



CITY OF LIVERMORE

ACTIVE TRANSPORTATION PLAN – INTERIM UPDATE

DRAFT - APRIL 2024

ACKNOWLEDGMENTS

CITY OF LIVERMORE

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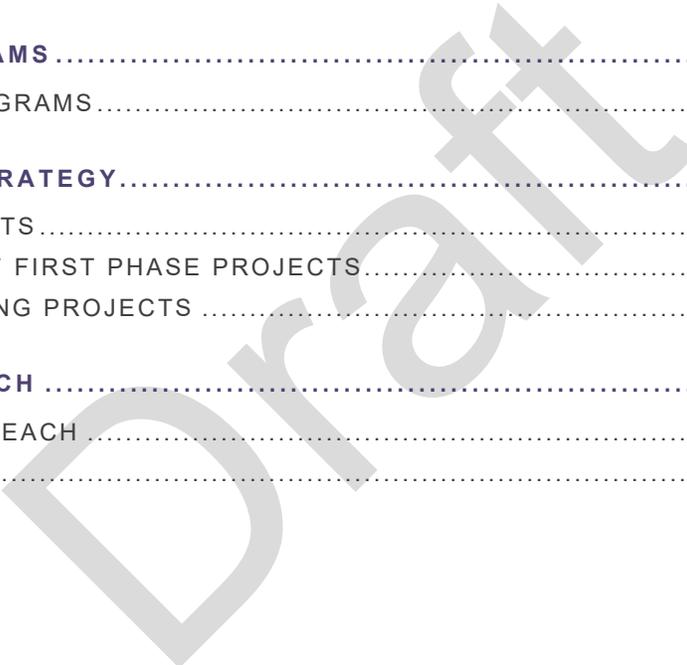
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CHAPTER 1

INTRODUCTION



INTRODUCTION

The City of Livermore is dedicated to fostering a community where people can easily walk, bicycle, and access trails for transportation and recreation. To retain eligibility for grant funding, plans outlining this vision must be up to date and have been adopted within the previous five years. This document is therefore a refreshment and strategic update of the Livermore Bicycle, Pedestrian, and Trails Active Transportation Plan adopted in 2018. The city plans to conduct a full-scale active transportation update following the adoption of the Imagine Livermore 2045 General Plan, currently anticipated for early 2025.

The refreshed plan builds on the previous document through ensuring the relevance of the previous needs, challenges, and implementation strategies. While the Vision and Goals of the 2018 ATP are carried forward, Existing Conditions have been updated, as have key elements of the Needs Analysis, including health and safety. In addition, the status of previously recommended projects has been updated and new project needs identified through the ongoing Local Road Safety Plan have been incorporated. Finally, the planning level cost estimates presented in the Implementation Strategy have been inflated to current year dollars.

Although the following chapters summarize essential information from the 2018 ATP, the emphasis is on data that has changed since the plan's adoption. Further, it is not the intention for this interim update to take any credit for the extensive work that underlies the 2018 ATP. Therefore, the reader is directed to the 2018 ATP, available at the City of Livermore website, for details on the adopted Vision and Goals, the methodology of the Needs Analysis, and other topics that are not repeated in this interim update.

KEY FINDINGS

Since 2018, significant progress has been made towards the vision of a safer, low stress active transportation network that supports a flourishing walking, bicycling, and rolling City of Livermore.

The City of Livermore has completed over 100 projects that contribute to a safer and lower stress active transportation network since 2018. Following the last Active Transportation Plan (ATP) in 2018, over 18 miles of bikeway upgrades have improved the safety and connectivity of the bikeway network, Safe Routes to School programs have increased the active transportation mode share by 10% since 2018¹, bike involved crashes have been reduced by 18%, and pedestrian involved crashes have been reduced by 6% compared to the five-year total previously reported².

¹ *Safe Routes to Schools Program District Snapshot 2018-2019 and 2021-2022, Alameda County Transportation Commission.*

² *Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2023*

CHAPTER 2

VISIONS & GOALS



The City of Livermore reaffirms its commitment to the Vision, Goals, and Policies outlined in the 2018 Active Transportation Plan. For reference, the vision statement, goals, and policies are provided below.

VISION

“The City of Livermore envisions a city where people of all ages and abilities can comfortably access jobs, schools, recreation, shopping, and transit on foot or by bicycle as part of daily life in a healthy and active community.”

GOALS AND POLICIES

GOAL 1: SAFE & COMPREHENSIVE NETWORK

Provide a safe, efficient, and connected bicycle, pedestrian, and trail network that accommodates all users and abilities.

POLICIES

- 1.1 Develop and implement projects and improvements to address bicycle and pedestrian safety
- 1.2 Connect neighborhoods, schools, workplaces, transit facilities, and other destinations with on-street facilities and/or separated trails
- 1.3 Build cross town connections for the bicycle, pedestrian, and trail network
- 1.4 Improve the pedestrian and bicycle network to and through Downtown Livermore to increase access, safety, and mobility
- 1.5 Establish safe crossings of barriers including high volume roadways, freeway interchanges, railroads, arroyos, and other barriers
- 1.6 Coordinate with other agencies, adjacent jurisdictions, and regional partners to plan and implement projects that improve Livermore’s network and connections to the region

GOAL 2: DESIGN FOR ALL USERS

Build a well-designed and comfortable bicycle, pedestrian, and trail network with support services and facilities to serve users of all ages and abilities.

POLICIES

- 2.1 Incorporate best practices for the design of pedestrian facilities, bikeways, and trails that emphasize user safety and comfort
- 2.2 Incorporate sustainable and environmentally sensitive design for all facilities and amenities
- 2.3 Provide support facilities on public properties as appropriate, such as bicycle parking, rest areas, water fountains, and other facilities

2.4 Require private development to provide appropriate support facilities, such as shower/locker facilities and bicycle parking

2.5 Connect new development and public spaces to the active transportation network

2.6 Consider maintenance needs in the design of all new facilities

GOAL 3: ENGAGE & GROW THE ACTIVE TRANSPORTATION COMMUNITY

Increase bicycling and walking for transportation and recreation

with education, awareness, and enforcement.

POLICIES

3.1 Educate the public on the benefits of bicycling and walking, the available bicycle and trail facilities, and their rights and responsibilities

3.2 Provide up-to-date information about the bicycle and trail network, bicycle parking, and program resources

3.3 Develop and implement strategies to encourage bicycling and walking to and through community events, including bicycle and pedestrian support facilities

3.4 Support and participate in Federal, State, Regional, and Local programs, such as countywide Safe Routes to School efforts

3.5 Coordinate with other agencies to promote, encourage, and implement active transportation programs

3.6 Continue and expand bicycle, pedestrian, and traffic enforcement programs to encourage proper use of facilities, increase safety, and improve the user experience

GOAL 4: MAINTAIN THE ACTIVE TRANSPORTATION NETWORK

Maintain roadways, sidewalks, and multi-use trails to provide safe and comfortable active transportation conditions for all users and abilities.

POLICIES

4.1 Develop and provide a maintenance program for pedestrian facilities, bikeways, and trails to provide continued safe and comfortable use of the network

4.2 Provide new facilities only where sufficient maintenance funding can be identified

4.3 Work with Federal, State, and Regional agencies to expand maintenance funding opportunities



CHAPTER 3

EXISTING CONDITIONS

EXISTING NETWORKS

ROADWAY NETWORK & MAJOR BARRIERS

Since 2018, infrastructure in Livermore has seen only incremental change. The roadway network in Livermore generally follows a traditional grid pattern in the city center and quickly expands outwards to residential, suburban cul-de-sacs with limited network connectivity. As a result, the few corridors that provide cross-town connectivity face enormous pressure to accommodate all modes of transportation.

Major east-west arterials include First Street, Jack London Boulevard, Stanley Boulevard, Concannon Boulevard, East Avenue, and Portola Avenue. Major north-south arterials include Livermore Avenue, Mines Road, Vasco Road, L Street/Arroyo Road, Isabel Avenue, and Murrieta Boulevard.

A defining feature of the Livermore roadway network is the Union Pacific Railroad tracks that bisect the city. The tracks create a physical barrier for people traversing the city from north to south since there are few grade-separated crossings and many streets do not cross the railroad or are blocked when trains are active. Existing at-grade crossings are found at L Street, Junction Avenue, and Vasco Road. Grade-separated crossings include Murrieta Boulevard, Livermore Avenue, First Street, P Street, Mines Road, Vasco Road, and Greenville Road.

The City of Livermore is connected to the rest of California via I-580. The interstate crosses the northern part of the city and separates the northwest and northeast neighborhoods from the rest of the city due to sparse crossing options. There are eight existing streets which cross I-580 in Livermore. All have bicycle and pedestrian access, but most are high stress crossings due to the lack of comfortable bicycle and pedestrian facilities.

Arroyos crisscross Livermore followed by service roads that have been or could be converted to multi-use paths. The water courses are maintained by the Zone 7 Flood Control District and act as both barriers and opportunities for connection. The uncertain flows of the arroyos limit crossings, however the service roads provide low stress connections for cyclists and pedestrians throughout the city. Figure 1 illustrates the roadway network in Livermore.

The following sections focus on changes to the transportation system in Livermore since the last Active Transportation Plan was approved in 2018.

TRANSIT NETWORK

Since 2018 few changes have been made to the Livermore transit system. The Altamont Corridor Express (ACE) still operates from San Jose to Stockton and has two stops in Livermore. Wheels buses continue to be operated by the Livermore Amador Valley Transit Authority (LAVTA) and connect San Ramon, Dublin, and Pleasanton. Proposed changes to LAVTA routes were recently open for public

feedback and include adjustments to increase service and resume Route 2 which was paused during the COVID-19 pandemic.

In 2018, Bay Area Rapid Transit (BART) was proposed to extend to Livermore, however this plan was carried forward. Instead, Valley Link Rail will connect the region from Dublin to Tracy. The Valley Link service will stop in Livermore at the Isabel Avenue station and Southfront Road station. Figure 2 illustrates current transit routes in Livermore.

BICYCLE NETWORK

Table 1 summarizes the existing bikeway mileage in Livermore in 2001, at the time of the 2018 ATP, and today. As shown, the existing bikeway mileage has increased by 3% since 2018 and close to 14 miles of bikeways have been upgraded with buffers. Figure 3 shows the existing and previously proposed bikeways and trails.

TABLE 1: EXISTING BIKEWAY MILES

BIKEWAY CLASS	2001 MILES	2018 MILES	2023 MILES
Class I Shared Use Paths	22	40	40.2
Class II Bicycle Lanes	46	66	67.4 ^a
Class III Bicycle Boulevards	0	0	1.8
Class IV Separated Bike Lanes	0	0	0.6
Total	68	106	109.4

Source: Bicycle, Pedestrian, & Trails Active Transportation Plan (June 2018), City of Livermore.
 Notes: a) This total includes about 53 miles of Class IIa and 14 miles of Class IIb facilities.

