

# **RESPONSE TO PUBLIC COMMENTS ON THE PUBLIC INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE WEST OAKLAND LINK**

## **PREPARED FOR:**

Bay Area Toll Authority  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
Contact: Gavin Lohry  
415-778-6676

## **PREPARED BY:**

ICF  
201 Mission Street, Suite 1500  
San Francisco, CA 94105  
Contact: Diana Roberts  
408-418-5789

**October 2022**



ICF. 2022. *Response to Public Comments on the Public Initial Study/Mitigated Negative Declaration for the West Oakland Link*. October. (ICF 104261.) San Francisco, CA. Prepared for Bay Area Toll Authority, San Francisco, CA.

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# Response to Public Comments

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This Response to Public Comments is formulated based on the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the West Oakland Link (Project or Link), a new bicycle/pedestrian path connection between West Oakland and the bike path leading to the East Span of the San Francisco Oakland Bay Bridge (Bay Bridge) in Oakland, California. The Response to Public Comments, found in Table 1 below, lists public comments received during the public comment period of June 15, 2022 to July 14, 2022 and responses to these comments and describes, where appropriate, revisions made to the Final IS/MND. The revisions merely clarify the text of the IS/MND and do not constitute substantial revisions to the document disclosing new, avoidable significant effects or a change in the significance conclusions disclosed in the MND and therefore, do not require recirculation of the IS/MND. (CEQA Guidelines, § 15073.5)

**Table 1: Response to Public Comments Table**

| #  | Date    | First Name | Last Name | Business/ Organization    | Comment or Comment Summary   | Response  |
|----|---------|------------|-----------|---------------------------|--|---|
| 1  | 6/16/22 | Robert     | Williams  |                           | You are spending \$65 Million over homeless people who live below this site. I think this money could be better spent  | Comment acknowledged. This comment does not relate to the adequacy of the document with respect to CEQA analysis.   |
| 2  | 6/17/22 | Jian       | Jin       |                           | I'm super excited about this project! Having a nice and safe bike/walk path make it so much easier to explore the park and live a healthier life style.  | Comment acknowledged.   |
| 3  | 6/20/22 | Kathryn    | Hughes    | Oakland Heritage Alliance | This project closes a significant gap in the Bay Trail. The other missing link, which appears on your map, is the extension to Middle Harbor Shoreline Park. This park is larger and more pleasant to visit than the John Sutter Park, and hopefully the issues along 7th Street can be addressed sometime soon, so that access to that park can also be factored in. It's not clear from your map how a cyclist would get off the bridge and onto the street to the 19th Street BART. A direct and easy transition would be nice.   | This project connects the bike trail on the East Span of the Bay Bridge to Mandela Parkway in West Oakland. While it is outside of this project's purpose, the project provides some improvement to access Middle Harbor Shoreline Park and the 19th St. BART Station, The project includes a ramp that connects to the Class 1 bicycle trail on the east side of Maritime Street that accesses Middle Harbor Shoreline Park through 7th Street. The project would connect to the proposed low-stress bicycle facilities along Grand Avenue* and then the buffer bicycle lanes on Telegraph Avenue to access the 19th Street BART Station.<br><br>*City of Oakland Grand Avenue Mobility Plan |
| 4  | 6/20/22 | Maxwell    | Gara      |                           | Full support of the project and the recommendations put forward by East Bay Bike.  | Comment acknowledged.   |
| 5  | 6/20/22 | Robert     | Prinz     |                           | In April 2021 the Oakland bike/walk infrastructure committee got a report from MTC staff about a quick build project projected for construction in 2021, to provide an interim bike/walk path on the south side of W Grand between Mandela and Maritime. However, there have been no updates or info about this proposal since then. Has this quick build project been abandoned, or it is still in the works, and if so then on what timeline? April 2021 Oakland bike/walk infrastructure committee meeting notes:<br><a href="https://docs.google.com/document/d/1z9BjzpYvFy5IcAJwUd_Dh0YmRFU0Ig7nab9qcNjyh8/edit">https://docs.google.com/document/d/1z9BjzpYvFy5IcAJwUd_Dh0YmRFU0Ig7nab9qcNjyh8/edit</a><br>1 <a href="mailto:robert@BikeEastBay.org">mailto:robert@BikeEastBay.org</a> | Comment acknowledged. This comment does not relate to the adequacy of the document with respect to CEQA analysis.<br><br>The interim Bay Bridge Forward HOV Lane Extension project, which would install an interim bike/ped path on the south side of West Grand Avenue between Mandela Parkway and Maritime Street, is in the design phase.  |
| 6  | 6/21/22 | Test       | Test      |                           | Test   | Comment acknowledged.   |
| 7  | 6/22/22 | Nicole     | Jackson   |                           | As a resident of Berkeley, extending the path between Oakland and downtown SF would be a fantastic addition to the already well thought out cycle/pedestrian trail. This would take the trail from being something used by recreational walkers/cyclists, to a path which is commutative, opening a low cost access link between oakland and SF.   | Comment acknowledged.   |
| 8  | 6/21/22 | Tallulah   | Terryll   |                           | I have worked in west Oakland for 16 years. There is a great need to have pedestrian and bicycle infrastructure that is fully separated from large trucks and speeding cars. This project will increase accessibility to some of the region's most exciting parks.   | Comment acknowledged.   |
| 9  | 6/22/22 | Derek      | Carr      |                           | This project is a very long time in coming and is very much needed to connect West Oakland to the new park at the base of the Bay Bridge.  | Comment acknowledged.   |
| 10 | 6/22/22 | Derek      | Carr      |                           | Long term environmental impacts of this project should be quite positive, compared to expansion of nearby freeways for motorized traffic.  | Comment acknowledged.   |
| 11 | 6/22/22 | Derek      | Carr      |                           | Our community needs better, safer, non-motorized opportunities for connectivity. Since 2014, I've been riding my bike on West Grand to get under the 880 freeway and to access the Bay Trail. The trip from Mandela to Maritime is sometimes scary, but it is by far the most direct route for me to access the Bay. A safer alternative will benefit many Oaklanders.   | Comment acknowledged.   |
| 12 | 6/22/22 | Ryan       | James     |                           | As a frequent cyclist and pedestrian in West Oakland, this will be great! Easier, more direct connections for residents and businesses in the neighborhood will help encourage more  | Comment acknowledged.   |

