedestrian and bicyclist access at construction zones. This may require Caltrans to have more extensive temporary traffic control than might otherwise be anticipated. See information at the bottom of this page (Construction Zones): <https://www.oaklandca.gov/resources/oakland-bicycle-facility-design-guidelines>. OakDOT supports Caltrans coordination with OakDOT to determine an appropriate pedestrian detour for any temporary sidewalk closure on Moraga Avenue. The presumption is that sidewalks and bicycle lanes remain open during construction. This may require the closure of travel lanes, creating temporary pedestrian walkways and bike lanes, and/or deploying flaggers. Specifically, the sidewalk on the west side of Moraga Avenue does not have sufficient width to provide a pedestrian detour route. Temporary sidewalk closures on the east side of Moraga Ave may require a temporary pedestrian path of travel within the carriageway of Moraga Ave.

Additionally, Figure 1-7 on page 18 of the PDF document shows a construction staging area that includes Moraga Ave from Medau Place to La Salle Avenue and includes the La Salle Avenue Overcrossing. While Build Alternative 4 would include construction in these areas, the extent and duration of road closures in these locations should be minimized to accommodate regular traffic patterns. Construction staging should be conducted in less disruptive locations.

This comment is made in reference to the following sections of the environmental document:

- (PDF page 20): Figure 1-7. Alternative 4 Overview
- (PDF page 22): "Traffic Impacts - A detour will be required for the demolition of the bridge as part of all build alternatives. A full road closure for SR-13 may be required for the demolition of the span over the highway. Moraga Avenue will be used as a detour route. A full road closure of Moraga Avenue may be required for the demolition of the span over that road."
- (PDF page 24): "Traffic Impacts - Erection of the precast bridge girders may be staged to avoid simultaneous closures of both directions of SR-13. Staged closures of SR-13 and Moraga Avenue are anticipated for Alternative 2. Shoulder closures along SR-13 are anticipated for constructing the middle bents of the new bridge. Temporary closure will be required along the sidewalk of Moraga Avenue adjacent to Montclair Park. Pedestrian traffic will be required to shift to the other side of Moraga Avenue."
- (PDF page 26): "Traffic Impacts - Staged closures of SR-13 and Moraga Avenue are anticipated for Alternative 3. Shoulder closures along SR-13 are anticipated for constructing the middle bents of the new bridge. Temporary closure will be required along the sidewalk of Moraga Avenue adjacent to Montclair Park. Pedestrian traffic to the other side of Moraga Avenue will be required."
- (PDF page 31): "Traffic Impacts - Temporary sidewalk closure will be required for construction of the sidewalk and bulbouts. Detours of the pedestrian traffic to the other side of Moraga Avenue and La Salle Avenue will be required."

129-10

8) **Environmental Impacts:** Clarify the identification of noise receptors on La Salle Avenue to provide explanation why some but not all houses were identified as noise receptors.

This comment is made in reference to the following sections of the environmental document:

- (PDF page 69) Figures 2-19 (Location of Project area, and nearby Sensitive Receptors along SR-13.) and 2-20 (Location of Project area, and nearby Sensitive Receptors along La Salle Ave.)

129-11

9) **Minor Corrections:**

- a. Normalize the page numbers throughout the document, which lose consistency on PDF page 73.
- b. (PDF page 30) Figure 1-14 Lane widths under Alternatives 3a and 3b. The figure depicts Build Alternative 3A as the road diet alternative and Build Alternative 3B as the retained travel lanes alternative with parking impacts. These are reversed in the figure from what is described in the text of the alternatives.

## Response to Comment Letter 129: OakDOT

129-1. See Master Response #1

129-2. All suggested modifications to Build Alternative 4 will be studied further prior to implementation. Caltrans will continue to work in partnership with the City of Oakland during the study of these recommendations.

129-3. See Master Response #2

129-4. As a result of the proposed safety improvements, a few parking spaces may be removed along La Salle Avenue and Moraga Avenue. The number of spaces lost will be



determined during the final design phase. Parking removal will be significantly less than that proposed in Build Alternative 3a and 3b.

129-5. In the next phase of the project development process, Caltrans will collaborate with the City of Oakland to further refine the project features included in Alternative 4. The addition of a pedestrian bridge would require a supplemental Project Report.

129-6. Caltrans anticipates the development of a cooperative agreement with the City of Oakland during Design phase.

129-7. See Master Response #2

129-8. Caltrans likewise looks forward to continued partnership with the City of Oakland during the next phases of project development.

129-9. Further discussion and cooperation with the City of Oakland regarding traffic control and staging will follow during the design and construction phases of this project.

129-10. Caltrans generally does not include all receptors in the study. It is Caltrans procedure to select a few typical receptors along the project limits with the rest are covered under hypothetical locations.

129-11. These corrections have been made within the document.

### Comment Letter 130: Richard Morehead

Oct 6, 8:45 PM

#### Comment Card

FIRST NAME

Richard

LAST NAME

Morehead

EMAIL

[REDACTED]

MESSAGE

130-1

This is an opportunity to correct long standing problems with this part of highway 13. The obvious risk to both pedestrians and cars confronting large animals should be addressed in the design of this structure. It would be silly to go to the expense of creating a structure without addressing past problems and taking steps to alleviate them.

Form Submission

### Response to Comment Letter 130: Richard Morehead

130-1. See Master Response #1. Constructing an additional wildlife crossing is outside the scope of this project. During the planning phase of this project, a Natural Environmental Study (NES) was prepared. This study did not identify the need for an additional wildlife crossing within the project limits.

### Comment Letter 131: Milan Stolicny

October 7, 2023

- **Caller:** [REDACTED]
  - **Timestamp:** 10/7/2023 5:30:44 PM PST
  - **Transcript:** "Hello guys, My name is Milan Stolicny, and I'm calling regarding the replacement of the Bruns Court pedestrian bridge. We have two children and live on LaSalle Avenue, LaSalle and Boot Drive and how children are using this bridge daily okay. One goes to Montclair Elementary. And one child drives from

131-1



## Voicemail Transcripts

older middle school, where the bus drops them under the bridge and then he safely walks over the bridge. And, you know, many families will use this bridge to and we just think the LaSalle Avenue is not a safe place to walk for children up from Moraga Avenue. And, so, we would love the option three, to replace this bridge, please. And able to really throw the whole system view for our kids and family on the line, and it will be afraid to let's keep calm. Thank you, guys. Milan Stolicny. reach me at [REDACTED] Thank you, Bye."

### Response to Comment Letter 131: Milan Stolicny

131-1. See Master Response #2. Pedestrian access and safety improvements proposed as part of the preferred alternative will add sidewalks along La Salle Avenue and improve the sidewalks along Moraga Avenue. Precise details will be refined during the design phase of this project in coordination with the City of Oakland and local transit agencies.

### Comment Letter 132: Daniel Shoup

Oct 7, 3:51 PM

### Comment Card

FIRST NAME

Daniel

LAST NAME

Shoup

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

132-1

Our family lives on Bullard Drive and uses the Bruns Court POC several times a week to walk our children to Montclair Elementary School and to access Montclair Park. In my experience a large number I wanted to express support for alternative 3b (ramp on east side of Moraga with road diet) for the following reasons:

- The ramp would provide direct access to the park, not requiring crossing a dangerous, high-speed road.
- The end of the ramp is close to the entrance for Montclair Elementary, for kids who are headed to school.
- Narrowing Moraga to 2 lanes in this area would have a beneficial traffic-calming effect. People begin to accelerate at the park area in anticipation of entering the freeway, often getting up to 30-35 mph. Others are slowing down to look for parking for the park. This can create dangerous traffic conflicts at times.

I see shortcomings in the other alternatives:

- Alternative 2, where the ramp touches down on the west (Hwy 13) side of Moraga, requires pedestrians (including small children) to cross a dangerous, high-speed road without a proper stop sign or signal. People drive 30-35 mph on this road and it doesn't feel safe to cross during morning commute hours.
- Alternative 4 would add sidewalk improvements only as far as Bruns Court. It would not address the unsafe walking conditions further up LaSalle.
- Alternative 3A (removing parking along Montclair Park) would impact families that use the park and parents dropping off kids at school. Access to parking there has been essential in ensuring a smooth drop-off for Montclair Elementary; redirecting more of the park drop off to the Mountain Boulevard entrance to the school would create serious traffic impacts on a very narrow residential street. The parking is very heavily used by park visitors, especially on weekends, and there is not a good alternative parking location. Parking on the west side of Moraga is unsafe for families with small children/strollers due to traffic speeds and lack of crossing facilities.

132-2

Form Submission

### Response to Comment Letter 132: Daniel Shoup

132-1. See Master Response #2.

132-2. As a result of the proposed safety improvements, a few parking spaces may be removed along La Salle Avenue and Moraga Avenue. The number of spaces lost will be determined during the final design phase. Parking removal will be significantly less than that proposed in Build Alternative 3a and 3b.

### Comment Letter 133: Phing Yam

**From:** Phing Yam <[REDACTED]>  
**Sent:** Saturday, October 7, 2023 5:00 PM  
**To:** Mu, Lily@DOT  
**Subject:** BRUNS CT POC

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Lily,

133-1 | I am voting for option 3B.

Thank you,  
Phing Yamamoto

### Response to Comment Letter 133: Phing Yam

133-1. See Master Response #2

## Comment Letter 134: Ryan Yamamoto

**From:** Ryan Yamamoto <[REDACTED]>  
**Sent:** Saturday, October 7, 2023 4:14 PM  
**To:** Mu, Lily@DOT  
**Subject:** BRUNS CT POC

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Lily,

134-1 | I am voting for option 3B.

Thank you,  
Ryan Yamamoto

## Response to Comment Letter 134: Ryan Yamamoto

134-1. See Master Response #2

## Comment Letter 135: Ralph

- **Caller:** [REDACTED]
  - **Timestamp:** 10/7/2023 8:33:28 PM PST
  - **Transcript:** "Hi, my name is Ralph. Not quite sure how to vote but I vote for number 4. Thanks"

135-1 |

## Response to Comment Letter 135: Ralph

135-1. See Master Response #1

## Comment Letter 136: David Martin

October 8, 2023

- **Caller:** [REDACTED]
  - **Timestamp:** 10/8/2023 11:05:12 AM PST
  - **Transcript:** "Hello, My name is David Martin and I'm a resident who lives near Montclair. I was calling to support alternative number 4, for the Pedestrian Over Crossing Project. I walk my children to school, every weekday, and I see lots of kids using the LaSalle intersection at Moraga, and I see maybe 1 or 2 that use the pedestrian over crossing, which I think improving the LaSalle intersection would be a lot more beneficial than the negative impact of replacing the pedestrian bridge. And impacting the number of lanes on Moraga and the number of parking spots. Every weekend, those parking spots are full with people using the park, and I think that the few people who benefit by the over crossing is outweighed by the negative impact on the people using the park and anything you can do to impact and improve the LaSalle intersection would be really fantastic. I think that alternate 4 could be improved. I think that you could widen the intersection as the bridge dived into Moraga, I'm sure that the cost of the pedestrian over crossing could be some of those costs could be used by widening the bridge slightly maybe at its termination at Moraga. But, please, alternative 4, thank you very much. David Martin, [REDACTED]"

136-1 |

## Response to Comment Letter 136: David Martin

136-1. See Master Response #1

### Comment Letter 137: Joe Footer

- Caller: [REDACTED]
  - Timestamp: 10/8/2023 12:32:40 PM PST
  - Transcript: "Hello, my name is Joe Footer. I live on Trivago Place. I walk my son to school every single day along LaSalle. I'm in a wheelchair and I would greatly benefit from that LaSalle to Moraga freeway being improved. Like I said, every single day I walk my son to school in a wheelchair and I really want that improved, thank you so much."

### Response to Comment Letter 137: Joe Footer

137-1. See Master Response #1

### Comment Letter 138: Barbara Capriato

Oct 7, 9:40 AM

Comment Card

FIRST NAME  
Barbara

LAST NAME  
Capriato

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
138-1  
I Vote for improving pedestrian access on La Salle.  
A couple reasons for that is I find few people walk the bridge.  
Cost comes to mind . And the longer disruption on Moraga will be a mess

Form Submission

### Response to Comment Letter 138: Barbara Capriato

138-1. See Master Response #1

## Comment Letter 139: Gene Lau

**From:** Gene Lau <[REDACTED]>  
**Sent:** Saturday, October 7, 2023 9:20 PM  
**To:** Mu, Lily@DOT  
**Cc:** jpatton@oaklandca.gov; district4@oaklandca.gov  
**Subject:** Caltran Proposals for Route 13 pedestrian bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu, Mr. Patton and Ms Ramachandran,

As a 30+ years resident of Montclair, I strongly support "Alternative 4" proposed by Caltrans as an alternative to replacement of the pedestrian bridge over HWY 13.

139-1 I've walk down to the Montclair village from Estates Drive and have taken both the pedestrian bridge and along Lasalle Ave and Alternative would greatly enhance the pedestrian safety along LaSalle to Mountain Blvd.

In addition, the pedestrian overpass over Hwy 13 is rarely used and would not justify the great expense of constructing a new, elaborate and expensive bridge.

Respectfully submitted,

## Response to Comment Letter 139: Gene Lau 139-1. See Master Response #1

**Comment Letter 140: Gloria Herrera**

Oct 7, 11:43 AM

Comment Card

FIRST NAME

Gloria

LAST NAME

Herrera

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

140-1

I support Alternative 4: improve La Salle and do not replace existing bridge.  
This will make make both Moraga and LaSalle safer for people. Thanks.

Form Submission

**Response to Comment Letter 140: Gloria Herrera**

140-1. See Master Response #1



**Comment Letter 141: Jeff Mojcher**

Oct 7, 9:34 AM

**Comment Card**

FIRST NAME  
Jeff

LAST NAME  
Mojcher

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**141-1**  
I prefer improving pedestrian access on Lasalle

Form Submission

**Response to Comment Letter 141: Jeff Mojcher**

141-1. See Master Response #1

## Comment Letter 142: Jennifer Klatt

Oct 7, 12:33 PM

### Comment Card

FIRST NAME

Jennifer

LAST NAME

Klatt

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

142-1

I strongly support POC Alternative 4. This alternative will increase safety and provide much improved access to the Village. Currently, walking on this portion of LaSalle seems quite dangerous. Providing traditional sidewalks will not only alleviate much of the danger but will also encourage more residents to walk to the village rather than drive.

Form Submission

## Response to Comment Letter 142: Jennifer Klatt

142-1. See Master Response #1

## Comment Letter 143: Roland Quong

**From:** Roland Quong <[REDACTED]>  
**Sent:** Saturday, October 7, 2023 9:19 PM  
**To:** Mu, Lily@DOT  
**Cc:** ipatton@oakland.gov  
**Subject:** Bruns Court, Alternative 4

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Ms. Mu, Ms. Ramachandran and Mr. Patton:

Please know that as a Montclair resident, we strongly support “Alternative 4” currently being proposed by Caltrans as an alternative to replacing the

pedestrian overcrossing from Montclair Park to Bruns Court. This would include:

1. Demolishing the existing overcrossing, without replacement.
2. Improving the La Salle corridor to upgrade pedestrian features including sidewalks from the La Salle overcrossing at Rte.13 at least to Bruns Court.
3. We support Alternative 4 even if, ideally, the overcrossing were to be retained without significant expansion and cost.

Respectfully submitted,

**Response to Comment Letter 143: Roland Quong**  
143-1. See Master Response #1

## Comment Letter 144: Victoria Nelson

Oct 7, 9:43 PM

Comment Card

FIRST NAME  
Victoria

LAST NAME  
Nelson

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE

144-1  
I'm a resident of Montclair living in Thornhill canyon. After reviewing the alternatives drawn up by Cal Trans, I'm in favor of making the LaSalle bridge over 13 more pedestrian and bike friendly (option 4) rather than rebuild the existing bridge with an extremely long ramp, particularly if it means removing parking spaces on the east side, which is family friendly. I have a young child, and it's very nice to enter Montclair park without having to cross Moraga. A second choice would be the option of the king ramp + road diet (option 3b), as it retains those parking spaces and might also calm traffic on that stretch.