PEDESTRIAN NETWORK

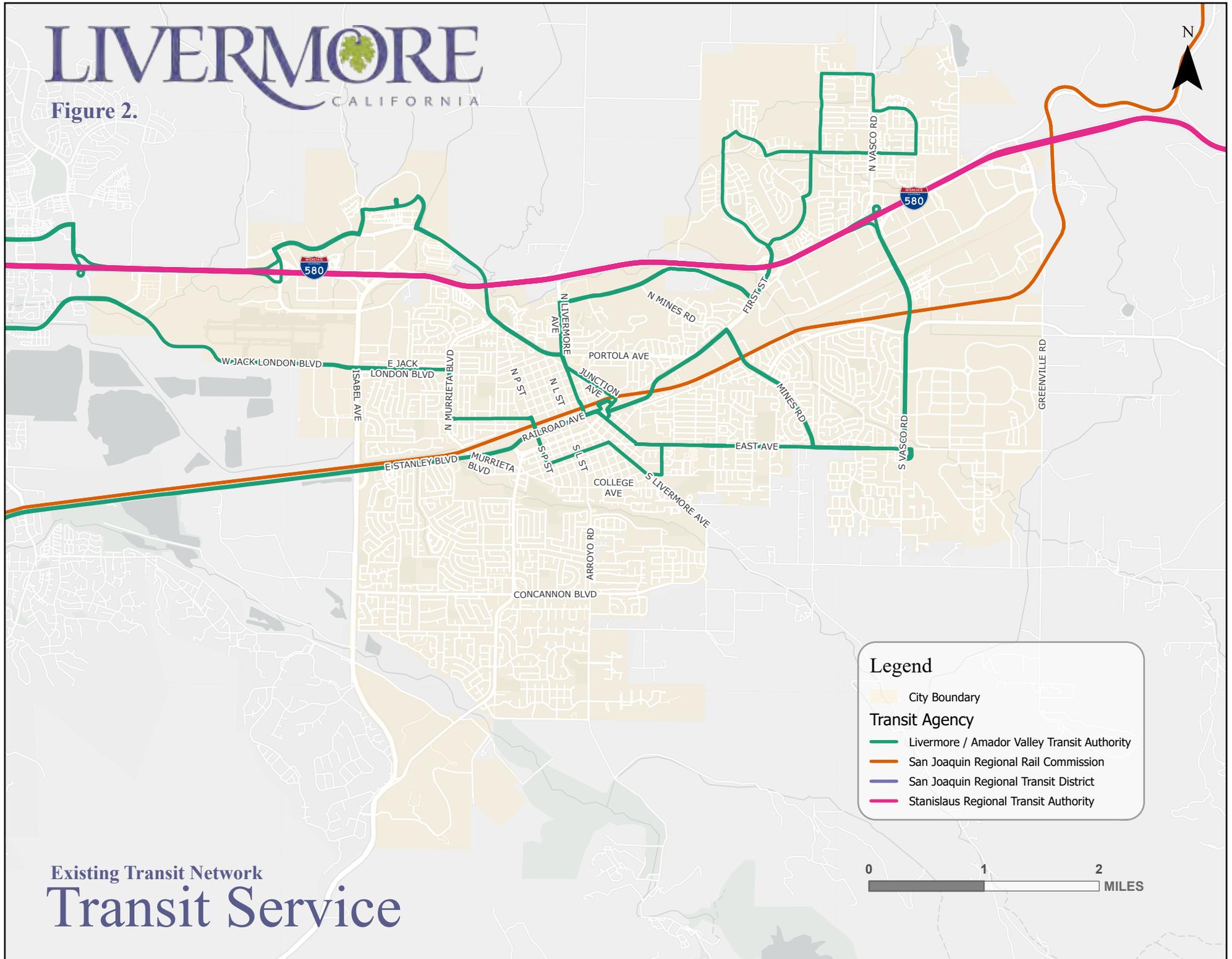
The pedestrian network in Livermore is composed of crosswalks, curb ramps, crossing enhancements, and features such as benches and lighting. Since 2018, these pedestrian facilities have been augmented with approximately 1.3 miles of additional sidewalks, Americans with Disabilities Act (ADA) compliant curb ramps at 67 locations, and new or improved crosswalks at 34 locations.

TRAIL NETWORK

Many trails weave through Livermore with over 40 miles of Class I paved shared use paths designed for bicycling, walking, and horseback riding across the city. Existing and proposed trails are highlighted in Figure 4.

LIVERMORE CALIFORNIA

Figure 2.



Existing Transit Network Transit Service

LIVERMORE

CALIFORNIA

Figure 3.

Legend

Previously Existing Bikeways/Trails

- Class 1A Shared Use Path
- Class 2A Bicycle Lane

Completed Bikeways/Trails

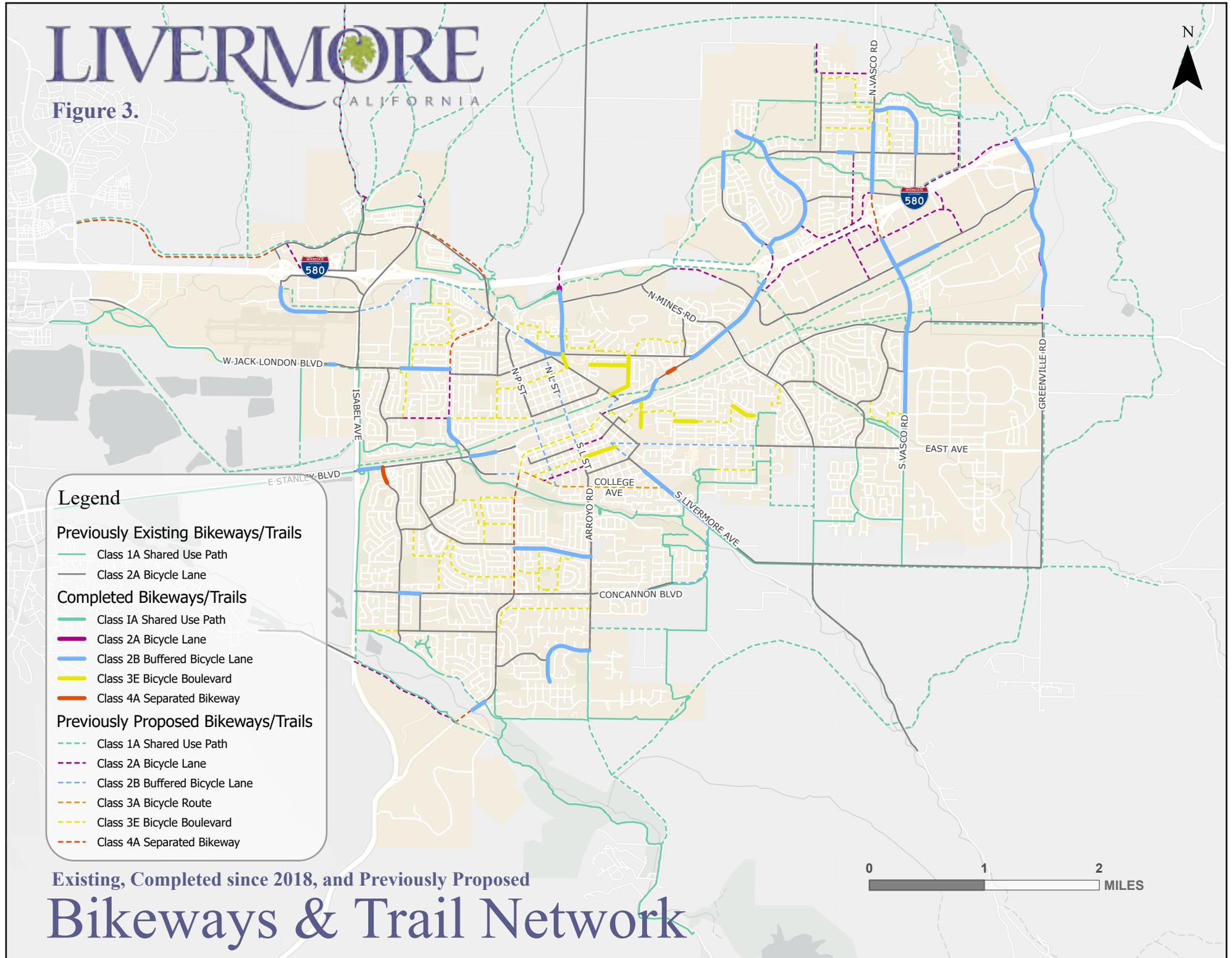
- Class 1A Shared Use Path
- Class 2A Bicycle Lane
- Class 2B Buffered Bicycle Lane
- Class 3E Bicycle Boulevard
- Class 4A Separated Bikeway

Previously Proposed Bikeways/Trails

- Class 1A Shared Use Path
- Class 2A Bicycle Lane
- Class 2B Buffered Bicycle Lane
- Class 3A Bicycle Route
- Class 3E Bicycle Boulevard
- Class 4A Separated Bikeway

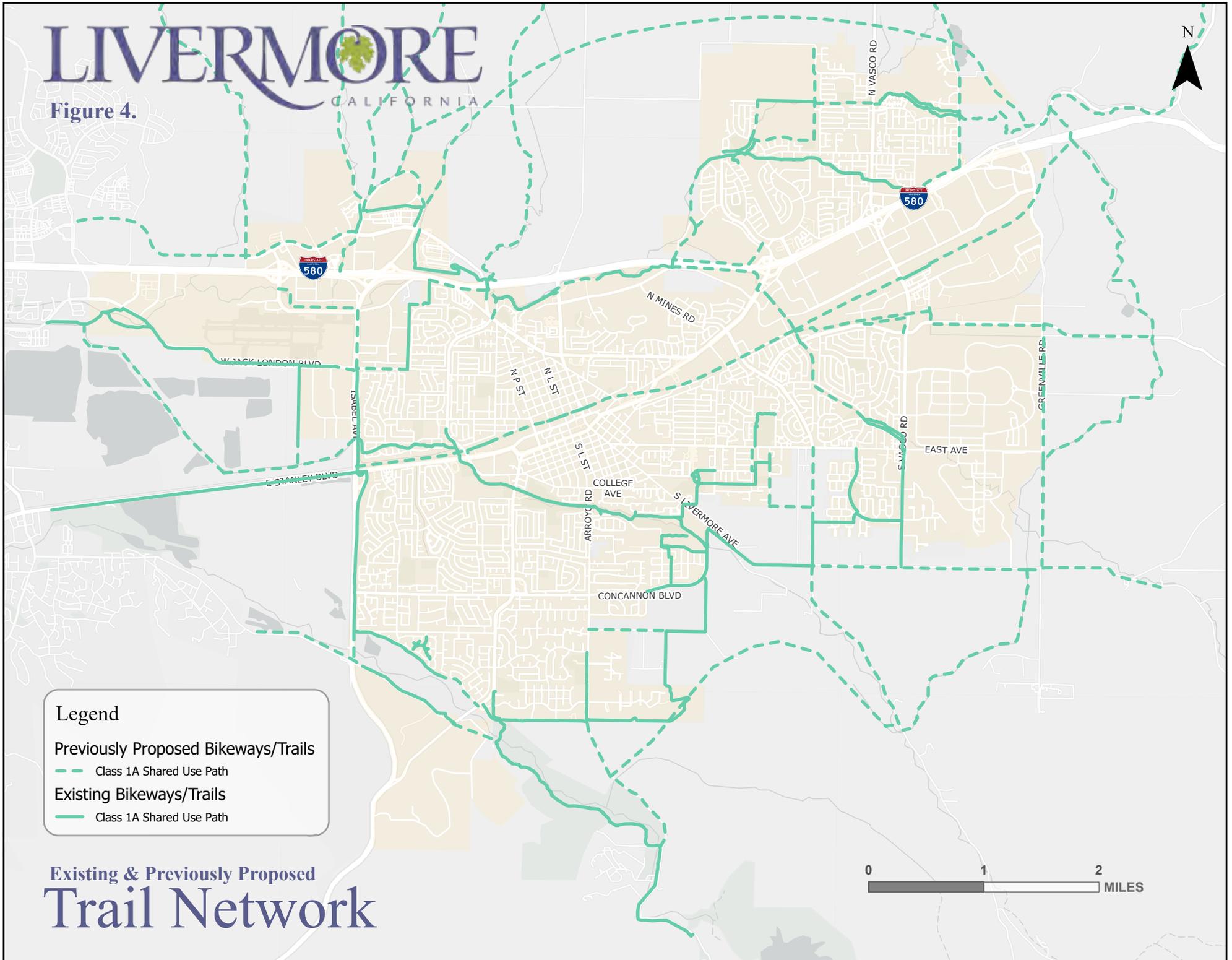
Existing, Completed since 2018, and Previously Proposed Bikeways & Trail Network

0 1 2 MILES



LIVERMORE CALIFORNIA

Figure 4.



ACTIVITY GENERATORS

Activity generators are destinations that are likely to attract walking or bicycling trips. Further information on how activity generators are defined can be found in the 2018 ATP. Since 2018, the largest shift in activity generators has been in the major employers in Livermore. The current major employers listed by the Livermore Chamber of Commerce³ are the Lawrence Livermore National Laboratory, Stanford Health Care ValleyCare, Livermore Joint Unified School District, ComCast Cable, the Sandia National Laboratory, Wente Vineyards, the Kaiser Permanente Regional Distribution Center, the City of Livermore, FormFactor, Las Positas College, US Foodservice, the Livermore Area Recreation and Park District, TopCon Positioning Systems, WalMart Stores, Costco Wholesale, McGrath RentCorp, and Target. The locations of the major employers and other activity generators can be found in Figure 5.

DEMOGRAPHICS

Understanding how the population of Livermore has changed since the last active transportation plan is essential to meeting the needs of residents. Knowing who lives in the city helps to guide projects, priorities, and programs and allows effective outreach to all groups of residents. The demographic data shown here is from the 2021 American Community Survey (ACS) 5-year estimates and is compared to the 2014 ACS 5-year estimates presented in the 2018 ATP.