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|    |          |            |             |                        | sustainable modes of transportation and ensure that all people will have access to the non-car transportation network.  |   |
| 13 | 6/23Z/22 | Cathy      | Fan         |                        | I'm very excited to hear about this project as I am a victim of a SUV driving over me, breaking my bones, after a bicycle collision (the driver was found in the wrong) at the entrance to the Target parking lot on 40th St/Shellmound. I made multiple attempts to advocate for safer biking options to access the Bay Bridge Bike Trail, but nothing was done, not even signage was improved at Target (to watch out for bicyclists before a right hook turn into the parking lot). This proposed LINK project will immensely improve safety to the Bay Bridge bike trail as it will avoid Target completely and provide greater access to the West Oakland community which is underserved and underprivileged. I support this project. Thank you! | Comment acknowledged.   |
| 14 | 6/23/22  | Dustin     | McCallister |                        | Public bike/ped infrastructure is money well spent. We will need lots more investment away from driving as the climate and oil crises worsen.   | Comment acknowledged.   |
| 15 | 6/25/22  | Andrew     | Kegg        |                        | This looks great! We would love improved access to the bay and more options for nature access and safer paths! Thank you!   | Comment acknowledged.   |
| 16 | 6/25/22  | Paul       | Sousa       |                        | Intersection of West Grand and Frontage Road needs to be completed redesigned into a welcoming, multimodal, pedestrian friendly intersection. We cannot simply slap on a bike lane going through it. That will not be sufficient. It needs a complete redesign, with bulb-outs, shorter crosswalks, greening, etc.  | The safety concerns at the West Grand Avenue and Frontage Road intersection are acknowledged. With Mitigation Measure TR-1: Implement Signal Upgrade and Crosswalk Improvement at West Grand Avenue/ Frontage Road/I-80 Ramps Intersection, BATA/Caltrans will be responsible for implementing future improvements at the West Grand Avenue/ Frontage Road/I-80 ramps intersection to minimize conflicts and safety hazards between vehicles and Link users. This includes upgrading the marked crosswalk along the south leg of the intersection to be the same width as the Link, installing pedestrian and bicycle signals, and upgrading traffic signal equipment as necessary. This includes installing video detection equipment to accommodate pedestrian and bicycle movement across the intersection. With installation of video detection for both bicyclists and vehicles, the improvements are not projected to degrade automobile Level Of Service (LOS) at the intersection. Safety concerns will be addressed during final design once the interim improvement proposed by the Bay Bridge Forward High Occupancy Vehicle (HOV) Lane Extension project is finalized. Safety and traffic calming techniques and solutions could include bulb outs, high visibility crosswalks and Leading Pedestrian Interval (LPI) traffic signals etc. |
| 17 | 6/25/22  | Alisa      | Reynolds    |                        | So excited about this! Riding our bikes along frontage is dangerous (and loud) and this link would be a very welcome improvement for access to the bridge trail.  | Comment acknowledged.   |
| 18 | 6/26/22  | Dan        | Shepstone   |                        | Yes, much needed project. Need to make access between SF and Oakland much better.   | Comment acknowledged.   |
| 19 | 6/26/22  | Jesse      | Pollak      |                        | Hi! I am a long-time West Oakland resident and I am writing in support of the West Oakland Link project. Currently our community has limited access to parks or the Bay waterfront and West Oakland Link provides a concrete solution to link our community to the Bay Bridge park system. I would like to see this project happen ASAP. I would also like to see it happen as part of a broader re-thinking of West Grant and Mandela that would turn those spaces into more pedestrian and bike friendly spaces, especially the West Grant & Mandela intersection. Thank you!   | Comment acknowledged. With Mitigation Measure TR-2: Implement Signal Upgrade and Optimization at West Grand Avenue/Mandela Parkway (northbound) Intersection, BATA/Caltrans will coordinate with the City of Oakland to implement signal upgrades and optimization at West Grand Avenue/Mandela Parkway (northbound) intersection. This includes modifying the eastbound approach to convert the shared left through lane to a left-turn-only lane, installing  |