I am myself able bodied but it does also seem like less effort for someone with a physical impairment to negotiate a better crossing at LaSalle than to traverse a very long and ultimately very high ramp. A wider sidewalk if possible would be nice.

Thank you.

## Response to Comment Letter 144: Victoria Nelson

144-1. See Master Response #1

## Comment Letter 145: Mary Bunzel

**From:** Mary Bunzel <[REDACTED]>  
**Sent:** Saturday, October 7, 2023 10:30 AM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Ct Bridge Oakland

**EXTERNAL EMAIL.** Links/attachments may not be safe.

145-1 We live on Estates Drive Oakland and walk to Montclair 4-6 times a week. We prefer to keep the bridge to avoid fast drivers and the steep La Salle walk. Our neighbors with school children do not want their young children to walk the dangerous La Salle Avenue.  
We request to have both options #3 bridge and improvement of La Salle walkway. Our neighborhood uses both to enter Montclair. We expect an unfortunate car-pedestrian accident due to no stop signs or speed bumps with the heavy traffic on La Salle.

Mary and Rob Bunzel [REDACTED] Oakland 94611

## Response to Comment Letter 145: Mary Bunzel

145-1. See Master Response #1

## Comment Letter 146: Rebeca Lai

Oct 7, 8:18 PM

### Comment Card

FIRST NAME

Rebeca

LAST NAME

Lai

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

146-1 I am not in favor of building a huge bridge here. I would rather the funds be used to make the existing walkways more accessible and safe for everyone.

Form Submission

**Response to Comment Letter 146: Rebeca Lai**  
146-1. See Master Response #1

**Comment Letter 147: Janice Jagelski**

**From:** Janice Jagelski <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 8:07 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns ct Oakland

EXTERNAL EMAIL. Links/attachments may not be safe.

147-1 | Keep pedestrian bridge on Bruns improve access La Salle

Sent from my iPhone

**Response to Comment Letter 147: Janice Jagelski**  
147-1. See Master Response #1

**Comment Letter 148: Molly Natsues**

**From:** molly natsues <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 7:30 PM  
**To:** Mu, Lily@DOT  
**Subject:** BRUNS CT POC

EXTERNAL EMAIL. Links/attachments may not be safe.

148-1 | My vote is Option 1:  
Bridge w/Zig Zag ramps. Comes down on freeway side of Moraga, across from park.  
New crosswalk is added to Moraga so pedestrians can get to and from ramp.

Molly

**Molly Natsues**

m: [REDACTED]

a: [REDACTED]

Oakland, California 94611

**Response to Comment Letter 148: Molly Natsues**  
148-1. See Master Response #2

**Comment Letter 149: Cecilia Wogan-Silva**

**From:** Cecelia Wogan-Silva [REDACTED]  
**Sent:** Sunday, October 8, 2023 6:16 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Ct POC Project Comments

**EXTERNAL EMAIL. Links/attachments may not be safe.**

Hello Lily,

My name is Cecelia Wogan-Silva and I live on Bruns Ct in Oakland. I'm writing to share thoughts on the proposed Caltrans options after the existing pedestrian bridge is taken down.

TLDR: I'd favor a POC /bridge that replaces what we have now. But it cannot come at the expense of parking and traffic flow which will make traffic and pedestrian safety in Montclair far worse for everyone. While Alt #4 (La Salle & Moraga redirect) is my least favorite option, please consider significant intersection upgrades noted below if things end up going that way.

**Here's why #4 (redirect to La Salle) is my least favorite in current form**

There's not enough detail about the commitments /plans for fixing the intersection at La Salle & Moraga yet. And it's still not a "car free" option for kids/pedestrians to safely get across Hwy 13.

- The intersection at La Salle & Moraga might not have had many recorded deaths but I see near misses and crashes regularly with cars, AC Transit, and pedestrians. A friend was permanently brain damaged when a truck missed seeing her in that crosswalk, and she had the white walk signal.
- The proposed "after" photos on the Caltrans website for this option only show brighter painted cross walks and I don't think that's enough. (and even if it were, The City of Oakland hasn't maintained cross walks on La Salle effectively in the past.)
- The crosswalks could be accompanied by "walk only" (no cars move) signals.
- The traffic light should have left-turn arrows in all directions.
- When the current one-block bridge between Trafalgar to Moraga was "fixed" a few years back, it eliminated a critical right turning lane while adding an unnecessary sidewalk. It should be redone properly. Suggestion: Create right and left turning lanes when driving east. Add a flashing, tactile crosswalk at Trafalgar to cross from south to north side of La Salle -- redirecting more foot traffic onto the north side of intersection.
- I'd favor saving the eminent domain hassles and CalTrans money on a La Salle sidewalk. Instead put in "red bumpers/drums/delineators" on the current La Salle walk lane, add tactile walkways, add tactile cross walks with flashers at Trafalgar and Liggett, and pour investment into really good bridge/intersection fixes and signals as noted above.

If this option is selected ultimately, please consider the above notes and please replace the Eucalyptus trees on Bruns Ct. anyway.

**I support a new POC, but not in any designs proposed**

A bridge from Bruns to the Park /Village area is a wonderful way to encourage more walking for the coming generations. Replacing the Eucalyptus on Caltrans property would be great. And the POC is a good emergency escape option. However...

1

There must be a way for residents to convey to the Parks Dept that we prefer to lose a bit of square footage for the POC ramp on its western edge. Putting the ramp inside the under-managed park is far better than depressing overall Park usage, reducing local parking and drastically diminishing Montclair Village street safety.

- Ramps from POC that use up parking or traffic lanes will mean that the park becomes highly inaccessible for all (no /less parking). Why have a park preserved that is hard to enjoy because of traffic and parking challenges?
- The Montclair Elementary School and Park will become less accessible on both sides with less space to drive and park. Many parents park on Moraga to get their kids to/from the school or the Rec dept. and this option will disappear, adding even more people to the Mountain Blvd. side.
- Moraga traffic diets will create awful jams. Thornhill intersection is already crowded. It backs up Moraga Ave well past the rec center on most mornings.
- I suspect that with Moraga backed up and no option to park, traffic will dramatically shift to Mountain Blvd. making things far less safe in Montclair village and near the school.

So I vote for a bridge & ramp that doesn't diminish parking or traffic on Moraga. None of the current options work exactly and I think we/CalTrans/City/citizens need to revisit.

**I'd like to help you all find a solution, not just the one I favor.**

I can help coordinate additional inputs/signatures for the Parks Dept to consider solutions for parking, traffic and environmental preservation. I can similarly gather inputs for a safe LaSalle Moraga intersection and bridge. If there's anything else, please just let me know.

Thanks,  
Cecelia Wogan-Silva

## Response to Comment Letter 149: Cecilia Wogan-Silva

149-1. See Master Response #2

149-2. Replacement planting will be implemented, where feasible and where it meets safety standards, to restore the visual quality at the project site. The Eucalyptus trees will be replaced with tree species that restore the visual quality and are site appropriate.

149-3. Additional safety considerations will be analyzed and refined during the design phase of this project. The project team will take all input into account.

During the planning phase of this project, the original Build Alternative 3 was developed to place an ADA-compliant ramp within Montclair Park. However, after careful analysis and input from the public, Caltrans and the City of Oakland discovered that the ADA ramp within the park would cause two issues: 1) the structure in the public park would require an individual Section 4(f)\* evaluation; and 2) the Oakland Parks, Recreation, and Youth Department felt the structure within the park would restrict activities within the park area. The department noted that this park is regularly used by children, youth, and other members of the public and is highly valued by the community.

\*Section 4(f) of the U.S. Department of Transportation Act of 1966 seeks to protect publicly owned parks and recreation areas, wildlife refuges, and historic sites that are eligible for the National Register of Historic Places.

## Comment Letter 150: Jane Leroe

**From:** Jane Leroe <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 6:18 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

150-1 We need the bridge so children who live up on La Salle can walk safely to school and /or for people to get to the park and village. There is no way to safely walk down to Moraga from the portion of La Salle from Bruns Ct. If the bridge is removed, people will be forced to walk around the winding street where there are no sidewalks or walking paths on the street. This bridge is important to the neighborhood.

## Response to Comment Letter 150: Jane Leroe

150-1. See Master Response #2

## Comment Letter 151: Unnamed Voicemail

- **Caller:** [REDACTED]
  - **Timestamp:** 10/8/2023 5:06:59 PM PST
  - **Transcript:** "Hi. I am voting for 3A, the bridge with the ramp, we might have to remove parking. But that's OK. 3A is better. We need that Bridge on Bruns, children have to get the school Thank you."

## Response to Comment Letter 151: Unnamed Voicemail

151-1. See Master Response 151



## Comment Letter 152: ?

- **Caller:** [REDACTED]
  - **Timestamp:** 10/8/2023 5:11:22 PM PST
  - **Transcript:** "Yes, I am calling in connection with the Bruns Court Pedestrian Bridge Project, and I want to vote for option 3A, because my family and friends

152-1



## Voicemail Transcripts

use that bridge all the time. And we'd like to continue using that, rather than having to come down and travel farther, to get to the school. Thank you very much."

## Response to Comment Letter 152: Unnamed Voicemail

152-1. See Mater Response #2

## Comment Letter 153: Unnamed Voicemail

- **Caller:** [REDACTED]
  - **Timestamp:** 10/8/2023 7:08:50 PM PST
  - **Transcript:** "Hi. Good evening, and thank you for the opportunity to comment, I just want to note that I want to keep the Bruns Court Bridge. I would like to vote for 3A, that is, I'd like to keep the Bruns Court Bridge. Thank you again for the opportunity to comment."

153-1

## Response to Comment Letter 153: Unnamed Voicemail

153-1. See Master Response #2

## Comment Letter 154: Elizabeth Barnes

- **Caller:** [REDACTED]
  - **Timestamp:** 10/8/2023 7:23:04 PM PST
  - **Transcript:** "Hi there. This is Elizabeth Barnes and I am a residence on Bruns Court and I am leaving my feedback regarding the pedestrian bridge and I would like option 3A, which is a bridge with a long ramp and removing parking. My understanding is that this feedback needs to be provided by today's date, which is October 6th. And then I can call this number to submit my opinion. So, again, I would like a bridge with a long ramp and removing parking. Thank you. My telephone number is [REDACTED] and I am a long time residence at [REDACTED] Bruns Court in Oakland. Thank you. Bye for now."

154-1

**Response to Comment Letter 154: Elizabeth Barnes**  
154-1. See Master Response #2

**Comment Letter 155: ?**

- Caller: [REDACTED]
  - Timestamp: 10/8/2023 9:16:03 PM PST
  - Transcript: "Hi. I wanted just to make sure that my vote counted or what I wanted. So I want A3. I really think it's important that kids are getting to school, and that overpass is there. It's so hard, if it's, you know, the other bridges, it just takes a long for a family to have to live, you know, right there, and can get down into Montclair really fast and easily. So, A3. Thank you so much."

155-1

**Response to Comment Letter 155: Unnamed Voicemail**  
155-1. See Master Response #2

**Comment Letter 156: Unnamed Voicemail**

- Caller: [REDACTED]
  - Timestamp: 10/8/2023 9:17:45 PM PST
  - Transcript: "A3. We want A3. Thank you."

156-1

**Response to Comment Letter 156: Unnamed Voicemail**  
156-1. See Master Response #2

**Comment Letter 157: Peter Munoz**

**From:** peter munoz <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 6:23 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Court bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

157-1 | I vote for 3A. Keep the bridge. It's important to provide access to the park and school from upper LaSalle Ave. and Estates Drive.

**Response to Comment Letter 157: Peter Munoz**  
157-1. See Master Response #2

## Comment Letter 158: Unnamed Voicemail

- **Caller:** [REDACTED]
- **Timestamp:** 10/8/2023 4:52:25 PM PST
- **Transcript:** "I vote for number three. The bridge with the long ramp, so you don't have to cross Moraga. That's a death. That's a horribly scary street for people to cross, especially in a wheelchair, so three, the long ramp and remove parking if necessary. Replace the bridge. All of that, number three. Number four, I think if you put a sidewalk down LaSalle, that is a steeper grade, then you'll make the ramps. So, I don't get how 4 works, that's ridiculous. Anyway, that's my opinion, hoping for the bridge. Also, why can't the bridge have a circular ramp, like other ones I've seen in Oakland on each end, like Corkscrew, instead of making at 700 feet long, why doesn't make a spiral? Alright, thank you, Bye."

158-1

## Response to Comment Letter 158: Unnamed Voicemail

158-1. See Master Response #2

## Comment Letter 159: Larry Shields

**From:** Larry Shields <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 1:42 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Court Bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Ms. Mu,

My family has lived in the Montclair district since 1975. We have been safely using the pedestrian bridge between Bruns Court and the Montclair Park these 48 years.

159-1 My initial comment is that assertions of seismic instability and inadequate vertical clearance are certainly exaggerated and probably untrue. Therefore, the community would be best served by leaving things as they are.

However, knowing how governmental agencies work, it is clear that CalTrans and your DOT are still going to proceed with this unnecessary proposal. Therefore, of the alternatives you present, we would prefer the long ramp to the park side of Moraga.

Thank you,  
Larry and Crystal Shields

## Response to Comment Letter 159: Larry Shields

159-1. See Master Response #2. The existing POC was determined to be seismically deficient by the Caltrans Office of Structure Maintenance and Investigation and the Office of Earthquake Engineering. The bridge is unable to be retrofitted and made Americans with Disability Act (ADA) compliant.

## Comment Letter 160: Rachel Osajima

Oct 8, 8:27 PM

### Comment Card

FIRST NAME

Rachel

LAST NAME

Osajima

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

160-1

Thank you for this opportunity to submit comments. I live on La Salle Ave near Estates Drive. I have used the Bruns Court pedestrian over-crossing throughout the 50+ years I have lived here. I have two children who attended Montclair Elementary School. I and my family have walked over the pedestrian bridge when going to and from the school, the park, the Montclair business district, and community events. I believe the Bruns Court pedestrian over-crossing needs to be replaced with a new pedestrian over-crossing and the landing must be in or adjacent to the park and that no parking spacing should be removed along Moraga. In regard to the proposed options, I am most in favor of Alternative 3 but believe that it must not take away parking spaces on Moraga Ave. (Please note - your project descriptions do not clearly illustrate the impact to the parking spaces. This information should be presented more clearly).

160-2

All the proposed options do not consider or address all of the factors involved in this project. It is essential that the over-crossing ensures a safe location for the users to arrive at the park area. The landing cannot be between the freeway and Moraga Ave because walking over Moraga in a crosswalk to get to the Park is not a safe option for people of all ages but especially for families, children, and older people. The current parking spaces are essential to the functionality of the park. The parking spaces are the main area that Park visitors use to access the park. There are very limited alternative parking options in the area. The other current uses include the mornings when families park on Moraga to then drop off or walk their children through the park to Montclair Elementary School. These parking spaces are also used by people who work in the Montclair business area and people who park their cars and then take the AC Transit bus. If the parking spaces are removed, this would cause an extremely serious problem with the automobile use of Mountain Blvd and therefore would create an extremely serious problem for Montclair School, the Montclair business district, and the residents on Mountain Blvd and the whole area around Colton Blvd and Thornhill Drive.

I believe that we collectively need to work with the Park leadership to allow the use of some park area for the pedestrian over-crossing landing. I would like to work with Caltrans and the City of Oakland to meet with the leadership who decides on the use of the Park land to help determine the best outcome for all of the issues involved. I believe that there is strong community support to use some of the Park land for this project. Thank you.

160-3

 Form Submission

### **Response to Comment Letter 160: Rachel Osajima**

160-1. See Master Response #2

160-2. As a result of the proposed safety improvements, a few parking spaces may be removed along La Salle Avenue and Moraga Avenue. The number of spaces lost will be determined during the final design phase. Parking removal will be significantly less than that proposed in Build Alternative 3a and 3b.

160-3. During the planning phase of this project, the original Build Alternative 3 was developed to place an ADA-compliant ramp within Montclair Park. However, after careful analysis and input from the public, Caltrans and the City of Oakland discovered that the ADA ramp within the park would cause two issues: 1) the structure in the public park would require an individual Section 4(f)\* evaluation; and 2) the Oakland Parks, Recreation, and Youth Department felt the structure within the park would restrict activities within the park area. The department noted that this park is regularly used by children, youth, and other members of the public and is highly valued by the community.