POPULATION

In 2014 the population of the City of Livermore was 89,301; as of 2022, the population has decreased by 5%, contracting to 84,722. Livermore remains the sixth largest city in Alameda County, just behind San Leandro.

AGE

Livermore still has a large young population compared to Alameda County as a whole. Nearly a quarter of the people in Livermore are aged 19 or younger. At 24% of the population, there is a higher proportion of young people in Livermore compared to 22% in Alameda County as a whole. These younger residents are less likely to drive or have access to a car and have higher dependence on transit, walking, and bicycling to move around the city.

³ Livermore Chamber of Commerce, 2023. <https://www.livermorechamber.org/business-opportunities/large-employers>

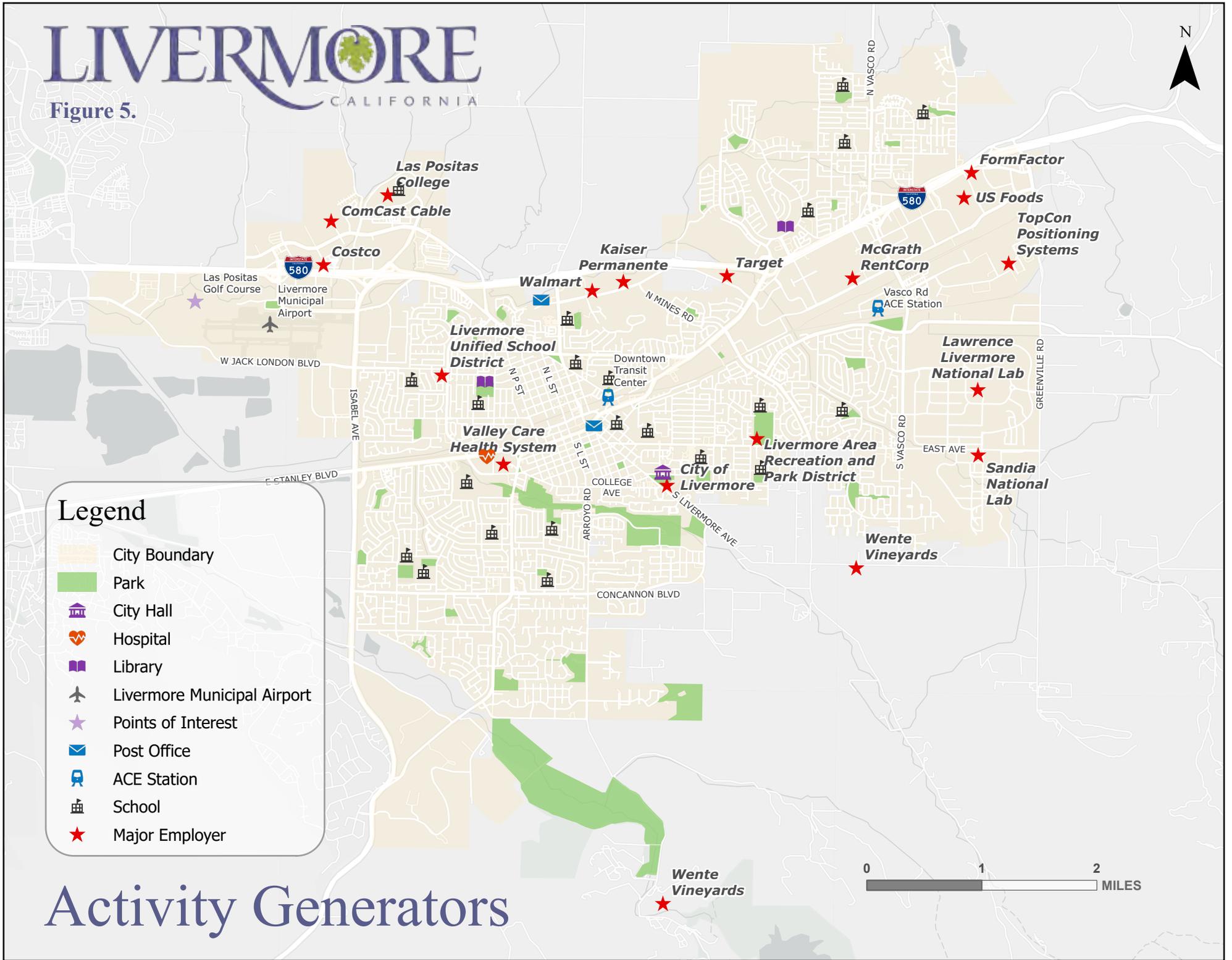
LIVERMORE CALIFORNIA

Figure 5.

Legend

-  City Boundary
-  Park
-  City Hall
-  Hospital
-  Library
-  Livermore Municipal Airport
-  Points of Interest
-  Post Office
-  ACE Station
-  School
-  Major Employer

Activity Generators



ACCESS TO CARS

Most households in Livermore (96%) still have access to a car with the other 4% likely relying on transit, walking, or bicycling. Based on household sizes this represents nearly 3,400 residents with no access to a car. In 2014, there were nearly 3,500 residents without access to a car for transportation. Additionally, 22% of households only have access to one vehicle compared to 23% in 2014. If these households have two or more workers, those without a car may rely on other modes of transportation for their commute.

INCOME

Median household income in Livermore has grown 46% since 2014 and sits at \$145,919 as of 2022. Residents of Livermore tend to earn more than Alameda County overall, which has a household median income of \$122,159.

TRAVEL PATTERNS

COMMUTE TRAVEL

The dominant commute to work mode share in Livermore has remained driving alone. It has decreased from nearly 80% in 2014 to 69% in 2018 and has stayed at that level through until 2021 based on American Community Survey 5-year Estimates. A significant share (44%) of the commute trips begin and end in Livermore, offering a major opportunity to shift residents from driving to active transportation and transit. Since 2018, the commute mode shares for public transportation, bicycling, and walking have slightly decreased while the share of residents working from home have nearly doubled.

TABLE 2. COMMUTE TO WORK MODE SHARE

COMMUTE MODE	MODE SHARE		
	2014	2018	2021
Drove Alone	79.14%	69.97%	69.37%
Public Transit	3.75%	4.3%	3.09%
Bicycling	1.36%	2.1%	1.1%
Walking	0.87%	1.8%	1.31%
Work from Home	5.56%	6.88%	13.76%

Sources: *Bicycle, Pedestrian, & Trails Active Transportation Plan (June 2018)*, *American Community Survey 5-year Estimates*

TABLE 3. COMMUTE MODES IN PEER COMMUNITIES

CITY	2014		2018		2021	
	BIKE	WALKING	BIKE	WALKING	BIKE	WALKING
Livermore	1.4%	0.9%	2.1%	1.8%	1.1%	1.3%
Dublin	0.4%	2.0%	0.4%	1.2%	0.3%	1.4%
Pleasanton	0.9%	2.4%	0.8%	2.3%	0.9%	2.4%
Rancho Cordova	1.4%	2.3%	0.8%	1.8%	0.5%	1.4%
Berkeley	9.7%	19.6%	7.8%	18.3%	5.9%	15%
Davis	23.2%	5.1%	19%	4.3%	13.8%	3%
Copenhagen	37%	6.0%	49%	6%	42%	10%

Source: Bicycle, Pedestrian, & Trails Active Transportation Plan (June 2018), American Community Survey 5-year Estimates, Mobility Facts and Figures, City of Copenhagen 2021, The Bicycle Account 2018, Copenhagen City of Cyclists 2018

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SCHOOL TRAVEL

The Alameda County Safe Routes to School Program has been collecting data on trips to school since 2014. The program includes all the schools in the Livermore Valley Joint Unified School District. According to data published by the SRTS program, commuting to school via physically active modes has risen significantly, rising from a 25% mode share in the 2017- 2018 school year to a 30% active mode share for the 2021-2022 school year⁴. The increase shows that the changes in infrastructure and programming are effectively encouraging and supporting active travel to school.

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⁴ *Alameda County Safe Routes to Schools Program. 2021-2022 District Snapshot, published online at alamedacountysr2s.org.*

CHAPTER 4

NEEDS ANALYSIS



NEEDS ANALYSIS

Walking and bicycling are part of holistic environments that support community needs. Health, safety, and comfort are as much a part of the active transportation network as physical infrastructure and as such, the needs of the residents are informed by these factors. This chapter builds upon the 2018 Active Transportation Plan and includes updates to the following sections to capture the current state of Livermore as it relates to these topics:

- Health (Air Quality), and
- Safety (Pedestrian and Bicycle Collisions)

HEALTH

AIR QUALITY

CalEnviroScreen 4.0 is a tool developed by the Office of Environmental Health Hazard Assessment team that measures pollution factors to identify census tracts where adverse health effects are disproportionately distributed. Outputs from CalEnviroScreen 4.0, released in 2021, are compared to outputs from CalEnviroScreen 2.0 which was published in 2014.

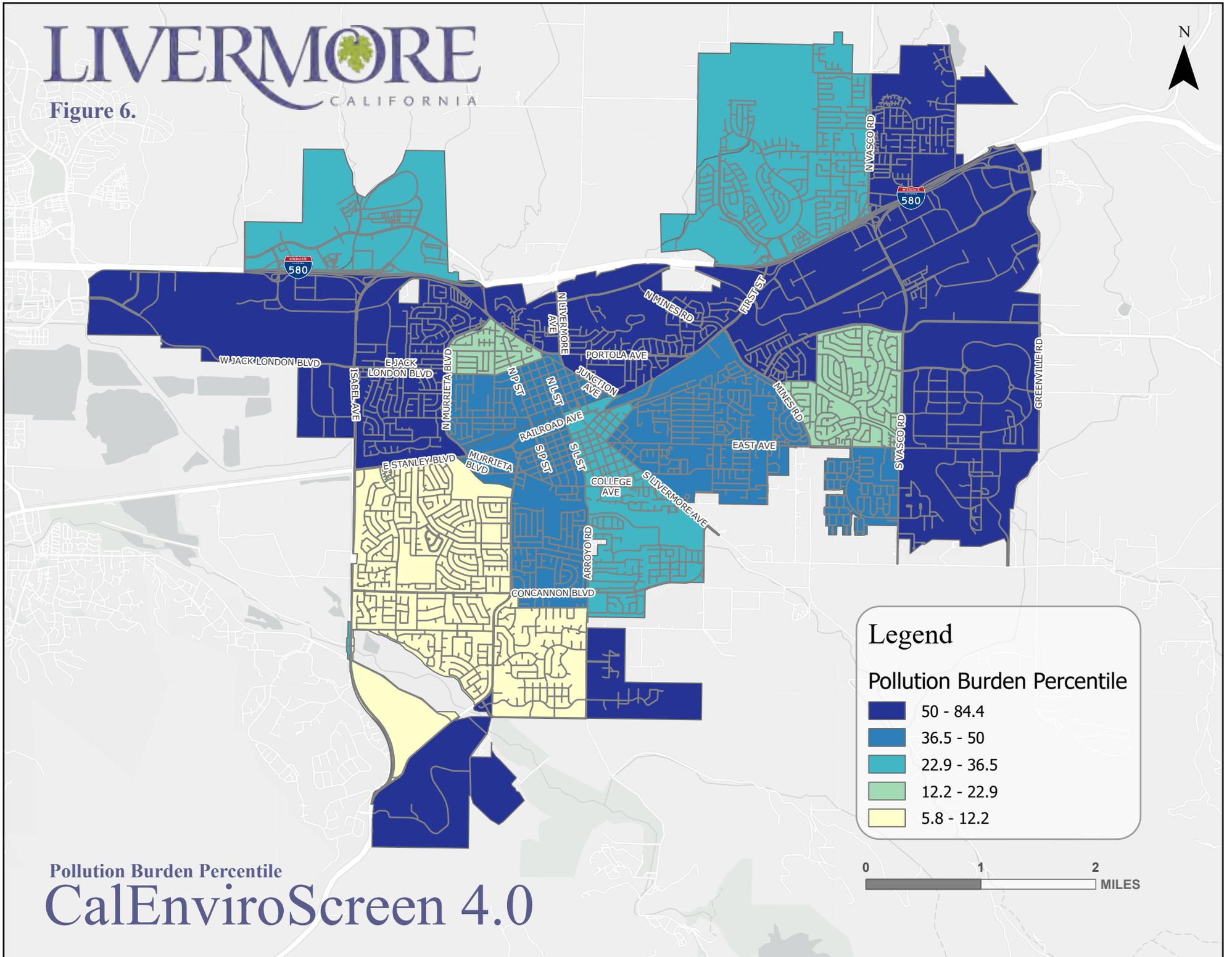
Exposure to traffic pollution can cause chronic illnesses such as asthma and heart and lung diseases. Reducing exposure to harmful emissions can make the residents of Livermore healthier and live longer. Since 2014, Livermore has become a significantly healthier place to live. In 2014, the pollution burden experienced by residents was in the 51st percentile. As of 2021, Livermore has risen to the 32nd percentile while Alameda County has fallen from the 34th to the 41st percentile. With regard to traffic related pollution, Livermore has risen from the 36th percentile to the 21st for exposure to PM_{2.5} but has fallen from the 45th to the 50th percentile for diesel emissions.

