

## **Livermore Active Transportation Plan: Matrix of Public Comments Received By 5/8/2017**

Public comments have been received on the Livermore Active Transportation Plan from a variety of sources, including: two open house workshops, eight pop-up outreach events, a user survey, an online wikimap, project website, and emails to the project team.

The online survey and wikimap comments are documented in Appendix B of Working Paper #1, which is included in the August 25<sup>th</sup> ATPAC Meeting Agenda on the project website.

Comments from Workshop 1 and all other outreach received before May 8, 2017 are listed in the table that follows. These comments from the public have been considered, to the extent appropriate and feasible, in drafting the Active Transportation Plan working papers and will be incorporated into the Draft and Final Plans. Key themes were developed from these public comments, as well as planning commission and city council feedback, to guide the bicycle, pedestrian and trail recommendations in Working Paper #3.

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
1/25/2016	Email/Website		Vasco Rd & 580	Crossing	580		I saw your Nextdoor post regarding the upcoming meeting on Jan. 26th to discuss how to improve biking and walking in Livermore. First of all, thank you for your communication on this and other topics via that forum. I will unfortunately be unable to attend the above meeting but have a suggestion to make, which has already been suggested on that forum. This involves walking or biking across the I-580 overpasses. In particular, there is no safe way to cross the Vasco Rd. overpass. This is most concerning since this overpass services a large residential area on the north side of I-580, and could possibly be used to alleviate traffic by encouraging commuters who live/work nearby. I have seen some intrepid commuters attempt this route and almost get hit by merging traffic. Separately, the First St. overpass is (barely) acceptable from a safety standpoint but by no means conducive to sustainable pedestrian or bike traffic (i.e. it is only one narrow walkway on one side of the roadway). I realize it is no small feat to modify an overpass but I think this is an important enough modification to begin thinking about and planning for a sustainable city development plan.
4/12/2016	Email/Website		Stanley Blvd	Bicycle facility improvement			Thirty-six years ago, from 1980-2, my wife, young daughter, -son and I would bike from our home in south Livermore to Shadow Cliffs along Stanley Blvd. Now I drive it often. Most days the eastbound right lane until the Isabel Avenue turnoff leading to 580 is soiled with dust from the quarry trucks. I push the air recirculation button and make sure all the windows are closed so I don't breathe any of the quarry dust. Several times I have seen city trucks cleaning the road. Who pays for this, You don't have to clean what you don't soil. Couldn't better jobs be done of cleaning off the trucks after their filling and in securing their loads with the proper worker protection? Haste makes waste. I've driven that road at least 200 times and have yet to see anybody sitting on the 20 or so new benches facing the bike and walking path, the Stanley Blvd, traffic and the railroad. Is the bike path good during all daylight hours? Has the quarry dust been tested for silica which causes silicosis and other respiratory problems? Have any city employees walked or biked this path? Please advise.
6/16/2016	Email/Website		W Jack London Blvd	Bicycle facility improvement	Crossing		I'm a Livermore resident who commutes by bike to Pleasanton. W. Jack London needs to be fixed for bicycl commuters at the intersection of 84.
7/6/2016	Email/Website		580	Crossing	580		Hello Mr. Sendaydiego, I am writing to you about an important matter concerning The citizens of Livermore. It involves a bikeway/walkway from North Livermore to South Livermore. If you you are not familiar with this situation I will tell you for people who wish to walk or bike across the current overpass' provided is very dangerous. They are truly antiquated! not suitable for a healthier way to travel. I have Interns that stay with me throughout the year and prefer to bike or walk to the Lab from my home and profess the danger. It sometimes causes them to rent cars and we know that there is enough congestion now with cars and soon there will be more with the way too many homes being built here. Surely with all of the new construction going on on the North and the South we as the people should really come up with a safe passage across the 580. Not only safe but eco friendly. We as the people of Livermore should step up and show the biking aspect of transportation vs the car. BART will be coming soon and the bike to Bart from the north to the south should be encouraged don't you think? Many Lab employees bike now. More bikes less car traffic, healthier skies and people. Speaking of cars.... Just an idea of mine. I actually sent this idea to Debbie and Donna at the city. They thought it was pretty cool. I travel to work myself via the car as my business is in San Bruno. I see many times these huge trailers carrying smashed cars. I thought what about turning these cars into a walkway/bikeway across the 580. Great way to reuse and re purpose the metal. Not to mention quite the artful and useful way to use our noggins. Possibly the Lab could help out on the project. I'm sure you know who to contact on this? What a feather in the Livermore cap. This would go Global. Would probably be more sturdy than the Bay Bridge. This will probably prove more effective than those new express lanes?? Which Bart will fix as well. I happen to have a response from you to a letter Brad Damron wrote to you regarding the idea of a SAFE walkway bikeway a bit ago. I will attach it below. Certainly we as the people can pull this off. After all it is necessary. We can be more positive right? Let us start on this for sure. Thank you very much for your time. I will let the concerned citizens of Livermore know about my letter to you thru Next Door and Donna and Debbie.

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
9/25/2016	Email/Website		East Ave	Safety	School safety		<p>About five years ago when my children attended East Avenue Middle School (EMS), I wrote to you about my concerns about bicycle safety at EMS and on East Avenue in general. The City was not able to address my concerns at that time. Yesterday, I read this heartbreaking article about a boy that was killed while riding his bike to school at Excelsior Middle School. The boy was riding on the sidewalk against traffic when he was struck by a vehicle leaving the drop off circle.</p> <p><a href="http://www.eastbaytimes.com/2016/09/23/threeyearsaterfatherstillseekschargesinsonsdeath/">http://www.eastbaytimes.com/2016/09/23/threeyearsaterfatherstillseekschargesinsonsdeath/</a> This could happen at EMS any day of the week. I am once again urging you to address the problem of bicycle safety for children riding bicycles to EMS and Livermore High School (LHS) along East Avenue. Do not wait any longer. This is particularly important now that there is no bus service from EMS and LHS to the east. I am disappointed that the safety of our students at these important downtown schools has not been a priority for the City; instead, money is channeled into downtown development and new City Council chambers.</p> <p>In addition, it is my opinion that the safety of our students greatly outweighs the need to have street parking on East Avenue. I have one idea that could make a difference at EMS and could be implemented starting tomorrow. Prohibit bicyclist from riding on the sidewalk in front of the drop off circle during pick up and drop off. All it would take would be two poster sized signs stating "No Bicycles" on Aframe barricades placed on the sidewalk in front of EMS at each location where the drop off circle crosses the sidewalk. Staff the area with community service officers until the kids get the idea particularly at the exit of the drop off circle. In conjunction with the new signs, educate students about bicycle safety, safe routes to EMS, and the reasons why it is not safe to ride on the sidewalk.</p> <p>Sincerely, Lisa Paterson</p>
1/18/2017	Email/Website		Holmes St	Pedestrian facility improvement	Path condition		<p>I'm a resident who's lived in the city for almost 28 years, whose primary source of getting around town is in a wheelchair. I have noticed over the years that a lot of the sidewalks are deteriorating, due to tree roots, for the most part, making the sidewalks very uneven and very hard to navigate. Also, since I now live off the Arroyo Mocho Trail, I use it to get to town, and the pedestrian crossing signal at Holmes Street between Murrieta Blvd and the Holmes St. bridge doesn't allow for safely crossing @ the crosswalk. Even when there are no cars near that crosswalk, in either direction the light doesn't change. That needs to be fixed! Aside from my two complaints, overall, the city is very accessible. Thank you for your time! I look forward to seeing what improvements are made in the future!</p>
1/18/2017	Email/Website		Holmes St & Murrieta Blvd	Pedestrian facility improvement	Crossing	Traffic signal	<p>I'm a resident who's lived in the city for almost 28 years, whose primary source of getting around town is in a wheelchair. I have noticed over the years that a lot of the sidewalks are deteriorating, due to tree roots, for the most part, making the sidewalks very uneven and very hard to navigate. Also, since I now live off the Arroyo Mocho Trail, I use it to get to town, and the pedestrian crossing signal at Holmes Street between Murrieta Blvd and the Holmes St. bridge doesn't allow for safely crossing @ the crosswalk. Even when there are no cars near that crosswalk, in either direction the light doesn't change. That needs to be fixed! Aside from my two complaints, overall, the city is very accessible. Thank you for your time! I look forward to seeing what improvements are made in the future!</p>
1/19/2017	Email/Website		Isabel Ave	Bicycle facility improvement	Signage and striping		<p>I am not sure if anything can be done about this: There is a bike lane on Isabel in both directions, however there is one area which is so scary to navigate. It travels north, between Jack London and the lights before 580. On a bike, you have to cross one incredibly busy lane to get from one section of bike lane to the other, just before the freeway lights. Motorists are always surprised to see cyclists doing this and I've been hooted at several times, even though I always look, wait for a gap and use very clear hand signals. Perhaps if there was a road sign about 50 feet before the merge ("Cyclists Merging" or similar), it would alert motorists to be aware of this merge. The bike lane set up near the Outlets is also incredibly scary to navigate, and although the road markings themselves are clear, drivers seem really surprised to see cyclists in a bike lane in the middle of the road. In both cases, either road signs, or a green painted area where the bike lanes have to transverse lanes would help immensely.</p>
1/19/2017	Email/Website		Tex Spruiell park	Pedestrian facility	Path condition		<p>Perhaps you should start by repairing the walkway at Tex Spruiell park. Park visitors with walking difficulties find it a challenge to walk due the tree roots pushing up the walkway and where certain areas of the paving are coming apart. A person using a walker will find it impossible to navigate several areas of the walking path. So before planning something new, how about fixing the existing park facilities.</p>
1/20/2017	Email/Website		580	Crossing 580			<p>We need a dedicated pedestrian and bike bridge over 580. You can't have a citywide "accessibility" plan without including the entire population north of the freeway...and there doesn't appear to be any other way to do that, or the political will to do that, via the present road infrastructure. I've given a few suggestions on how to do this via existing infrastructure but it has not garnered any interest (restripe the overpass at Vasco Road, eliminate the wasted center median, and create a wide bike/ped walkway on one side. Of course, this route will inevitably have at least three "at grade" crossings with highwayspeed traffic, so its hazardous. We could use a nice, beautiful bridge like this one in Cupertino that would showcase our innovation and dedication to walkability/bikeability: <a href="http://www.cupertino.org/index.aspx?page...">http://www.cupertino.org/index.aspx?page...</a></p>