\*Section 4(f) of the U.S. Department of Transportation Act of 1966 seeks to protect publicly owned parks and recreation areas, wildlife refuges, and historic sites that are eligible for the National Register of Historic Places.

## Comment Letter 161: Rita Crudo

Oct 8, 7:40 PM

### Comment Card

FIRST NAME

Rita

LAST NAME

Crudo

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

161-1

we vote for #3 . please replace the Bruns Court bridge and have it go directly into montclair park. too many pedestrians to do away with the Bruns Court access and La Salle Ave is very dangerous for families going to the park.

Form Submission

### Response to Comment Letter 161: Rita Crudo

**161-1.** See Master Response #2. During the planning phase of this project, the original Build Alternative 3 was developed to place an ADA-compliant ramp within Montclair Park. However, after careful analysis and input from the public, Caltrans and the City of Oakland discovered that the ADA ramp within the park would cause two issues: 1) the structure in the public park would require an individual Section 4(f)\* evaluation; and 2) the Oakland Parks, Recreation, and Youth Department felt the structure within the park would restrict activities within the park area. The department noted that this park is regularly used by children, youth, and other members of the public and is highly valued by the community.

\*Section 4(f) of the U.S. Department of Transportation Act of 1966 seeks to protect publicly owned parks and recreation areas, wildlife refuges, and historic sites that are eligible for the National Register of Historic Places.

## Comment Letter 162: Kim Cardoso

**From:** Kim Cardoso <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 2:11 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Ct POC

EXTERNAL EMAIL. Links/attachments may not be safe.

162-1 I am writing to add my comments to the community dialogue on the upcoming changes for the Bruns Court pedestrian bridge. While I am not excited about any of the options, my vote would be for the bridge with a long ramp ending at the park side of Moraga. I believe that Caltrans needs to work with the parks department to allow for a landing IN the park. The negative impact of reducing parking or a driving lane would be widespread. The other two options require foot crossing over Moraga, neither of which are safe at either location. I believe that a long ramp could be creatively designed to replace and incorporate the tall ball fence that is currently where the park meets Moraga.

Thank you for accepting my comment.

Kim Cardoso

## Response to Comment Letter 162: Kim Cardoso

162-1. See Master Response 2. During the planning phase of this project, the original Build Alternative 3 was developed to place an ADA-compliant ramp within Montclair Park. However, after careful analysis and input from the public, Caltrans and the City of Oakland discovered that the ADA ramp within the park would cause two issues: 1) the structure in the public park would require an individual Section 4(f)\* evaluation; and 2) the Oakland Parks, Recreation, and Youth Department felt the structure within the park would restrict activities within the park area. The department noted that this park is regularly used by children, youth, and other members of the public and is highly valued by the community.

\*Section 4(f) of the U.S. Department of Transportation Act of 1966 seeks to protect publicly owned parks and recreation areas, wildlife refuges, and historic sites that are eligible for the National Register of Historic Places.

## Comment Letter 163: Jennifer Ho

Oct 8, 9:04 PM

Comment Card

FIRST NAME  
Jennifer

LAST NAME  
Ho

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
163-1  
I live near the Bruns POC and use it 3-4 times a week to take my children to Montclair Elementary. We also use it on the weekends. I support the POC Alternative 3b because I feel that the footbridge is an important connection between the neighborhoods and the school and park. I think retaining parking on the east side of Moraga is also important because lots of parents park there to pick up/drop off their children at the school, and of course lots of people (including many with very small children) park there to use the park. The footbridge and parking on Moraga are important to have an alternative way to pick up and drop off students than Mountain Blvd, which is extremely crowded.

I'm opposed to Alternative 2 because Moraga is a very busy street and people drive really fast (the road diet hopefully will help) - the existing crosswalk with flashing lights is often ignored by drivers speeding down the road. The west side of Moraga is also often full of overgrown poison oak pushing through the fence and dangerous to people trying to walk on the narrow strip between the fence and the road.

## Response to Comment Letter 163: Jennifer Ho

163-1. See Master Response #2



**Comment Letter 164: Stefani Miller**

Oct 8, 9:30 AM

**Comment Card**

FIRST NAME  
Stefani

LAST NAME  
Miller

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
**164-1**  
I both walk frequently and park my car along Moraga Ave and LaSalle and feel strongly that we should support Alternative 4 with the safety improvements of 3b. I have personally almost been hit by a car traveling at a high rate if speed on Moraga when getting into my car. More support is needed along this major thoroughfare.

 Form Submission

**Response to Comment Letter 164: Stefani Miller**

164-1. See Master Response #1

## Comment Letter 165: Joe Rohlfes

From: Joe Rohlfes [REDACTED]  
Sent: Sunday, October 8, 2023 1:20 PM  
To: ENV Webmaster@DOT <[env.webmaster@dot.ca.gov](mailto:env.webmaster@dot.ca.gov)>  
Subject: Bruns Court Pedestrian Overcrossing Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

165-1 | I and my family of five persons live at [REDACTED] Liggett Drive, Oakland, CA 94611, which is a very close walking distance to the Bruns Court pedestrian bridge. We walk to the Montclair village daily. I wish to express my very strong preference for "Alternative 4" outlined in the "CalTrans Bruns Court Pedestrian Overcrossing Project" prospectus. Further I would ask that you reply to this email to confirm that you have received, read, and acknowledge my interest in alternative 4.

Thank you,

Michael Joseph Rohlfes

## Response to Comment Letter 165: Joe Rohlfes

165-1. See Master Response #1

## Comment Letter 166: Yeojun Kim

- Caller: [REDACTED]
  - Timestamp: 10/8/2023 12:42:26 PM PST
  - Transcript: "Hello, my name is YeoJun Kim and I live at [REDACTED] LaSalle Avenue and I'm calling regarding a project on replacing Bruns Court Pedestrian Bridge or



## Voicemail Transcripts

166-1

changing LaSalle intersection. I would like to choose alternative 4, no Bruns bridge, but add LaSalle sidewalk at the intersection at Moraga, again, I'm calling to vote for the alternative 4, to replace the expired Bruns Court bridge with no Bruns bridge and adding a LaSalle sidewalk at the intersection at Moraga, thank you."

## Response to Comment Letter 166: Yeojun Kim

166-1. See Master Response #1

## Comment Letter 167: Holly Love

- **Caller:** [REDACTED]
- **Timestamp:** 10/8/2023 1:47:43 PM PST
- **Transcript:** "This is Holly Love calling and I am calling about the Bruns Court Replacement Pedestrian Bridge. I would like to vote for number 4, no Bruns bridge and add LaSalle sidewalk plus intersection at Moraga. That's proposal number four. Thank you very much. Goodbye."

167-1

## Response to Comment Letter 167: Holly Love

167-1. See Master Response #1

## Comment Letter 168: Phil Garmin

- **Caller:** [REDACTED]
- **Timestamp:** 10/8/2023 9:51:34 PM PST
- **Transcript:** "Hey, my name is Phil Garmin, I am a Bruns Court neighbor on Trivago Place, [REDACTED] and I prefer Option 4. I'm thinking that not rebuilding a bridge and saving the parking space and the park is the best option. And I'm glad to see it on the table. Hope that saving the funds also helps, just a thought, Sorry, LaSalle and Moraga. That's a tricky intersection. Alright, thanks a lot. Bye!"

168-1

## Response to Comment Letter 168: Phil Garmin

168-1. See Master Response #1

## Comment Letter 169: Aiko Kurokawa and Jeffrey Henze

**From:** Aiko Kurokawa <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 5:46 PM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; District4@oaklandca.gov  
**Subject:** Route 13 Pedestrian Overdressing to Montclair Park

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu, Ms. Ramachandran and Mr. Patton,

Please know as a Montclair resident, we strongly support "Alternative 4" currently being proposed by Caltrans as an alternative to replacing the pedestrian overdressing from Montclair Park to Bruns Court.

This would include:

1. Demolishing the existing overdressing, without replacement.
2. Improving the La Salle corridor to upgrade pedestrian features including providing sidewalks from the La Salle overcrossing at Rte. 13 at least to Bruns Court.

The other proposed alternatives are grossly out of scale with the setting, incredibly expensive, and will provide a poor and underused pedestrian way.

Respectfully submitted,

Aiko Kurokawa and Jeffrey Henze

## Response to Comment Letter 169: Aiko Kurokawa and Jeffrey Henze

169-1. See Master Response #1

## Comment Letter 170: Amelia Rudolph

**From:** Amelia Rudolph <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 1:08 PM  
**To:** jpatton@oakland.gov; district4@oakland.gov; Mu, Lily@DOT  
**Subject:** Montclair overpass rebuild- alternative 4

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Mu

As a Montclair resident, I strongly support "alternative 4" to replace the over crossing structure near Montclair Park. This is the Cal Trans project for replacing the pedestrian over crossing in Montclair Oakland, CA.

This alternative will improve the LaSalle Corredor pedestrian features, and seems better suited for the site and setting.

170-1 The other alternatives seem out of scale with the setting and will highly impact the only green space in the area.

Please do not do alternative 2.

Alternative 4 is much better suited for the site and we'll still accommodate ADA and wheelchair access. It is also less expensive.

Thank you for your service.

Sincerely,

Amelia Rudolph

## Response to Comment Letter 170: Amelia Rudolph 170-1. See Master Response #1

## Comment Letter 171: Anastasia Smith

**From:** Stacey Smith <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 8:40 PM  
**To:** Mu, Lily@DOT; lpatton@oaklandca.gov; district4@oaklandca.gov  
**Subject:** Montclair Park to Bruns

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Mr and Mss

Please know that as a Montclair resident I strongly support "Alternative 4" currently being proposed by Caltrans as an alternative to replacing the pedestrian over crossing from Montclair Park to Bruns Ct.

171-1 The other alternatives are grossly out of scale to the setting, offensively expensive and will provide a poor and underused pedestrian way.

Respectfully,

Anastasia Smith

## Response to Comment Letter 171: Anastasia Smith 171-1. See Master Response #1

## Comment Letter 172: Antonia Estrin

**From:** Antonia Estrin <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 8:11 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Court Bridge Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu

My husband and I live at [REDACTED] La Salle Avenue and have lived here for over 40 years. Our home is in the portion of La Salle between Ligget and Trafalgar.

We have reviewed the options to replace the current bridge off of Bruns Court. From our perspective, the best option is constructing sidewalks on La Salle. Many people walk on La Salle and, for the most part, must walk on La Salle street as there is no continuous sidewalk on the street. Cars park on the south side of the street so that people have to walk in the street that has VERY fast traffic.

172-1

There are two crosswalks indicated in the drawing with a plan to use paint in the crosswalks that is evident in the rain. THIS IS NOT SUFFICIENT. It is very difficult for pedestrians to use these cross walks because of the speedy traffic. We recommend that a system be used that would allow a pedestrian to safely use the crosswalk. The best option would be a system that included lighting that would be initiated by the pedestrian by pressing a button. Lights would be initiated at the boundaries of the crosswalk and maybe even a red light could be used. Traffic is very fast both cars going up the street but especially coming down the street. The cars coming down the street do not see the people in the crosswalk soon enough to stop with no light.

If you want to contact us for any further information, please do so. Our cell phone numbers are:  
Antonia - [REDACTED] or Bill [REDACTED].

Thank you for your consideration.

Antonia Estrin and Bill Wasko

## Response to Comment Letter 172: Antonia Estrin

172-1. See Master Response #1

## Comment Letter 173: Cloi Cha

**From:** Cloi Cha <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 4:47 PM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; district4@oaklandca.gov  
**Subject:** Montclair Park pedestrian overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Ms. Mu, Ms. Ramachandran, and Mr. Patton

As a Montclair resident, I really prefer Alternative 4 option as proposed by Caltrans to replace the pedestrian overcrossing from Montclair Park to Bruns Court.

173-1

This includes demolishing existing overcrossing without replace & improve La Salle corridor to upgrade pedestrian features.

The other options are not attractive, expensive, and provide a poor and underused pedestrian way.

Respectfully,  
Cloi Cha

## Response to Comment Letter 173: Cloi Cha

173-1. See Master Response #1

## Comment Letter 174: David Markham

**From:** David <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 10:18 AM  
**To:** Mu, Lily@DOT; ipatton@oaklandca.com  
**Subject:** Montclair - RTE 13 options

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

174-1 As a resident of Montclair, I want to strongly support alternative #4. I cross LaSalle at Moraga every day walking my daughter to Montclair. There are 20 kids that walk and cross at LaSalle and almost nobody uses the overcrossing.

I don't think negatively impacting the parking for the park for an over crossing that very few people use is a good use of funds. I have almost been hit on Lassale and moraga and would love to improve that crossing.

David P. Markman

## Response to Comment Letter 174: David Markham 174-1. See Master Response #1

## Comment Letter 175: Deborah Miller

**From:** Deborah Miller <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 9:44 AM  
**To:** Mu, Lily@DOT  
**Cc:** jpatton@oaklandca.gov; District4@oaklandca.gov  
**Subject:** Bruns Court Pedestrian Overcrossing Project - public comment (Alternative 4)

EXTERNAL EMAIL. Links/attachments may not be safe.

Lily Mu -

I am an Oakland resident (Montclair neighborhood, Oakland City Council District 4). I am writing to express my support for Alternative 4 for the Bruns Court Pedestrian Overcrossing Project ("Project").

Alternative 4, which would improve the La Salle Overcrossing and not replace the Bruns Overcrossing, seems to me to be superior to the other alternatives. Among other reasons:

- 175-1
- Connection and Accessibility: It appears to provide continued accessibility and connectivity for the two halves of Montclair.
  - Safety: I believe it would provide better safety than the existing condition by improving sidewalk safety and access on La Salle and removing the attractive nuisance that is the existing Overcrossing.
  - Environment: It appears to present fewer potentially significant environmental impacts under CEQA.
  - Aesthetics: It is aesthetically superior.
  - Capital Repair and Maintenance: it appears to present reduced capital repair and maintenance costs over the life of the improvement.

I urge you to advance Alternative 4 to the Project. Thank you for the opportunity to comment.

Deborah Miller

## Response to Comment Letter 175: Deborah Miller 175-1. See Master Response #1

## Comment Letter 176: Denise Artale

**From:** Artale, Denise <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 11:56 AM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; District4@oaklandca.gov  
**Subject:** overpass replacement in Montclair

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu, Ms. Ramachandran, and Mr. Patton,

Please know that as a Montclair resident, I strongly support "Alternative 4" currently being proposed by Caltrans as an alternative to replacing the pedestrian overcrossing from Montclair Park to Bruns Court. This would include:

176-1

1. Demolishing the existing overcrossing, without replacement.
2. Improving the La Salle corridor to upgrade pedestrian features including providing sidewalks from the La Salle overcrossing at Rte. 13 at least to Bruns Court.

The other proposed alternatives are grossly out of scale with the setting, incredibly expensive, and will provide a poor and underused pedestrian way,

Respectfully submitted,

Denise Artale

## Response to Comment Letter 176: Denise Artale

176-1. See Master Response #1

## Comment Letter 177: Denise Bilderback

**From:** Denise Bilderback <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 11:40 AM  
**To:** Mu, Lily@DOT  
**Subject:** pedestrian overcrossing in Montclair

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu,

Please know that as a Montclair resident, I strongly support "Alternative 4" currently being proposed by Caltrans as an alternative to replacing the pedestrian overcrossing from Montclair Park to Bruns Court. This would include:

177-1

1. Demolishing the existing overcrossing, without replacement.
2. Improving the La Salle corridor to upgrade pedestrian features including providing sidewalks from the La Salle overcrossing at Rte. 13 at least to Bruns Court.

The other proposed alternatives are grossly out of scale with the setting, incredibly expensive, and will provide a poor and underused pedestrian way,

Respectfully submitted,

Denise Bilderback

## Response to Comment Letter 177: Denise Bilderback

177-1. See Master Response #1

## Comment Letter 178: Elena Sobel

**From:** Elena Sobel <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 11:14 AM  
**To:** Mu, Lily@DOT  
**Subject:** Alternative 4

EXTERNAL EMAIL. Links/attachments may not be safe.