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|    |         |            |           |                        |   | protected phasing for the eastbound and westbound left-turn movements, and upgrading traffic signal equipment as necessary to provide bicycle video detection. The final design of the West Grand Avenue and Mandela Parkway intersection will be coordinated with the Grand Avenue Mobility Plan project.  |
| 20 | 6/26/22 | Matthew    | Lamos     |                        | This would add safety and access for those of us who would like to enjoy the path. I am very supportive.  | Comment acknowledged.   |
| 21 | 6/26/22 | Alexis     | Frank     |                        | This is an absolutely wonderful and necessary projects. A few suggestions from someone who lives in and is a property owner in West Oakland.  | Comment acknowledged.   |
| 22 | 6/26/22 | Alexis     | Frank     |                        | Please make sure this path works for both those on wheels (bicyclists, scooters, wheelchair users, etc) and those on foot (walkers, those pushing a stroller. West Grand and Frontage Road do not feel safe pedestrians and self-powered travers today. They need to be resigned to so travels both are and feel safe against the heavy truck and car traffic prominent on these roads today. In particular, the intersection of West Grand and Frontage Road needs to be completed redesigned into a multi-modal, bike and pedestrian friendly intersection. It's not enough to just add a bike lane through an otherwise unsafe and pedestrian unfriendly intersection. | The Public IS/MND describes the intersection of the frontage road and West Grand. Mitigation Measure TR-1 would upgrade the intersection of West Grand Avenue/Frontage Road/I-80 ramps intersection to promote pedestrian and bicycle safety. Also see response to comment #16.   |
| 23 | 6/26/22 | Alexis     | Frank     |                        | You have an opportunity here to make the West Oakland, historically and presently home to very high air pollution levels, more green. Please make sure there are areas for some kind of trees/plants.   | The Public IS/MND discusses proposed project landscaping in Chapter 1, project description, Section 2.1, Aesthetics, and Section 2.21, Mandatory Findings of Significance. Section 1.3.4, Project Features, states that Project features would include landscaping, and that the final design process will include community workshops to solicit community input on project aesthetics and landscaping. Section 2.1.2, Discussion of Potential Impacts for aesthetics states that, while some existing landscaping may be removed, proposed Project landscaping would improve the visual appearance of the Project Area. Section 2.21.1, Discussion of Potential Impacts for the cumulative impacts evaluation, states that the project would meet City standards regarding landscaping. |
| 24 | 6/26/22 | Alexis     | Frank     |                        | Finally, the highways this path goes over and the Bay Bridge which it connects to are incredible noisy. If there is any way to block or minimize some of that noise, the better. Also, keep in mind that because of that noise, most people will be forced to wear headphones and therefore that sense is taken away from them and can't be used to navigate. You'll need to make visual indicators even more prominent and use fewer noise based signals.  | Comment is acknowledged. Under CEQA the impacts of the environment (in this case existing noise) on a project are not considered CEQA impacts, thus noise levels for Link users is not a CEQA impact. That said, the comment is noted relative to the commenter's suggestions regarding project design regarding noise and visual signage. Final design will refine project characteristics with community input.   |
| 25 | 6/27/22 | Anu        | Kirupa    |                        | Yes!! But please make Frontage Road safe while you're at it so we don't have a whole bunch of dead people on bikes. That road is an absolute war zone with the car chases, trucks pit stopping and the side shows and wheelie action.   | Other than the West Grand Avenue intersection with Frontage Road, changes to Frontage Road are outside the scope of this project. Mitigation Measure TR-1 would upgrade the intersection of West Grand Avenue/Frontage Road/I-80 ramps intersection to promote pedestrian and bicycle safety. For further discussion relating to the intersection, see responses to Comments #16 and #22.   |
| 26 | 6/27/22 | Anu        | Kirupa    |                        | Put some trees up and a nice median to start! Put a coffee shop along the way! Revitalize West Oakland while you improve traffic and make it hospitable for folks to commute into the city via bikes! I love it!  | Regarding trees, the Public IS/MND discusses proposed project landscaping in Chapter 1, project description, Section 2.1, Aesthetics, and Section 2.21, Mandatory Findings of Significance.   |

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|    |        |            |           |                        |  | <p>Section 1.3.4, Project Features, states that Project features would include landscaping, and that the final design process will include community workshops to solicit community input on project aesthetics and landscaping. Section 2.1.2, Discussion of Potential Impacts for aesthetics states that, while some existing landscaping may be removed, proposed Project landscaping would improve the visual appearance of the Project Area. Section 2.21.1, Discussion of Potential Impacts, in the cumulative impacts evaluation, states that the project would meet City standards regarding landscaping.</p> <p>Regarding the suggestion of a median and a coffee shop, while these features are outside the scope of the project, these suggestions are noted. The ramp connection to the Oakland Maritime Support Services is intended to provide access to beverage service and restroom facilities to users of the completed project.</p> |
| 27 | 7/8/22 | Brian      | McAloon   | DTSC                   | <p>The Department of Toxic Substances Control (DTSC) received a Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the West Oakland Link Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, presence of site buildings or structures that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site. DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:</p>   | <p>Comment acknowledged.</p>   |
| 28 | 7/8/22 | Brian      | McAloon   | DTSC                   | <p>1. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil, DTSC recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the Project described in the MND.</p> | <p>The IS/MND has been revised to include a discussion of Aerially Deposited Lead (ADL) in section 2.9, <i>Hazards and Hazardous Materials</i>, in Section 2.9.2 under impact discussion (b). The requirement for ADL sampling in unpaved areas requiring excavation within 25-30 feet of the edge of roadway pavement has also been added to Mitigation Measure HAZ-1: Prepare a Phase II Environmental Site Assessment. These modifications merely clarify the text of the MND and do not constitute substantial revisions to the document disclosing a new, avoidable significant effect or a change in the significance conclusions disclosed in the MND.</p>  |
| 29 | 7/8/22 | Brian      | McAloon   | DTSC                   | <p>2. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers.</p>  | <p>The project is not expected to require the demolition of any existing buildings or structures. In the unlikely event that such action is needed, the removal work and any disposal action will be conducted in accordance with DTSC 2006 Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers and other applicable federal and state legislations and regulations. Mitigation Measure HAZ-2 in Section 2.9.2, <i>Hazards and Hazardous Materials</i> has been revised to include this requirement in the event of demolition. This modification merely clarifies the text of the MND and does not constitute a substantial revision to the document disclosing a new, avoidable</p>  |