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1/22/2017	Email/Website		W Jack London Blvd	Bicycle facility improvement	Crossing		My name is Rob Harding, a Livermore resident working in Pleasanton who frequently rides my bike to/from work. I can't attend the open house event this week, but I'd like to submit a suggestion for a walk/bike path improvement. I'd like to recommend the addition of a walking/biking path on the eastbound side of W Jack London Blvd. between Isabel Ave. and Voyager St.. There is already a path on this side of the street beginning west of Voyager St. that continues to the Outlets, and it would be helpful as well as safer to extend this path so it connects with Isabel Ave. The bike route I'm concerned about is one from Livermore (near Stanley Blvd.) to Pleasanton & back via W Jack London Blvd./Stoneridge Drive. The Isabel Ave. W Jack London Blvd. connection isn't great since it requires two extra road crossings as a result of this particular segment of the walking/biking path not being there. I'm hoping that this pretty simple and likely inexpensive improvement can be a part of the plan. I know that my fellow bike commuters and I would greatly appreciate it.
1/22/2017	Email/Website		W Jack London Blvd	Bicycle facility improvement	Crossing		To piggyback on Tracy C.'s suggestions, I'd like to recommend a walking/biking path on the eastbound side of W Jack London Blvd. between Isabel Ave. and Voyager St.. There is already a path on this side of the street beginning west of Voyager St. that continues toward the Outlets, and it would be helpful as well as safer to extend this path so it connects with Isabel Ave. The bike route I'm concerned about is one from Livermore (near Stanley Blvd.) to Pleasanton & back via W Jack London Blvd./Stoneridge Drive. The Isabel Ave. W Jack London Blvd. connection isn't great since it requires two extra road crossings as a result of this particular segment of the walking/biking path not being there.
1/23/2017	Email/Website		L St	Parking	Keep parking		Please do not remove more of our onstreetparking, just change the stoplight settings instead to better accommodatebikes during likely hours of use.The plans needs flexibility. We lost 3/7th of our public parking around our office building at 411 South L Street when the turn lanes were put in a fewyears back. Please do not take away any more public parking. No plan is worth permanently hurting businesses along the routes, to benefit other businesses at our expense, by removing our few remaining public parking spaces. The little guys all pay the bills for the big developers in Livermore. Rethink these philosophies and priorities please.
1/23/2017	Email/Website		L St	Parking	Keep parking		I could not agree more. We need the street parking and with the new turn signals, it is so important to keep this.
1/23/2017	Email/Website		L St	Parking	Keep parking		I agree, too. We are already so limited on parking that any more parking eliminated could be detrimental to our businesses.
1/24/2017	Email/Website		Fourth St	Parking	Keep parking		Good morning – I work downtown at Gene Morgan Insurance, located at 2020 Fourth Street. Parking has been an ongoing problem for us as well as our clients for many years. Much of the parking near our office is limited to 2 hours (in front of Dr. Marcel's office and on the street alongside Carnegie Park's pavilion). Casa Orozco's lot is frequently full so their guests take available street spaces, and the lot across from our office is restricted to their employees and customers only, as is the lot across from Casa Orozco. The spaces behind our office, between Pizza Hut and Chase Bank, are usually full by midmorning. Crossing Fourth Street to park a couple of blocks away in the residential area is not a preferred option, as crossing Fourth Street on foot has become increasingly dangerous. I also don't want to park in the street in front of someone's residence when they may need the space for their own cars or visiting guests. Businesses near L Street, including our own as well as the ones next to and behind us would be greatly impacted by the loss of parking for our employees and clients. I don't feel that adding bikes lanes to Fourth or L Streets is a safe option for pedestrians using those using the lanes, and would greatly inconvenience those of us who are lucky enough to work in Livermore and support our downtown businesses by shopping and eating at their establishments on our lunchbreaks. Thank you for requesting feedback before moving forward with planning. I think additional bike and pedestrian lanes are a great idea, but perhaps doing so on quieter streets a few blocks away would be the better option. Residents could have bike lanes added without losing parking in front of their homes. Improving safety features for crossing on Fourth should also be considered. Sincerely, Stacie Logan Livermore resident since 1999 Stacie

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1/24/2017	Email/Website		L St	Parking	Keep parking		<p>Good morning –</p> <p>I work downtown at Gene Morgan Insurance, located at 2020 Fourth Street. Parking has been an ongoing problem for us as well as our clients for many years. Much of the parking near our office is limited to 2 hours (in front of Dr. Marcel's office and on the street alongside Carnegie Park's pavilion). Casa Orozco's lot is frequently full so their guests take available street spaces, and the lot across from our office is restricted to their employees and customers only, as is the lot across from Casa Orozco. The spaces behind our office, between Pizza Hut and Chase Bank, are usually full by midmorning. Crossing Fourth Street to park a couple of blocks away in the residential area is not a preferred option, as crossing Fourth Street on foot has become increasingly dangerous. I also don't want to park in the street in front of someone's residence when they may need the space for their own cars or visiting guests.</p> <p>Businesses near L Street, including our own as well as the ones next to and behind us would be greatly impacted by the loss of parking for our employees and clients. I don't feel that adding bikes lanes to Fourth or L Streets is a safe option for pedestrians using those using the lanes, and would greatly inconvenience those of us who are lucky enough to</p> <p>work in Livermore and support our downtown businesses by shopping and eating at their establishments on our lunchbreaks. Thank you for requesting feedback before moving forward with planning. I think additional bike and pedestrian lanes are a great idea, but perhaps doing so on quieter streets a few blocks away would be the better option. Residents could</p> <p>have bike lanes added without losing parking in front of their homes. Improving safety features for crossing on Fourth should also be considered.</p> <p>Sincerely, Stacie Logan Livermore resident since 1999 Stacie</p>
1/24/2017	Email/Website		L St	Parking	Keep parking		<p>(Photos attached in email) Thank you for your courtesy of response. I know you are very busy. This email provides some additional thoughts on bike lanes downtown and photos embedded to amplify. Please do not remove any more of our onstreet parking spaces. We have vital business needs for our on street parking. We do not oppose Bike Lanes. We can gladly accommodate Bike Lanes on our West side of South L Street, just as we have across from Veterans Hall... 200+feet further south along South L Street. We don't want a plan that hurts existing businesses. Please be flexible. We can do this without hurting businesses.If the planners "vision" for downtown bike lands has to remove public parking then detour some of the bikes off South L and leave us with conventional bike lanes as shown above and leave our existing parking please. Maybe also look into coordinating creative stop light use with expected bike traffic, like on weekends. But please leave our few remaining onstreet public parking spaces. Maybe detour down M Street or K Streets. The plan needs flexibility. We lost 3/7ths of our onstreet public parking (closing off our parking on 4th Street completely) around our office building at 411 South L Street (please see insert below) when the turn lanes were put in a few years back. This impacted us significantly. Please do not take away any more public parking next and near to our building on the South L side.</p> <p>Consider what's going on please. Removing public parking hurts current businesses unnecessarily in our downtown area. The bike lanes serve other businesses...do they not? Removing our South L Street public parking hurts existing businesses to provide a speculative benefit to future, undeveloped, nonexistent businesses, at the expense of existing businesses. The little guys always seem to pay the bills for the big developers in Livermore. Rethink these philosophies and priorities please. Why can't we all figure ways of working with each other? Perhaps planner "visions" need more flexibility and less propoganda? Here is a photo of our South L Street remaining parking spaces. Please retain South L Street public parking between 4th and 5th Streets. Their removal has a serious negative impact on all of our existing businesses. Surely some workaround is possible.</p> <p>Respectfully, Rich</p>
1/24/2017	Email/Website			Trails	Trail finding		<p>Why do we put effort into expanding bike and hiking trails when less than 1% of Livermore is actively using the existing trails... and when Livermore has more pressing demands to address vehicle traffic, downtown parking, downtown development, housing, etc?</p>
1/25/2017	Email/Website		Fourth St & L St	Bicycle facility improvement	Crossing		<p>As a business and building owner and native son of Livermore, I vehemently oppose any changes to 4th or L Streets parking availability. There are very few parking spaces south of 4th street in the L Street corridor. Employees are often forced to park blocks away from work as it is now. Customers of businesses will have fewer spaces to park. Additionally, the corner of 4th and L Streets is dangerous to citizens on bicycles. I have witnessed dozens of accidents at this intersection. Fourth Street business lost parking spaces in the recent past due to changes to traffic routing on 4th Street, specifically in that area adjacent to L Street. The vast majority of Livermore residents and visitors to Livermore rely on automobiles for their transportation needs, not bicycles. It makes no sense to restrict parking availability for automobiles in favor of the minority that rely on the use of bicycles. Again, I am totally opposed to the reduction in vehicle parking availability in favor of those few who depend on bicycles for their transportation needs. Thank you for your consideration. Please feel free to contact me if you have any questions for me.</p>

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1/25/2017	Email/Website		Fourth St	Parking	Keep parking		As a business and building owner and native son of Livermore, I vehemently oppose any changes to 4th or L Streets parking availability. There are very few parking spaces south of 4th street in the L Street corridor. Employees are often forced to park blocks away from work as it is now. Customers of businesses will have fewer spaces to park. Additionally, the corner of 4th and L Streets is dangerous to citizens on bicycles. I have witnessed dozens of accidents at this intersection. Fourth Street business lost parking spaces in the recent past due to changes to traffic routing on 4th Street, specifically in that area adjacent to L Street. The vast majority of Livermore residents and visitors to Livermore rely on automobiles for their transportation needs, not bicycles. It makes no sense to restrict parking availability for automobiles in favor of the minority that rely on the use of bicycles. Again, I am totally opposed to the reduction in vehicle parking availability in favor of those few who depend on bicycles for their transportation needs. Thank you for your consideration. Please feel free to contact me if you have any questions for me.
1/25/2017	Email/Website		L St	Parking	Keep parking		As a business and building owner and native son of Livermore, I vehemently oppose any changes to 4th or L Streets parking availability. There are very few parking spaces south of 4th street in the L Street corridor. Employees are often forced to park blocks away from work as it is now. Customers of businesses will have fewer spaces to park. Additionally, the corner of 4th and L Streets is dangerous to citizens on bicycles. I have witnessed dozens of accidents at this intersection. Fourth Street business lost parking spaces in the recent past due to changes to traffic routing on 4th Street, specifically in that area adjacent to L Street. The vast majority of Livermore residents and visitors to Livermore rely on automobiles for their transportation needs, not bicycles. It makes no sense to restrict parking availability for automobiles in favor of the minority that rely on the use of bicycles. Again, I am totally opposed to the reduction in vehicle parking availability in favor of those few who depend on bicycles for their transportation needs. Thank you for your consideration. Please feel free to contact me if you have any questions for me.
1/26/2017	Email/Website		Holmes St	Safety	Bridge		Are there any plans to install a separate bike/ped bridge over the arroyo on Holmes/Vallecitos Rds? I see that there's a new MUP on the north side of E. Vineyard. I was wondering if there's a plan to connect that to Livermore MUPs via a safer way over the arroyo.
1/26/2017	Email/Website		First St & 580	Crossing 580			I saw your Nextdoor post regarding the upcoming meeting on Jan. 26th to discuss how to improve biking and walking in Livermore. First of all, thank you for your communication on this and other topics via that forum. I will unfortunately be unable to attend the above meeting but have a suggestion to make, which has already been suggested on that forum. This involves walking or biking across the I-580 overpasses. In particular, there is no safe way to cross the Vasco Rd. overpass. This is most concerning since this overpass services a large residential area on the north side of I-580, and could possibly be used to alleviate traffic by encouraging commuters who live/work nearby. I have seen some intrepid commuters attempt this route and almost get hit by merging traffic. Separately, the First St. overpass is (barely) acceptable from a safety standpoint but by no means conducive to sustainable pedestrian or bike traffic (i.e. it is only one narrow walkway on one side of the roadway). I realize it is no small feat to modify an overpass but I think this is an important enough modification to begin thinking about and planning for a sustainable city development plan.
2/28/2017	Email/Website			parking			Dear Debbie Bell and Andy Ross, I am writing to strongly oppose the elimination of on-street parking on P and Fourth Streets. Most of us in Livermore need cars to commute to the South Bay or San Francisco. Furthermore, in today's economy most families have at least 2 cars to support the work-commutes of both adults. Driveways may provide parking for one car, but not both. Therefore in order to make ends meet we must have on-street parking to work and pay our bills. In my case I live in an old house with a very small driveway. Even when I park on our cars in the driveway the space is too short and my car projects into the sidewalk. I usually have to park on P St. Please note that adjacent streets are filled with the cars of the people who live on those streets. Parking on those already-full streets on a daily basis is not an option. Furthermore, new bike lanes are not needed on P Street and would be a waste of taxpayer moneys. I drive on P St. to Portola on a daily basis and I rarely seen any cyclists using the existing bike lanes. I understand the appeal of a bicycle-friendly Livermore. However, Livermore is a commuter town. Home owners and citizens must use their cars to support themselves and their families, and they must be able to use the streets in front of their homes for parking. Jeff Williams 1609 Fourth Street Livermore CA 94550
3/3/2017	Email/Website			parking			Don't remove parking on Fourth Street