178-1

I am a resident of 94611 ([REDACTED] Chelton dr) for 23 years and I support Alternative 4 and strongly oppose all other alternatives.  
Thank you for listening.  
Respectfully  
Elena Sobel

## Response to Comment Letter 178: Elena Sobel 178-1. See Master Response #1

## Comment Letter 179: Ferdinand Castillo

**From:** Ferdinand Castillo <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 7:48 PM  
**To:** Mu, Lily@DOT; ipatton@oaklandca.gov; district4@oakland.gov  
**Subject:** Supporting Alternative 4 to Caltrans coordinator Lily Mu

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu, Ms. Ramachandran and Mr. Patton,

Please know that as a Montclair resident, I support 'Alternative 4' proposed by Caltrans as an alternative to replacing the pedestrian overcrossing from Montclair Park to Bruns Court.

This includes:

179-1

1. Removing the existing overpass
2. Improving the La Salle corridor to upgrade pedestrian features including sidewalks from the La Salle overcrossing to Bruns Court

The other proposed alternatives are out of scale, expensive and the pedestrian bridge is underused for the scale of the expense.

Thanks for your consideration,

Ferdinand Castillo, Owner

## Response to Comment Letter 179: Ferdinand Castillo 179-1. See Master Response #1



## Comment Letter 180: Giuseppe Artale

**From:** G Artale <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 11:47 AM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; distric4@oaklandca.gov  
**Subject:** LaSalle Ave Moraga, Ave intersection

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Mu, Ms. Ramachandran and Mr. Patton:

Please know that as a Montclair resident, I strongly support "Alternative 4" currently being proposed by Caltrans as an alternative to replacing the pedestrian overcrossing from Montclair Park to Bruns Court. This would include:

1. Demolishing the existing overcrossing, without replacement.
2. Improving the La Salle corridor to upgrade pedestrian features including providing sidewalks from the La Salle overcrossing at Rte. 13 at least to Bruns Court.

The other proposed alternatives are grossly out of scale with the setting, incredibly expensive, and will provide a poor and underused pedestrian way,

Respectfully submitted,

Giuseppe Artale.

## Response to Comment Letter 180: Giuseppe Artale 180-1. See Master Response #1

## Comment Letter 181: James Coletti

**From:** James Coletti <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 7:57 PM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; District4@oaklandca.gov  
**Subject:** Bruns Pedestrian Overcrossing - Support for Alternative 4 Only

EXTERNAL EMAIL. Links/attachments may not be safe.

Please accept this email which contains my comments on the Bruns Court Pedestrian Overcrossing Project proposed Mitigated Negative Declaration posted at <https://d4vpm3.wixsite.com/brunsctpoc>.

As a 10-year resident of the west side of the Montclair District, I strongly oppose options 2, 3 and 3b. I support Alternative 4 – improvements to LaSalle Boulevard.

The Bruns Overcrossing is rarely used by anyone in our neighborhood. Nearly everyone uses the LaSalle Boulevard bridge over Highway 13 to access Montclair Village.

On LaSalle Boulevard, from Bruns Court to Montclair Village, pedestrian access (heavily used at present) could be improved by:

- Eliminating parking on one side of LaSalle
- Realigning the current lanes in each direction (by using the shoulder currently used for parking)
- Building a dedicated pedestrian lane (currently just one shoulder of the road) to include a barrier for pedestrian safety.

Thank you for your consideration.

James Coletti

**Response to Comment Letter 181: James Coletti**  
181-1. See Master Response #1

**Comment Letter 182: Jeff Klonoff**

**From:** Jeff Klonoff <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 11:03 AM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; District 4  
**Subject:** Bruns Court Bridge - Safety Improvement Opportunity

EXTERNAL EMAIL. Links/attachments may not be safe.

182-1

I understand the Bruns Court pedestrian bridge will be replaced under one of four alternatives. I am writing to express strong support for Alternative 4 - improving pedestrian access and safety on La Salle is clearly the best choice. The current situation is extremely dangerous. Over the years I've seen pedestrian/automobile injury accidents, and way too many "almost accidents" on this section of La Salle; many involving children, older adults and mobility challenged individuals. This is the perfect opportunity to make needed safety improvements while still enabling all prior users of the bridge to enjoy a superior, safer way to travel to/from the village.

Many thanks for considering this feedback.

Jeffrey Klonoff  
Sims Drive  
District 4

**Response to Comment Letter 182: Jeff Klonoff**  
182-1. See Master Response #1

## Comment Letter 183: Jennifer Rohlfes

**From:** Jennifer <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 1:57 PM  
**To:** Mu, Lily@DOT  
**Cc:** jpatton@oaklandca.gov; district4@oaklandca.gov  
**Subject:** Bruns court pedestrian over-crossing project

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

I and my family (2 adults and 3 children) live at [REDACTED] Liggett Drive, Oakland, CA 94611, which is a very close walking distance to the Bruns Court pedestrian bridge. We walk to the Montclair village daily and take LaSalle Street. I wish to express my very strong preference and support for "Alternative 4" outlined in the "CalTrans Bruns Court Pedestrian Overcrossing Project" prospectus."

This would include:

183-1

\*Demolishing the existing over crossing without replacement

\* Improving in the LaSalle corridor to upgrade pedestrian features including providing sidewalks from the LaSalle over-crossing at route 13 at least to Bruns Court

The other proposed alternatives are grossly out of scale with the setting, incredibly expensive, and will provide a poor and underused pedestrian way.

Thank you for your time.

Best-

Jennifer Tonda Rohlfes

## Response to Comment Letter 184: Jennifer Rohlfes

183-1. See Master Response #1

## Comment Letter 184: Joan Compas

**From:** J Compas <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 12:25 PM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; district4@oaklandca.gov  
**Subject:** Route 13 pedestrian over crossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu, Ms. Ramachandran and Mr. Patton:

Please know that I strongly support "Alternative 4" currently being proposed by Caltrans as an alternative to replacing the pedestrian overcrossing from Montclair Park to Burns Court.

This would include:

184-1

1. Demolishing the existing overcrossing, without replacement.
2. Improving the La Salle corridor to upgrade pedestrian features including providing sidewalks from the La Salle overcrossing at Rte. 13 at least to Burns Court.

The other proposed alternatives are grossly out of scale with the setting, incredibly expensive and will provide a poor and underused pedestrian way.

Joan Compas

## Response to Comment Letter 184: Joan Compas 184-1. See Master Response #1

## Comment Letter 185: John Mullane

**From:** J.J. Mullane <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 3:54 PM  
**To:** Mu, Lily@DOT  
**Cc:** jpatton@oaklandca.gov; District4@oaklandca.gov  
**Subject:** Re: Bruns Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu, Ms. Ramachandran and Mr. Patton:

Please know that as a 10 year Montclair resident, I strongly support "Alternative 4" currently being proposed by Caltrans as an alternative to replacing the pedestrian overcrossing from Montclair Park to Bruns Court. This would include:

185-1

1. Demolishing the existing overcrossing, without replacement.
2. Improving the La Salle corridor to upgrade pedestrian features including providing sidewalks from the La Salle overcrossing at Rte. 13 at least to Bruns Court

The other proposed alternatives are grossly out of scale with the setting, incredibly expensive, and will provide a poor and underused pedestrian way.

Respectfully submitted,  
John Mullane

## Response to Comment Letter 185: John Mullane 185-1. See Master Response #1

## Comment Letter 186: Jules Morgan

**From:** Jules Morgan <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 6:05 PM  
**To:** jpatton@oaklandca.gov; district4@oaklandca.gov; Mu, Lily@DOT  
**Subject:** Fwd: Burns Court POC

**EXTERNAL EMAIL. Links/attachments may not be safe.**

Good evening Ms. Mu, Ms. Ramachandran, and Mr. Patton,

As a Crestmont resident/ District 4 resident, a former employee of a long standing Montclair Village business, and someone who frequents Montclair Village multiple times per week, I support Alternative 4 for the Burns Court POC.

186-1 I feel that Alternative 4 is the only option that fits the setting of Montclair Village. Additionally, the other options are excessively expensive.

The demolition of the current POC, without reconstruction, and the improvisation of the La Salle corridor is strongly encouraged.

I thank you in advance for taking the time to read my comments on this matter.

Kindly,

Jules Morgan

## Response to Comment Letter 186: Jules Morgan

186-1. See Master Response #1

## Comment Letter 187: Kate Steel

**From:** Kate Steel <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 10:46 AM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; District4@oaklandca.gov  
**Subject:** Bruns Pedestrian Overcrossing - Comment

**EXTERNAL EMAIL.** Links/attachments may not be safe.

I am submitting this comment for consideration on the Bruns Court Pedestrian Overcrossing Project proposed Mitigated Negative Declaration posted at <https://d4vpm3.wixsite.com/brunsctpoc>.

I am a long-time resident of Oakland (almost forty years) and former Montclair resident. I still have family in Montclair and frequently visit and walk the neighborhood and shop in the Village. In all that time I walked the overcrossing once. Any investment in a replacement crossing would be a waste of taxpayer money.

187-1

Build Alternatives 2, 3a and 3b are seriously flawed and do not serve the community. The massive, high cost concrete alternatives would wall off large parts of the highway and/or Moraga Boulevard destroying the views of trees and the park that are at the heart of the neighborhood.

The elimination of a traffic lane and parking on already busy Moraga Boulevard would also make access to the park more difficult and dangerous.

Build Alternative 4 is the only approach that makes sense. This is the route already used by nearly all pedestrians in the neighborhood. This alternative would have minimal impacts on aesthetics, parking and traffic, and could be built at minimal cost to taxpayers.

Finally, given the aesthetics, traffic, parking and loss of greenspace, I cannot see how anything other than Build Alternative 4 can be processed as a mitigated negative declaration. Should any of these alternatives be chosen, they should undergo a full Environmental Impact Report.

Sincerely,

Kate Steel

## Response to Comment Letter 187: Kate Steel

187-1. See Master Response #1

## Comment Letter 188: Kathleen and Philip Caskey

**From:** [REDACTED]  
**Sent:** Sunday, October 8, 2023 12:18 PM  
**To:** Mu, Lily@DOT  
**Cc:** district4@oaklandca.gov; jpatton@oaklandca.gov  
**Subject:** Route 13 pedestrian overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu, Ms. Ramachandran, and Mr. Patton:

Please know that as Oakland residents that frequently use the park and shops in Montclair, we strongly support the "Alternative 4" currently proposed by Caltrans as an alternative to replacing the pedestrian overcrossing from Montclair Park to Bruns Court.

This would include:

- 188-1
1. Demolishing the existing overcrossing, without replacement.
  2. Improving the La Salle corridor to upgrade pedestrian features including providing sidewalks from the La Salle overcrossing at Rte. 13 at least to Burns Court.

The other proposed alternatives are grossly out of scale with the setting, incredibly expensive, and will provide a poor and underused pedestrian way.

Respectfully submitted,  
Kathleen and Philip Caskey

## Response to Comment Letter 188: Kathleen and Philip Caskey 188-1. See Master Response #1

## Comment Letter 189: Liz Crudo

**From:** Liz Crudo <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 2:06 PM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; District4@oaklandca.gov  
**Cc:** dlgabbb@msn.com  
**Subject:** Bruns Court Pedestrian Bridge input

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Mu, Ms. Ramachandran, and Mr. Patton:

Please know that as Montclair residents, we strongly support "Alternative 4" currently proposed by Caltrans as an alternative to replacing the pedestrian bridge from Montclair Park to Bruns Court. This would include:

- 189-1
1. Demolishing the existing overcrossing, without replacement.
  2. Improving the LaSalle corridor to upgrade pedestrian features including providing sidewalks from the LaSalle overcrossing at Route 13 to at least Bruns Court.

The other proposed alternatives are significantly out of scale with the setting, very expensive, and offer a poor and underused pedestrian way. LaSalle currently has many pedestrians walking along the road who have little or not protection from oncoming traffic. Cars often veer into the designated walk area, creating serious safety threats for pedestrians, who frequently include young children, parents walking with children in strollers, and older people, who have little time or opportunity to maneuver out of the way. A real sidewalk would be heavily utilized and offer more safety to pedestrians. We strongly support Alternative 4 as a result.

Thank you.

Liz Crudo and Don Gray

**Response to Comment Letter 189: Liz Crudo**  
189-1. See Master Response #1

**Comment Letter 190: Marc Singer**

**From:** Marc Singer <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 11:57 AM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; district4@oaklandca.gov  
**Subject:** Input on pedestrian overcrossing project

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Mu, Ms. Ramachandran, and Mr. Patton

I'm writing regarding the alternatives being considered for the pedestrian overcrossing from Montclair Park to Bruns Court.

190-1 As a Montclair resident, I am strong in favor of what I understand to be "Alternative 4", which would involve:

- Demolishing the existing overcrossing and not replacing it
- Improving the La Salle corridors to enhance pedestrian features, including sidewalks from at least the La Salle overcrossing of Highway 13 to Bruns Court.

The other options appear very overwrought given the setting and limited usage, and are likely much, much more expensive.

Thank you for your consideration,

Marc Singer

**Response to Comment Letter 190: Marc Singer**  
190-1. See Master Response #1



## Comment Letter 191: Mark Alper

**From:** Mark Alper <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 3:45 PM  
**To:** Mu, Lily@DOT; ipatton@oaklandca.gov; District4@oaklandca.gov; ipatton@oakland.ca.gov; District4@oakland.ca.gov  
**Subject:** Pedestrian overcrossing Montclair

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu; Ms. Ramachandran, Mr. Patton:

I write to strongly support "Alternative 4" as described by Caltrans in its set of proposed plans for the pedestrian overdressing of Highway 13 in Montclair.  
The best plan is to remove the existing structure and instead or replacing it, improve the pedestrian crossing along La Salle Avenue.

191-1

---The existing bridge serves very few people compared to the number who cross on La Salle Ave

----Any replacement structure as proposed in other alternatives would be an eyesore and a waste of money

---The improvement of the sidewalks along La Salle would provide a significant increase in safety of its many users.

--Regardless of how well engineered a replacement at Bruns Court might be, a stronger earthquake than planned for could drop the concrete replacement structure on Highway 13, thus blocking routes for emergency vehicles and evacuating residents.

Thank you  
Mark Alper

## Response to Comment Letter 191: Mark Alper 191-1. See Master Response #1

## Comment Letter 192: Michael Steel

**From:** Michael Steel <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 9:51 AM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; District4@oaklandca.gov  
**Subject:** Bruns Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Please accept this email as my comment on the Bruns Court Pedestrian Overcrossing Project proposed Mitigated Negative Declaration posted at <https://d4vpm3.wixsite.com/brunsctpoc> .

I have lived on Wood Drive on the West side of Highway 13 for 22 years and frequently walk the neighborhood, including to Montclair Village and the playing fields. I have used the overcrossing perhaps twice times over the years and have only rarely seen anyone else using the crossing. Any investment in a replacement crossing would be a waste of taxpayer money.

Bruns Court access involves an elevation change from about 711 feet at La Salle Avenue to about 720 feet midway across Bruns Court to about 687 feet at the start of the overcrossing. This means over 30 feet of elevation change for pedestrian access to the overcrossing. This is not pedestrian-friendly, which is likely why the overcrossing is seldom used.

192-1

Build Alternatives 2, 3a and 3b all suffer from horrible aesthetics, high cost and very limited utility. The massive concrete structures proposed for these alternatives would wall off large parts of the highway and/or Moraga Boulevard destroying the views of trees and the park that are at the heart of the neighborhood.

The elimination of a traffic lane and parking on already busy Moraga Boulevard would also make access to the park more difficult and dangerous.

Build Alternative 4 is the only approach that makes sense. This is the route already used by nearly all pedestrians in the neighborhood. This alternative would have minimal impacts on aesthetics, parking and traffic, and could be built at minimal cost to taxpayers.

Finally, given the aesthetics, traffic, parking and loss of greenspace, I do not understand how anything other than Build Alternative 4 can be processed as a mitigated negative declaration. Should any of these alternatives be chosen, they should undergo a full Environmental Impact Report.