The 2018 ATP reported that residents of Livermore suffered from asthma at higher rates than the rest of California. Eighteen percent of Livermore residents over 18 had been diagnosed with asthma compared to 13% statewide. As of 2020, diagnoses in Livermore have decreased to 16.1% in adults and from 18.6% to 16.4% in children. Statewide, diagnoses in children have fallen from 13% to 12.3% and in adults have risen to 16.1%⁵.

Figure 6 illustrates the pollution burden percentile from CalEnviroScreen 4.0 in Livermore (the pollution burden percentile score is an average across several categories of pollution exposure). The map shows that large areas Livermore have a pollution burden higher than the state median value.

⁵ *California Health Interview Survey Neighborhood Edition, 2014-2020*

Figure 6.



SAFETY

Safety and comfort inform how we travel to places. If a route or mode of travel is seen as too dangerous, safer options will generally take precedence. This section builds on the safety section developed in the 2018 Active Transportation Plan. The section covers the location and number of bicycle and pedestrian involved crashes in Livermore from 2017 - 2021 based on data acquired from the Transportation Injury Mapping System (TIMS)⁶. Crashes in Livermore are compared to nearby communities in Table 4 and collisions are mapped in Figure 7. Note that the TIMS likely underestimate the true number of crashes as not all incidents are reported to law enforcement.

Bicycle-Involved Collisions

There were a total of 103 bicycle collisions during the 2017-2021 study period representing 5.5% of all crashes in Livermore. Although the total number has decreased from the 122 bicycle-related crashes recorded for the 2010-2014 period, the percentage of all crashes that are bicycle-related has increased from the 2.3% observed earlier. One bicyclist fatality was recorded, and 12 bicyclists were severely injured.

The most commonly reported factors that contributed to these collisions included:

- Traveling on the wrong side of the road (33.98%)
- Improper turning (15.53%)
- Unsafe speeds by drivers (12.62%)

Pedestrian-Involved Collisions

There were 68 pedestrian involved collisions during the study period representing 3.6% of the total crashes in Livermore. Again, while the absolute number of pedestrian involved crashes has decreased from the 72 recorded for the 2010-2014 period, the percentage of all crashes that are pedestrian involved has more than doubled from the 1.4% that was previously recorded. There were seven pedestrians fatally injured and 14 were severely injured.

The most commonly reported factors contributing to these accidents included:

- Drivers failing to yield to pedestrians (30.88%)
- Pedestrians failing to yield to drivers (27.94%)
- Unsafe speeds by drivers (14.71%)

⁶ The Transportation Injury Mapping System (TIMS) presents the Statewide Integrated Traffic Records System (SWITRS) data in a geo-coded query-able format.

Comparison To Surrounding Area

Compared to nearby cities, Livermore has a lower rate of bicycle collisions and higher rate of pedestrian collisions. Compared to Alameda County in total, Livermore is a lower risk city to ride a bike or walk in. Table 4 highlights this with crash data from TIMS and commuter numbers from the American Community Survey.

TABLE 4: CRASHES COMPARED TO SURROUNDING AREA

DATA	LIVERMORE	PLEASANTON	DUBLIN	ALAMEDA COUNTY
Bicycle collisions	103	136	49	2,445
Bicycle commuters	515	350	120	11,792
Collisions/100 bicyclists	20	38	41	20
Pedestrian collisions	68	57	41	3,348
Pedestrian commuters	608	953	484	25,916
Collisions/100 pedestrians	11	5	9	13

Source: American Community Survey 5-year Estimates, TIMS GIS Map, 2021

In Livermore, collisions generally take place near major streets and in the downtown core of the city. Figure 7 shows where collisions have occurred and their associated injury severity.

Figure 7.

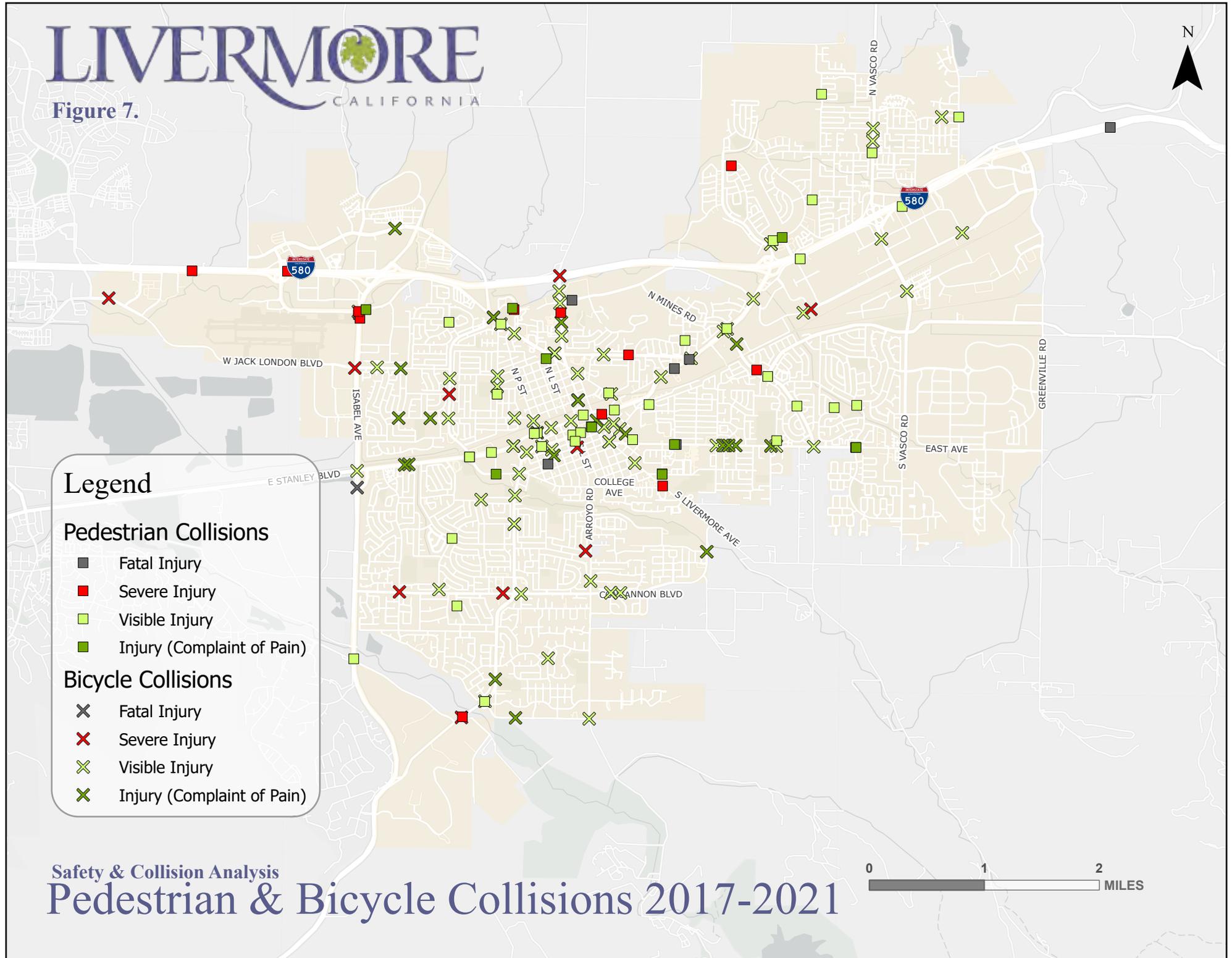
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Pedestrian Collisions

- Fatal Injury
- Severe Injury
- Visible Injury
- Injury (Complaint of Pain)

Bicycle Collisions

- ✕ Fatal Injury
- ✕ Severe Injury
- ✕ Visible Injury
- ✕ Injury (Complaint of Pain)



CHAPTER 5

PROJECTS & PROGRAMS



PROJECTS AND PROGRAMS

This section focuses on the projects the City of Livermore has completed since 2018 and changes to programs that the city offers or participates in. The goal of the proposed active transportation network is to provide the Livermore Community with safe, convenient, and healthy transportation choices. Since 2018, significant strides have been made in achieving this goal.

NETWORK IMPROVEMENTS

The previously proposed network improvements were intended to make walking and bicycling more comfortable, enjoyable, and safer when traveling along Livermore corridors. A number of these projects have been completed and offer bicyclists more roadway space and pedestrians safer more accessible crossings. More information on how projects were classified can be found in the 2018 ATP. Table 5 summarizes the projects completed since 2018.

TABLE 5. COMPLETED PROJECTS SINCE 2018

PROJECT TYPE	QUANTITY COMPLETED SINCE 2018
ADA Ramp Improvement	67 locations
Crossing Improvements	34 locations
Class 2A Bicycle Lane	1.4 miles
Class 2B Buffered Bicycle Lanes or addition of buffer to Class 2A lanes	13.5 miles
Class 3E Bicycle Boulevard	1.8 miles
Class 4A Separated Bikeway	0.6 mile

Source: City of Livermore

The completion of these projects has contributed to a safer, more connected active transportation network. Table 6 shows the previously existing (2018), currently existing (2023), and proposed mileage of network improvements. The completed projects since 2018 and remaining proposed projects are mapped in Figure 8.

TABLE 6. EXISTING AND PROPOSED NETWORK IMPROVEMENTS

FACILITY TYPE	EXISTING 2018	EXISTING 2023	PROPOSED	FUTURE TOTAL
Class 1A Shared Use Path	40	40.2	80.8	121.0
Class 2A Bicycle Lane	66	53.4	14.9	68.3
Class 2B Buffered Bike Lane	0	13.5	2.8	16.3
Class 3A Bicycle Route	0	0	1.2	1.2
Class 3E Bicycle Boulevard	0	1.8	17.4	19.2
Class 4A Separated Bikeway	0	0.6	12.8	13.4
Sidewalk	566	566.3	5.7	572.0

Source: City of Livermore

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LIVERMORE CALIFORNIA

Figure 8.