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3/7/2017	Email/Website						Livermore City Council's website lists goals of completing a downtown hotel study, developing a parking structure finance plan, as well as proposed housing. While those goals are worthwhile, they are focused on visitors to Livermore and not the people who reside, pay taxes and have a stake in investment in Livermore's future. Would it not add more value to focus on making Livermore more hospitable by making it more walkable? East Avenue is desperately in need of re-designing in order to beautify a main boulevard and increase safety. As a side benefit, property values will increase, schools will be considered more desirable and Livermore will continue its legacy of forward thinking. City Designer and Urban Planner, Jeff Speck found through his extensive studies that what makes cities desirable is their walkability. His studies have found that the greatest cities shifted from trying to attract corporations and focused instead on becoming a place where people want to be. Livermore's downtown is a place people want to be. Continuing with that level of excellence means reducing the size of our vehicle lanes in order to create protected bike and pedestrian lanes. "When you double the block size," Speck says, "you quadruple the number of accidents." Therefore, a street with connectivity akin to East Avenue would ideally be two-lanes wide (one lane for each direction of travel). An established off street parking lane becomes a buffer between vehicles and foot traffic. Studies have shown and proven that slimmer tree lined streets slow traffic, create a sense of comfort to pedestrians and bikers thereby making a more desirable city. Please watch Jeff Speck's Ted Talk for all of these enlightening facts and more. You can also visit his website at JeffSpeck.com for a host of current walkability studies with photos and maps of revised streets. As a Mom who recognizes the connection between walkability and living an active life, I have been obsessed with finding the most walkable location for my family. While we enjoy the Arroyo bike path, East Avenue provides our main transportation corridor and I consider it unattractive and unsafe for my children. As an invested resident of Livermore, I would love to see the city shift its focus from attracting visitors to protecting its citizens. A place where residents want to live and love to live will always attract visitors. Let's design safety and beauty into our streets, starting with East Avenue.
Public Workshop #1, 4/18/2016	Board	Education					movie theatre promo for bike ed and encouragement
Public Workshop #1, 4/18/2016	Board	Education					Driver ed- yield to peds
Public Workshop #1, 4/18/2016	Board	Education					Education for pp and parents
Public Workshop #1, 4/18/2016	Board	Education					wrong way riding
Public Workshop #1, 4/18/2016	Board	Encouragement					BF bus district- bike racks for retailers.
Public Workshop #1, 4/18/2016	Board	Encouragement					downtown bike corridor could be more bike-friendly. Car-free downtown- 1st street
Public Workshop #1, 4/18/2016	Board	Encouragement					more encourage bikes to events like 4th of July- encourage walking and biking, transit to events.
Public Workshop #1, 4/18/2016	Board	Encouragement					Valet bike parking at night ? Hard to read) events
Public Workshop #1, 4/18/2016	Board	Enforcement					don't discourage through enforcement
Public Workshop #1, 4/18/2016	Board	Enforcement					yield and peds in crosswalk
Public Workshop #1, 4/18/2016	Board	Enforcement					diversion--> texting while biking
Public Workshop #1, 4/18/2016	Board	New program ideas					bike share?

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Public Workshop #1, 4/18/2016	Board	New program ideas					bike share should be on righ side of bike lane more street sweeping necessary
Public Workshop #1, 4/18/2016	Board	New program ideas					app for maintenance issue
Public Workshop #1, 4/18/2016	Board	New program ideas					limit raised pavement marking
Public Workshop #1, 4/18/2016	Board	New program ideas					trash bins in bike lanes
Public Workshop #1, 4/18/2016	Board	New program ideas					standards for construction zones bike lanes, bike diversion
Public Workshop #1, 4/18/2016	Board	New program ideas					mobile-led sign- bike safety messages
Public Workshop #1, 4/18/2016	Board	New program ideas					count program- walk and bike
Public Workshop #1, 4/18/2016	Board	New program ideas					Equity-providing coverage to all neighborhoods
Public Workshop #1, 4/18/2016	Board	Network connectivity and design					*scenic routes, better design so bad behaviors (wrong-way riding) aren't necessary
Public Workshop #1, 4/18/2016	Board	Network connectivity and design					design for families
Public Workshop #1, 4/18/2016	Board	Network connectivity and design					bollard design, lck of ramps and design for cargo
Public Workshop #1, 4/18/2016	Board	Network connectivity and design					uncontrolled crossing and sight line issues
Public Workshop #1, 4/18/2016	Board	Network connectivity and design					parking lots
Public Workshop #1, 4/18/2016	Board	Network connectivity and design					ped xings at bus stops- priority ped crossingat schools, libraries, parks, grocery stores, community college
Public Workshop #1, 4/18/2016	Board	Planning and interagency coordination					very important
Public Workshop #1, 4/18/2016	Board	Planning and interagency coordination					Better connections to North Livermore --- e.g. crossings ove I-580 at Vasco, First St.
Public Workshop #1, 4/18/2016	Board	Planning and interagency coordination					Surveying usage of existing trails during week and weekend as well as over time
Public Workshop #1, 4/18/2016	Board	Support facilities					need water fountains for drinking

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #1, 4/18/2016	Board	Support facilities					bike parking needed downtown
Public Workshop #1, 4/18/2016	Board	Safety education and promotion					encourage more families to walk and bike to school
Public Workshop #1, 4/18/2016	Board	Safety education and promotion					student bike education
Public Workshop #1, 4/18/2016	Board	Maintenance					sweeping debris out of bikeways
Public Workshop #1, 4/18/2016	Board	Maintenance					need better maintenance, potholes
Public Workshop #1, 4/18/2016	Board	Maintenance					more funding for trail maintenance
Public Workshop #1, 4/18/2016	Board	Maintenance					avoid use of roundup on side of trails- save \$ and environment
Public Workshop #1, 4/18/2016	Board	Implementation					complete cycling lane on East Avenue
Public Workshop #1, 4/18/2016	Board						connections to and through downtown trailhead parking for cars- ba able to get anywhere
Public Workshop #1, 4/18/2016	Board	New goals					close network gaps
Public Workshop #1, 4/18/2016	Board	New goals					complete network- bike well-connected and complete
Public Workshop #1, 4/18/2016	Board	New goals					connect attractors like wineries
Public Workshop #1, 4/18/2016	Board	New goals					become a bicycle-friendly community- silver
Public Workshop #1, 4/18/2016	Board	New goals					encourage bike mode share
Public Workshop #1, 4/18/2016	Board	New goals					city should prioritize- intersection control for bikes and peds
Public Workshop #1, 4/18/2016	Board	New goals					safety as main goal - community identity concerned - identify suggested route to every school
Public Workshop #2, 1/26/2017	Comment card		E Jack London Blvd & Isabelle Rd	Access	Gap closure		This is fantastic. Thanks for the effort!! - Gap closures, gap closures, gap closures! - East Jack @ Isabelle: short section on South side of Jack. Need to close that gap! - Holmes to Vallecitos Bridge - death trap. Need an alt or fix the bridge. Could close gap from the Sycamore Grove Trail across Vallecitos. - Iron Horse along railway to cross city - Fix existing underpasses along Arroyo Trail - they flood and are unpassable and unlit!

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Comment card		Iron Horse	Access	Cross town connection		This is fantastic. Thanks for the effort!! - Gap closures, gap closures, gap closures! - East Jack @ Isabelle: short section on South side of Jack. Need to close that gap! - Holmes to Vallecitos Bridge - death trap. Need an alt or fix the bridge. Could close gap from the Sycamore Grove Trail across Vallecitos. - Iron Horse along railway to cross city - Fix existing underpasses along Arroyo Trail - they flood and are unpassable and unlit!
Public Workshop #2, 1/26/2017	Comment card		Third St	Access	Gap closure		1. SAFETY: For years, I drove to UNC from Stanley / Murrietta because cycling down East was noisy and dangerous... Mostly on home commute West where cars would turn right onto cross streets, crossing the bike lane unaware of the 12 go 16 mph speeds of bikes. I found getting to Almond Avenue entrance to bike path tricky ... often dismounting and using crosswalk. 2. GAP: Now retired, my main route is down Third Street bike route from Post Office/Downtown to Murietta / Diving area. Third Street path dumps me either South to 4th Street traffic (no bike lane ... although wide enough) or north to 1st Street / Railroad maze (no bike lane and tricky to go north to reach Railroad / Stanley stoplight). Once on Stanley, nice wide path. 3. I hate reaching dead end on Iron Horse blocking access to shopping center behind Heritage Estates. Tear down that wrought-iron terminus and give us a way to get to the shopping center.
Public Workshop #2, 1/26/2017	Comment card		Iron Horse Trail	Access	Connection to existing destination or facility		1. SAFETY: For years, I drove to UNC from Stanley / Murrietta because cycling down East was noisy and dangerous... Mostly on home commute West where cars would turn right onto cross streets, crossing the bike lane unaware of the 12 go 16 mph speeds of bikes. I found getting to Almond Avenue entrance to bike path tricky ... often dismounting and using crosswalk. 2. GAP: Now retired, my main route is down Third Street bike route from Post Office/Downtown to Murietta / Diving area. Third Street path dumps me either South to 4th Street traffic (no bike lane ... although wide enough) or north to 1st Street / Railroad maze (no bike lane and tricky to go north to reach Railroad / Stanley stoplight). Once on Stanley, nice wide path. 3. I hate reaching dead end on Iron Horse blocking access to shopping center behind Heritage Estates. Tear down that wrought-iron terminus and give us a way to get to the shopping center.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	downtown	Access	Cross town connection		Bicycle Access to downtown not around downtown
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Isabel Ave	Access	Connection to existing destination or facility		Top priority. Isabel access to proposed BART. Jack London <--> Airway
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Murietta Blvd	Access	Connection to existing destination or facility		new Murrieta crosswalk between existing and railroad bridge to access bike path from Cardinal side of Murrieta
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Parkway Park	Access	Connection to existing destination or facility		North/South bridge path at Parkway park from neighborhood to downtown.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Isabelle Ave & Jack London Blvd	Access	Gap closure		Isabelle and Jack London gap completion (+1)
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Arroyo Del Valley Trail	Access	Connection to existing destination or facility		+1 Arroyo del Valley/ Vallecitos gap connector
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Access	Cross town connection		save paths for walking and biking from Springtown to downtown
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Access	Cross town connection		no real convenient connector to downtown from East such as Jensen neighborhood.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Arroyo Rd	Access	Connection to existing destination or facility		Need path along Arroyo between Wetmore and Wentle