**Michael J. Steel**

Law Offices of Michael Steel

## Response to Comment Letter 192: Michael Steel

192-1. See Master Response #1

## Comment Letter 193: Michael Stephens

**From:** Michael Stephens <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 8:32 PM  
**To:** fberg@fabarchitects.com; amygreeneditz@gmail.com  
**Cc:** Mu, Lily@DOT; jpatton@oaklandca.gov; district4@oaklandca.gov  
**Subject:** Overcrossing Montclair to Bruns court

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi all,

193-1 | Number 4 seems to be the least intrusive, less expensive and with less impact on traffic. Win, win, win. We need more cops and less boon doggles.

*All the best,*

*Michael*

**Michael J. Stephens**

## Response to Comment Letter 193: Michael Stephens

193-1. See Master Response #1

## Comment Letter 194: Minyoung Chun

**From:** Minyoung Chun <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 12:59 PM  
**To:** Mu, Lily@DOT  
**Subject:** Vote alternative 4 for the Bruns CT Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi there,

194-1 | My name is Minyoung Chun, a resident on 5900 La Salle Ave, Oakland CA 94611.

I would like to vote for alternative- la salle sidewalk + intersection upgrades.

Thank you,  
Minyoung

## Response to Comment Letter 194: Minyoung Chun

194-1. See Master Response #1

## Comment Letter 195: Pam Krawiec

**From:** Pam Krawiec <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 11:57 AM  
**To:** Mu, Lily@DOT  
**Cc:** jpatton@oaklandca.gov  
**Subject:** Bruns Ct bridge replacement

EXTERNAL EMAIL. Links/attachments may not be safe.

195-1 I support Alternate 4 being proposed by Caltrans as a replacement for rebuilding the overpass from Montclair park to Bruns Ct. I want a safer crossing on Moraga and sidewalks up LaSalle and no overpass bridge Rebuilding is incredibly expensive, and out of scale with the setting. The current bridge is very very underused.

Pam Krawiec. [REDACTED] Liggett Dr, Oakland. [REDACTED]

## Response to Comment Letter 195: Pam Krawiec

195-1. See Master Response #1

## Comment Letter 196: Terri Witriol

**From:** Terri Witriol <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 8:22 PM  
**To:** Mu, Lily@DOT; District4@oaklandca.gov; jpatton@oaklandca.gov  
**Subject:** Caltrans proposals for replacing pedestrian walkway over Montclair Park

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Ms. Mu, Ms. Ramachandran and Mr. Patton,

196-1 I am a 25 year Montclair resident and live walking distance from Montclair Park. Regarding the recent proposals to replace the pedestrian overcrossing, I strongly urge you to select Alternative 4 which includes improving the LaSalle corridor instead of replacing the overpass. The road leading down LaSalle to the town is unsafe for both cars and pedestrians. It is heavily used but there are no sidewalks. Cars go in both directions but due to the parked cars and narrow winding streets, cars move into the bike lane and those walking need to jump out of the way. There are blind curves downhill with no stop signs. It is very dangerous and should be upgraded. The overpass is rarely used and is an unnecessary use of funds. Thank you for your attention to this safely matter for our community.

Respectfully,  
Terri Witriol

## Response to Comment Letter 196: Terri Witriol

196-1. See Master Response #1

## Comment Letter 197: Todd Laby

**From:** Todd Laby <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 11:44 AM  
**To:** Mu, Lily@DOT  
**Subject:** Montclair alternative number 4

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Lily Mu,

197-1 As a frequent user of the park with my family and children, I have rarely seen people use the existing bridge. The cost both financially and even more so visually of constructing a huge concrete bridge adjacent to our only green park is the antithesis of the idea of a visually green park. Alternative number 4 - La Salle crossing at Moraga is a thorough fare that should be improved upon. Increasing sidewalks and accessibility on the western side for walkers with ADA requirements would be an intelligent improvement. Note, I do not live on that side of Moraga, but I am frequently in Montclair and have crossed that way many times.

I am guessing the designers of the bridge are not wheelchair-bound and have no concept of how incredibly hard it would be to go up a ramp of that magnitude. I'm not talking steepness, that's based on ADA requirements, but the endurance required for that length. I have pushed friends in wheelchairs a fair amount and hobbled on my own leg injuries.

I am an industrial designer and can only surmise the huge ramp idea is simply about fulfilling ADA requirements and not about actual real life usage. Please do not impose this on our community.

Thank you,

Todd Laby  
Montclair.

## Response to Comment Letter 197: Todd Laby

197-1. See Master Response #1

## Comment Letter 198: Tom Love

**From:** Tom Love <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 2:23 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns CT POC

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Lili,

I have looked over the 3 Options for Replacing the Bruns Court Pedestrian Bridge.

198-1 I am in favor of Option #4, "No Bruns Bridge." I think it offers the most safety, does not eliminate public parking spaces and less intrusive over the other choices.

Thank you,  
Tom

Tom Love  
La Salle Ave

## Response to Comment Letter 198: Tom Love

198-1. See Master Response #1

## Comment Letter 199: Tricia Compas-Markman

**From:** Tricia Compas-Markman <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 10:17 AM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov; District4@oaklandca.gov  
**Subject:** Support of Alternative 4 (Montclair Oakland)

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu, Ms. Ramachandran and Mr. Patton:

Please know that as a Montclair resident, I strongly support "Alternative 4" currently being proposed by Caltrans as an alternative to replacing the pedestrian overcrossing from Montclair Park to Burns Court.

This would include:

199-1

1. Demolishing the existing overcrossing, without replacement.
2. Improving the La Salle corridor to upgrade pedestrian features including providing sidewalks from the La Salle overcrossing at Rte. 13 at least to Burns Court.

The other proposed alternatives are grossly out of scale with the setting, incredibly expensive and will provide a poor and underused pedestrian way.

Kind regards,

Patricia Compas-Markman

## Response to Comment Letter 199: Tricia Compas-Markman

199-1. See Master Response #1

## Comment Letter 200: Wilson Lau

**From:** Wilson <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 7:29 PM  
**To:** jpatton@oaklandca.gov; district4@oaklandca.gov; Mu, Lily@DOT  
**Subject:** Highway 13 overpass

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu,

As a Montclair resident, I strongly suggest "alternative 4" currently being proposed by CalTrans as an alternative to replacing the pedestrian over crossing from Montclair Park to Bruns Ct. This would include:

200-1

- 1) demolishing overpass without replacement
- 2) improving the Lasalle corridor to upgrade pedestrian features including providing sidewalks from La Salle overcrowding at Rte.13 to at least Bruns ct.

The other proposed options are grossly out of scale with the setting, incredibly expensive, and will provide a poor and underused pedestrian way.

Wilson Lau

## Response to Comment Letter 200: Wilson Lau

200-1. See Master Response #1

## Comment Letter 201: Yejun Kim

**From:** Yejun Kim <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 12:45 PM  
**To:** Mu, Lily@DOT  
**Subject:** Vote alternative 4 for the project on replacing Brun CT pedestrian bridge

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

201-1 This is Yejun Kim, a resident on [REDACTED] La Salle Ave, Oakland, CA 94611.

This email is to send my vote for alternative 4, No Bruns bridge and adding Side walk to La Salle.

Thank you

## Response to Comment Letter 201: Yejun Kim

201-1. See Master Response #1

## Comment Letter 202: Andrew Porsley

Oct 8, 1:10 PM

### Comment Card

FIRST NAME

Andrew

LAST NAME

Porsley

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

202-1 As a Bay Area resident and voter, I submit that building Alternative 4 is the most effective and efficient option and the only approach that makes sense.

Form Submission

**Response to Comment Letter 202: Andrew Porsley**  
202-1. See Master Response #1

**Comment Letter 203: Debbie Mitchell**

Oct 8, 5:48 PM

Comment Card

FIRST NAME  
Debbie

LAST NAME  
Mitchell

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
203-1  
Alternative 4 seems like the best option to meet crossing needs and minimizing disruption to traffic and parking for the park. I urge you to choose Alternative 4. Thank you!

Form Submission

**Response to Comment Letter 203: Debbie Mitchell**  
203-1. See Master Response #1



## Comment Letter 204: Donna Long

Oct 8, 7:00 PM

### Comment Card

FIRST NAME

Donna

LAST NAME

Long

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

204-1

I live immediately across the street from the bridge: I am at 6025, and am the house MOST affected by this decision. I am STRONGLY in favor of option 4, which would be NOT replacing the bridge after it is removed.

Both proposed re-buildings are monstrosities that will soon be covered in graffiti, will attract homeless camps, and will bring down our home's value. There is absolutely nothing wrong with simply using La Salle to access the center of town. We do not need a costly shortcut! No house benefits more from from a shortcut than ours, but I just don't see it as necessary at all. We can simply walk to La Salle. It only adds 5 minutes at most!

 Form Submission

## Response to Comment Letter 204: Donna Long

204-1. See Master Response #1

## Comment Letter 205: Geoff Bomba

Oct 8, 7:18 PM

### Comment Card

FIRST NAME

Geoff

LAST NAME

Bomba

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

205-1

Alternative 4 is the preferred option and must be considered as the only alternative that is appropriate for the site. The other alternatives are too large and will not only be an eye sore for the neighbors but they are visually oppressive to the community at large.

Further, the sidewalks are necessary for the community to improve the pedestrian flow from the west side of 13 to the Montclair downtown area.

Adding a new bridge does not help most of the community since getting to Bruns court is too dangerous due to the lack of sidewalk on LaSalle.

 Form Submission

## Response to Comment Letter 205: Geoff Bomba

205-1. See Master Response #1

## Comment Letter 206: Janice Fletcher

Oct 8, 5:10 PM

Comment Card

FIRST NAME  
Janice

LAST NAME  
Fletcher

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
206-1  
I strongly support the simpler alternative #4.

Form Submission

## Response to Comment Letter 206: Janice Fletcher 206-1. See Master Response #1

## Comment Letter 207: Kaylan Segev

Oct 8, 8:31 PM

### Comment Card

FIRST NAME

Kaylan

LAST NAME

segev

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

207-1

Option 4 is the only sensible solution. Countless citizens, visitors, village workers, and students use the la salle route to get to where they need to be — NOT THE Bruns court path that plops them into the park!! The lack of sidewalk from liggett across highway 13 is terrifying, unsafe, and inhumane. I have witnessed countless elderly, families with young children & strollers, people with pets and young students try and traverse it- stumbling and fearfully tripping along the way. If you want to make an upgrade in Montclair - this is the best option. The houses along liggett have hideous overgrown ivy and unused dirt strips that could and should be transformed into safe, clean walkable paths. Safety, accessibility, and design that isn't an eyesore all lead to choice 4. Please listen to what the people want and need!

## Response to Comment Letter 207: Kaylan Segev

206-1. See Master Response #1

## Comment Letter 208: Maggie Isherwood

Oct 8, 6:38 PM

Comment Card

FIRST NAME  
Maggie

LAST NAME  
Isherwood

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
Hello,  
208-1  
I have been a resident of 6654 Liggett Drive since January, 1995. Due to the convenient proximity of Montclair Village, I often walk to perform my errands. The portion of the walk from La Salle Avenue to Moraga Avenue is one that I always dread. It is totally unsafe. I know, for the safety of residents on the Piedmont Side of Montclair, that there needs to be improvement and I believe that Option 4 is the best option. Improving the access for pedestrians walking down La Salle Avenue is a necessary project. In my opinion Option 4 is the most logical choice that will positively affect the majority of the population. Many people park on this side of Montclair on Sundays in order to enjoy the Farmer's Market and Option 4 would make walking down La Salle Avenue immeasurably safer for many people.

Thank you for your consideration for Option 4 which is, by far, the best choice for this project.

## Response to Comment Letter 208: Maggie Isherwood

208-1. See Master Response #1

## Comment Letter 209: Mariam Noroian

Oct 8, 5:18 PM

Comment Card

FIRST NAME  
Mariam

LAST NAME  
Noroian

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
209-1  
I support Alternative 4.

## Response to Comment Letter 209: Mariam Noroian 209-1. See Master Response #1

## Comment Letter 210: Mark Erickson

Oct 8, 5:18 PM

Comment Card

FIRST NAME  
Mark

LAST NAME  
Erickson

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
210-1  
I'm a Montclair resident that walks the LaSalle overpass regularly. I favor alternative #4

## Response to Comment Letter 210: Mark Erickson

210-1. See Master Response #1

## Comment Letter 211: Abigail Walsh-Poole

Oct 8, 4:35 PM

Comment Card

FIRST NAME  
Megan

LAST NAME  
Walsh

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE  
211-1

Hi. I live on Liggett Drive just South of La Salle. My child and I walk to Montclair Village frequently and therefore are most in favor of Alternative 4. We enjoy the Bruns Ct. bridge but use La Salle's dangerous, flooded, and poorly lit "side walks" on a daily basis. Improvements there to connect the bridge to the neighborhood in a safe manner are needed.

However, Alternative 3b has really appealing features to provide a much slower, safer and easily cycled route to local residents. There are many cyclists who use Moraga Rd. and therefore I would like to be certain that the East Bay Bicycle Coalition has also been invited to comment.

So if I have to choose - Alternative 4, Second choice Alternative 3b.

Thank you,  
Megan

## Response to Comment Letter 211: Abigail Walsh-Poole

211-1. See Master Response #1



## Comment Letter 212: Michael Meyer

Oct 8, 12:18 PM

Comment Card

FIRST NAME  
Michael

LAST NAME  
Meyer

EMAIL  
[REDACTED]

PHONE  
[REDACTED]

MESSAGE

212-1  
Here are my comments on the Proposed Mitigated Negative Declaration:  
1. All of the alternatives which include a replacement POC are acceptable due to significant environmental impacts, particularly the aesthetic impacts on the Hwy. 13 corridor which is heavily vegetated with large trees. A massive concrete structure is completely incompatible with the environment and the impacts of such structures cannot be mitigated, requiring a full EIR if one of those alternatives is selected.  
2. Alternative 4 is the environmentally superior alternative, but it requires the following mitigation measure: "The existing POC shall not be removed until the improvements included in Alternative 4 are completed and a safe pedestrian connection to Montclair Village has been implemented on La Salle Avenue

212-2

212-3

My comment on the project, which I understand is not a comment on environmental impacts is; I think Caltrans (the state) intends to select Alternative 4 as the preferred alternative and then walk away from the project saying, "It is the City of Oakland's responsibility to implement the improvements on La Salle Avenue." The state must give the City the funds required to implement those improvements and should assist in their implementation. They should not remove the existing POC until the improvements on La Salle are in place.

### Response to Comment Letter 212: Michael Meyer

212-1. See Master Response #1

212-2. During the construction phase of the project, the existing POC will be retained to maintain connectivity between Bruns Court and Montclair Park. Caltrans will seek to maintain pedestrian connectivity for the duration of the project.

212-3. Caltrans will continue to work in partnership with the City of Oakland for the duration of this project.

## Comment Letter 213: Michael Steel

Oct 8, 10:18 AM

### Comment Card

FIRST NAME

Michael

LAST NAME

STEEL

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

213-1

I oppose anything other than Alternative 4. The other alternatives are ugly and will waste taxpayer money.

## Response to Comment Letter 213: Michael Steel

213-1. See Master Response #1

## Comment Letter 214: Nitin Yadav

Oct 8, 7:27 AM

### Comment Card

FIRST NAME

Nitin

LAST NAME

Yadav

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

214-1

As someone who lives on Trafalgar Place, I would love the Alternative no. 4 for this project. While personally Alternative no. 4 is best for my family to walk along La Salle (both ways), I also think it would benefit the most number of people. I am not an expert but I also think this would be the cheapest of all the alternatives. Thanks!

## Response to Comment Letter 214: Nitin Yadav

214-1. See Master Response #1

## Comment Letter 215: Susan Bomba

Oct 8, 7:04 PM

### Comment Card

FIRST NAME

Susan

LAST NAME

Bomba

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

215-1

Alternative 4 (removing the overpass and adding sidewalks/signage along LaSalle from Bruns Ct to Moraga Ave) is far and above the best option for this location. As a resident of Montclair I have to travel on LaSalle to get to Bruns or Moraga. We walk along this route to take our kid to Montclair Elementary or the public library on a daily basis and regularly see dangerous drivers leaving their lanes and speeding uncontrollably along LaSalle. As the only alternative that improves the safety of pedestrians and bicyclists on LaSalle, Alternative 4 should be the only option under consideration.