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|    |        |            |           |                        |   | significant effect or a change in the significance conclusions disclosed in the MND.  |
| 30 | 7/8/22 | Brian      | McAloon   | DTSC                   | 3. If any projects initiated as part of the proposed Project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC’s 2001 Information Advisory Clean Imported Fill Material.  | Section 1.6.1, Excavation and Grading, of the Public IS/MND discusses excavation and grading. If a small amount of soil is needed to backfill bridge abutments, the project would reuse dirt generated from the project foundation construction, providing that the soil meets the engineering requirements and properties to be used as backfill according to Caltrans specifications and project requirements and that the soil is not contaminated beyond DTSC/San Francisco Bay Regional Water Quality Control District (Water Board) reuse criteria. The IS/MND has been revised in Section 2.9.2 under impact (b) to include the language above. This modification merely clarifies the text of the MND and does not constitute a substantial revision to the document disclosing a new, avoidable significant effect or a change in the significance conclusions disclosed in the MND. |
| 31 | 7/8/22 | Brian      | McAloon   | DTSC                   | 4. If any sites included as part of the proposed Project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC’s 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision).   | The 2014 Phase I Environmental Site Assessment (Phase I ESA) prepared for the project did not identify agriculture as a past use of the proposed project site. To characterize past uses of the site, the Phase I ESA reviewed historical sources such as historical aerial photographs and topographic maps. Aerial Photographs reviewed for the proposed project site dated back to 1939 while topographic maps reviewed dated back to 1915.  |
| 32 | 7/8/22 | Brian      | McAloon   | DTSC                   | DTSC appreciates the opportunity to comment on the MND. Should you need any assistance with an environmental investigation, please visit DTSC’s Site Mitigation and Restoration Program page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at DTSC’s Brownfield website. If you have any questions, please contact me at (916) 255-3582 or via email at <a href="mailto:Brian.McAloon@dtsc.ca.gov">Brian.McAloon@dtsc.ca.gov</a> .   | Comment acknowledged.   |
| 33 | 7/7/22 | David      | Rehnstrom | EBMUD                  | East Bay Municipal Utilities District (EBMUD) appreciates the opportunity to comment on the Mitigated Negative Declaration (MND) prepared by the Bay Area Toll Authority (BATA) for the West Oakland Link Project located between the Bay Bridge Trail near the Caltrans maintenance facility on the south side of the Bay Bridge toll plaza and the existing bicycle/pedestrian path on Mandela Parkway in the City of Oakland (City). EBMUD has the following comments.   | Comment acknowledged.   |
| 34 | 7/7/22 | David      | Rehnstrom | EBMUD                  | Water Service<br>EBMUD’s Central Pressure Zone, with a service elevation between 0 and 100 feet, will serve the proposed project. If water service is needed, BATA should contact EBMUD’s New Business Office and request a water service estimate to determine costs and conditions for providing water service to the project. EBMUD owns and operates distribution pipelines in all of the streets within the proposed corridor of the project area. These pipelines are necessary to provide continuous service to EBMUD customers in the area. If modifications to the streets occur that require pipeline relocations, the relocation costs would be at the project sponsor’s expense. The engineering, installation and relocation of water mains and water services require substantial lead time, which should be accounted for in the project sponsor’s development schedule. | Impacts related to Utilities, including provision of water service to the Project, are discussed in Section 3.19, Utilities, of the Public IS/MND. As discussed in Section 2.19.2 under impact (b), the Project would require small quantities of water for irrigation of the drought-resistant native plants and may include a water fountain. If available, recycled water would be used. While no modifications are anticipated, BATA would coordinate with EBMUD for any modifications to water mains, pipelines, water services, and roads as needed.  |
| 35 | 7/7/22 | David      | Rehnstrom | EBMUD                  | EBMUD’s Standard Site Assessment Report and the project’s MND indicate the potential for contaminated soils or groundwater to be present within the project site boundaries. The lead agency should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be   | The project would require recycled water, if available, or potable water for irrigation. It is possible that the project would need potable water and sewer connections to provide drinking fountains for bicyclists and pedestrians. If the project requires   |

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|    |        |            |           |                        | <p>installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants. The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete and specific written remediation plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.</p> <p>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.</p> | connections to EBMUD water or sewer systems, the project management team will coordinate with EBMUD and comply with their requirements through final design.             |
| 36 | 7/7/22 | David      | Rehnstrom | EBMUD                  | <p>Wastewater<br/>EBMUD has two 25-foot-wide rights-of-way (R/W 853 and R/@ 854) that traverse the proposed project and provides access to EBMUD's 108-inch outfall pipeline located in Burma Road. EBMUD also owns and operates a 105-inch wastewater interceptor pipeline located in Wood Street. These pipelines are critical infrastructure and due to their shallow nature are potentially at risk of damage from nearby construction activities or structures built on top of them (see enclosed drawings of the outfall pipeline and interceptor pipeline). BATA shall submit design drawings and detailed maps to EBMUD to determine if the project will impact the outfall pipeline or wastewater interceptor pipeline. Any proposed construction activity across these pipelines would need to be coordinated with EBMUD so that the integrity of the pipelines is maintained at all times.</p>   | According to project design, the project would not interact with the outfall structures in Burma Road and Wood Street.   |
| 37 | 7/7/22 | David      | Rehnstrom | EBMUD                  | <p>Water Recycling<br/>EBMUD's Policy 9.05 requires that customers use non-potable water, including recycled water, for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health and not injurious to plan, fish, and wildlife to offset demand on EBMUD's limited potable water supply. Appropriate recycled water uses could include landscape irrigation, commercial and industrial process uses, toilet and urinal flushing in buildings and other applications.</p> <p>Portions of the project's alignment are adjacent to EBMUD's existing East Bayshore Recycled Water Project distribution pipelines in Oakland extending along Mandela Parkway and Maritime Street at the intersection of West Grand Avenue. The project may present an opportunity to use recycled water for irrigation use that can be served by the current active recycled water pipelines in the vicinity of the proposed project. Therefore, EBMUD requires that the project sponsor coordinate and consult with EBMUD as they implement the various components of the project with potential for appropriate recycled water uses.</p>  | The project would require recycled water, if available, or potable water for irrigation and possibly a water fountain. See response to comment #35.                      |
| 38 | 7/7/22 | David      | Rehnstrom | EBMUD                  | <p>Water Conservation<br/>The project presents an opportunity to incorporate water conservation measures. EBMUD requests that BATA include in its conditions of approval a requirement that the project sponsor</p>   | The IS/MND has been revised to acknowledge the existing requirement for compliance with Model Water Efficient Landscape Ordinance (23 CA Code of Regs 490). The relevant |