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Third St	Access	Cross town connection		Crosstown- 3rd as option for crosstown from Maple and Eart/ Takes 2nd from Maple to get across
Public Workshop #2, 1/26/2017	Comment card		East Ave	Bicycle facility improvement			1. SAFETY: For years, I drove to UNC from Stanley / Murrietta because cycling down East was noisy and dangerous... Mostly on home commute West where cars would turn right onto cross streets, crossing the bike lane unaware of the 12 go 16 mph speeds of bikes. I found getting to Almond Avenue entrance to bike path tricky ... often dismounting and using crosswalk. 2. GAP: Now retired, my main route is down Third Street bike route from Post Office/Downtown to Murietta / Diving area. Third Street path dumps me either South to 4th Street traffic (no bike lane ... although wide enough) or north to 1st Street / Railroad maze (no bike lane and tricky to go north to reach Railroad / Stanley stoplight). Once on Stanley, nice wide path. 3. I hate reaching dead end on Iron Horse blocking access to shopping center behind Heritage Estates. Tear down that wrought-iron terminus and give us a way to get to the shopping center.
Public Workshop #2, 1/26/2017	Comment card			Bicycle facility improvement			Livermore uses river rocks around trees that border major roads with bike lanes. Then the trees are washed with high power hoses. Those large rocks land in the bike lanes on Concannon, Portola, Jack London, just to name a few. It's a hazard for bikes. We are constantly dodging rocks in the roadway. If we miss and land on rocks, we could fall - if we are travelling 15 mph. Can you use bark or something less of a hazard?
Public Workshop #2, 1/26/2017	Comment card		Holmes St	Bicycle facility improvement	Signage and striping		Need a "Bikes May Use Full Lane" sign on the bridge on Holmes, between Westmore and Vineyard. Bridge narrows with no shoulder.
Public Workshop #2, 1/26/2017	Comment card			Bicycle facility improvement	Bicycle lane		I saw in San Francisco, bike lane at the curb then auto parking. Basically the cars were parked where a bike lane typically exists. Bike lane where autos typically parked. This seems like an ideal solution as the parked cars provide a safety barrier between bicyclists and moving traffic. Bicyclists will just have to learn to stop at red lights and stop signs. Basically obey the Rules of the Road.
Public Workshop #2, 1/26/2017	Comment card			Bicycle facility improvement			Some road features designed to slow down traffic actually makes it less safe for cyclists. Example: Charlotte Way south of East Ave. Islands are periodically placed to slow down traffic to the 25 mph speed limit. HOWEVER, when cycling on those sections of road, there is actually less space for cyclists - making it very unsafe. (cars regularly drive 30-35 mph on this road).
Public Workshop #2, 1/26/2017	Comment card			Bicycle facility improvement	Crossing	Traffic signal	City-wide traffic signal improvement. Improve signals to recognize bicycles.
Public Workshop #2, 1/26/2017	Comment card			Bicycle facility improvement	Bicycle lane		Lower cost - high visibility projects - paint bicycle lanes. Education to schools and parents of school children to promote riding safely to school
Public Workshop #2, 1/26/2017	Comment card			Bicycle facility improvement	Crossing	Traffic signal	Additional program comments: Bike signal detection at intersections / location of push buttons suggested walk/bike to school route maps (mobile access). Update google maps with routes. Mechanism for reporting issues (as ???) to jurisdiction / map with ownership. Enforcement --> underpasses specifically - no stopping Bike education at community events. Not just classes. Enforcement of all trail speed limits for bikes.
Public Workshop #2, 1/26/2017	Comment card			Bicycle facility imp	Bike share		Additional program comments: - Bike share - Bike-licensing (Madison) - Education: specific to lives (?) as pedestrians in crosswalks - bike videos - Expanded education like groups at a district level - 3 ft enforcement; drivers education regarding bicyclists - volunteers - Bike parking downtown - Green bike lanes! - enforcement of driver / bike violations - Education for drivers - Ambassadors between schools during commute hours (volunteers on trails)

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Public Workshop #2, 1/26/2017	Comment card			Bicycle facility improvement	Bicycle lane		Additional program comments: - Bike share - Bike-licensing (Madison) - Education: specific to lives (?) as pedestrians in crosswalks - bike videos - Expanded education like groups at a district level - 3 ft enforcement; drivers education regarding bicyclists - volunteers - Bike parking downtown - Green bike lanes! - enforcement of driver / bike violations - Education for drivers - Ambassadors between schools during commute hours (volunteers on trails)
Public Workshop #2, 1/26/2017	Comment card		Downtown	Bicycle facility improvement	Bicycle parking		Additional program comments: - Bike share - Bike-licensing (Madison) - Education: specific to lives (?) as pedestrians in crosswalks - bike videos - Expanded education like groups at a district level - 3 ft enforcement; drivers education regarding bicyclists - volunteers - Bike parking downtown - Green bike lanes! - enforcement of driver / bike violations - Education for drivers - Ambassadors between schools during commute hours (volunteers on trails)
Public Workshop #2, 1/26/2017	Comment card		East Ave	Bicycle facility improvement	Crossing	Traffic signal	The project should have gotten input by holding a workshop at LLNC / Sandia the biggest employer in town and a source of many bike commuters. Need signals that "see" bikes especially on the east ave corridor Any plan to improve things will need to reduce traffic speeds and give up parking on regular routes such as East Ave, P St, 4th St, etc.
Public Workshop #2, 1/26/2017	Comment card			Bicycle facility improvement			Timing of street lights favors cut through traffic between Isabel and First - Changing policy would make it bike friendly (like Pleasanton) - Overcrossing near Vasco? - Greenville route between Springtown/Labs: windy/dark with North front crossing
Public Workshop #2, 1/26/2017	Board	Trail connections		Bicycle facility imp	Bicycle parking		This bike rack is cute but actually not very functional. Stick with a simple style like on-street ones downtown
Public Workshop #2, 1/26/2017	Board	Crosstown routes		Bicycle facility imp	Bicycle lane		Good luck taking away car lanes for a few cyclists- not wise us of resources.- signed, a cyclist
Public Workshop #2, 1/26/2017	Board	Crosstown routes		Bicycle facility imp	Bicycle lane		I feel the green lanes are dangerous. The give bicyclists a false sense of security and motorists don't understand them.
Public Workshop #2, 1/26/2017	Board	Crosstown routes		Bicycle facility imp	Bicycle lane		Please use green painted bike lanes for intersections where cars and bikes can collide. Maybe a mix of dashed and solid lanes depending on volume and/or risk
Public Workshop #2, 1/26/2017	Board	Downtown access	Murrieta Blvd.	Bicycle facility imp	Bicycle lane		+ 1 separate bike lanes buffered bike lanes. NO bike boulevard with too much traffic
Public Workshop #2, 1/26/2017	Board	Downtown access	Murrieta Blvd.	Bicycle facility imp	Bicycle lane		Condense bike lane, landscape buffer and center divide to keep 2 lanes in each direction
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Downtown	Bicycle facility imp	Bicycle parking		No good parking downtown. Yes, more parking in downtown, please. Citizen/volunteer to watch bikes at a parking area or 2 downtown student service hours.
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Hillcrest Ave & East Ave	Bicycle facility improvement			Seniors for bicycles NOT sensitive to us until a car comes up behind me: - Hillcrest at East Ave - L@Railroad (next to Tri-Valley Haven Thrift shop)

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Public Workshop #2, 1/26/2017	Board	Citywide Amenities	L St & Railroad Ave	Bicycle facility improvement			Seniors for bicycles NOT sensitive to us until a car comes up behind me: - Hilcrest at East Ave - L@Railroad (next to Tri-Valley Haven Thrift shop)
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Downtown	Bicycle facility imp	Bicycle parking		more bicycle racks downtown
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Concannon Blvd & Isabel Ave	Bicycle facility imp	Crossing	Traffic signal	ensure that all traffic lights with bike lanes respond to cyclists problem lights: 1. Concannon & Isabel 2. Tesla & mines 3. First and railroad
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Tesla Rd & Mines Rd	Bicycle facility imp	Crossing	Traffic signal	ensure that all traffic lights with bike lanes respond to cyclists problem lights: 1. Concannon & Isabel 2. Tesla & mines 3. First and railroad
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	First St & Railroad Ave	Bicycle facility imp	Crossing	Traffic signal	ensure that all traffic lights with bike lanes respond to cyclists problem lights: 1. Concannon & Isabel 2. Tesla & mines 3. First and railroad
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	3rd St	Bicycle facility imp	Bicycle lane		3rd street- quiet, could be good fo bike facility
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Holmes St and Vallecitos Rd	Bicycle facility imp	Bicycle lane		How about a separate bike/pedestrian lane parallel to the existing highway?
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Downtown	Bicycle facility imp	Bicycle lane		painted bike lanes downtown
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Holmes St bridge	Bicycle facility imp	Bicycle lane		need marked bridge bike lane on Holmes St. near Vineyard
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Bicycle facility imp	Bicycle lane		Add green bike lanes to improve visibility
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Vallecitos Rd & Vineyard Ave	Bicycle facility imp	Bicycle lane		put a bike trail here from Sycamore to the intersection of Vallecitos and Vineyard
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	P St	Bicycle facility improvement	Signage and striping		Bike lanes on P St. need restriping/ North P St.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Northfront Rd	Bicycle facility improvement	Bicycle lane		I am happy to see that a bike trail is consider in Northfront drom Vasco to Greenville, it is dangerous for the cyclist. Thank you!
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Downtown	Bicycle facility improvement	Bicycle parking		Bike valet in downtown would be wonderful!
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Arroyo Rd	Bicycle facility imp	Bicycle lane		Continue bike path South on Arroyo all the way to Wente Vineyards and Sycamore Grove park
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Vallecitos Rd	Bicycle facility imp	Bicycle lane		need bike lane/bridge near Wetmore Vallecito. Bike lanes on Holmes and Stanley in town.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Holmes St	Bicycle facility imp	Bicycle lane		need bike lane/bridge near Wetmore Vallecito. Bike lanes on Holmes and Stanley in town.