Legend

Completed Projects

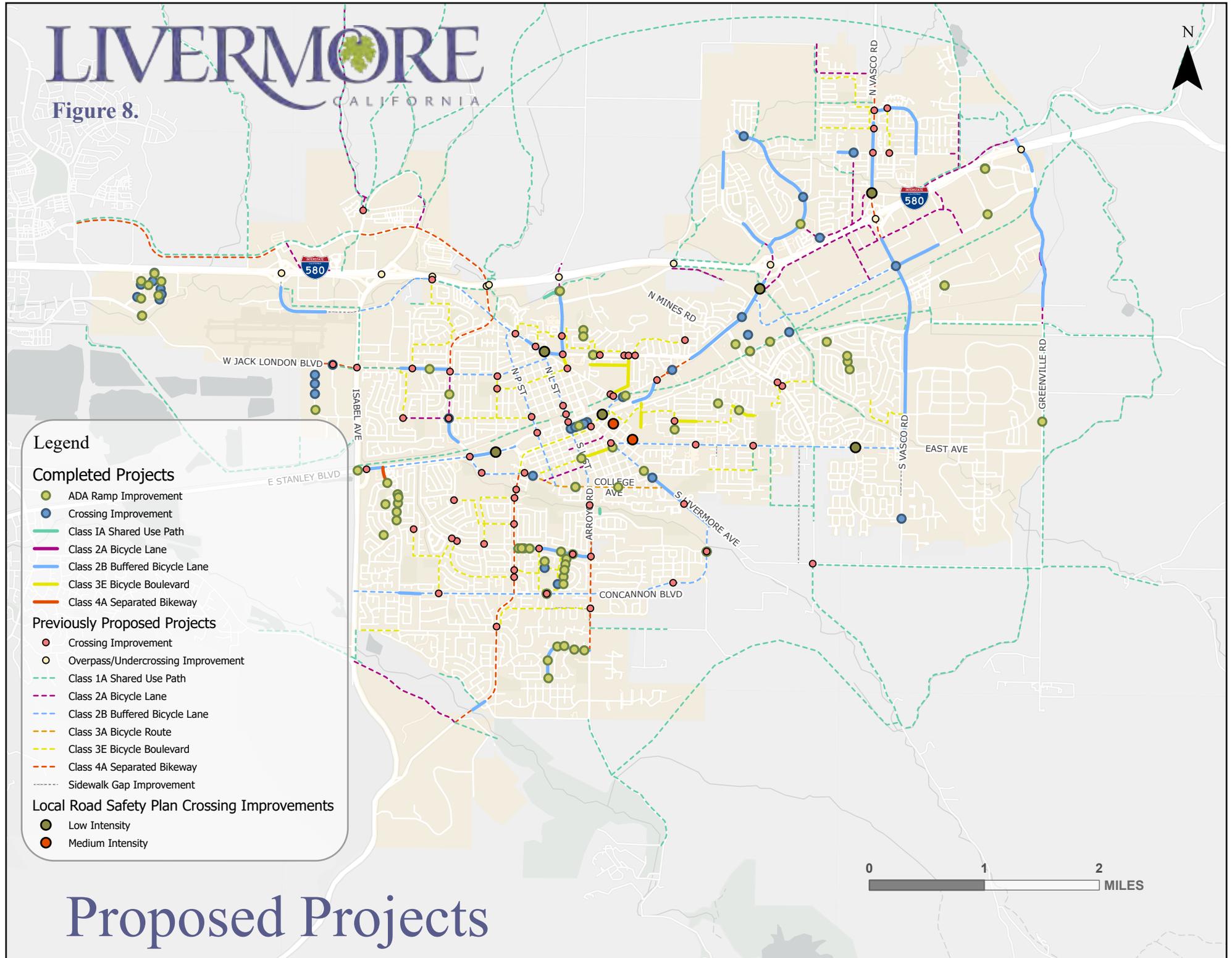
- ADA Ramp Improvement
- Crossing Improvement
- Class 1A Shared Use Path
- Class 2A Bicycle Lane
- Class 2B Buffered Bicycle Lane
- Class 3E Bicycle Boulevard
- Class 4A Separated Bikeway

Previously Proposed Projects

- Crossing Improvement
- Overpass/Undercrossing Improvement
- - - Class 1A Shared Use Path
- - - Class 2A Bicycle Lane
- - - Class 2B Buffered Bicycle Lane
- - - Class 3A Bicycle Route
- - - Class 3E Bicycle Boulevard
- - - Class 4A Separated Bikeway
- - - Sidewalk Gap Improvement

Local Road Safety Plan Crossing Improvements

- Low Intensity
- Medium Intensity



Proposed Projects

CROSSING IMPROVEMENTS

Crossing improvements are essential to provide low stress connections throughout the active transportation network. Since 2018, 34 crossing improvements were completed. The completed and proposed improvements are mapped in Figure 9. More information on how crossing improvements were categorized and prioritized can be found in the 2018 ATP.

PROJECT GROUPS

Project groups were developed through community input received during the development of the 2018 ATP. The five focus areas highlighted include:

- School Access,
- Downtown Access,
- Crosstown Routes,
- Trail Connections,
- Sidewalk Gap Closures,
- and I-580 crossings.

Figure 10 shows the remaining proposed projects by grouping. The 2018 ATP can be referenced for more information on the project groups.

CITYWIDE PROJECTS

In addition to location-specific capital projects, the 2018 ATP recommended a suite of citywide programs to support active transportation. These are listed in Table 7, along with updates on implementation and status. Many citywide projects are at least partially implemented via projects programmed in the Capital Improvement Plan (CIP).

Figure 9.

Legend

Completed Projects

- ADA Ramp Improvement
- Crossing Improvement

Previously Proposed Projects

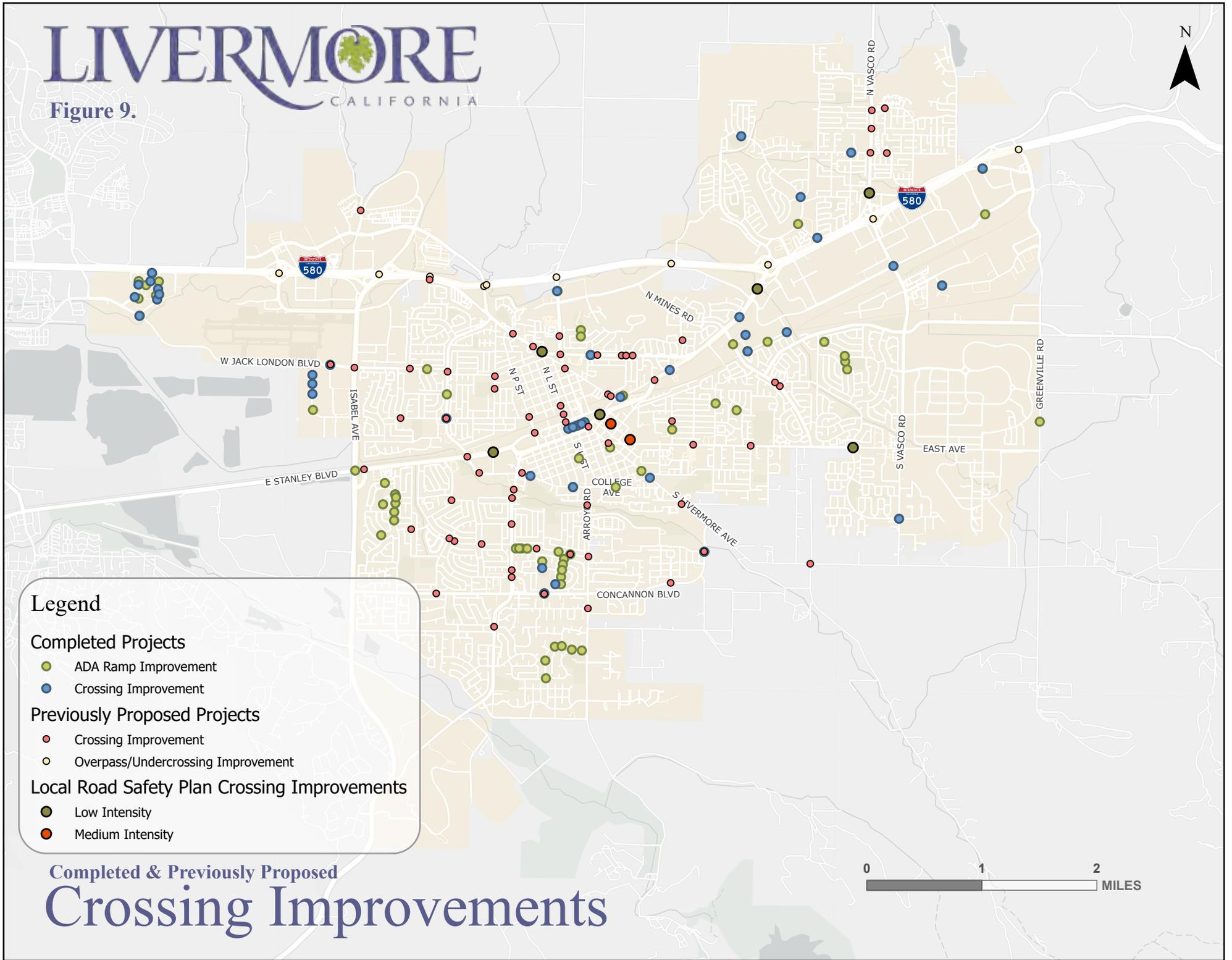
- Crossing Improvement
- Overpass/Undercrossing Improvement

Local Road Safety Plan Crossing Improvements

- Low Intensity
- Medium Intensity

Completed & Previously Proposed

Crossing Improvements



LIVERMORE CALIFORNIA

Figure 10.

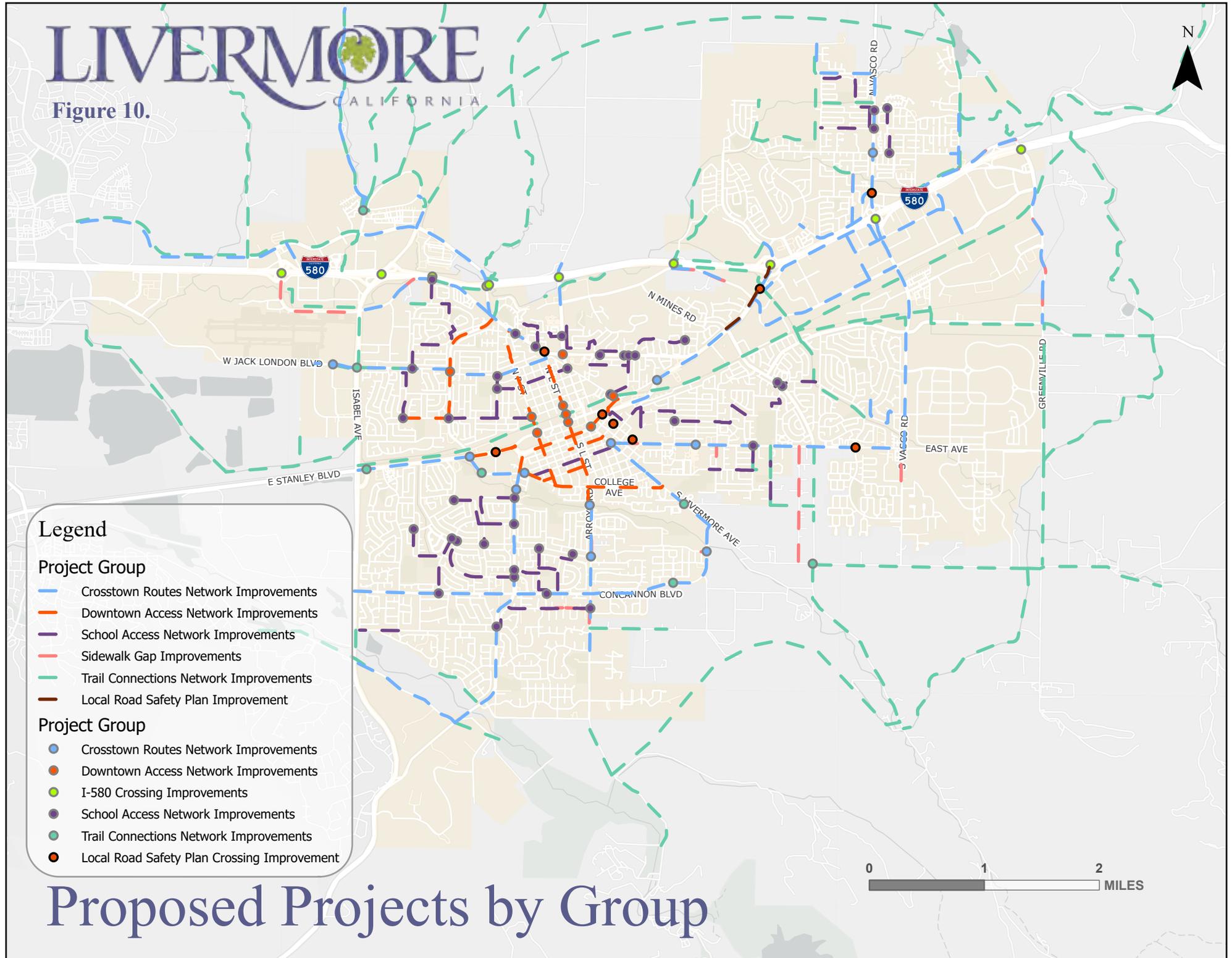
Legend

Project Group

- Crosstown Routes Network Improvements
- Downtown Access Network Improvements
- School Access Network Improvements
- Sidewalk Gap Improvements
- Trail Connections Network Improvements
- Local Road Safety Plan Improvement

Project Group

- Crosstown Routes Network Improvements
- Downtown Access Network Improvements
- I-580 Crossing Improvements
- School Access Network Improvements
- Trail Connections Network Improvements
- Local Road Safety Plan Crossing Improvement