## Response to Comment Letter 215: Susan Bomba

215-1. See Master Response #1

## Comment Letter 216: Terri Witriol

Oct 8, 8:12 PM

### Comment Card

FIRST NAME

Terri

LAST NAME

Witriol

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

216-1

I live in Montclair on Liggett Drive and walk down LaSalle every day. I strongly urge you to select Alternative 4 being proposed. Creating a safe walkway in the LaSalle corridor is very necessary as it is currently quite a hazard, particularly for the elderly, disabled, bicyclists and children. The other proposals are a wasteful use of funds as the overpass is underused.

Respectfully, Terri Witriol

## Response to Comment Letter 216: Terri Witriol

216-1. See Master Response #1

## Comment Letter 217: Wil Leggett

Oct 8, 1:07 PM

### Comment Card

FIRST NAME

Wil

LAST NAME

Leggett

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

217-1

As a nearby resident and frequent visitor to Montclair, I strongly support option 4, improvement of the existing crossing. I strongly oppose the large new structures as a waste of money and unnecessarily destructive of the natural environment and more obstructive than necessary.

## Response to Comment Letter 217: Wil Leggett

217-1. See Master Response #1

## Comment Letter 218: Catriona Ramirez

Oct 8, 5:38 PM

### Comment Card

FIRST NAME

Catriona

LAST NAME

Ramirez

EMAIL

[REDACTED]

MESSAGE

To: Lily Mu, Caltrans

218-1

I have been a resident of the Montclair neighborhood for the past 4.5 years. My children attend Montclair Elementary and Smiles Day Preschool. We are frequent park goers. My kids and I have used the Bruns Court Overcross once, from the park along Moraga to the other side, out of curiosity. It surprised me to find out it led to a quiet residential street. We walked a few blocks and then returned back to the park. During our small adventure we did not pass another pedestrian on the street or on the bridge, nor in the Bruns Ct. neighborhood. Come to think of it I don't recall ever seeing anyone using that bridge while I've been at the park.

Many people we know who live near the Brun's Court. neighborhood often walk their children to school via La Salle Avenue. I too have used that route when taking my child to their friends house. We find the sidewalks are too narrow where they exist and then completely non-existent on La Salle Ave / Moraga Ave. Making the experience of walking along this route stressful and dangerous. The intersection crosswalks of La Salle Ave / Moraga Ave are dated and need to be made safer and ADA friendly to those who are on wheels. I know of at least one parent in a wheel chair who rolls/walks his child to and from

I urge CalTrans not to replace the Bruns Court overcrossing bridge. As the alternative bridge build ramps are eye sores and would destroy the natural beauty of this neighborhood. They are too heavy and cumbersome and not a practical solution for the low volume of bridge users.

Instead, improve the existing infrastructure of La Salle Ave. and the Moraga/La Salle Ave intersection and Moraga Avenue making it safe for people walking, biking, or rolling (Build Alternative 4). We would also like to see the road diet from Build Alternative 3b implemented with Build 4. Moraga Avenue needs to be narrowed to two lanes as it's too dangerous with 4 lanes of fast moving traffic. Create parking padded bike lanes, and extend an 8ft wide sidewalk the full length of the street between La Salle Avenue and Thornhill Drive.

Thank you for the opportunity to comment on this important project.

Montclair Resident,  
Catriona Ramirez

**Response to Comment Letter 218: Catriona Ramirez**

218-1. See Master Response #1



## Comment Letter 219: Heather Robertson

**From:** Heather Robertson <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 8:57 AM  
**To:** Mu, Lily@DOT  
**Cc:** JRamachandran@oaklandca.gov  
**Subject:** Bruns Court overcrowding

EXTERNAL EMAIL. Links/attachments may not be safe.

To whom it may concern,

I am a resident of the Montclair neighborhood. I grew up in Montclair and now raise my son here. We need safer, bike access and pedestrian safety in Montclair. The only reason the overpass is required is because it is unsafe to cross on Moraga. I've seen a driver run into someone's door on the extremely narrow streets of Moraga Ave.

Overall, I strongly recommend that CalTrans not replace the Bruns Court overcrossing. Instead, I would like to see the La Salle and Moraga intersection made safer for walking and biking (Build Alternative 4). I would also like to see the road diet from Build Alternative 3b implemented. A pedestrian bridge is needed because Moraga Avenue is a wide street with fast-moving traffic. I believe that Moraga Avenue needs to be narrowed to two lanes, to have a bike lane added, and to have a sidewalk that extends the full length of the street between La Salle Avenue and Thornhill Drive.

219-1

CalTrans has also asked for input on the environmental assessment:

1. Aesthetics: All build options involving a replacement Bruns Court overcross would have a significant aesthetic impact: all proposed structures are massive and completely out of scale with the surrounding environment.
2. Public services: All build options involving a replacement Bruns Court overcross would have a significant impact to public services, including access to Montclair Park. They would place a massive concrete structure between the sidewalk, parking, and (if added) bike lane and the park. They might also create dark spaces with limited sightlines that can be or can feel dangerous for people to walk under.
3. Transportation and Traffic: All build options involving a replacement Bruns Court overcross assume that Moraga Avenue will continue to be a wide, fast, dangerous street. I believe that the bridge should not be necessary once Moraga Avenue becomes safer for pedestrians and bicyclists, particularly if the improvements to La Salle in Build Alternative 4 are implemented.

Thank you for the opportunity to comment on this project.

Thank you,  
Heather Lew

## Response to Comment Letter 219: Heather Robertson

219-1. See Master Response #1

## Comment Letter 220: Catriona Ramirez

**From:** Catriona Ramirez [REDACTED]  
**Sent:** Sunday, October 8, 2023 5:37 PM  
**To:** Mu, Lily@DOT  
**Cc:** JRamachandran@oaklandca.gov  
**Subject:** Bruns Court Pedestrian Overcross Recommendation & Request

EXTERNAL EMAIL. Links/attachments may not be safe.

To: Lily Mu, Caltrans & D4 Councilmember Ramachandran

I have been a resident of the Montclair neighborhood for the past 4.5 years. My children attend Montclair Elementary and Smiles Day Preschool. We are frequent park goers. My kids and I have used the Bruns Court Overcross once, from the park along Moraga to the other side, out of curiosity. It surprised me to find out it led to a quiet residential street. We walked a few blocks and then returned back to the park. During our small adventure we did not pass another pedestrian on the street or on the bridge, nor in the Bruns Ct. neighborhood. Come to think of it I don't recall ever seeing anyone using that bridge while I've been at the park.

220- Many people we know who live near the Brun's Court. neighborhood often walk their children to school via La Salle Avenue. I too have used that route when taking my child to their friends house. We find the sidewalks are too narrow where they exist and then completely non-existent on La Salle Ave / Moraga Ave. Making the experience of walking along this route stressful and dangerous. The intersection crosswalks of La Salle Ave / Moraga Ave are dated and need to be made safer and ADA friendly to those who are on wheels. I know of at least one parent in a wheel chair who rolls/walks his child to and from school everyday using the route I've outlined above.

I urge CalTrans not to replace the Bruns Court overcrossing bridge. As the alternative bridge build ramps are eye sores and would destroy the natural beauty of this neighborhood. They are too heavy and cumbersome and not a practical solution for the low volume of bridge users.

Instead, improve the existing infrastructure of La Salle Ave. and the Moraga/La Salle Ave intersection and Moraga Avenue making it safe for people walking, biking, or rolling (Build Alternative 4). We would also like to see the road diet from Build Alternative 3b implemented with Build 4. Moraga Avenue needs to be narrowed to two lanes as it's too dangerous with 4 lanes of fast moving traffic. Create parking padded bike lanes, and extend an 8ft wide sidewalk the full length of the street between La Salle Avenue and Thornhill Drive.

Thank you for the opportunity to comment on this important project.

Montclair Resident,  
Catriona Ramirez

## Response to Comment Letter 220: Catriona Ramirez 220-1. See Master Response #1

## Comment Letter 221: Megan Walsh

Oct 8, 4:35 PM

### Comment Card

FIRST NAME

Megan

LAST NAME

Walsh

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

221-1

Hi. I live on Liggett Drive just South of La Salle. My child and I walk to Montclair Village frequently and therefore are most in favor of Alternative 4. We enjoy the Bruns Ct. bridge but use La Salle's dangerous, flooded, and poorly lit "side walks" on a daily basis. Improvements there to connect the bridge to the neighborhood in a safe manner are needed.

However, Alternative 3b has really appealing features to provide a much slower, safer and easily cycled route to local residents. There are many cyclists who use Moraga Rd. and therefore I would like to be certain that the East Bay Bicycle Coalition has also been invited to comment.

So if I have to choose - Alternative 4, Second choice Alternative 3b.

Thank you,  
Megan

## Response to Comment Letter 221: Megan Walsh

221-1. See Master Response #1

## Comment Letter 222: Peter Russo

Oct 8, 12:36 PM

### Comment Card

FIRST NAME

Peter

LAST NAME

Russo

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

222-1

After reviewing the "Initial Study with Proposed Mitigated Negative Declaration" document for the Bruns Court POC project, I would like to make the following comments:

1. The large concrete ramp structures associated with alternatives 2, 3a, and 3b are unsightly and are way out of scale with Montclair Park and the rest of the neighborhood. They would be the dominant visual feature of the west side of Montclair Park.
2. Build alternative 4 does not include enough bike and pedestrian improvements to Moraga Avenue.
3. So, I would like to see a combination of build alternatives 3b and 4:

## Response to Comment Letter 222: Peter Russo

222-1. See Master Response #1

## Comment Letter 223: Mary Beth Glotzbach

**From:** Mary Beth Glotzbach <[REDACTED]>  
**Sent:** Sunday, October 8, 2023 9:11 PM  
**To:** Mu, Lily@DOT  
**Subject:** Bruns Ct POC

**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Lily Mu and Others to Whom It May Concern:

I am responding on behalf of 5927 La Salle Av, Oakland, CA 94611.

While I was unable to attend the meeting in Sep 2023, I am committed to commenting on this very important project.

1. Having read the details outlined on the site, it's clear the proposed solutions are unnecessarily complicated and disruptive
- 223-1 2. Additionally the time and expense contributes to the overall (unnecessary) complexity of the project
3. While the current bridge clearly needs to be reconstructed or demolished, there are too few people/residents who use it to consider the extensive project to replace it
4. Further, the replacement plans will only negatively impact every other aspect of the project...from making the walkway too long/circuitous to eliminating important parking/travel lanes on Moraga
- 223-2 5. Why are the options so black / white?
- 223-3 6. There is no reason to rebuild the bridge, especially as outlined. Removing parking on Moraga makes no sense. Even worse.. REMOVING A LANE!!! It's already a slow street...and if you traveled on it with any frequency, you would know going to one lane would be disastrous
- 223-4 7. The intersection at La Salle is untenable.
  - there should be left turn arrows at each light (all 4).
  - the righthand side (from La Salle to Moraga) walkway between Trafalgar and Moraga should be a right turn lane
  - there should be NO PARKING at all (except Sun after Sun 7 pm) between LIGGETT and MORAGA, that is where the biggest safety issue exists
8. There is no need for permanent sidewalks on La Salle that will impact the very little yard space currently available (plus space for underground elec wires). Simply use the WHITE LANES and existing REFLECTORS to create barriers that protect pedestrians, bikers, strollers, and dogs
  - SIDEWALKS are expensive, disruptive, and unnecessary if you improve/augment the existing barriers
- 223-1 9. CLEAR signage for drivers who do not look for/consider pedestrians would make a difference
10. I want my tax dollars (used by CALTrans/Oakland) to make a difference and there are simpler and less expensive/disruptive ways to improve the safety and usage of our streets/walkways

Please do not hesitate to reach out with questions, either this email address or 312-636-2202. I am committed to improving the safety, usage, and enjoyment of our community.

Best  
Mary Beth

## Response to Comment Letter 223: Mary Beth Glotzbach

223-1. See Master Response #1

223-2. Caltrans seeks to provide feasible alternatives during the planning phase of the project. The plans presented in the draft environmental document are not final and the preferred alternative (Alternative 4) will be further refined during the next phase, the design phase, of the project.

223-3. Caltrans has taken into account the public input from the Bruns Court community and the City of Oakland. The majority of public comments have been in favor of the development of a road diet along Moraga Avenue. Caltrans will seek to ensure that all improvements will be safe and effective for all users.

223-4. Proposed safety improvements may include: continuous sidewalk along La Salle Avenue, high visibility striping at La Salle Avenue/Moraga Avenue intersection, bulbouts at La Salle Avenue/Moraga Avenue intersection, and updated signage and lighting. All improvements will be developed in coordination with the City of Oakland.

## Comment Letter 224: Tessa Long

Oct 8, 8:02 PM

### Comment Card

FIRST NAME

Tessa

LAST NAME

Long

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

224-1

I live at 6025 Bruns Ct, the house that will be most affected by the building of a new bridge. I STRONGLY oppose a new bridge. I have cats that go outside and construction affects their safety. I work from home and it will be impossible to do work with construction that loud and close to me. This project seems like an absolute ridiculous waste of money. There are so many areas of Oakland that need fixing, the last thing we need is a multi-million dollar project in Montclair. I see absolutely no reason for this bridge. I am perfectly happy walking down La Salle to get to Montclair. Not enough people use the current bridge for this project to be justified. Please please please do not completely destroy my home with construction. The rendering models are hideous and I do not want to have to look at that bridge for the rest of my time living here. There has to be a better way.

## Response to Comment Letter 224: Tessa Long

224-1. See Master Response #1

## Comment Letter 225: Toby Long

Oct 8, 10:23 PM

### Comment Card

FIRST NAME

Toby

LAST NAME

Long

EMAIL

[REDACTED]

PHONE

[REDACTED]

MESSAGE

225-1

My family and I have lived at the end of Bruns Court for over 20 years. We have the best firsthand account of how the bridge is used, both night and day. We have loved living next to this connection, as our lives have unfolded in Montclair village. We are saddened by the replacement project, but as an architect, I understand the requirements of our public infrastructure and the obligation Caltrans has to the public.

Unfortunately, I don't think any of the options presented for the bridge reconstruction make much sense. The incredible amount of infrastructure necessary to provide accessibility is astounding. Additionally ironic, the Bruns Court access point does not connect to an accessible path of travel. Bruns Court is steep, without sidewalks or striping, and essentially impossible to navigate for anyone disabled.

My concerns about the project viability largely pertain to the practical application of the bridge and its daily function.

225-1

My concerns about the project viability largely pertain to the practical application of the bridge and its daily function. While the daytime uses are appreciated by the neighborhood and well utilized by school kids, neighbors accessing shopping opportunities, park go'ers, and a few business folks, who often park on the Bruns Court side of the bridge, the nighttime uses have a different flavor. We have witnessed through the years significant vandalism, ruffraff, parties, and a tremendous amount of graffiti. The bridge is active during the day, and blighted at night.

It strikes me that all of the options presented by Caltrans will continue to exacerbate some of the more urban problems associated with this connection point. We are concerned Caltrans does not have oversight to the long-term security monitoring and maintenance of the bridge on a regular basis, and that over time this new connection point may become a more significant nuisance than the current bridge and overpass present to the neighborhood.

Therefore, it seems to me that the CEQA analysis for the project should adequately address the impacts to the surrounding community with regard to illegal activity. We are significantly concerned that the massive infrastructure, particularly on the park side of this access will become a haven for homelessness, vandalism, and significant graffiti. Of all of the proposed schemes, the most sensible is to land the bridge on the near side of Moraga Avenue, so that we do not bring more of this inconvenience to the park side of the street. There are already street crossing throughout Montclair and one more won't be any additionally challenging.

Montclair Park is visible from Moraga Avenue; its charm and quaintness comes from the vegetated views to and from the street, in and out of the park. By building substantial infrastructure along the entire sidewalk edge, the park will effectively be cut off from view from the public way of Moraga. As mentioned above, these "below ramp" areas will create opportunity for illegal activities and significant graffiti, causing the overall aesthetic of this area to become more blighted .

Additionally, as related to nighttime functions, we are concerned about the design



Additionally, as related to nighttime functions, we are concerned about the design of the lighting systems for the bridge. While we understand the need for security, the bridge represents a significantly bright object along the hillside, adding light pollution to the end of Bruns Court, and affecting the lifestyle of our home and the surrounding properties. This needs to be attended to carefully, and hopefully the specifications for lighting will appear less institutional.