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Stanley Blvd	Bicycle facility imp	Bicycle lane		need bike lane/bridge near Wetmore Vallecito. Bike lanes on Holmes and Stanley in town.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Bicycle facility imp	Bicycle lane		Strongly support separated bike lanes/cycletracks
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave & Vasco Rd	Bicycle facility improvement	Bike Signal		need bike signal at East and Vasco when heading west from lab
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	S Livermore Ave	Bicycle facility imp	Bicycle lane		Continue bike path on S. Livermore all the way into downtown. Tis would encourage more people to bike into downtown
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Bicycle facility improvement	Signage and striping		Use "bikes may use full land" signs instead of sharrows
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave	Bicycle facility imp	Bicycle lane		East Ave- keep parking all the way- remove L/R turn lane to make room for bike path
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Downtown	Bicycle facility imp	Bicycle lane		New development of downtown plan. Put in bike lanes to downtown and bike to parking.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Carnegie Park	Bicycle facility imp	Bicycle parking		Should build further picnicking tables and benches by the new entertainmen gazebo built by Carnegie Park where the farmers market is held in summertime. Then people have place to eat food they buy while musicians, etc. perform for them. Consider shade structures around these and maybe misting for hot weather comfort more water fountains needed too. Benches and bike parking additions too.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Bridge on Holmes between Wetmore and Vineyard	Bicycle facility improvement	Signage		Bikes may use full lanes sign.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Holmes St	Bicycle facility imp	Bicycle lane		Bike lanes on Holmes from Concannon north
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Holmes St	Bicycle facility imp	Bicycle lane		+1 bike lane/travel on Holmes near Vancouver- currently one lane. Concept 1 or 3
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Murrieta Rd	Bicycle facility imp	Bicycle lane		between Portola and Jack London has no bike lane. Kids ride here to school. Lots of bikes on weekends. Riders on road not a safe shoulder.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	North Canyons Pkwy	Bicycle facility imp	Bicycle lane		Please! Make a bike path here! (Fallon to Doolan Rd) Priority to LPC
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Downtown	Bicycle facility imp	Bicycle parking		Need bike parking stands downtown
Public Workshop #2, 1/26/2017	Comment card		Isabel Ave & 580	Crossing 580	Bicycle facility improvement		Isabel Ave crossing - relatively safe compared to others. Bike lanes, wider, sight lines, some consideration of bikes. - Possible for separate crossing at first? or widen to add bike lanes? - Traffic signals at ramps so people on foot / bike can cross safer Portola --> fast cars = scary! bike lane is not enough
Public Workshop #2, 1/26/2017	Comment card		First St & 580	Crossing 580			Isabel Ave crossing - relatively safe compared to others. Bike lanes, wider, sight lines, some consideration of bikes. - Possible for separate crossing at first? or widen to add bike lanes? - Traffic signals at ramps so people on foot / bike can cross safer Portola --> fast cars = scary! bike lane is not enough

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Public Workshop #2, 1/26/2017	Comment card		580	Crossing 580	Bicycle facility improvement	Traffic signal	Isabel Ave crossing - relatively safe compared to others. Bike lanes, wider, sight lines, some consideration of bikes. - Possible for separate crossing at first? or widen to add bike lanes? - Traffic signals at ramps so people on foot / bike can cross safer Portola --> fast cars = scary! bike lane is not enough
Public Workshop #2, 1/26/2017	Comment card		Portola Ave & 580	Crossing 580	Bicycle facility improvement	Speeding	Isabel Ave crossing - relatively safe compared to others. Bike lanes, wider, sight lines, some consideration of bikes. - Possible for separate crossing at first? or widen to add bike lanes? - Traffic signals at ramps so people on foot / bike can cross safer Portola --> fast cars = scary! bike lane is not enough
Public Workshop #2, 1/26/2017	Comment card		580	Crossing 580			- Encourages dedicated ped/bike crossing over "enhanced roadway" options. Children safety and health (further from car fumes) - North Livermore undercrossing needs help - Isabel: have to dodge two lanes of traffic Move bike lane to outer edge and add a signal for cars to stop and allow bikes to cross safely. Example: Foothill @ 580 in Pleasanton * Likes concept of 580 ped/bike bridge @ Collier
Public Workshop #2, 1/26/2017	Comment card		N Livermore Ave & 580	Crossing 580			- Encourages dedicated ped/bike crossing over "enhanced roadway" options. Children safety and health (further from car fumes) - North Livermore undercrossing needs help - Isabel: have to dodge two lanes of traffic Move bike lane to outer edge and add a signal for cars to stop and allow bikes to cross safely. Example: Foothill @ 580 in Pleasanton * Likes concept of 580 ped/bike bridge @ Collier
Public Workshop #2, 1/26/2017	Comment card		Isabel Ave & 580	Crossing 580	Bicycle facility improvement	Traffic signal	- Encourages dedicated ped/bike crossing over "enhanced roadway" options. Children safety and health (further from car fumes) - North Livermore undercrossing needs help - Isabel: have to dodge two lanes of traffic Move bike lane to outer edge and add a signal for cars to stop and allow bikes to cross safely. Example: Foothill @ 580 in Pleasanton * Likes concept of 580 ped/bike bridge @ Collier
Public Workshop #2, 1/26/2017	Comment card		First St & 580	Crossing 580	Pavement condition		Street condition important Asphalt wears down and creates grooves that are hazardous, especially at crossings (First Ave) North Livermore = no bike lanes! Vasco is the worst - problem for Springtown residents Airway is pretty crazy, too. Suggestion: widen multi-use trails as part of overpasses. Greenville is not too bad.
Public Workshop #2, 1/26/2017	Comment card		N Livermore Ave & 580	Crossing 580	Bicycle facility improvement	Bicycle lane	Street condition important Asphalt wears down and creates grooves that are hazardous, especially at crossings (First Ave) North Livermore = no bike lanes! Vasco is the worst - problem for Springtown residents Airway is pretty crazy, too. Suggestion: widen multi-use trails as part of overpasses. Greenville is not too bad.
Public Workshop #2, 1/26/2017	Comment card		Vasco Rd & 580	Crossing 580			Street condition important Asphalt wears down and creates grooves that are hazardous, especially at crossings (First Ave) North Livermore = no bike lanes! Vasco is the worst - problem for Springtown residents Airway is pretty crazy, too. Suggestion: widen multi-use trails as part of overpasses. Greenville is not too bad.
Public Workshop #2, 1/26/2017	Comment card		Airway Blvd & 580	Crossing 580	Bicycle facility improvement		Street condition important Asphalt wears down and creates grooves that are hazardous, especially at crossings (First Ave) North Livermore = no bike lanes! Vasco is the worst - problem for Springtown residents Airway is pretty crazy, too. Suggestion: widen multi-use trails as part of overpasses. Greenville is not too bad.
Public Workshop #2, 1/26/2017	Comment card		580	Crossing 580			- Consider trail link between Portola undercrossing and Airway Boulevard going West along South Side of 580. Only shows bike lanes. Can it be a trail? - Access road along north side of 580 at Portola. Connect to North Livermore. - Trail to tanks on Doolan? Residents would love to walk there. Link to Charter school?

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Public Workshop #2, 1/26/2017	Comment card			Crossing 580			- Sidewalk/bike lane gaps at on/off ramps = scary - People want a direct/safe link - Conflicts with carpool lane - Idea=painted bike lanes - Lab-workers living in Springtown want to bike but don't because of 580 crossing - Most important improvement = vasco crossing improvement - What about El Charro/Fallon - Improve link to Colinas Road - seems safest (suggested by several people). Ex. Gap in lane on Las Positas near Target
Public Workshop #2, 1/26/2017			Isabel Ave & 580	Crossing 580			1. Don't plan trail next to railroad. If close, securely fence trail from track. Do not let people (especially children) get near track. 2. I-580 underpass at creek East of Isabel: link Sage Homes with Airway Blvd. Pedestrian access to Airway BART park/ride from Sage Home Development. 3. Don't show driveway east from Murieta along track as a trail. Robert S. Allen (robertseeallen@gmail.com, 449-1387)
Public Workshop #2, 1/26/2017	Comment card		Airway Blvd	Crossing 580			Prioritize an undercrossing between Shea Homes and Bart park n' ride on Airway Blvd
Public Workshop #2, 1/26/2017	Comment card		Vasco Rd & 580	Crossing 580			Need a bridge for bikes / people at Vasco and 580
Public Workshop #2, 1/26/2017	Comment card		First St & 580	Crossing 580			Safe crossing from Springtown South (???), Vasco is the most dangerous, First Street across (???)
Public Workshop #2, 1/26/2017	Comment card		Vasco Rd & 580	Crossing 580			Safe crossing from Springtown South (???), Vasco is the most dangerous, First Street across (???)
Public Workshop #2, 1/26/2017	Comment card		Vasco Rd & 580	Crossing 580			My main concern and what I believe should be the top priority is the issue of being able to safely cross over 580 on foot or bike. Particularly Vasco and First Street - they are cut off from the rest of the city because current conditons make it hazardous to ride a bike or walk out of the Springtown neighborhood. Please fix this first! Thank you.
Public Workshop #2, 1/26/2017	Comment card		First St & 580	Crossing 580			My main concern and what I believe should be the top priority is the issue of being able to safely cross over 580 on foot or bike. Particularly Vasco and First Street - they are cut off from the rest of the city because current conditons make it hazardous to ride a bike or walk out of the Springtown neighborhood. Please fix this first! Thank you.
Public Workshop #2, 1/26/2017	Comment card		580	Crossing 580			I hope not do bike roads in busy traffic streets: East Avenue, Fourth Street, Murieta Blvd. Make road outside of busy traffic streets and make new roads to Dubin and Ensanche (?) and Jack London for more trucks and make new roads of distribution in 580 East Avenue. A lot of cars are in risk in and out of the Freeway 580. Juan Luna.
Public Workshop #2, 1/26/2017	Comment card		580	Crossing 580			Additional program comments: Bike signal detection at intersections / location of push buttons suggested walk/bike to school route maps (mobile access). Update google maps with routes. Mechanism for reporting issues (as ???) to jurisdiction / map with ownership. Enforcement --> underpasses specifically - no stopping Bike education at community events. Not just classes. Enforcement of all trail speed limits for bikes.
Public Workshop #2, 1/26/2017	Comment card		N Livermore & 580	Crossing 580			- Alternate: bridge between First + Vasco (but expensive) - N. Livermore: biking south - conflicts with cars and trucks / existing freeway - DANGEROUS - State/city have no authority, needs enforcement - Westbound off ramp merges with First St, pinches bicyclists - Convert to signalized intersection rather than thru lane
Public Workshop #2, 1/26/2017	Comment card		First St & 580	Crossing 580			- Alternate: bridge between First + Vasco (but expensive) - N. Livermore: biking south - conflicts with cars and trucks / existing freeway - DANGEROUS - State/city have no authority, needs enforcement - Westbound off ramp merges with First St, pinches bicyclists - Convert to signalized intersection rather than thru lane
Public Workshop #2, 1/26/2017	Comment card		Vasco Rd & 580	Crossing 580			Timing of street lights favors cut through traffic between Isabel and First - Changing policy would make it bike friendly (like Pleasanton) - Overcrossing near Vasco? - Greenville route between Springtown/Labs: windy/dark with North front crossing
Public Workshop #2, 1/26/2017	Comment card		Greenville Rd	Crossing 580			Timing of street lights favors cut through traffic between Isabel and First - Changing policy would make it bike friendly (like Pleasanton) - Overcrossing near Vasco? - Greenville route between Springtown/Labs: windy/dark with North front crossing