Proposed Projects by Group

TABLE 7: CITYWIDE PROJECTS AND STATUS

PROJECT	RECOMMENDATION	STATUS/PROGRESS
Pedestrian-scale Lighting	Develop a method to evaluate and install pedestrian-scale lighting to enhance the pedestrian environment and improve visibility in and around activity generators in key locations such as schools, downtown, transit stops, and community facilities.	Pedestrian lighting is improved through annual CIP project to install, upgrade, and maintain street lighting, including decorative lighting
Development Review	Implement project and program recommendations in partnership with developers as part of development review.	City reviews proposed developments against planned active transportation improvements
Bicycle Parking	<ul style="list-style-type: none"> ▪ Provide bike parking at all city-related buildings, downtown, and at transit stations/stops. ▪ Review existing bicycle parking standards against best practices recommended by Association for Pedestrian and Bicycle Professionals. ▪ Remove bicycle parking maximums from the Livermore Development Code. 	Bicycle parking is provided at city-related buildings and at the Livermore Transit Center. Bicycle parking maximums remain in development code Section 4.04.030
New Bicycle Technologies	Adopt e-bike regulations and consider regulations for additional types of electric vehicles.	Municipal code does not currently refer to e-bicycles or similar vehicles
Streetscape Amenities	Add streetscape amenities in the downtown core, along major corridors, and near transit stops to encourage multimodal transportation.	The Downtown Revitalization project (CIP #200827) included additional bike parking
Wayfinding	Develop wayfinding signage that reflect the character of the community.	Active transportation-specific wayfinding not yet implemented
Bike Share	Research options and develop a proposal for a bike share system in Livermore.	There are currently no active bike share programs in Livermore
Traffic Control Zones	Review standards for consideration of bicyclists and pedestrians during construction and maintenance activities.	City requires maintenance of bicycle and pedestrian access when reviewing Traffic Maintenance Plans (TMPs)
Waste Management	Require future development to provide convenient locations for trash and recycling collection that does not conflict with parking or with active transportation facilities.	Implemented through development review process

PROJECT	RECOMMENDATION	STATUS/PROGRESS
Green Bike Facilities	Install green pavement within bike facilities in a consistent manner at key locations: <ul style="list-style-type: none"> ▪ Portions of Class 2A Bicycle Lanes without buffers or other enhancement on arterial roads ▪ Driveway conflict zones in high-volume, auto oriented locations ▪ Intersections with conflicts on designated school routes 	Green bicycle facilities in conflict zones are implemented as a standard component of repaving projects

Source: *Bicycle, Pedestrian, & Trails Active Transportation Plan (June 2018), City of Livermore.*

PROGRAMS

The physical active transportation infrastructure is complemented with programs that increase walking and bicycling while improving safety and addressing maintenance needs. Programs may be organized into the so-called “Four E’s” categories:

- Education
- Encouragement
- Enforcement
- Evaluation

The 2018 ATP recommended that existing programs within the City of Livermore be continued and refined or expanded as resources become available. In addition, several new programs were recommended. Table 8 lists the previously existing and recommended programs and summarizes their current implementation status. As shown, programs existing at the time of the 2018 ATP implementation have largely continued but new programs are still being considered.

TABLE 8: EXISTING AND PROPOSED PROGRAMS

PROGRAM	2018 STATUS	CURRENT STATUS
Education		
Youth Bicycle Safety Education	Existing	School participation in Alameda County Safe Routes to School (SR2S) program. Annual youth bicycle rodeo offered by Police Department
Adult Bicycle Safety Education	Existing	Available through Bike East Bay and Alameda County Bicycle Safety Education Program
Pedestrian Safety Education	Existing	Available for students through participation in Alameda County SR2S program
Website	New	2018 Active Transportation Plan and other relevant documents are posted on the Transportation & Traffic web page
Share-the-Path Campaign	New	Not implemented
New Facility & Low Stress Route Rides	New	Bike East Bay hosts group rides
Bicycling & Walking Maps & Guides	Existing/New	The Bicycle, Pedestrian, & Trails Map will be updated as part of this Active Transportation Plan refresh
Encouragement		
Safe Routes to School	Existing	Schools continue participation
Bike to Work Day	Existing	Ongoing through Metropolitan Transportation Commission/Bike East Bay and local businesses
City Bicycle & Pedestrian Coordination	New	City does not presently have a dedicated bicycle and pedestrian coordinator
Employer-Based Campaigns	New	Implemented at Oaks Business Park and San Francisco Premium outlets as part of ongoing Transportation Demand Management programs
Bicycle Friendly Business Program	New	Not implemented
Bicycle Friendly Community Awards	New	Not implemented

PROGRAM	2018 STATUS	CURRENT STATUS
Walking and Bicycle Ambassadors	New	Not implemented
Open Street Events	New	Some Open Street events were held during the Covid pandemic but are not currently ongoing
Bicycle Tourism	New	Promoted through local business organizations such as Visit Tri-Valley
Group Social Rides	New	Not currently implemented
Enforcement		
Traffic Citation Diversion Program	Existing	Ongoing
Targeted Enforcement & Speed Trailer	Existing	Ongoing
Bicycle Patrol	Existing	No longer offered
Crossing Guard Program	Existing	Recently reprioritized to cover more locations
Traffic Calming	Existing	Current Neighborhood Traffic Calming program was adopted in 2020 and improvements are programmed in the CIP
Evaluation		
Community Survey	New	Not currently implemented
Expanded Bicycle & Pedestrian Counts	New	Not currently implemented
Expanded Collision Data Review	New	Not currently implemented
Annual Report Card	New	Not currently implemented
Pre/Post Studies of New Infrastructure	New	Not currently implemented

Source: *Bicycle, Pedestrian, & Trails Active Transportation Plan (June 2018), City of Livermore*

CHAPTER 6

IMPLEMENTATION STRATEGY



CONSTRUCTION COSTS

PROJECT COST ESTIMATES

Table 9 shows the estimated costs for the recommended projects from the 2018 ATP alongside the costs inflated to current dollars using the California Construction Cost Index published by the Department of General Services. *Note that the inflated costs have not been adjusted to account for the projects delivered since 2018.* Given the inflation of construction costs seen in recent years, success in obtaining grant funding will be essential to delivering the envisioned active transportation network in Livermore.

TABLE 9: ESTIMATED COSTS BY PROJECT GROUP

PROJECT GROUP	ESTIMATED COST (\$2017)	ESTIMATED COST (\$2023)
School Access Network	\$19,330,100	\$27,268,600
Downtown Access Network	\$4,791,300	\$6,759,000
Crosstown Routes Network	\$25,058,800	\$35,350,000
Trail Connections	\$129,450,600	\$182,613,700
Sidewalk Gap Closure	\$4,812,300	\$6,788,600
TOTAL	\$183,443,100	\$258,779,900

Sources: *Bicycle, Pedestrian, & Trails Active Transportation Plan (June 2018)*, DKS Associates

IMPLEMENTATION OF FIRST PHASE PROJECTS

All projects identified in the 2018 ATP were prioritized to arrive at a list of high-priority improvements to be pursued within the first few years. Additional detail on the prioritization process can be found in the 2018 ATP. These first phase projects along with their implementation status are listed in Table 10. The City of Livermore will work towards implementing the first phase projects until a full-scale update of its active transportation plan is completed.

TABLE 10: FIRST PHASE IMPLEMENTATION PROJECTS

ID	PROJECT NAME	STATUS
L28	Sixth Street Bicycle Lane	Not yet implemented
S10	Hillcrest Sidewalk at East Avenue	Not yet implemented
BL3	Stanley Boulevard Buffered Bicycle Lane (Isabel to Murrieta)	Not yet implemented
BB37, BB26, BB24	Bicycle Route from Lawrence Livermore National Lab to Livermore High	Class 3 bicycle boulevard constructed on: - School Street between Livermore High School and Pestana Way - Stanford Way between Jensen St and Estates St - Pomona Way between Lincoln Ave and Jefferson Ave
SL5	Jack London Boulevard Buffered Bicycle Lane (Discovery to Murrieta)	Class II buffered lanes constructed between Curlew Road and Murrieta Boulevard
P83	Crossing: Robertson Park and Concannon	High visibility crosswalk and RRFB installed
P26	Crossing: Concannon and Epson	Flashing beacon installation, high visibility crosswalk installed
SL7, BL14	First Street Buffered Bicycle Lane (Inman to Southfront)	Class II buffered lanes installed from Inman Street to Scott Street
SL2	Vasco Road Buffered Bicycle Lane (East to Preston)	Class II buffered lanes constructed from East Avenue to Preston Road
P75	Crossing: Murrieta and Stanley	Not yet implemented
P82	Crossing: First and Scott Street	Not yet implemented
BL2	Concannon Boulevard Buffered Bicycle Lane (Isabel to San Vincente)	Class II buffered lanes installed from Murdell Avenue to Altair Avenue
L34, BB14	Olivina Bicycle Lane/Bicycle Boulevard (Hagemann to Rincon)	CIP Project #202114
T13	Arroyo Road Trail (Wetmore to Veterans Park)	Segment B is CIP project #201955
BL1	East Avenue Corridor Study	Study underway as of November 2023 Improvements programmed as CIP Project 202222
	I-580 Crossings Study	Not yet implemented
	Programs (education, encouragement, and enforcement)	Several previously existing programs are ongoing
T6 SEGMENT E1	Las Colinas Trail – Support to LARPD	CIP Project #201945

Source: City of Livermore 5-Year Capital Improvement Plan Fiscal Years 2023-2028.

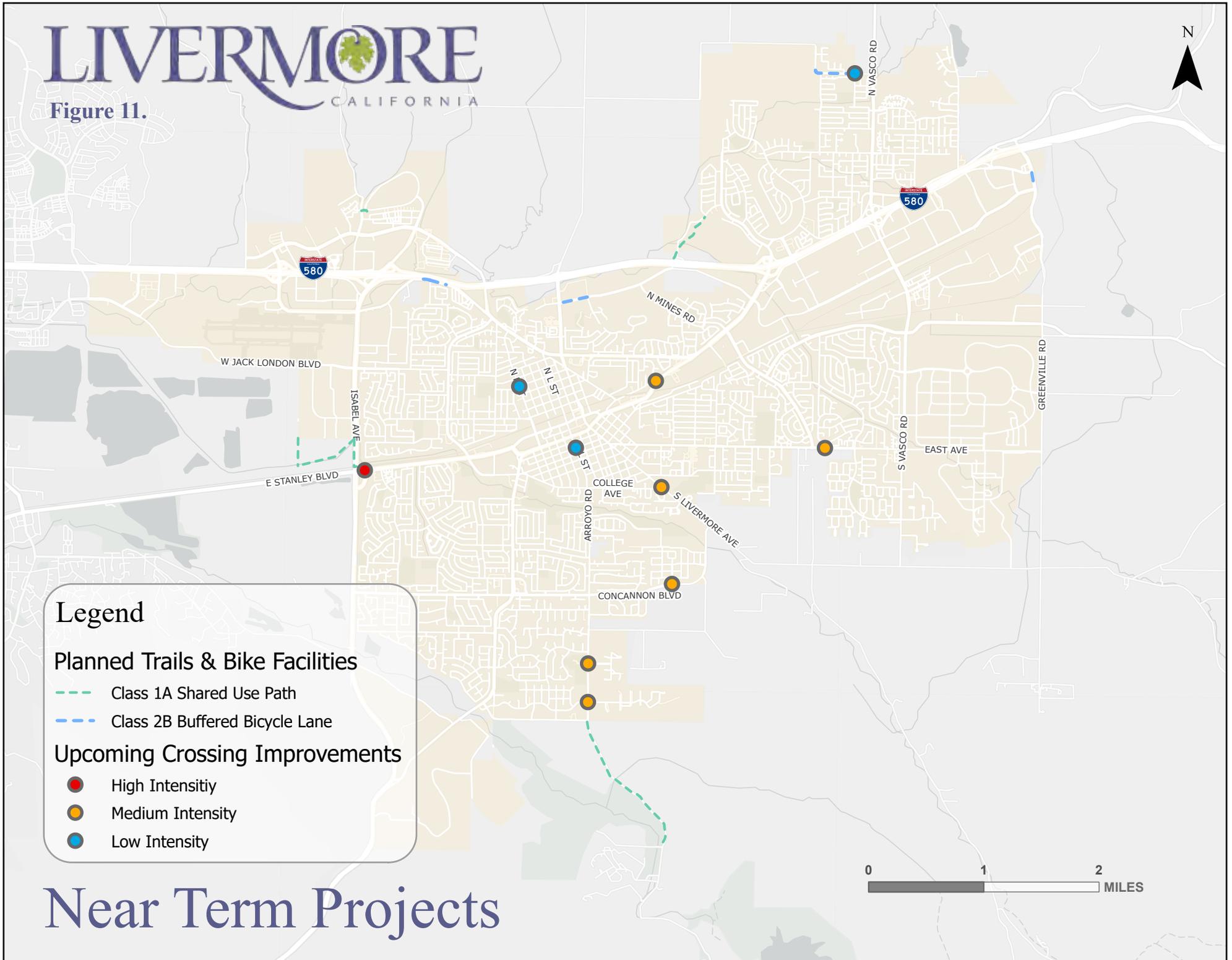
NEAR TERM UPCOMING PROJECTS

The City of Livermore has programmed funds and will complete a number of projects in the near future. Several multiuse trail segments are currently under construction or in design, including the Arroyo Road Trail, the Arroyo Mocho Trail, the Montage Trail, and the Las Colinas Trail, for a total of three miles of new multiuse trail. These will supplement recently completed trail segments at Robertson Park and on the Arroyo Las Positas Trail.