I am hoping that somewhere amongst the smart people working on this project, that there will be an opportunity, for this infrastructure to be presented as sculptural, or more artistic in nature. The significant guardrail systems required in this project, have a tendency to become quite cold, and may seem overly repetitive and transit-oriented. This is a walk-able community, that has a creative flair (surrounding murals, etc.), so it would be fantastic if there was an opportunity to bring sculpture, concrete stamping, guardrail design, creative lighting systems, vegetation, color, and other pleasing elements into the design of this infrastructure project.

As a final note, the work for the improvements of LaSalle Avenue would be substantially more desirable than the construction of the bridge. We recognize the challenges associated with coordinating outside of Caltrans jurisdictional boundary, but the improvements would be significantly more beneficial to far more people than use the bridge currently. This is one of the most significant challenges I see with building such substantial and meaningful infrastructure on the far side of Moraga Avenue. The large landing has such an impact to the surrounding community, and most of the folks who use the park will be living with this massive project, and generally have no relationship to the crossing itself. All in all, the work related to this replacement project seems incredibly unweighted, as the accessibility of the crossing serves few people if anyone at all, and the impacts to the community ripple outside of those that use the bridge itself.

I believe this project should be rethought, or should be re-conceived, and perhaps it could embrace more current technologies in an effort to minimize the impacts on both sides of the highway. It would be ideal for the Caltrans to provide some mechanisms for lifts or public elevators. That would be less expensive and less intrusive, although potentially more complex to coordinate.

225-2

We are also deeply concerned about the construction staging, parking, and closures of Bruns Court. From the ability to leave freely to the unimpeded access to emergency services, the construction plan must plan to keep all of the work access from Highway 13 and not the small, narrow, and limited accessibility of Bruns Court. We will need daily access to our home and the parking areas outside of our residence.

As a resident who's private lives will be the most impacted by this project, we hope that Caltrans will continue to manage the sensitivity necessary to successfully execute an infrastructure project with large impacts to the surrounding area, the character of the community, the attraction of illegal activities, the proliferation of graffiti, and the negative impacts that may come from this significant endeavor.

### Response to Comment Letter 225: Toby Long

225-1. See Master Response #1

225-2. As described in the environmental document, the project would not result in inadequate emergency access. Lane closures may be needed during construction of the local street improvements. However, these impacts would be temporary, and Caltrans would implement a traffic management plan to minimize temporary impacts to emergency access vehicles and services.

### Comment Letter 226: Amber McClure

**From:** Amber McClure <[REDACTED]>  
**Sent:** Saturday, October 7, 2023 12:37 PM  
**To:** Mu, Lily@DOT; jpatton@oaklandca.gov  
**Cc:** District4@oaklandca.gov  
**Subject:** Bruns Pedestrian Overcrossing

EXTERNAL EMAIL. Links/attachments may not be safe.

Ms. Mu, Ms. Ramachandran and Mr. Patton:

Please know that as a 10 year Montclair resident, I strongly support "Alternative 4" currently being proposed by Caltrans as an alternative to replacing the pedestrian overcrossing from Montclair Park to Bruns Court. This would include:

1. Demolishing the existing overcrossing, without replacement.
2. Improving the La Salle corridor to upgrade pedestrian features including providing sidewalks from the La Salle overcrossing at Rte. 13 at least to Burns Court

The other proposed alternatives are grossly out of scale with the setting, incredibly expensive, and will provide a poor and underused pedestrian way.

Respectfully submitted,  
Amber McClure

### Response to Comment Letter 226: Amber McClure

226-1. See Master Response #1

## Comment Letter 227: Susan Ewing

- **Caller:** [REDACTED]
  - **Timestamp:** 10/8/2023 1:21:22 PM PST
  - **Transcript:** "Hi, This is Susan Ewing at [REDACTED] LaSalle Avenue in Montclair, Oakland. And I received the Green Paper that I think is very, very poorly written. Because it doesn't really explain very clearly what we're working with. I am understanding that the Bruns bridge needs to be taken down, because it must not be safe, is my assumption from what I'm trying to read. But I have no idea how I would possibly vote on any of these options, because none of them make much sense to me. This is my comment. And again, it's [REDACTED] Thanks, bye."

227-1

## Response to Comment Letter 227: Susan Ewing

227-1. Thank you for your comment. It has been received and is part of the administrative record. Caltrans apologizes for the lack of clarity concerning the three build alternatives. Due to the public input received from the Bruns Court community throughout the public comment period, the Caltrans project team has selected Build Alternative 4 as the preferred alternative. This alternative proposes demolishing the existing Bruns Court POC and constructing local street improvements along La Salle Avenue. In the next phase of the project development process, Caltrans will collaborate with the City of Oakland to further refine the project features included in Alternative 4. As requested by the City of Oakland and the Bruns Court community, additional features may include improvements such as a road diet along Moraga Avenue that is similar to the road diet proposed in Build Alternative 3b. The details of these features will be analyzed and further defined during the design phase of the project. All permanent improvements along La Salle Avenue and Moraga Avenue will be within the City of Oakland and/or the Caltrans right of way. It is anticipated that there will be a need for temporary construction easements (TCEs).

Proposed safety improvements may include: continuous sidewalk along La Salle Avenue, high visibility striping at La Salle Avenue/Moraga Avenue intersection, bulbouts at La Salle Avenue/Moraga Avenue intersection, and updated signage and lighting. All improvements will be developed in coordination with the City of Oakland.

As a result of the proposed safety improvements, a few parking spaces may be removed along La Salle Avenue and Moraga Avenue. The number of spaces lost will be determined during the final design phase. Parking removal will be significantly less than that proposed in Build Alternative 3a and 3b.

## Comment Letter 228: Councilmember Janani Ramachandran



Councilmember Janani Ramachandran  
Oakland District 4

1 Frank H. Ogawa Plaza, Oakland, CA 94612  
T: (510) 238-7004  
district4@oaklandca.gov  
[www.oaklandca.gov/officials/district-4-councilmember](http://www.oaklandca.gov/officials/district-4-councilmember)

Dina A. El-Tawansy

California Department of Transportation, District Director

Dear District Director Dina A. El-Tawansy,

228-1 Thank you for reaching out to us regarding the Bruns Court Pedestrian Overcrossing Project. I have reviewed the proposed options in detail and discussed it with staff from OakDot. As you are aware, I represent Oakland District 4, which includes the site of the Bruns Court Pedestrian Bridge and surrounding neighborhoods. I have also heard from constituents throughout the area, and my office has received numerous public comments regarding the project. My team also attended the public hearing that CalTrans held last month and noted down the public comments there as well. We recognize that there is overwhelming support to urge CalTrans to move forward with **Alternative 4, while also investing in traffic safety improvements** on the streets surrounding the site of the bridge, in collaboration with the City of Oakland Department of Transportation. I am in strong support of this option. Residents highlight the following as major reasons for choosing to support tearing down the bridge and focusing on street improvements:

- 228-2 • Fixing La Salle to make it pedestrian-friendly will be very beneficial for residents, the Village businesses, and our visitors. Encouraging more walkable neighborhoods will bolster traffic safety and more broadly, both public safety in the surrounding area.
- 228-3 • Use of the current bridge feels unsafe, but it feels even more unsafe to walk the curves down La Salle to Moraga Ave.
- 228-4 • It is unwise to further burden the already-narrow Moraga Ave.
- Alternate options would take up unnecessary space from the park.

228-5 I want to underscore the critical need to support traffic safety efforts in this neighborhood. There are two elementary schools, a vibrant commercial corridor, and many residential homes. This is also a high wildfire zone, and in the event of a natural disaster, should have as many safeguards as possible not only for cars but also for pedestrians. I have also personally witnessed numerous instances of traffic violence along this Moraga Ave corridor, which I note has escalated since the pandemic. It is becoming increasingly unsafe for pedestrians, which is antithetical to our city's overarching goals to make our neighborhoods as walkable and bikeable as possible.

228-6 For next steps, I would like to help setup a meeting this month with your team, myself, and the Oakland Department of Transportation to discuss further. My team will be reaching out shortly.

Regards,

Oakland City Councilmember Janani Ramachandran, Esq.

1 Frank H. Ogawa Plaza | Oakland, CA 94612

[qramachandran@oaklandca.gov](mailto:qramachandran@oaklandca.gov) #OaklandLoveLife

**Response to Comment Letter 228: Councilmember Janani Ramachandran**

228-1. Thank you, Councilmember Janani Ramachandran, for your comment and support. Following the public input received from the Bruns Court community throughout the public comment period (September 9 through October 8), the Caltrans project team has selected Build Alternative 4 as the preferred alternative. Alternative 4 is the local street improvements along La Salle Avenue. In the next phase of the project development process, Caltrans will collaborate with the City of Oakland to further refine the project features included in Alternative 4. As requested by the City of Oakland and the Bruns Court community, additional features may include improvements such as a road diet along Moraga Avenue that is similar to the road diet proposed in Build Alternative 3b. The details of these features will be analyzed and further defined during the design phase of the project. All permanent improvements along La Salle Avenue and Moraga Avenue will be within the City of Oakland and/or the Caltrans right of way. It is anticipated that there will be a need for temporary construction easements (TCEs).

228-2. Proposed safety improvements may include: continuous sidewalk along La Salle Avenue, high visibility striping at La Salle Avenue/Moraga Avenue intersection, bulbouts at La Salle Avenue/Moraga Avenue intersection, and updated signage and lighting.

As a result of the proposed safety improvements, a few parking spaces may be removed along La Salle Avenue and Moraga Avenue. The number of spaces lost will be determined during the final design phase. Parking removal will be significantly less than that proposed in Build Alternative 3a and 3b.

All improvements will be developed in coordination with the City of Oakland. Caltrans appreciates the City of Oakland's assistance to date and looks forward to continuing to work closely with the City and its multiple entities to further refine the project and to better understand the community's concerns.

228-3. As discussed above, as requested by the City of Oakland and the Bruns Court community, additional features may include improvements such as a road diet along Moraga Avenue that is similar to the road diet proposed in Build Alternative 3b. The details of these features will be analyzed and further defined during the design phase of the project in coordination with the City of Oakland.

228-4. Caltrans and the City of Oakland previously conducted a traffic study and pedestrian study along La Salle Avenue, Moraga Avenue, and the existing POC, respectively. Additional traffic studies may be completed during the design phase of this project. Information about the Project's wildfire risks can be found in Section 2.3.20 of this document.

228-5. Caltrans looks forward to its continued partnership with the City of Oakland, OakDOT, and your team. Additional meetings and discussions with the City will be held throughout the next phase of the Project, the design phase.

## Appendix H. Section 4(f) De Minimis

### Section 4(f) *De Minimis* Determination

#### Introduction

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on land protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of a Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Section 4(f) properties are any publicly owned land of a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance and land of any historic site of national, state, or local significance.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

#### 1.2 Project Background

The project would take place on State Route (SR) 13 at Post Mile (PM) 7.91 in the City of Oakland. The proposed action (Alternative 3A/B) would remove the existing Bruns Court Pedestrian Overcrossing (POC), Bridge No. 33-0244, and replace it with a new POC.

The purpose of this project is to address the seismic performance of the Bruns Court POC and maintain connectivity for pedestrians between Bruns Court and Montclair Park on Moraga Avenue.

The project need, as determined by the Caltrans Office of Earthquake Engineering, is to bring the Bruns Court POC up to current seismic design standards.

The existing Bruns Court POC was built in 1956 and spans SR 13 and Moraga Avenue in Oakland. The POC was constructed prior to the adoption of seismic design standards

by Caltrans. SR 13 is a divided highway with four travel lanes and Moraga Avenue is a four-lane local road with on-street parking. The 303' long POC is composed of steel girders and floorbeams with a cast-in-place concrete deck and a vertical clearance of 16.8'. The deck is supported by steel truss piers on concrete footings. The POC has a chain link fence supported by steel posts. On the west end, the POC is accessed at the northerly end of Bruns Court via a concrete staircase. A concrete staircase on concrete piles descends from the east end of the POC to a pathway in Montclair Park. Two light posts are on the POC.

The POC is in overall fair condition, with the deck in fair condition and the superstructure and substructure in good condition. However, the bridge is rated poor for seismic performance. The bridge is at the end of its service life and is not a candidate for retrofitting. The POC was listed as priority #35 out of 243 bridges with poor seismic performance on the Caltrans 2020 Fiscally Constrained Bridge Seismic Retrofit Priority List. In addition to the poor rating for seismic performance, the Bruns Court POC does not comply with the Americans with Disabilities Act (ADA) because it is accessed via concrete staircases on both ends.

The Bruns Court POC connects neighborhoods on the west side of SR 13 to Montclair Park, Montclair Recreation Center, Montclair Elementary School, an AC Transit Bus Stop, and a local retail district on Moraga Avenue. AC Transit provides access to downtown Oakland and regional bus and commuter rail services. The Bruns Court POC is consistently used by pedestrians crossing over SR 13 and Moraga Avenue. In 2019 a six-day traffic count was completed to quantify usage of the Bruns Court POC. The weekday traffic counts were taken before and after school at Montclair Elementary and the weekend counts were conducted in the morning. The count revealed that on average 27 pedestrians used the POC in the morning, 14 pedestrians used the POC in the afternoon, and 19 pedestrians used the POC on the weekend. The counts noted that 46% of the pedestrians using the POC were children.

### **1.3 Project Description**

The proposed action (Alternative 4, local street improvements) would remove the existing bridge and not replace it. Pedestrian traffic would be diverted to the nearby La Salle Avenue Overcrossing (OC), which is approximately 800' south of the Bruns Court POC, as an alternate route for pedestrians to cross SR 13. Alternative 4 would improve the local street facilities along La Salle Avenue and Moraga Avenue. It is anticipated that the local street improvements would be performed in coordination with the City of Oakland. The preliminary cost estimate for Alternative 4 is approximately \$8.9 million.

The improvements may include:

- Widening the sidewalk on the west side of Moraga Avenue between La Salle Avenue and Medau Place;
- Possibly removing two driving lanes along Moraga Avenue from Thornhill Drive to La Salle Avenue. These driving lanes will be replaced with 9-foot parking lanes on

either side of Moraga Avenue, along with 5-foot bike lanes and 2-foot bike lane buffers. The two remaining travel lanes will be 10 feet.

- Constructing bulbouts at the four (4) corners at the intersection of La Salle Avenue and Moraga Avenue to shorten the crossing distance at this intersection;
- Refreshing the crosswalk striping with enhanced wet night visibility;;
- Constructing a 5' sidewalk along La Salle Avenue from the intersection of La Salle Avenue and Bruns Court to the La Salle Avenue OC;
  - Sidewalk may be constructed on either the northern or southern side of La Salle Avenue
- Installing a Class II bike lane on the uphill direction of La Salle Avenue from the La Salle Avenue OC to Bruns Court;
- Constructing bulbouts at the intersection of La Salle Avenue and Liggett Drive.

## **1.4 Section 4(f) Properties**

### *1.3.1 Publicly Owned Parks*

Montclair Park is at 6300 Moraga Avenue and is 6.7 acres. The park is publicly owned by the City of Oakland and publicly accessible. Montclair Park is a popular destination for families in the neighborhood. The park includes the indoor Recreation Center, as well as the following outdoor amenities: a pond, a baseball field, basketball courts, picnic tables, pickleball courts, tennis courts, a skateboard ramp, and playgrounds. The pond is considered a mini-wildlife sanctuary. Park users can access the facility from Moraga Avenue, using the Bruns Court POC by foot, or via Mountain Boulevard. When nearby Montclair Elementary School is in session, the park may be used for student activities. The City of Oakland Parks, Recreation and Youth Development Department provides afterschool programming for elementary, junior high, and high school students, and offers further youth programming during the summer. These programs utilize many areas in the park, including the limited open lawn spaces. Approximately 90% of the park's programming is conducted outside. In addition, community organizations and members may rent sections of the park for events, including regular soccer and baseball program rentals. The City of Oakland Parks, Recreation and Youth Development Department is the official with jurisdiction.