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Comment card		Isabel, Portola, First, Vasco	Crossing 580	Enhance the overcrossings		Interest in "Enhanced Road" for busy street overpasses.
Public Workshop #2, 1/26/2017	Board	I-580 crossings	First St & 580	Crossing 580			No safe place to cross on first or Vasco coming from Springhill
Public Workshop #2, 1/26/2017	Board	I-580 crossings	Vasco Rd & 580	Crossing 580			No safe place to cross on first or Vasco coming from Springhill
Public Workshop #2, 1/26/2017	Board	I-580 crossings	Vasco Rd & 580	Crossing 580			sitewide for bicycles on: Vasco, First, Airway crossovers
Public Workshop #2, 1/26/2017	Board	I-580 crossings	First St & 580	Crossing 580			sitewide for bicycles on: Vasco, First, Airway crossovers
Public Workshop #2, 1/26/2017	Board	I-580 crossings	Airway Blvd & 580	Crossing 580			sitewide for bicycles on: Vasco, First, Airway crossovers
Public Workshop #2, 1/26/2017	Board	I-580 crossings	Vasco Rd & 580	Crossing 580			Vasco is suicide there is no safe route or lane. Maybe ped crossing at Vasco or between Vasco and 1st St.
Public Workshop #2, 1/26/2017	Board	I-580 crossings	First St & 580	Crossing 580			Smoothen out asphalt/concrete edges. make them level. Springtown to First
Public Workshop #2, 1/26/2017	Board	I-580 crossings	Los Positas bridge	Crossing 580			connect los positas bridge towards North Livermore
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Vasco Rd & 580	Crossing 580			580 overpass on Vasco should be fixed. It's a hazard. People are being hit by cars!
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Vasco Rd & 580	Crossing 580			Please consider a pedestrian/bike overcrossing at or very near 580 North/South Vasco
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Vasco Rd & 580	Crossing 580			Very dangerous to cross 580 at Vasco
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	580	Crossing 580			We need to make new traffic or istribution for into 580 Preston Ave. is very risky for all vehicles
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Airway Blvd & 580	Crossing 580			Strongly support trail under freeway connecting development North of I-580 with Airway close to BART park/ride
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Vasco Rd & 580	Crossing 580			Vasco- 580 interchange is terrible for cars, suicide for bikes, impossible for pedestrians. (+2)
Public Workshop #2, 1/26/2017	Comment card		4th St & S L St	Crossing improvement			Parking downtown is very difficult already. I work at a business on 4th and L and watn to keep parking. Also, the intersection at 4th & L is VERY dangerous for cars as well as pedestrians.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	College Ave & Livermore Ave	Crossing improvement			College and Livermore intersection
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	College Ave & Livermore Ave	Crossing improvement			Stoplights for traffic at College and Livermore Avenue would be helpful. Right in front of our city's civic center.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Vasco Rd & Tesla Rd	Crossing improvement			Vasco /Tesla crossing improvement
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	P St	Crossing improvement			P St. north of 1st. needs bulb out
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	First St	Crossing improvement			First St. grade-separated xing

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	W Jack London Blvd	Crossing improvement	Crosswalk		Quick cure asphalt along W. Jack London West of Isabel. Crosswalk to next traffic light west toward discovery.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	First St	Crossing improvement	Traffic signal		Need crossing lights at all downtown crosswalks on 1st St.
Public Workshop #2, 1/26/2017	Board	Crosstown routes	East Ave	Design concepts	Concept 2	Oppose	Two-way cycle traffic makes concept 2 of east avenue bad
Public Workshop #2, 1/26/2017	Board	Crosstown routes		Design concepts	Concept 3	Support	I would favore a separate bike trail over a bike lane on a busy street anytime
Public Workshop #2, 1/26/2017	Board	Downtown access	North P St	Design concepts	Concept 1	Oppose	concept #1 WILL NOT work in this part of town. Parking a must. #2 maybe will.
Public Workshop #2, 1/26/2017	Board	Downtown access	North P St	Design concepts	Concept 2	Support	concept #1 WILL NOT work in this part of town. Parking a must. #2 maybe will.
Public Workshop #2, 1/26/2017	Board	Downtown access	Murrieta Blvd.	Design concepts	Concept 1	Oppose	Concept 1 will not work. Parking is required on both sides of street. Concept 2 will work best.
Public Workshop #2, 1/26/2017	Board	Downtown access	Murrieta Blvd.	Design concepts	Concept 2	Support	Concept 1 will not work. Parking is required on both sides of street. Concept 2 will work best.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave	Design concepts	Concept 3		Pat Robello- East Ave concept #3 and lighting
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave	Design concepts	Concept 3	Support	I prefer concept 3 for East Ave.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Holmes St	Design concepts	Concept 1	Support	+1 bike lane/travel on Holmes near Vancouver- currently one lane. Concept 1 or 3
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Holmes St	Design concepts	Concept 3	Support	+1 bike lane/travel on Holmes near Vancouver- currently one lane. Concept 1 or 3
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	W Jack London Blvd	Maintenance	Street pavement condition		Quick cure asphalt along W. Jack London West of Isabel. Crosswalk to next traffic light west toward discovery.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	N Livermore Ave	Maintenance	Storm drainage		Consider storm drainage that isn't on both sides of streets. Specifically N.L.
Public Workshop #2, 1/26/2017	Comment card		Downtown	Parking	Keep parking		Downtown already has scarce parking. We need to keep parking options for people that work in downtown areas.
Public Workshop #2, 1/26/2017	Comment card		East Ave	Parking	Keep parking		Do not remove street parking on East Ave
Public Workshop #2, 1/26/2017	Comment card		Fourth St & S L St	Parking	Keep parking		Parking downtown is very difficult already. I work at a business on 4th and L and watn to keep parking. Also, the intersection at 4th & L is VERY dangerous for cars as well as pedestrians.
Public Workshop #2, 1/26/2017	Comment card		L St	Parking	Keep parking		Please, please, please do not remove any parking on L St or downtown. It would greatly disrupt our business. Thank you! Michelle Morgan, Gene Morgan Insurance (925)447-2565 michelle@genemorganinsurance.com

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Comment card		Fourth St	Parking	Keep parking		4th St: While bike lanes would be nice, it is very important to not eliminate or reduce parking along either side of the street
Public Workshop #2, 1/26/2017	Comment card		East Ave	Parking	Remove parking		The project should have gotten input by holding a workshop at LLNC / Sandia the biggest employer in town and a source of many bike commuters. Need signals that "see" bikes especially on the east ave corridor Any plan to improve things will need to reduce traffic speeds and give up parking on regular routes such as East Ave, P St, 4th St, etc.
Public Workshop #2, 1/26/2017	Comment card		P St	Parking	Remove parking		The project should have gotten input by holding a workshop at LLNC / Sandia the biggest employer in town and a source of many bike commuters. Need signals that "see" bikes especially on the east ave corridor Any plan to improve things will need to reduce traffic speeds and give up parking on regular routes such as East Ave, P St, 4th St, etc.
Public Workshop #2, 1/26/2017	Comment card		Fourth St	Parking	Remove parking		The project should have gotten input by holding a workshop at LLNC / Sandia the biggest employer in town and a source of many bike commuters. Need signals that "see" bikes especially on the east ave corridor Any plan to improve things will need to reduce traffic speeds and give up parking on regular routes such as East Ave, P St, 4th St, etc.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	L St.	Parking	Keep parking		L St. between 4th and 3rd concerned about loss of parking
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Parking			Westside of East Vin= neighborhood = need parking. East side- block
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Downtown	Parking	Keep parking		Please do not reduce parking in or near downtown. Thank you!
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave	Parking	Keep parking		Concept 3 residents on East Ave. Rely on street parking.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Fourth St	Parking	Keep parking		4th St. is a main thoroughfare and has picked up more traffic since first street became more pedestrian friendly. Taking away parking on that road is a bad idea as many people park there for around town events including the farmer's market not to mention the businesses and residents who park there. Taking out a lane would also be a bad idea as it would further add to the congestion.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Fourth St	Parking	Keep parking		Don't put a bike path on 4th St. There are many accidents especially at 4th and L St. Don't remove existing parking which is used by businesses and residents plus people who attend the farmers markets, parades and other downtown events.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Parking	Keep parking	residential street	Removing street parking lowers property value of residence. i.e. East Ave.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave	Parking	Keep parking		East Ave- keep parking all the way- remove L/R turn lane to make room for bike path
Public Workshop #2, 1/26/2017	Comment card		Tesla Rd & Mines Rd	Pedestrian facility improvement	Crossing	Traffic signal	1. The trail on Tesla Road really needs a fence to separate the bike/pedestrian trail from the traffic - half the trail has a great fence, just extend it all the way to mines 2. The traffic light at Mines and Tesla is still unsafe for pedestrians - I've almost been hit by a car in spite of the crosswalk and walk signal 3. Please connect the Tesla Trail to the Vasco trail to make a loop libbyglasco@yahoo.com
Public Workshop #2, 1/26/2017	Comment card		Superior Rd & Arroyo Rd	Pedestrian facility improvement	Crossing	Traffic signal	Need more crosswalk signals at Superior Rd + Arroyo Rd, Hanson Rd + Arroyo Rd, Wetmore Rd
Public Workshop #2, 1/26/2017	Comment card		Hanson Rd & Arroyo Rd	Pedestrian facility improvement	Crossing	Traffic signal	Need more crosswalk signals at Superior Rd + Arroyo Rd, Hanson Rd + Arroyo Rd, Wetmore Rd
Public Workshop #2, 1/26/2017	Comment card		Wetmore Rd	Pedestrian facility improvement	Crossing	Traffic signal	Need more crosswalk signals at Superior Rd + Arroyo Rd, Hanson Rd + Arroyo Rd, Wetmore Rd