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|    |         |            |           |                        | comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Section 490 through 495). The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the owner's expense.   | language has been added to the regulatory section of Section 2.19, <i>Utilities and Service Systems</i> to Section 2.19.1.2, under Federal and State. This modification merely clarifies the text of the MND and does not constitute a substantial revision to the document disclosing a new, avoidable significant effect or a change in the significance conclusions disclosed in the MND.  |
| 39 | 7/7/22  | David      | Rehnstrom | EBMUD                  | If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.  | Comment acknowledged.   |
| 40 | 7/14/22 | Richard    | Sinkoff   | Port of Oakland        | Thank you for the opportunity to review and comment on the Initial Study/Mitigated Negative Declaration (IS/MND, June 2022) for the West Oakland Link Project (Project) that proposes a new bicycle/pedestrian path connection between West Oakland (starting at West Grand Avenue and Mandela Parkway) and the bike path leading to the East Span of the San Francisco Oakland Bay Bridge in Oakland that will be elevated for most of this connection distance of 6,030 feet (1.14 miles).<br>The Project would provide connections to existing segments of the regional San Francisco Bay Trail and access to the newly constructed bicycle/pedestrian path connecting to and on the Bay Bridge (Bay Bridge Trail), as well as a connection between West Oakland and the Port of Oakland via the Class I trail along the east side of Maritime Street.<br>The Port applauds the Bay Area Toll Authority (BATA) and other members of the Gateway Park Working Group for proposing and advancing this visionary project. The Port's comments are provided below.   | Comment acknowledged.   |
| 41 | 7/14/22 | Richard    | Sinkoff   | Port of Oakland        | The planned ramp on the western side of Maritime Street to Oakland Maritime Support Services (OMSS) is on a City of Oakland (City) parcel that is planned for ancillary maritime services (AMS) including truck parking. The City has a San Francisco Bay Conservation and Development Commission (BCDC) 15-acre requirement to provide AMS. Please confirm the Project won't interfere with the City's 15-acre requirement for AMS on City property. The Port does note that at this time, this ramp is an identified as an optional ramp that would be constructed during Phasing Option 3 when additional funding for construction is available and that this ramp is planned to touch down on the rooftop of planned OMSS building and therefore, may not necessarily impact the footprint of the parcel. However, this landing design may change during the design phase of the Project and may have the potential to impact the City's 15-acre requirement for AMS including truck parking. The Port notes that the ramp on the east side is likely sufficient for users to reach the Port area, offer access to first responders when attempting to reach path users in the event of an emergency, and would also not interfere the City's AMS including trucking parking operation. | The design of the optional ramp was coordinated with the operator of OMSS to connect to their planned building and to have minimal impact on their operations. This optional ramp would not interfere with BCDC and the City of Oakland requirements. In the event that the planned OMSS building design changes substantially, the layout of this optional ramp would be modified accordingly to meet the City's AMS requirements.     |
| 42 | 7/14/22 | Richard    | Sinkoff   | Port of Oakland        | Any bike path structures built over the rail tracks must comply with all applicable height clearances (e.g., double stack containers, auto carriers, etc.). The Port suggests the design be shared with the California Public Utility Commission, Burlington Northern and Santa Fe Railway (BNSF), and Union Pacific (UPRR) to ensure that the bicycle structure design has proper clearances.  | The project would be designed to comply with CPUC, BNSF, and UPRR requirements, including clearances. The necessary agreement, review, approval, and permitting activities would be conducted during the design phase.  |
| 43 | 7/14/22 | Richard    | Sinkoff   | Port of Oakland        | Port requests that the BATA take into consideration potential impacts during construction, including impacts to trucks entering and exiting the Port Area and coordinate with Port staff as appropriate. Lane closures during construction, although temporary, should be minimized as much as possible.  | Comment acknowledged. Section 2.17 (Transportation) of the IS/MND describes potential temporary and intermittent transportation impacts resulting from construction; however, as described in Section 2.17.2 under impact (a) and Section 2.21.1 under impact (b), Transportation, the project would incorporate the City's Standard Condition of Approval 74 (SCA-74), Construction Activities in the Public Right-of-Way, which would |