Additionally, plans are underway to install 2.1 miles of Class 2B buffered bike lane and pedestrian crossing improvements are planned for 10 locations. The pedestrian crossing improvements include curb bulb-outs, Rapid Flashing Rectangular Beacons (RRFBs), and high visibility crosswalks. All of these upcoming improvements are shown in Figure 11.

Draft

Figure 11.



Legend

Planned Trails & Bike Facilities

- Class 1A Shared Use Path
- Class 2B Buffered Bicycle Lane

Upcoming Crossing Improvements

- High Intensity
- Medium Intensity
- Low Intensity

Near Term Projects

0 1 2 MILES

CHAPTER 7

COMMUNITY OUTREACH



This chapter describes planned and ongoing stakeholder and community outreach activities for the draft interim ATP update. In the revised public draft, this chapter will be updated to summarize the feedback received and any resulting changes made to the plan.

STAKEHOLDER OUTREACH

An administrative draft copy of the Interim ATP Update has been circulated to the following stakeholders and community groups:

- Livermore Valley Joint Unified School District
- Bike East Bay
- Livermore Amador Valley Transit Authority (LAVTA)
- Livermore Police Department
- Livermore-Pleasanton Fire Department
- Livermore Area Recreation and Park District (LARPD)

VIRTUAL WORKSHOP

The City of Livermore will be conducting a virtual public workshop to showcase the Livermore ATP Update and to promote the recent updates to the greater Livermore Community. The public outreach event will be a virtual workshop held on the evening of April 25, 2024. The event includes a 30-minute presentation about the Livermore ATP from the project team and will be followed by an hour of open question/comment time for the public.

The virtual workshop was promoted digitally and in-print. Several promotional flyers (digital and print) and social media posts about the plan and virtual workshop were sent out to various stakeholders in the community. Stakeholders were requested to share this information within their own distribution lists to further expand promotional efforts. In addition to online promotional efforts, phone calls were made to the entire stakeholder list to let community members know about the virtual workshop and encouraged to share it with others.

LIVERMORE

CALIFORNIA



APPENDIX

CONTENTS

APPENDIX A. PROJECTS COMPLETED SINCE 2018

Draft

Draft

ACTIVE TRANSPORTATION PLAN
Implementation Tracking

Street/Intersection	From	To	CIP# / Development Project	Project Description	Existing facility	New facility	Mileage
North Livermore Ave	120' N/O Arroyo Plaza (SB)	Arroyo Plaza	Parcel #10720	Painted Bike Lane	Class II bike lane	Painted green bike lane on North Liverm	0.02
School St	Fourth St	Silver Oaks Wy	2018-01	Painted Sharrows	No Bike Lanes	Bicycle Blvd	0.03
North Livermore Ave	150' N/O Arroyo Plaza (NB)	Arroyo Plaza		Painted Bike Lane	Class II bike lane	Painted green bike lane on North Liverm	0.03
Springtown Blvd	Bluebell Dr	603' N/O Freeway	2020-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.04
S Vasco Rd	Naylor Ave	Las Positas Rd	CB180009	Bike Lane, Bike Lane Buffer & Sharrows Installation	Existing Bike Lane	New Bike Lane, Bike Lane Buffer, & Sharrows	0.06
First St	Bellmawr Dr	N Mines Rd	CB190019	Bike Lane Buffer Installation	Class II bike lane	Class II bike lane with buffer	0.07
North Livermore Ave	Arroyo Plaza	Las Positas Rd		Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.08
First Street	221' W/O Larch Ln	209' E/O Larch Ln	Tract 8168	Bike Lanes	No Bike Lanes	Class IV separated bikeway	0.09
North Livermore Ave	Portola Ave	Junction Ave	2018-46	Painted Sharrows	No Bike Lanes	Bicycle Blvd	0.10
Vallecitos Road	Bridge	Holmes	2019-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.11
School St	Pestana Wy	End	2018-01	Painted Sharrows	No Bike Lanes	Bicycle Blvd	0.13
South Vasco Rd	East Ave	Mesquite Wy	2021-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.14
North Livermore Ave	Cromwell Ave	Portola Ave	2018-46	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.16
South Vasco Rd	Patterson Pass Rd	Daphne Rd	2021-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.16
Springtown Blvd	Lassen Rd	Rhododendron Dr	2019-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.16
Ladd Ave	Junction Ave	Lee Ave	2018-04	Painted Sharrows	No Bike Lanes	Bicycle Blvd	0.16
Portola Ave	N L St	N Livermore Ave	2018-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.16
North Livermore Ave	Las Positas Rd	745' S/O Las Positas Rd	2019-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.17
N Vasco Rd	Scenic Ave	227' S/O Crestmont Ave	2018-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.17
Concannon Blvd	Murdell Ave	Altair Ave	2018-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.18
Stanford	Jensen St	Estates St	2018-04	Painted Sharrows	No Bike Lanes	Bicycle Blvd	0.19
East Stanley Blvd	Bridge	Murdell Lane	2019-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.19
Portola Ave	100' W/O Woodhaven Comm	N L St	2018-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.19
First Street	Las Positas Rd	956' N/O Las Positas Rd	2020-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.19
South Vasco Rd	Naylor Ave	Preston Rd	2021-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.21
Pomona St	Lincoln Ave	Jackson Ave	2018-01	Painted Sharrows	No Bike Lanes	Bicycle Blvd	0.21
Greenville Rd	Southfront Rd	Altamont Pass Rd	CB180008	Bike Lane Buffer Installation	Class II bike lane	Class II bike lane with buffer	0.22
East Stanley Blvd	Murrietta Blvd	Fenton	2018-01	(Eastbound only) Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.23
Scenic Ave	85' E/O Mt Diablo Wy	Central Av	2021-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.25
Lee Ave	Ladd Ave	Portola Ave	2018-04	Painted Sharrows	No Bike Lanes	Bicycle Blvd	0.26
First Street	Inman St	Scott St		Painted buffered bike lanes from Inman St to Scott St	Class II bike lane	Class II bike lane with buffer	0.30
North Vasco Rd	Northfront Rd	Scenic Ave	2021-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.32
Springtown Blvd	1578' N/O Oleander St	Oleander St	2021-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.33
Kelly St	Enos Wy	Lee Ave	2018-04	Painted Sharrows	No Bike Lanes	Bicycle Blvd	0.33
S Vasco Rd/Las Positas	S Vasco Rd	Pullman St	CB190012	Bike Lane Buffer Installation	Class II bike lane	Class II bike lane with buffer	0.35
Fifth Street	L St	South Livermore Ave	2020-04	Painted Sharrows	No Bike Lanes	Bicycle Blvd	0.35
North Livermore Ave	Cromwell Ave	745' S/O Las Positas Rd	2021-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.35
Voyager St/W Jack Lond	150' W/O Voyager St	75' E/O Voyager St	CB190001	Install bike lane buffer	Existing Bike Lane	Class II bike lane with buffer	0.37
Vancouver Way	Holmes St	Arroyo Rd	2019-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.40
North Murrietta Blvd	450' S/O Northwood Comm	Olivina Av	2021-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.43
E Jack London Blvd	Curlew Rd	N Murrieta Blvd	2018-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.43

*Projects under design or construction

ACTIVE TRANSPORTATION PLAN
Implementation Tracking

Street/Intersection	From	To	CIP# / Development Project	Project Description	Existing facility	New facility	Mileage
Murdell Ln	Albert Wy	Stanley Blvd	2021-04	Construct Class IV separated bikeway	Class II bike lane	Class IV separated bikeway	0.51
Superior Drive	Arroyo Road	End	2019-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.63
Bluebell Dr	Springtown Blvd	Sunflower Ct	2021-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.65
Airway Blvd	220' S/O Kitty Hawk Rd	Pavement Change	2018-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.66
S Vasco Rd	Patterson Pass Rd	Naylor Ave	2018-01/2018-04	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.69
S Vasco Rd	Emily Wy	Patterson Pass Rd	2018-01	(Northbound only) Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.71
South Livermore Ave	Palm Ave	Concannon Blvd	2018-46	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.75
Garaventa Ranch Rd	North Vasco Rd	Scenic Ave	2019-01	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	0.83
Bluebell Dr	Galloway St	Sunflower Ct		Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	1.10
S Greenville Rd	320' S/O National Dr	Pave Change (N/O RRX)	2018-01	Bike Lanes	No Bike Lanes	Class II Bike Lane	1.35
First Street	Portola Ave	Las Positas Rd	2020-28	Painted Buffered Bike Lanes	Class II bike lane	Class II bike lane with buffer	1.47
Greenville Rd	Marathon Dr	Las Positas Rd		Bike Lane, Bike Lane Buffer	Existing Bike Lane	Class II bike lane with buffer	0.05
Greenville Rd	Southfront Rd	Northfront Rd	CB190020	Bike Lane, Bike Lane Buffer	Existing Bike Lane	Class II bike lane with buffer	0.37
Dalton Ave*	Approx 100' west of Broadmoor St	Pasatiempo St	2022-01	Bike lanes on both sides	Class II bike lane	Class II bike lane with buffer	0.62
Greenville Rd*	Southfront Rd	Las Positas Rd	2022-01	Bike lanes on both sides	Class II bike lane	Class II bike lane with buffer	0.26
Las Positas Blvd*	North Livermore Ave	Hilliker Place	2022-01	Bike lanes on both sides	Class II bike lane	Class II bike lane with buffer	0.46
East Airway Blvd*	200' west of Sutter St	1800' east of Sutter St	2022-01	Bike lanes on both sides	Class II bike lane	Class II bike lane with buffer	0.76
Robertson Park Bypass Trail				Construct Class I multiuse path		Class I multiuse path	0.06
Arroyo Las Positas Trail				Construct Class I multiuse path		Class I multiuse path	0.14
Arroyo Road Trail*	Wetmore Road	City Limit		Construct Class I multiuse path		Class I multiuse path	1.44
Arroyo Mocho Trail*	Existing trailhead	Isabel Avenue		Construct Class I multiuse path		Class I multiuse path	1.00
Montage Trail*				Construct Class I multiuse path		Class I multiuse path	0.06
Las Colinas Trail*				Construct Class I multiuse path		Class I multiuse path	0.50

*Projects under design or construction

ACTIVE TRANSPORTATION PLAN

Implementation Tracking

Street/Intersection	From	To	CIP# / Development Project	Project Description	Existing facility	New facility	Mileage
First Street	221' W/O Larch Ln	209' E/O Larch Ln	Tract 8168	Sidewalk replacement	10' sidewalk with no landscape in between	Sidewalk divided by landscape. One sidewalk path for bicyclists (class 4 - separated bikeway)	0.09
Southfront Rd/Longard	N/A	N/A	CB180001	Sidewalk Installation	No curb ramps or sidewalk	Sidewalk installation	0.03
Livermore Outlets Dr/W	N/A	N/A	CB180002	Sidewalk Installation	No curb ramps	Installed sidewalk near south parking lot	0.61
Greenville Rd	Southfront Rd	Altamont Pass Rd	CB180008	Sidewalk Installation	Curb Ramps (2) and Traffic Lights	Installed sidewalk west of property	0.16
S Vasco Rd	Naylor Ave	Las Positas Rd	CB180009	Sidewalk Installation	Existing Sidewalk	Installed sidewalk path to property	0.00
Voyager St/W Jack Lon	N/A	N/A	CB190001	Sidewalk Installation	Existing Sidewalk	Installed sidewalk north of property	0.03
Southfront Rd/Longard	N/A	N/A	CB190015	Sidewalk Installation	No sidewalks	Installed sidewalk south of property	0.05
N Livermore Ave	15' S/O Arroyo Plaza	117' N/O Arroyo Plaza	Parcel #10720 (CB210001)	Sidewalk Installation	No sidewalks	Installed sidewalk near driveway entrance	0.04
Veterans Way	S L St	S Livermore Ave	CB220003	Sidewalk Installation	No sidewalks	Installed sidewalk between parking lots	0.25