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Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Robertson Park Rd	Pedestrian facility improvement	Crossing		Please consider "flashing light crosswalk" at Robertson Park Rd. and Concannon (very difficult to walk across)
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	K St	Pedestrian facility improvement	Path condition		K street downtown --> college poorly lit at night and uneven sidewalks :(
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Pedestrian facility improvement	Path condition		City should try to eliminate uneven sidewalks for better pedestrian safety or at least mark trouble areas that could cause injury falls with colored paint or orange cones. suffered a bad fall that --> permanent disability.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	P St	Pedestrian facility improvement	Path condition		Sidewalk gap around P St. and 6 St.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	6th St	Pedestrian facility improvement	Path condition		Sidewalk gap around P St. and 6 St.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Hartford Ave	Pedestrian facility improvement	Path condition		poor pavement condition on trail (Hartford)
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Holmes St	Pedestrian facility improvement	Path condition		obstacle from guywire/telephone on sidewalk at Holmes
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Arroyo Rd	Pedestrian facility improvement	Path condition		Arroyo Rd.- Sidewalk between Concannon and College needs improvement
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Hartford Ave	Pedestrian facility improvement	Path condition		repave path from Hartford to Broadmoor St in Springtown. exists but in poor condition
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Second St	Pedestrian facility improvement	Crossing		Walking- 2nd Street at J and K need stop signs
Public Workshop #2, 1/26/2017	Comment card			Programs	Education		Driver Awareness is a key part of making pedestrians and cyclists comfortable riding / walking on streets and paths. One of my pet peeves and a danger is cyclists riding the wrong direction in bike paths. Many kids are told to do this by their parents. Many adults who should know better do this too.
Public Workshop #2, 1/26/2017	Comment card			Programs	Enforcement		Driver Awareness is a key part of making pedestrians and cyclists comfortable riding / walking on streets and paths. One of my pet peeves and a danger is cyclists riding the wrong direction in bike paths. Many kids are told to do this by their parents. Many adults who should know better do this too.
Public Workshop #2, 1/26/2017	Comment card			Programs	Education		Print educational handouts with bicycle related rights, rules, and safety to educate drivers (ex: 3 foot rules, bikes may use full lane, etc.) Similar to the flyer that the city of Chicago had handed out in downtown Chicago (Summer 2016)
Public Workshop #2, 1/26/2017	Comment card			Programs	Education		Lower cost - high visibility projects - paint bicycle lanes. Education to schools and parents of school children to promote riding safely to school
Public Workshop #2, 1/26/2017	Comment card			Programs	Education		Additional program comments: Bike signal detection at intersections / location of push buttons suggested walk/bike to school route maps (mobile access). Update google maps with routes. Mechanism for reporting issues (as ???) to jurisdiction / map with ownership. Enforcement --> underpasses specifically - no stopping Bike education at community events. Not just classes. Enforcement of all trail speed limits for bikes.
Public Workshop #2, 1/26/2017	Comment card		Trails	Programs	Enforcement		Additional program comments: Bike signal detection at intersections / location of push buttons suggested walk/bike to school route maps (mobile access). Update google maps with routes. Mechanism for reporting issues (as ???) to jurisdiction / map with ownership. Enforcement --> underpasses specifically - no stopping Bike education at community events. Not just classes. Enforcement of all trail speed limits for bikes.

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Comment card			Programs	Education		Additional program comments: - Bike share - Bike-licensing (Madison) - Education: specific to lives (?) as pedestrians in crosswalks - bike videos - Expanded education like groups at a district level - 3 ft enforcement; drivers education regarding bicyclists - volunteers - Bike parking downtown - Green bike lanes! - enforcement of driver / bike violations - Education for drivers - Ambassadors between schools during commute hours (volunteers on trails)
Public Workshop #2, 1/26/2017	Comment card			Programs	Enforcement		Additional program comments: - Bike share - Bike-licensing (Madison) - Education: specific to lives (?) as pedestrians in crosswalks - bike videos - Expanded education like groups at a district level - 3 ft enforcement; drivers education regarding bicyclists - volunteers - Bike parking downtown - Green bike lanes! - enforcement of driver / bike violations - Education for drivers - Ambassadors between schools during commute hours (volunteers on trails)
Public Workshop #2, 1/26/2017	Comment card			Programs	Encouragement		Additional program comments: - Bike share - Bike-licensing (Madison) - Education: specific to lives (?) as pedestrians in crosswalks - bike videos - Expanded education like groups at a district level - 3 ft enforcement; drivers education regarding bicyclists - volunteers - Bike parking downtown - Green bike lanes! - enforcement of driver / bike violations - Education for drivers - Ambassadors between schools during commute hours (volunteers on trails)
Public Workshop #2, 1/26/2017	Comment card			Programs	Enforcement		- Alternate: bridge between First + Vasco (but expensive) - N. Livermore: biking south - conflicts with cars and trucks / existing freeway - DANGEROUS - State/city have no authority, needs enforcement - Westbound off ramp merges with First St, pinches bicyclists - Convert to signalized intersection rather than thru lane
Public Workshop #2, 1/26/2017	Board	Proposed programs		Programs	Enforcement		Bike East Bay would be interested in coordinating on adult ticket diversion program
Public Workshop #2, 1/26/2017	Board	Proposed Programs	Evaluation	Programs	Evaluation		More data on who is NOT biking based on current issues
Public Workshop #2, 1/26/2017	Board	Existing Programs	Enforcement	Programs	Enforcement		Yay! Crossing guards for schools are well used and worthwhile
Public Workshop #2, 1/26/2017	Board	Existing Programs	Encouragement	Programs	Encouragement		Monthly bike to work day. Raffle to drive excitement- funding sources?? One between dat 1 year is a teaser/novelty but doesn't drive enough to try it.
Public Workshop #2, 1/26/2017	Board	Existing Programs	Evaluation	Programs	Evaluation		Utilize local bike clubs for roadway/bikeway evaluations
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Programs	Education		Create a trail map that highlights natural features of Livermore- Granada native gardens, demo garden on Greenville wineries, etc.

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Comment card		Tesla trail	Safety	Bicycle and pedestrian seperation		1. The trail on Tesla Road reallyneeds a fence to separate the bike/pedestrian trail from the traffic - half the trail has a great fence, just extend it all the way to mines 2. The traffic light at Mines and Tesla is still unsafe for pedestrians - I've almost been hit by a car in spite of the crosswalk and walk signal 3. Please connect the Tesla Trail to the Vasco trail to make a loop libbyglasco@yahoo.com
Public Workshop #2, 1/26/2017	Comment card		Vallecitos Bridge	Safety	Bridge		This is fantastic. Thanks for the effort!! - Gap closures, gap closures, gap closures! - East Jack @ Isabelle: short section on South side of Jack. Need to close that gap! - Holmes to Vallecitos Bridge - death trap. Need an alt or fix the bridge. Could close gap from the Sycamore Grove Trail across Vallecitos. - Iron Horse along railway to cross city - Fix existing underpasses along Arroyo Trail - they flood and are unpassable and unlit!
Public Workshop #2, 1/26/2017	Board	Implementation	Holmes/Vine bridge	Safety	Bridge		This bridge is dangerous for bikes
Public Workshop #2, 1/26/2017	Board	Existing Programs	Enforcement	Safety	School safety		Used alternative ways or points intersections for cross-schools and not using streets' busy traffic for more traffic
Public Workshop #2, 1/26/2017	Board	School Access: Bike Boulevards	Olivina Ave & Albatross Ave	Safety	School safety		Olivine and Albatross crossing to Marilyn Ave. now has curbs posted out into Olivina...this is a "pinch point" for bicycles going East/West pushing us into traffic flow
Public Workshop #2, 1/26/2017	Board	School Access: Bike Boulevards	Portola Ave	Safety	School safety		Please make note of the re-opened elementary school site on Portola. There are families bikinh/walking there now.
Public Workshop #2, 1/26/2017	Board	School Access: Bike Boulevards		Safety	School safety		Please NO! (no humps, bulbouts, chicanes)
Public Workshop #2, 1/26/2017	Board		Fourth St & J St	Safety	School safety		4th & J crossing needs more calming!
Public Workshop #2, 1/26/2017	Board			Safety	School safety		Used alternatives streets slow traffic. For bikes and used intersection. For security boy's schools no! Lines bikes in busy streets' traffic now in East Ave Fort Street.
Public Workshop #2, 1/26/2017	Board	Proposed recommendatio ns map	Holmes St	Safety	Bridge		Holmes- narrow bridge crossing (people agree) BMUFL signage. "Bridge of death" (+1)
Public Workshop #2, 1/26/2017	Board	Proposed recommendatio ns map	Mocho St	Safety	School safety		Moche street (back of Granada High): Entrance much too sma;; for 1,000+ kids that go through it every morning /afternoon packed neighborhoods. Adding more crosswalks/ stop signs in general area or vouching for a wider fencegate could help. Or, add a bike lane to reduce the # of cars and maybe add parking for neighborhoods. Consantly packed area.
Public Workshop #2, 1/26/2017	Board	Proposed recommendatio ns map	Mines Rd and Greenville Rd	Safety	Bicycle and pedestrian seperation		Bike/ walking path needed between Mines Rd. and Greenville Rd. Very dangerous now multiple vehicle vs. bike accidents have occurred in this area.
Public Workshop #2, 1/26/2017	Board	Proposed recommendatio ns map	Vallecitos bridge	Safety	Bridge		Vallecitos bridge acx Arroyo de Valle is narrow/dangerous/ separate bike bridge?
Public Workshop #2, 1/26/2017	Board	Proposed recommendatio ns map	Holmes St	Safety	Bicycle and pedestrian seperation		Holmes St. needs better bike and pedestrian protection between Arroyo Mocho Trail and Concannon for school, park, shopping, medical care
Public Workshop #2, 1/26/2017	Board	Proposed recommendatio ns map	Las Posidas	Safety			Safer access to Las Posidas
Public Workshop #2, 1/26/2017	Comment card		East Ave	Streetscape	Lighting		Road reflectors are worn badly. East Ave Street lights are terrible. Road reflectant paint is worn. I live on East Ave an want to keep my parking, but I'm in facor of concept #3, if any. The crosswalk light system works well, but the street is too dark. Thank you, Patrick Robeth.

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	S Livermore Ave	Streetscape	Lighting		The new street light are bad for walking. I have fallen due to poor lighting and concrete cracks. I live on 7th and G and walk on South Livermore to downtown.
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Arroyo Bike Trail	Streetscape	Lighting		I'd love more lighting on the trails to be able to walk more safely or ride my bike along- Arroyo bike trail from Robertson to L St.
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	East Ave & Vvasco	Streetscape	Wayfinding		East and Vasco
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Parks	Streetscape	Public bathrooms		Public bathrooms at our parks, please! (+1) Yes!
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Trails	Streetscape	Benches and tables		More drinking fountain and benches on the trails.
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Downtown	Streetscape	Lighting		South downtown (College, S. Livermore, Holmes, Railroad) poorly lit. 4th St. between Collge and J poorly lit.
Public Workshop #2, 1/26/2017	Board	Citywide Amenities		Streetscape			more attention to and quick remediation of disgusting graffiti!
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Arroyo Bike Trail	Streetscape	Lighting		Arroyo Mocho has no lighting, needs it.
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Arroyo Bike Trail	Streetscape	Lighting		Arroyo Trail needs some lighting.
Public Workshop #2, 1/26/2017	Board	Citywide Amenities		Streetscape	Lighting		lights with top shade that directs light to walk/path not full lights that just light the sky too.
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Trails	Streetscape	Wayfinding		At trail crossings what street is this I'm crossing
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	K St	Streetscape	Lighting		K street downtown --> college poorly lit at night and uneven sidewalks :-)
Public Workshop #2, 1/26/2017	Board	Citywide Amenities		Streetscape	Lighting		Encourage "dark sky" lighting
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Stanley Blvd & Murrietta Blvd	Streetscape	Lighting		Lighting at Stanley/Murrietta Arroyo Trail that crosses under Stanley. Unsafe with new lights.
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Arroyo Bike Trail	Streetscape	Lighting		Lighting at Stanley/Murrietta Arroyo Trail that crosses under Stanley. Unsafe with new lights.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	S Livermore Ave	Streetscape	Lighting		South Livermore lighting missing
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Fourth St	Streetscape	Lighting		lighting on 4th from College to L St.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	S Livermore Ave	Streetscape	Lighting		poor lighting on S. Livermore