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|    |         |            |           |                        |   | require the applicant to obtain an obstruction permit and prepare a traffic control plan, which would include measures for truck accommodation, detour signs if required, and lane-closure procedures, which would apply to all areas, including the Port.  |
| 44 | 7/14/22 | Richard    | Sinkoff   | Port of Oakland        | Regarding permitting with the Port, a Port Development Permit would likely be required to construct on Port Property and a Port property agreement may be required. Please note that the Port does not issue encroachment permits.  | Section 1.8.2, Permits/ Approvals, in the IS/MND has been modified to acknowledge the existing requirement for the Port Development Permit and to remove the reference to a requirement for an encroachment permit from the Port. This modification merely clarifies the text of the MND and does not constitute a substantial revision to the document disclosing a new, avoidable significant effect or a change in the significance conclusions disclosed in the MND.  |
| 45 | 7/14/22 | Richard    | Sinkoff   | Port of Oakland        | <p>The Air Quality and Transportation Setting description lacks important information regarding the sources of air quality emissions affecting the West Oakland community. Regarding emissions sources in West Oakland, the Port notes that emissions are also attributed to highway, street, rail, and permitted uses. The Port recently updated its Seaport Air Emissions Inventory for 2020 and the updated emissions inventory found that the Port has achieved substantial reductions in criteria pollutants since 2005. For normal business operations, the results show that the Port reduced diesel particulate matter (DPM) emissions by 86% from 2005 levels and reduced nitrous oxide (NOx) emissions by 40%, thereby achieving the 85% reduction in DPM goal and 34% reduction in NOx goal established in the Port's 2009 Maritime Air Quality Improvement Plan (MAQIP). In addition, the Port approved its Seaport Air Quality 2020 and Beyond Plan in 2019 (2020 and Beyond Plan) as a successor to the MAQIP and through partnerships with our tenants, community members, and regulatory agencies have implemented and continue to make progress on actions and key projects to reduce emissions from Seaport operations. The Port presented a Year 2 Progress Report on the 2020 and Beyond Plan and the Near-Term Action Plan to the Board of Port Commissioners and the public on September 30, 2021 and plans to provide a Year 3 Progress Report this Fall 2022. The Port encourages BATA to review the Year 2 Progress Report and Port's 2020 Seaport Emissions Inventory to provide a more current Environmental Setting under Section 2.3, Air Quality and a more accurate Regulatory Setting under Section 2.17, Transportation.</p> | <p>The MAQIP and the Seaport Airport Air Quality 2020 and Beyond Plan were already mentioned in the Public IS/MND in Section 2.3. The IS/MND has been updated with information from the Year 2 Progress Report in Section 2.3</p> <p>The Public IS/MND already described that DPM emissions at the Port has been reduced by 80 percent relative to 2005 based on a 2019 Port of Oakland study. This has been updated with data from the 2020 inventory cited in the comment.</p> <p>Appendix A-1 of the IS/MND already included a summary of air quality conditions from 2017 to 2019. The IS/MND has been updated to describe the multiplicity of emission sources affecting the project area and reflect the recent information about emissions in West Oakland, the Port's emission reductions plans, and the change in emissions over time due to these efforts. Changes have been made in Section 2.3 to reflect current conditions and Port plans. Air quality monitoring from the Oakland Army Base Reuse Project was added to Appendix A to describe recent local monitoring in the project area. Emissions Inventory and Air pollutant dispersion results from the 2019 WOCAP were also added in Appendix B-2.</p> <p>The modifications described above merely clarify the text of the MND and do not constitute substantial revisions to the document disclosing new, avoidable significant effects or a change in the significance conclusions disclosed in the MND.</p> <p>No changes were made in Section 2.17 as the relevance of Port plans to reduce emissions is relevant for this project concerning air quality, not transportation.</p> |
| 46 | 7/14/22 | Richard    | Sinkoff   | Port of Oakland        | If there are clarifications regarding the above, please contact Ms. Khamly Chuop, Port Associate Environmental Planner/Scientist at kchuop@portoakland.com. The Port looks forward to continuing to participate and provide input on this Project.  | Comment acknowledged.   |

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| 47 | 7/29/22 | Marvin     | Yi        |                        | Why does detail design begin a year after the final environmental report again?   | Comment acknowledged. This comment does not relate to the adequacy of the document with respect to CEQA analysis. Timing of design is dependent on funding.   |
| 48 | 6/29/22 | Marvin     | Yi        |                        | This is exciting, Marvin Yi just to add, looking forward to implementation  | Comment acknowledged.   |
| 49 | 6/29/22 | Dave       | Campbell  |                        | How would Seoul South Korea approach a project like this? That was a specific question for Gavin, since I know he has expertise in the area.  | Comment acknowledged. This comment does not relate to the adequacy of the document with respect to CEQA analysis.   |
| 50 | 6/29/22 | Dave       | Campbell  |                        | My question for you all is, there is a short-term project to put a bike path between Maritime and Grand. Do you all have any update on that project for us tonight? Is there a way to get us that information?  | Comment acknowledged. See response to Comment #5 regarding the short-term project.  |
| 51 | 6/29/22 | Ray        | Kidd      |                        | Okay, Thank you. First of all, just congratulations for getting to the CEQA stage. On this long term project, that's a significant milestone.   | Comment acknowledged. This comment does not relate to the adequacy of the document with respect to CEQA analysis.   |
| 52 | 6/29/22 | Ray        | Kidd      |                        | I have a question. Maybe I'll get the same answer as Dave, but I'll ask, anyway. On the elevated part on the current pathway along the Bay bridge, there are bulbouts or pull outs where you can get off the pathway and sit down or stand on the elevated portion. Will there be a similar thing, similar bulbout places, where you can get off the pathway? And if so, will there also be cameras along the pathway? I think there are along the current pathway, and who will be monitoring them?  | <p>The Public IS/MND describes security cameras in Chapter 1, Project Description, in Section 1.3.4.9, Safety, which states that the elevated portion of the Link would include solar call boxes and security cameras. It is anticipated that either the California Highway Patrol or City of Oakland officers would patrol the Link periodically on bicycles. Closed-circuit television would record and retain images for up to four weeks; this information would be available to law enforcement for public safety reasons.</p> <p>The inclusion and possible locations of lookout (or belvedere) will be considered, with community input, during detailed design.</p> |
| 53 | 6/29/22 | Jimmy      | O'Dea     |                        | Yeah, that's right for having me thanks to staff for working on this and presenting information, and I live in neighborhood. Got the mailing but by my client's high school. Thanks to the appets that have I'm sure been pushing for this for so long. Gosh! things take a long time. But really support This project for improving safety and mobility in the neighborhood run on the sidewalk. That stretch a lot. It's not safe I have I probably wiped it once. It's okay. So so appreciate safety this will forward question. I clarified question. I didn't see on the maps in this, probably on the website. So I don't I'm not familiar with it. 1.5 miles of class, 2 bike lanes I didn't see where those were part of this project | The Public IS/MND describes the locations of Class I bicycle path and Class II bicycle lanes in Section 1.3.1. Class I Segments, and Section 1.3.2, Class II Bike Lanes. Figure 1-3 shows the locations of the five Class I segments. The Class II bike lanes are between Mandela and Wood Street adjacent to the Link.   |
| 54 | 6/29/22 | Jimmy      | O'Dea     |                        | Alright, thanks Rich 2 other questions you mentioned outset just this project being in the context of kind of a broader area. Is there any measures associated with this project to calm traffic on Grand coming off the freeway on the freeway? It's I mean you know obviously that's what makes this project so needed. But just using this as opportunity to improve, you know, vehicle safety as well. Just you know cars coming at high speeds even if there's a separate bike lane. There's still gonna be dangers for you know from cars exiting the freeway.  | See responses to comments #16 and #22.  |
| 55 | 6/29/22 | Jimmy      | O'Dea     |                        | You should 2 projects, as many of you guys know when you're transitioning from A. They single 2 way custom path to separate, you know. kind of paths on, on, on both sides of the street is never an easy and straightforward process. Especially maybe at Mandela because there's a fairly wide median in the path in the middle. Are there any plans for a separated path on the north side to connect to the Bay Bridge, to avoid the heavy traffic and speeding cars?   | <p>The comment concerns the transition from a two-way bike path to separate bike paths on opposite sides of the street. The transition from the West Oakland Link at Mandela will be addressed during detailed design. Also see response to comment #19.</p> <p>The project team is not aware of any current plans for a separated path on the north side.</p>  |