ACTIVE TRANSPORTATION PLAN

Implementation Tracking

Street/Intersection	CIP# / Development Project	Project Description	Existing facility	New facility
Portola Ave/Enos Way	2022-06	Safety improvements at Crosswalk	One diagonal continental crosswalk, standard crosswalk	RRFB installation, high visibility crosswalk (2)
College Ave/5th St	2022-06	Safety improvements at Crosswalk	No crosswalks	RRFB installation, high visibility crosswalk (2)
College Ave/Kingsbury Dr	2022-06	Safety improvements at Crosswalk	No crosswalks	high visibility crosswalk (2)
Concannon Blvd/Robertson Park Rd	2021-35	Safety improvements at Crosswalk	standard crosswalks (2)	RRFB installation, high visibility crosswalk (1)
Concannon Blvd/Epson St	2021-35	Safety improvements at Crosswalk	standard crosswalks (2)	flashing beacon installation, high visibility crosswalk (1)
Bluebell Dr/Shetland Rd		Safety improvements at Crosswalk	Standard crosswalk	Continental crosswalk
Bluebell Dr/Heather Ln		Safety improvements at Crosswalk	Standard crosswalk	Continental crosswalk
Bluebell Dr/Sunflower Ct		Safety improvements at Crosswalk	Standard crosswalk (2)	Continental crosswalk (2)
S Vasco Rd/Charlotte Way		Safety improvements at Crosswalk	No RRFB	RRFB
N Mines Rd/Technology Dr	EN200342	Safety improvements at Crosswalk	2 way stop-controlled	Signalized intersection
W Jack London Blvd/Shops		Safety improvements at Crosswalk	No traffic signal	Installed traffic signal
W Jack London Blvd/Wolf House Dr	Parcel #1052	Safety improvements at Crosswalk	No signalized intersection	Signalized intersection, standard crosswalk
Livermore Outlets Dr/ Republic Square Dr	Parcel #1052	Safety improvements at Crosswalk	No signalized intersection	Signalized intersection, texture concrete paving crosswalks (2)
First Street/Larch Ln		Safety improvements at Crosswalk	No signalized intersection	Signalized intersection
Olivina Ave/North Murrieta Blvd	2021-01	Safety improvements at Crosswalk	standard crosswalks (4)	Continental crosswalks (4)
Scenic Ave/Central Ave	2021-01	Safety improvements at Crosswalk	Standard crosswalks (2)	Continental crosswalks (2)
Naples Way/Kingsport Ave	2021-01	Safety improvements at Crosswalk	Standard crosswalks (2)	Continental crosswalk (2)
Frankfurt Way/Warsaw Ave	2021-01	Safety improvements at Crosswalk	Standard crosswalks (2)	Continental crosswalk (2)
North Livermore Ave/Arroyo Plaza	Parcel #1072	Safety improvements at Crosswalk	No crosswalk on south side of North Liv	Standard Crosswalk, new driveway on A
Old First Street/Kalapaki Common	Tract #8173	New development	Concrete driveway to car wash	Texture Concrete Paving crosswalk
Freisman Road/Republic Square (North entry near North Parking Lot)	Parcel #1052	New development	All dirt	Texture Concrete Paving crosswalk
Wolf House Drive/Republic Square (East Entry of Hotel)	Parcel #1052	New development	Concrete driveway to car wash	Texture Concrete Paving crosswalk
Wolf House Drive/Republic Square (between retails A & B)	Parcel #1052	New development	Concrete driveway to car wash	Texture Concrete Paving crosswalk
Wolf House Drive/Republic Square (East Entry of North Parking Lot)	Parcel #1052	New development	Concrete driveway to car wash	Texture Concrete Paving crosswalk
Wolf House Drive/Freisman Park Parking Lot	Parcel #1052	New development	Concrete driveway to car wash	Texture Concrete Paving crosswalk
Discovery Dr (from Atlantis Ct to W Jack London Blvd)	CB180010	Sidewalk Driveway Crosswalk Installation	Existing Sidewalk	Installed driveway crosswalk for sidewalk
Voyager St/W Jack London Blvd	CB190001	Sidewalk Driveway Crosswalk Installation	Existing Sidewalk	Installed driveway crosswalk for sidewalk
Exchange Ct/National Dr	CB190011	Sidewalk Driveway Crosswalk Installation	Existing Sidewalk	Installed driveway crosswalk for sidewalk

*Projects under design or construction

ACTIVE TRANSPORTATION PLAN

Implementation Tracking

Street/Intersection	CIP# / Development Project	Project Description	Existing facility	New facility
Las Positas Rd/S Vasco Rd	CB190012	Sidewalk Driveway Crosswalk Installation	Existing Sidewalk	Installed driveway crosswalk for sidewalk
Southfront Rd/Longard Rd	CB190015	Sidewalk Driveway Crosswalk Installation	No sidewalks	Installed crosswalk for sidewalk
Contractors Pl (from Contractors St to Technology Dr)	CB190017	Sidewalk Driveway Crosswalk Installation	Existing Sidewalk	Installed driveway crosswalk for sidewalk
Contractors Pl (from Contractors St to Technology Dr)	CB190018	Sidewalk Driveway Crosswalk Installation	Existing Sidewalk	Installed driveway crosswalk for sidewalk
First St (from Bellmawr Dr to N Mines Rd)	CB190019	Sidewalk Driveway Crosswalk Installation	Existing Sidewalk	Installed driveway crosswalk for sidewalk
Veterans Way (from S L St to N Livermore Ave)	CB220003	Sidewalk Driveway Crosswalk Improvement	Existing driveway crosswalk	Improved driveway crosswalk (9)
Dalton Ave/Pasatiempo St*	2022-01	Safety improvements at Crosswalk	One standard crosswalk, one zebra crosswalk	Two ladder crosswalks
First St @ Scott St*		Install RRFB		
Stanley Blvd @ Isabel Ave on-off Ramp Connector*		Install curb bulb-outs		
Concannon Blvd @ San Vicente*		Install RRFB		
Arroyo Rd @ Hansen Rd*		Install RRFB		
Arroyo Rd @ Ascalano Ln*		Install RRFB		
S Livermore Ave @ College Ave*		Install RRFB		
East Ave @ Mitra St*		Install RRFB		
N P St & Elm St*		Install high visibility crosswalk		
L St & 3rd St*		Install high visibility crosswalk		

*Projects under design or construction

ACTIVE TRANSPORTATION PLAN

Implementation Tracking

Street/Intersection	CIP# / Development Project	Project Description	Existing facility	New facility
Garnet Dr/Emerald St	2018-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Jensen St/Leahy Wy	2018-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Quartz Cir	2018-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Quartz Cir/Murdell Ln	2018-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Hillcrest Ave/Pomona V	2018-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Pomona Ct/Pomona Wy	2018-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
E Jack London Blvd/Trc	2018-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
S Livermore Ave/Palm A	2018-46	ADA improvements	No curb ramp	New ADA curb ramp
Felicia Ave/Kirsten Wy	2019-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Lambeth Road/Westmir	2019-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Lambeth Road/Farnswd	2019-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Geraldine St/Francine V	2019-01	ADA improvements	No curb ramp	New ADA curb ramp
Geraldine St/Joan Wy	2019-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Geraldine St/Felicia Ave	2019-01	ADA improvements	No curb ramp	New ADA curb ramp
Las Positas Road/Lawre	2019-01	ADA improvements	No curb ramp	New ADA curb ramp
N Murrieta Blvd/Cedar I	2019-01, 2021	ADA improvements	No curb ramp	New ADA curb ramp
E Stanley Blvd/Isabel B	2019-04	ADA improvements	No curb ramp	New ADA curb ramp
Superior Dr/Regent Dr	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Superior Dr/Lexington V	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (3)
Superior Dr/Pillsbury Dr	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Superior Dr/Pyramid St	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Superior Dr/Walker Pl	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Superior Dr/Almanor Ct	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Vancouver Wy/Accra C	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Vancouver Wy/Athens S	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Vancouver Wy/Belfast	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Vancouver Wy/Calais A	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Vancouver Wy/Halifax F	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Vancouver Wy/Jaffa Rd	2019-04	ADA improvements	No curb ramp	New ADA curb ramp (3)
Fifth St	2020-04	ADA improvements	No curb ramp	New ADA curb ramp
Fifth St/S H St	2020-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
South I St/College Ave	2021-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Naples Way/Naples Ct	2021-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Genoa St/Genoa Ct	2021-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Genoa St/Helsinki Way	2021-01	ADA improvements	No curb ramp	New ADA curb ramp (1)
Genoa St/Heidelberg Dr	2021-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Genoa St/Warsaw Ave	2021-01	ADA improvements	No curb ramp	New ADA curb ramp (2)
Warsaw Ave/Genoa St	2021-01	ADA improvements	No curb ramp	New ADA curb ramp (1)
Bluebell Dr/Sunflower C	2021-01	ADA improvements	No curb ramp	New ADA curb ramp

ACTIVE TRANSPORTATION PLAN

Implementation Tracking

Street/Intersection	CIP# / Development Project	Project Description	Existing facility	New facility
Murdell Ln/Cinnabar Dr	2021-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Murdell Ln/Amber Way	2021-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Murdell Ln/Alice Way	2021-04	ADA improvements	No curb ramp	New ADA curb ramp (2)
Murdell Ln/Jillana Ave	2021-04	ADA improvements	No curb ramp	New ADA curb ramp
Murdell Ln/Quartz Cir		ADA improvements	No curb ramp	New ADA curb ramp (2)
Murdell Ln/Albert Way	2021-04	ADA improvements	No curb ramp	New ADA curb ramp
North Livermore Ave/A	Parcel #10720 (CB210001)	ADA improvements	No curb ramps	New ADA curb ramp (3)
Old First Street/Kalapak	Tract #8173	ADA improvements	No curb ramps	New ADA curb ramp (2)
W Jack London Blvd/W	Parcel #10525	ADA improvements	No curb ramp	New ADA curb ramp (4)
Livermore Outlets Dr/R	Parcel #10525	ADA improvements	No curb ramps	New ADA curb ramp (4)
N Mines Rd/Technology	EN200342	ADA improvements	No curb ramp	New ADA curb ramp (4)
Portola Ave/Enos Way	2022-06	ADA improvements	No curb ramp	New ADA curb ramp (4)
College Ave/Kingsbury	2022-06	ADA improvements	No curb ramp	New ADA curb ramp (1)
Concannon Blvd/Rober	2021-35	ADA improvements	No curb ramp	New ADA curb ramp (1)
Concannon Blvd/Epson	2021-35	ADA improvements	No curb ramp	New ADA curb ramp (2)
Freisman Road/Republi	Parcel #10525	ADA improvements	No curb ramps	New ADA curb ramp (2)
Wolf House Drive/Repu	Parcel #10525	ADA improvements	No curb ramps	New ADA curb ramp (2)
Wolf House Drive/Repu	Parcel #10525	ADA improvements	No curb ramps	New ADA curb ramp (2)
Wolf House Drive/Repu	Parcel #10525	ADA improvements	No curb ramps	New ADA curb ramp (2)
Wolf House Drive/Freisi	Parcel #10525	ADA improvements	No curb ramps	New ADA curb ramp (2)
Southfront Rd/Longard	CB180001	ADA Installation	No curb ramps or sidewalk	New ADA curb ramp (2)
Greenville Rd	CB180008	ADA Improvement	Existing Curb Ramp (1) and Traffic Lights	New ADA Curb Ramp Compliant (1)
Discovery Dr	CB180010	ADA Installation	No Curb Ramps	New ADA Curb Ramps (2)
Exchange Ct/National D	CB190011	ADA Installation	Existing Sidewalk	New ADA Curb Ramps (2)
Southfront Rd/Longard	CB190015	ADA Installation	No sidewalks	New ADA Curb Ramps (2)
Contractors Pl	CB190017	ADA Installation	Existing Sidewalk	New ADA Curb Ramps (2)
Contractors Pl	CB190018	ADA Installation	Existing Sidewalk	New ADA Curb Ramps (2)
Veterans Way	CB220003	ADA Installation	No curb ramps	New ADA Curb Ramps (20)