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Civic Center Park	Streetscape			Gardens by the front of Livermore civic center Library near Arbor Vista Sr. Apts. could use further expansion, benches, water fountain, picnic tables, lighting, bike parking. A sign in front on street could give it a name, perhaps show a map.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave	Streetscape	Lighting		Pat Robello- East Ave concept #3 and lighting
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Robert Livermore Park	Streetscape	Lighting		@ Robert Livermore Park kids run across the park without light
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Downtown	Streetscape	Lighting		Improved lighting for pedestrians/cyclists going in/out of downtown at night!
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave	Streetscape	Lighting		poor lighting on south side
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Carnegie Park	Streetscape	Benches and tables		Should build further picnicking tables and benches by the new entertainmen gazebo built by Carnegie Park where the farmers market is held in summertime. Then people have place to eat food they buy while musicians, etc. perform for them. Consider shade structures around these and maybe misting for hot weather comfort more water fountains needed too. Benches and bike parking additions too.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Streetscape	Benches and tables		Parks by old Livermore main library should develop further with benches, tables, shade, bathrooms. City could maybe hold events/programs in this area or even gold meetings or rent out space for parties.
Public Workshop #2, 1/26/2017	Comment card		L St	Traffic calming	Road diet		I'd recommend for L St -- change 4 traffic lanes into 2 lanes. Include a center 2-way lane including bike lane spaces in both directions of traffic. The example of this recommendation would be on Chestnut between L + Livermore Streets. The changes would be between Chestnut + Pine on L St.
Public Workshop #2, 1/26/2017	Comment card		East Ave	Traffic calming			I hope not do bike roads in busy traffic streets: East Avenue, Fourth Street, Murietta Blvd. Make road outside of busy traffic streets and make new roads to Dubin and Ensanche (?) and Jack London for more trucks and make new roads of distribution in 580 East Avenue. A lot of cars are in risk in and out of the Freeway 580. Juan Luna.
Public Workshop #2, 1/26/2017	Comment card		Fourth St	Traffic calming			I hope not do bike roads in busy traffic streets: East Avenue, Fourth Street, Murietta Blvd. Make road outside of busy traffic streets and make new roads to Dubin and Ensanche (?) and Jack London for more trucks and make new roads of distribution in 580 East Avenue. A lot of cars are in risk in and out of the Freeway 580. Juan Luna.
Public Workshop #2, 1/26/2017	Comment card		Murietta Blvd	Traffic calming			I hope not do bike roads in busy traffic streets: East Avenue, Fourth Street, Murietta Blvd. Make road outside of busy traffic streets and make new roads to Dubin and Ensanche (?) and Jack London for more trucks and make new roads of distribution in 580 East Avenue. A lot of cars are in risk in and out of the Freeway 580. Juan Luna.
Public Workshop #2, 1/26/2017	Comment card		East Ave, P St, 4th St	Traffic calming	Speed		The project should have gotten input by holding a workshop at LLNC / Sandia the biggest employer in town and a source of many bike commuters. Need signals that "see" bikes especially on the east ave corridor Any plan to improve things will need to reduce traffic speeds and give up parking on regular routes such as East Ave, P St, 4th St, etc.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave	Traffic calming			not bike in busy streets: East Avenue or Fourth St. Use alternatives roads.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Fourth St	Traffic calming			not bike in busy streets: East Avenue or Fourth St. Use alternatives roads.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Livermore Ave	Traffic calming			traffic calming at arterials (Livermore Ave, 4th St, etc)
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Fourth St	Traffic calming			traffic calming at arterials (Livermore Ave, 4th St, etc)
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Traffic calming	Speed		Reduce speed limit in Livermore central cone to 15mph (beltway around city for motorists)
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Traffic calming			Reduce # of lanes. Slow traffic!

Date	Source	Board/Map Title	Location (if applicable)	Category	Subcategory 1	Subcategory 2	Full Text
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave	Traffic calming	Speed		East used to be 25 mph> cars going too fast
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	East Ave	Traffic calming			East Ave. turn lane could be removed in some places . Buses were hitting mirrors on parked cars.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Fourth St	Traffic calming	Road diet		We live on 4th St. We propose on-street parking, a bike lane and just 2 lanes of traffic, havine 2 lanes of traffic would force downtown drivers to slow down. We have seen cars drive at 40-50mph! If none of this is possible, speed bumps possible.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Jack London Blvd	Traffic calming			Jack London see big stores and road is to strechs (?) for big trucks. I need to expand road for traffic make (?) lanes for autos
Public Workshop #2, 1/26/2017	Comment card		Doolan Rd	Trails	Trail connection		- Consider trail link between Portola undercrossing and Airway Boulevard going West along South Side of 580. Only shows bike lanes. Can it be a trail? - Access road along north side of 580 at Portola. Connect to North Livermore. - Trail to tanks on Doolan? Residents would love to walk there. Link to Charter school?
Public Workshop #2, 1/26/2017	Comment card		Railroad	Trails			1. Don't plan trail next to railroad. If close, securely fence trail from track. Do not let people (especially children) get near track. 2. I-580 underpass at creek East of Isabel: link Sage Homes with Airway Blvd. Pedestrian access to Airway BART park/ride from Sage Home Development. 3. Don't show driveway east from Murieta along track as a trail. Robert S. Allen (robertseeallen@gmail.com, 449-1387)
Public Workshop #2, 1/26/2017	Comment card		Tesla trail	Trails	Trail connection		1. The trail on Tesla Road reallyneeds a fence to separate the bike/pedestrian trail from the traffic - half the trail has a great fence, just extend it all the way to mines 2. The traffic light at Mines and Tesla is still unsafe for pedestrians - I've almost been hit by a car in spite of the crosswalk and walk signal 3. Please connect the Tesla Trail to the Vasco trail to make a loop libbyglasco@yahoo.com
Public Workshop #2, 1/26/2017	Comment card		Arroyo trail	Trails	Trail maintenance		This is fantastic. Thanks for the effort!! - Gap closures, gap closures, gap closures! - East Jack @ Isabelle: short section on South side of Jack. Need to close that gap! - Holmes to Vallecitos Bridge - death trap. Need an alt or fix the bridge. Could close gap from the Sycamore Grove Trail across Vallecitos. - Iron Horse along railway to cross city - Fix existing underpasses along Arroyo Trail - they flood and are unpassable and unlit!
Public Workshop #2, 1/26/2017	Comment card			Trails	Trail maintenance		Our family uses the trails for walking, biking, and riding our horses, We love the multiuse/equestrian trails. They give us the opportunity to ride to different areas. The crushed granite trails are safer for horses to ride on (they can slip on pavement) and we don't hcvre to worry about blocking bicycles as they are riding. Thank you for your consideration.
Public Workshop #2, 1/26/2017	Comment card			Trails	Trail users		Concern over what is allowed on the trails. New mobility devices are in use veryday. Electric assist bikes, segways, mini segways, "hover boards". Some are used by the "maturing" community to enjoy the sights of paths and trails. They are SILENT with top speed of 10 mph or less. Please consider responsible use on trails. So far I have been unable to get info. However, overzealous at Larkpark Range kicked me off a bike path for riding on electric unicycle. Please consider the advantages of alternate use of trails. Jim - JPR5152@gmail.com
Public Workshop #2, 1/26/2017	Board	Trail connections	Vallecitos Rd	Trails	Trail connection		Please add the trail segment shown on the map from Vallecitos to the Northwest (3 dashes)
Public Workshop #2, 1/26/2017	Board	Trail connections	Sycamore Grove	Trails	Trail connection		connector to Sycamore Grove. Make it safe to cross the bridge!
Public Workshop #2, 1/26/2017	Board	Downtown access	North P St	Trails	Trail connection		Gap-- complete to trail behind heritage estate (Stanley & Murieta) or REMOVE the iron dence terminator that prevents access to shopping center.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Arroyo Del Valle Regional Trail	Trails	Trail connection		definitely want to see this extension

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Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Trails	Trail users		Please include equestrian trails along bike paths - we use
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	El Charro Rd	Trails	Trail connection		+1 to El Charro Rd. connector trail
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Arroyo Trail	Trails	Trail maintenance		Arroyo Trail under passes @ Holmes and Stanley/ railroad are frequently washed out/flooded and unsafe or unpassable.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Trails	Trail connection		This trail and overcross on Isabel would be great.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Trails	Trail connection		trail loop closure
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Trails			Strongly oppose trail along railroad. Unsafe, don't have people to tracks and train way- a retired railroader- Robert S. Alton
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Trails			Do NOT run trail along railroad track. Fence track against people. You wouldn't have trail along freeway shoulder! Along a railroad track is just as unsafe. Keep people (including children) away from trains and tracks.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Old Oak to Holmes	Trails	Trail connection		be nice to connect and avoid meandering to Lexington/Holmes. Complete multiuse trail.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		Trails	Trail finding		Please use available funds to maximize mileage of trails and paths by keeping the design simple. I.e, minimize expense on amenities in favor of more bike/amenities.
Public Workshop #2, 1/26/2017	Comment card		Sycamore Grove Park	Trails	Coordinate with LARPD, Show Major Loops		This comment is about coordinating LARPD information on Sycamore Grove Park with this report to show as much information as is practical about trails in the park. At a minimum, showing the 3 major loop trails ... and more if possible. Thanks. Gregory Davis.
Public Workshop #2, 1/26/2017	Comment card						I'd be happy to promote a bike event for February's Science and Engineering month community events. Regina Brinker (rbrinker@lvj.usd.org)
Public Workshop #2, 1/26/2017	Comment card						Open House is information. Too bad the info could not be shared ahead of time, giving us more time to digest issues and make better choices. All in all, congratulations on a good effort!
Public Workshop #2, 1/26/2017	Comment card						Thank you for holding this workshop. The format was great - not intimidating or confrontational (as a town hall can be). Also allowed for thoughtful input in a structured format. Appreciated the people at the posters for discussion.
Public Workshop #2, 1/26/2017	Board	Crosstown routes					Not a good idea, I vote NO!!!! Is busy avenue. Fourth street East Avenue. No to do!!
Public Workshop #2, 1/26/2017	Board	Downtown access	North P St				what about people coming from the east of town?
Public Workshop #2, 1/26/2017	Board	Citywide Amenities	Share your ideas	Parking	More at shopping areas		Trader Joe's parking, shopping center, more downtown at ALL grocery stores (we visit frequently). +1

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Public Workshop #2, 1/26/2017	Board						No take busy streets for- East Ave, Fourth St., and coureidor (?) schools
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	North P St	Crossing Improvement			N. P. St.- under the traintracks, nowhere to go
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map					missing existing trails in Sycamore (LARPD)
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	Iron Horse Trail	Trails	Trail connection		Stanley/ RR trail priority #1
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map					check direction of rain grates on fly-over bridge section of Portola (going to LPC from Portola). SOWP may be same direction as trail tires can catch.
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map					Please show BART airway park/ride and planned Isabel station
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map					maintenance code enfocement - uplift - (can't read this one)
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map	College Ave				College Ave needs facility
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map					Changes between old and new plan rec's
Public Workshop #2, 1/26/2017	Board	Proposed recommendations map		New Road	Livermore to Dublin		I would like open new road Livermore to Dublin. W Canyons- aoutles crossroad. ASAP for alternative route to Dublin a lot people move.