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| 56 | 6/29/22 | Jimmy      | O'Dea     |   | I'm sorry, just for everybody listening, can we click, can we please clarify class?   | The definitions of Class I, II, III, and IV bicycle paths are provided in footnote 1 on page 1-2 of the IS/MND. <ul style="list-style-type: none"> <li>• Class I bikeways (bike paths) are separate paths with exclusive right-of-way for bicycles and pedestrians, with minimal vehicular crossings.</li> <li>• Class II bikeways (bike lanes) are striped lanes on streets, separating bicycles from vehicles, within the road right-of-way.</li> <li>• Class III bikeways are lanes shared with motor vehicles.</li> <li>• Class IV bikeways (separated bikeways) are bikeway for the exclusive use of bicycles.</li> </ul> |
| 57 | 6/29/22 | Drew       | Nelson    |   | My thunder. I was going to ask about the interactions between the improvements on Grand Avenue and the City of Oakland's mobility plan, and how they interact with this project. Obviously, you guys were already thinking about that so hot dog.   | The project teams for the Grand Avenue Mobility Plan and the West Oakland Link have met. There will be additional coordination, including the conform location at the intersection of West Grand Avenue and Mandela Parkway, during detailed design.   |
| 58 | 6/29/22 | Ed         | Manasse   | Deputy Director, Planning Bureau, City of Oakland | <p>Yes, hello, thank you, I'm the Deputy Director of Planning for the city.</p> <p>Yeah. Some of my questions have already been answered. I just wanted to understand the level of coordination that's been done between this project and DOT especially in relation to the timing of this project in the 2 months. Grand Avenue right now has significant pedestrian and bicycle issues.on sections of Grand Avenue that don't even have sidewalks.</p> <p>So you know, those improvements are really crucial as far as their timing with this project, because obviously we hope to see as you do.</p> <p>I'm sure more increased by compared to this area and along this corridor, so they have to of course, arrive safely and you know well coordinated system</p> <p>So I just appreciate to hear that you are already coordinating with DOT and I'm curious that if you know the timing of their project compared to yours?</p> <p>And this is the Bay Bridge Forward project.</p> <p>And so in in that case, my understanding is that they're looking at next year, hopefully moving to construction.</p> <p>But I think they're still in the final design process.<br/>If that is, yeah, does anyone else have a different understanding?</p> <p>I was talking about the Grand Avenue Forward project, new Mobility Project.</p> | <p>The City of Oakland was part of the Gateway Park Working Group that provided direction and guidance on the development of the West Oakland Link concept.</p> <p>Staff of Oakland DOT (OakDOT) were invited and participated in Project Development Team meetings for the West Oakland Link. The project team will continue to coordinate with OakDOT during detailed design.</p>  |
| 59 | 6/29/22 | Alexis     | Frank     |   | My understanding is that the elevated section will begin at Grand Avenue and Campbell. Currently there is no traffic light. there, despite many cars that turn off grand onto Campbell, and vice versa. Will a traffic light be put in? If not, I fear that pedestrians and bicyclists might get hit by vehicles.   | The project would include closure of Campbell St. on the south side of W. Grand Ave. No traffic signal would be required at this intersection.   |
| 60 | 6/29/22 | Eric       | Babel     |   | Does one of the ramps overlap the private parking lot at at Burma and maritime street?  | The project would cross over part of the parking lot site.   |