Figure 24. Montclair Park Aerial Imagery (I. Peña, Caltrans, December 2021)

### 1.3.2 Historic Properties

Montclair Park and Recreation Center is at 6300 Moraga Avenue and is 6.7 acres. The park was constructed by the Works Progress Administration (WPA) in 1938-1940. As part of President Franklin D. Roosevelt's New Deal, the WPA utilized a variety of projects from infrastructure to recreation to the arts to employ Americans during the Great Depression. Montclair Park, its Spanish Colonial Revival-style Recreation Center, stone walls, and other features were constructed with WPA funding. The park is eligible for listing in the National Register of Historic Places under Criteria A and C for Architecture and Entertainment/Recreation on the state level. Contributing features of the park include the Recreation Center, WPA plaques, north end tennis court, adjacent arena, lake, grassy lawn area with tree alley, baseball field, pickleball courts, and low stone walls lining the front, walkway paths, and landscaped areas. The period of significance is 1938-1940. The State Historic Preservation Officer (SHPO) is the official with jurisdiction.



Figure 25. Montclair Park Recreation Center (J. Peña, Caltrans, December 2021)

An Area of Potential Effects (APE) was established as part of the Section 106 compliance process for the proposed project. The archaeological and architectural APE both included the entire project footprint to encompass temporary construction easements and partial acquisitions for staging and access. Montclair Park and Recreation Center was identified within the APE, as determined by Caltrans under the January 1, 2014, *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (Section 106 PA)*.

### 1.5 Use of Section 4(f) Resources

Within Montclair Park, the proposed action would require the following temporary construction easement:

- Demolition of existing POC

The proposed action would require temporary use, through a temporary construction easement, of part of Montclair Park to demolish the existing Bruns Court POC landing staircase. It would temporarily use approximately 0.04 acres in Montclair Park. The demolition of the staircase would occur at the beginning of the project and would conclude prior to the project's completion. The demolition of the staircase would not prevent access to the park, as there are multiple other access points to the park that would not be affected by the project. The demolition of the staircase would not disrupt the designated activities at the park, as demolition would be conducted in a controlled manner behind fencing that would allow the area near the demolition to continue being utilized for park purposes. The demolition would remove a concrete staircase adjacent to an open lawn in the park and the site would be graded, loamed, and seeded to match into the lawn and return the space to park use. The avoidance and minimization efforts

in Section 1.6 would be utilized to make sure that the use of the park would be maintained during demolition. The proposed action would not result in any changes to the function or use of the park nor the physical alteration or destruction of any character defining features of the park.

## **1.6 Avoidance, Minimization, and Mitigation Measures**

The proposed action is the result of continuous planning by Caltrans, in coordination with the City of Oakland and the City's Department of Parks, Recreation and Youth Development, to avoid and minimize effects of this project on Montclair Park. The proposed action would avoid major impacts to park land and activities removing the existing POC and providing connectivity via local street improvements. Once removed, the existing POC location would be fully restored and returned to park use.

The proposed action would also avoid impacts to Montclair Park's character defining features, as determined in the Section 106 process through the establishment of an Environmentally Sensitive Area (ESA). The ESA would be designated on project construction plans and in construction specifications to protect in place the park's contributing elements and character defining features. The ESA would be maintained throughout construction. ESA specifics may be further refined as the project progresses. Caltrans would also implement visual and noise minimization measures, noted below, to limit project construction impacts to the park and its recreation resources and to make sure that the park remains accessible to the public and to not disrupt park activities and programming.

Visual measures would include:

- Locate staging and material storage in designated areas.
- Include gawk screening, as necessary, to limit construction visual impacts.
- Existing trees and vegetation would be preserved to the extent feasible. Trees and vegetation outside of the clearing and grubbing limits would be protected from the contractor's operations, equipment, and materials storage. High-visibility temporary fencing will be placed around vegetation to be protected before construction work begins. Tree trimming and pruning, where required, would be conducted under the direction of a qualified arborist.
- Disturbed soil areas would be hydroseeded with native, erosion-control grass and forb seed mixes.
- Any trees that would be removed during the project would be replanted.

Noise measures would include:

- Early dissemination of information to the public to apprise potentially affected residents / businesses / institutions in the affected area about the temporary construction noise.

- Combining noisy operations to occur within the same time period, as total noise levels would not be significantly greater than the level produced if operations are performed separately.
- Staging of equipment at grade and, if possible, away from sensitive receptors.
- Locating all stationary noise-generating construction equipment as far as practical from noise-sensitive receptors or providing baffled housing or sound aprons to equipment when sensitive receptors adjoin or are near a construction project area.
- Use of quieter alternative methods or equipment, if feasible (e.g., use of electricity instead of a generator, if feasible at location).
- Prevention of equipment idling near sensitive receptors.

### **1.7 Determination**

For the purposes of Section 4(f), a *de minimis* impact is a minimal impact to a Section 4(f) resource that is not considered to be adverse. The uses of Montclair Park as described above would not adversely affect the activities, features, and attributes that make the property eligible for protection under Section 4(f). Through the Section 106 process, SHPO concurred with Caltrans' finding of No Adverse Effect under 36 CFR Part 800 on October 26, 2023.

Based on the information presented above (including the avoidance and minimization measures), the effects of the proposed project on the Montclair Park subject to the provisions of Section 4(f) of the U.S. Department of Transportation Act constitute a *de minimis* impact, and the requirements of 23 USC 138 and 149 USC 303 have been satisfied.

These findings are considered valid unless new information is obtained, or the potential effects change to the extent that a new analysis is needed.

### **1.8 Consultation and Coordination**

Caltrans sent a Section 4(f) consultation letter to the officials with jurisdiction (SHPO and City of Oakland Department of Parks, Recreation and Youth Development) to request concurrence on the *de minimis* determination on October 12, 2023 and November 8, 2023. The concurrence from SHPO was signed on October 26, 2023 and the concurrence from the Department of Parks, Recreation, and Youth Development was signed on November 20, 2023. These letters are included in Appendix I.

**Appendix I. State Historic Preservation Office (SHPO) Concurrence and Parks, Recreation, and Youth Development Department, City of Oakland Concurrence**



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov [www.ohp.parks.ca.gov](http://www.ohp.parks.ca.gov)

October 10, 2023

VIA EMAIL

In reply refer to: FHWA\_2021\_1214\_001

Ms. Kimberly Wooten, Acting Section 106 Coordinator  
Cultural Studies Office  
Division of Environmental Analysis  
1120 N Street, PO Box 942873, MS-27  
Sacramento, CA 94273-0001

Subject: Finding of No Adverse Effect for the Proposed Bruns Court Pedestrian  
Overcrossing Project on State Route 13, Postmile 7.9, Alameda County, California

Dear Ms. Wooten:

Caltrans is continuing consultation regarding the above project in accordance with the the *California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (106 PA). As part of your documentation, Caltrans submitted a supplemental Historic Property Survey Report, a Finding of No Adverse Effect Report (FNAE), and an Environmentally Sensitive Area and Architectural Monitoring Area Action Plan for the project.

The Area of Potential Effect for the Undertaking includes two historic properties that are eligible for listing on the National Register of Historic Places (NRHP): the Montclair Firehouse and the Montclair Park and Recreation Center. The SHPO concurred with these determinations on February 2, 2022. A full project description can be found on Page 2 of the FNAE.

Caltrans applied the Criteria of Adverse Effect as defined in 36 CFR 800.5(a)(1) and Stipulation X.B.2 of the PA and found that the project will have no adverse effect on historic properties due to the implementation of an Environmentally Sensitive Area and Architectural Monitoring Area.

Based on my review of the submitted documentation, I do not object to Caltrans' finding of no adverse effect for the undertaking.

Ms. Wooten  
October 26, 2023  
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If you have any questions, please contact Natalie Lindquist at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', with a long horizontal flourish extending to the right.

Julianne Polanco  
State Historic Preservation Officer

## California Department of Transportation

DISTRICT 4  
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November 8, 2023

Harith Aleem  
Interim Assistant Director  
Parks, Recreation, and Youth Development Department  
City of Oakland  
250 Frank H. Ogawa Plaza  
Suite 3330  
Oakland, CA 94612

Dear Mr. Aleem:

The California Department of Transportation (Caltrans) District 4 issued a joint California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) Initial Study (IS) for the proposed removal of the Bruns Court Pedestrian Overcrossing (POC) in August 2023. The IS included a *de minimis* finding for the Montclair Park and Recreation Center under Section 4(f) of the U.S. Department of Transportation Act of 1966. Montclair Park is a public park located in the Montclair community.

Since the approval of the IS, Alternative 4 has been selected as the Preferred Build Alternative. The description of the Build Alternative remains similar to that found in the IS, with the possible addition of the road diet along Moraga Avenue that was proposed as part of Alternative 3b. Caltrans believes that the *de minimis* finding for the Build Alternative remains accurate. A *de minimis* impact to a Section 4(f) resource is a nominal impact that would not adversely affect the activities, features, or attributes that qualify it for protection. The following sections support this assessment.

### **IMPACTS ON SECTION 4(F) PROPERTIES**

#### Montclair Park and Recreation Center

The proposed action would result in a temporary use within Montclair Park. A temporary construction easement (TCE) would be needed during demolition of the existing Bruns Court POC. The existing POC would be demolished and would not be replaced. This action would limit temporary use of the park to construction activities related to demolition of the existing POC. Demolition of the existing POC is anticipated to take approximately 5-6 nights and may require the full or partial closure of State Route 13 (SR-13) and Moraga Avenue. Caltrans will continue to coordinate with the City of Oakland and the Parks, Recreation and Youth Development Department to determine park access during demolition and lane closures and to develop a schedule that is amenable to all parties.

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The TCE area shown in Figure 1 below is an estimate. The final TCE will be determined during the design phase of the project in coordination with the city of Oakland and the Parks, Recreation and Youth Development Department.

**SECTION 4(F) DE MINIMIS DETERMINATION**

A summary of potential effects to the Section 4(f) property is provided in Table 1.

<b>Table 1. Section 4(f) de Minimis Impact Summary for Build Alternative</b>			
	<i>Temporary Use (de minimis)</i>	<i>Direct Use</i>	<i>Total</i>
Montclair Park & Recreation Center	est. 0.04 acres	None	est. 0.04 acres
<b>Total</b>	<b>est. 0.04 acres</b>	<b>None</b>	<b>est. 0.04 acres</b>

**POTENTIAL SECTION 4(F) USES BY THE BUILD ALTERNATIVE**

The Build Alternative would require temporary use of a Section 4(f) resource. The Build Alternative would not require permanent use or constructive use of any Section 4(f) resource.

Project Effects

The Build Alternative would require 0.04 acres of temporary use of Montclair Park and Recreation Center for this project. The demolition of the staircase would conclude prior to the project's completion, but it is anticipated that the POC and staircase will remain in place while the local street improvements are constructed. Demolition of the existing POC is anticipated to take approximately 5-6 nights and may require the full or partial closure of Moraga Avenue. The demolition of the staircase would not prevent access to the park, as there are multiple other access points to the park that would not be affected by the project. Access near the staircase at the existing POC will be reconfigured during demolition only. The demolition of the staircase would not disrupt the designated activities at the park, as demolition would be conducted in a controlled manner behind fencing that would allow the area near the demolition to continue being utilized for park purposes. The demolition would remove a concrete staircase adjacent to an open lawn in the park and the site would be graded, loamed, and seeded to match into the lawn and return the space to park use. Once demolition is complete, any disturbed areas would be fully restored and returned to park use. The proposed action would not result in any changes to the function or use of the park nor the physical alteration or destruction of any character defining features of the resource.

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Applicability of Section 4(f)

The Build Alternative would result in temporary use of Montclair Park and Recreation Center. The temporary use would require 0.04 acres. No permanent or constructive use of this resource is anticipated under the Build Alternative.

The temporary use of Montclair Park and Recreation Center is minor in scope and there are not anticipated permanent adverse physical effects or other interferences with the activities or functions of the resource. The temporary use area would be returned to park use and fully restored to pre-use conditions. Public access to the park would not be reduced as a result of the Build Alternative.

In summary, the use of the Section 4(f) resource as described is a *de minimis* impact to Montclair Park and Recreation Center.

Documentation of Consultation and Coordination

Caltrans conducted extensive coordination with the City of Oakland and the Parks, Recreation and Youth Development Department as part of the previously circulated IS-proposed MND. This coordination included many discussions about avoiding and minimizing impacts to Montclair Park. Caltrans is seeking concurrence from this department that this Section 4(f) *de minimis* finding is accurate and requests your signature below.

Specific Measures to Minimize Harm

As noted in the IS, Caltrans has identified specific measures to minimize harm to Montclair Park and Recreation Center as part of the Build Alternative. To fulfill all requirements of Section 4(f), the officials with jurisdiction over this recreational facility will provide written concurrence with this *de minimis* finding.

The IS included avoidance and minimization measures to prevent impacts to the Section 4(f) resource. These measures remain valid and sufficient to prevent additional impacts to Montclair Park and Recreation Center. These measures are outlined in Table 2.

<i>Measure</i>	<i>Description</i>
ESA	As determined in the Section 106 process, an Environmentally Sensitive Area (ESA) would be designated on project construction plans and in construction specifications to protect in place the park's contributing elements and character defining features. The ESA would be maintained throughout construction. ESA specifics may be further refined as the project progresses.

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Visual	<ul style="list-style-type: none"> <li>• Locate staging and material storage in designated areas.</li> <li>• Include gawk screening, as necessary, to limit construction visual impacts.</li> <li>• Existing trees and vegetation would be preserved to the extent feasible. Trees and vegetation outside of the clearing and grubbing limits would be protected from the contractor's operations, equipment, and materials storage. High-visibility temporary fencing will be placed around vegetation to be protected before construction work begins. Tree trimming and pruning, where required, would be conducted under the direction of a qualified arborist.</li> <li>• Disturbed soil areas would be hydroseeded with native, erosion-control grass and forb seed mixes.</li> <li>• Any trees that would be removed during the project would be replanted.</li> </ul>
Noise	<ul style="list-style-type: none"> <li>• Early dissemination of information to the public to apprise potentially affected residents / businesses / institutions in the affected area about the temporary construction noise.</li> <li>• Combining noisy operations to occur within the same time period, as total noise levels would not be significantly greater than the level produced if operations are performed separately.</li> <li>• Construction of noise barriers between noisy activities and noise-sensitive receptors or around activities with high noise levels or groups of noisy equipment.</li> <li>• Staging of equipment at grade and, if possible, away from sensitive receptors.</li> <li>• Locating all stationary noise-generating construction equipment as far as practical from noise-sensitive receptors or providing baffled housing or sound aprons to equipment when sensitive receptors adjoin or are near a construction project area.</li> <li>• Use of quieter alternative methods or equipment, if feasible (e.g., use of electricity instead of a generator, if feasible at location).</li> <li>• Prevention of equipment idling near sensitive receptors.</li> </ul>

Conclusion

In summary, the impacts associated with the selected Build Alternative would not adversely affect any of the activities, features, or attributes that qualify this Section 4(f) property for protection, which results in a *de minimis* finding.

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Mr. Harith Aleem, Interim Assistant Director  
November 8, 2023  
Page 5

Caltrans is formally requesting your concurrence that the project will have no adverse effects on the activities, features, or attributes of Montclair Park and Recreation Center. If you have questions or concerns, please contact me at (510) 504-3139 or by email at Wahida.Rashid@dot.ca.gov.

Sincerely,



Wahida Rashid  
Senior Environmental Planner  
Office of Environmental Analysis  
Caltrans, District 4

Concurred By:



Harith Aleem Harith Aleem (Nov 20, 2023 09:13 PST)  
Interim Assistant Director  
Parks, Recreation, and Youth Development Department  
City of Oakland  
Section 4(f) Agency of Jurisdiction

Attachment: Figure 1. Build Alternative 4 Temporary Impacts

c: Michael Nguyen, Project Manager, Caltrans Program/Project Management  
Jay Fong, Project Engineer, Caltrans Design  
Jessica Bustos, Recreation Center Director, City of Oakland Parks, Recreation & Youth Development  
Maribel Lopez, Recreation Supervisor, City of Oakland Parks, Recreation & Youth Development

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Mr. Harith Aleem, Interim Assistant Director  
 November 8, 2023  
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Figure 1. Build Alternative 4 Temporary Impacts

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