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| 61 | 6/29/22 | Doug       | Taylor    |                        | Yes, hi! again. Congratulations on the project. This is terrific. I bike the area a lot and I'll second an earlier comment about the need for traffic calming measures on West Grand. It's really needed people treat that as a freeway on ramp. It's pretty terrifying. could you also describe better than the intersection of the frontage road and West Grand. Is that going to be an overpass, or will it be at street level  | The West Grand Avenue and Frontage Road intersection would remain as a signalized intersection and would not be grade separated. Also see responses to comments #16 and #22.   |
| 62 | 6/29/22 | Alan       | Uy        |                        | Will there be lighting and will the path be closed at night? Also, was extending the elevated section to cross Maritime considered?  | Section 1.3.4.4, Lighting, of the Public IS/MND states that the link would be open at all times and that low-level lighting would be installed along the Link. In addition, Section 1.3.5, Operations and Maintenance, of the Public IS/MND states that the Link would be open 24 hours per day, seven days per week. The elevated section will be elevated over Maritime Street and will avoid crossing Burma Road at grade. It will not only be elevated over the roadway but the railroad crossing as well. |
| 63 | 6/29/22 | Dave       | Campbell  |                        | Will it be a condition that it's open 24 h?  | Section 1.3.5, Operations and Maintenance, of the Public IS/MND states that the Link would be open 24 hours per day, seven days per week.  |
| 64 | 6/29/22 | Alexis     | Frank     |                        | I do want to ask a follow-up question from Allen about extending the Elevated section to cross maritime, and whether we've considered that having to cross Maritime Burma and regular High heavy volume traffic seems like the existing condition. So Yeah. So maybe we can go back to the drawing of the overview map of the project itself. But if it yeah, so it it will. One quick comment is that it's not just elevated over the railway, but on Burma there is there.   | The project includes an elevated crossing of Maritime Street and an elevated crossing of the railroad crossings on Burma Road.   |
| 65 | 6/29/22 | Alexis     | Frank     |                        | I'm actually following up on an earlier question that I had typed because this makes me confused again of the slide that you have up. So it looks like to me, and let me know if I'm wrong. But this yellow section here D. I think that that is right at-grade before it starts becoming elevated, and that's Campbell.<br>I believe, and Grand and so that's the traffic light that I'm worried about. It doesn't exist at the moment.<br>And so just wanted to bring that back up.  | See response to Comment #59.   |
| 66 | 6/29/22 | Eric       | Babel     |                        | So I'm looking at a picture from something that I downloaded. It shows segment backpack at Segment 2, and there's like a brown picture kind of the new path and it shows the bike traveling along that path and it's like 5 feet above Grand. That's really nice for road noise and just for a general feeling of safety, I guess to be away from the tracks. And I was just wondering if that's possible over that that the area and cause I think that you know I'm scrolling down I'm seeing Segment 3 doesn't show that same kind of elevation. So you're talking about this segment beyond this map, where it crosses the railroad tracks there. Specifically, I'm talking about, on the thing I'm looking at which is from it, says, Oh, one proposed product. That shows Segment 3, and it shows the bikes right at the same level as the cars. Yeah. | In some locations, the Link would be slightly above Grand Avenue and in others it would not be in order to maintain even grade and comply with the Americans with Disabilities Act (ADA) requirements for the Link. The Link would be at the same height (elevation) with West Grand Avenue at the Frontage Road intersection.   |
| 67 | 6/29/22 | Alexis     | Frank     |                        | Do you plan to have any noise? mitigation?<br>I know this tends to be expensive right now. In the beverage itself the current path is extremely noisy.<br>You need headphones to block it out. Is there anything that can be done to make the link quieter?  | Effects of the environment on the project from Noise are not a CEQA issue. At present, there are no plans to reduce noise on the Link. See also response to comment #24.   |
| 68 | 6/29/22 | Ray        | Kidd      |                        | Okay, thank you the timeline that you showed said construction 2024-26 pending funding. I think. Well, could you give us an update on that? How much, How far along are you on the funding? I think West Oakland neighbors recently wrote a letter in support of one funding source. I would like to think that would turn the trick. But how far away are you from having adequate funding?   | The project is funded for the design and right-of-way phases. BATA, in conjunction with Caltrans and other agencies, is actively seeking additional project funding for the construction phase. Completion of the environmental phase improves project readiness and competitiveness in obtaining funding.   |

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| 69 | 6/29/22 | Unknown    | Unknown   |                        | Are there any plans for a similar separated, protected path on the north side of the freeway? Complex like, from Emeryville Marina along the shoreline to connect to the Bay Bridge trail. Like right now, you know, IKEA the work there's been great but it's kind of limited by you know still a lot of traffic and speeding cars   | During the development of this project, a number of alternatives, including placing the Link on the north side of Grand Avenue, were considered and discarded based on feasibility, ability to meet the project purpose and need, and potential environmental impacts. West Oakland residents would be able to access Emeryville and IKEA through the Link and the Bay Bridge Trail.   |
| 70 | 6/29/22 | Jimmy      | O'Dea     |                        | Will you be eligible for Safe Street for All (SS4A) for a Federal funding? This is great. to have a class one connection with to so much through.   | See response to Comment #68.   |
| 71 | 6/29/22 | Jimmy      | O'Dea     |                        | Also I meant to say I support Alex's comment about noise calming measures for users of the path and that.   | Effects of the environment on the project from Noise are not a CEQA issue. At present, there are no plans to reduce noise along the Link. See also response to comment #24.  |
| 72 | No date | Peter      | Hansen    |                        | I'm totally for it!!  | Comment acknowledged.  |
| 73 | No date | Jared      | Sewall    |                        | We welcome the bike path to our neighborhood. Connecting West Oakland to the bay trail is long overdue. As West Oakland Residents, and bikers ourselves, we commonly use the bay trail, yet connecting & getting to it is next to impossible. The current way of using Mandela parkway through Emeryville busy traffic is risky & dangerous (even for experienced bikers). Thank you. | Comment acknowledged.  |
| 74 | 6/29/22 | Alan       | Uy        |                        | Will there be lighting and will the path be closed at night? curious about the maintenance/security plan  | See response to Comment #52 regarding safety and Comment #62 regarding lighting.<br><br>Section 1.3.5, Operations & Maintenance, of the Public IS/MND describes the maintenance plan. Maintenance would include weekly trash removal, monthly sweeping, and bi-annual inspections for restriping, resurfacing, repairs, and bridge inspection and maintenance per state requirements. BATA is currently in discussions with Caltrans regarding operations and maintenance responsibilities. An agreement is expected to be concluded before the start of construction. |
| 75 | 6/29/22 | Alexis     | Frank     |                        | Can you clarify what Class I, Class II, etc. means?   | See response to Comment #56.   |
| 76 | 6/29/22 | Alexis     | Frank     |                        | My understanding is that the elevated section will begin at Grand Ave and Campbell -- currently there is no traffic light there despite many cars that turn off Grand onto Campbell and vice versa. Will a traffic light be put in -- if not, I fear that pedestrians and bicyclists might get hit by vehicles.   | See response to Comment #59.   |
| 77 | 6/29/22 | Alan       | Uy        |                        | Also, was extending the elevated section to cross Maritime considered? Having to cross maritime/Burma in regular high/heavy volume traffic seems like the existing condition.   | The project includes an elevated crossing of Maritime Street.  |
| 78 | 6/29/22 | Alexis     | Frank     |                        | Do you plan to have any noise mitigation? I know this tends to be expensive. Right now, on the Bay Bridge itself, the current path is extremely noisy. You need headphones to block it out. Is there anything that can be done to make the link part quieter?   | Effects of the environment on the project from Noise are not a CEQA issue. At present, there are no plans to reduce noise along the Link. See also response to comment #24.  |