

3.16 TRANSPORTATION

This section evaluates the potential transportation impacts associated with the adoption and implementation of the proposed Project. This section describes the regulatory framework and existing conditions; identifies criteria used to determine impact significance; provides an analysis of the potential transportation impacts; and identifies proposed General Plan 2045 goals and policies that would minimize potentially significant impacts.

This analysis is based in part on the Livermore General Plan Update Existing Conditions Report prepared in March 2022 (City of Livermore 2022). Where more recent data is available at the time of preparation of this Draft EIR, the information provided herein has been updated to reflect this.

As summarized in Chapter 3, *Environmental Analysis*, concerns related to the increase in vehicle miles traveled (VMT) and the need for multimodal transportation improvements were provided during the EIR scoping period.

3.16.1 Regulatory Framework

FEDERAL

Federal Highway Administration

The Federal Highway Administration (FHWA), a division of the United States Department of Transportation (USDOT), provides guidance and funding to state and local agencies for the planning, design, construction, and maintenance of the National Highway System through the Federal Aid Highway Program. Federal investments in roads, bridges, and transit are primarily supported by the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equal opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. To implement this goal, the United States (U.S.) Access Board, an independent federal agency created in 1973 to ensure accessibility for people with disabilities, has created Public Right-of-Way Accessibility Guidelines (U.S. Access Board 2024). These guidelines address various issues, including roadway design practices, slope and terrain issues, and pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, transit stops and shelters, and other components of public rights-of-way.

TRANSPORTATION

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) is the primary State agency responsible for transportation issues. One of its duties is the construction and maintenance of the State highway system. Caltrans adopted the Transportation Impact Study Guide (TISG) as a part of the Local Development-Intergovernmental Review program for environmental review of land use projects and plans (Caltrans 2020). As owner/operator of the State highway system, Caltrans may review projects and plans as a commenting agency or responsible agency under CEQA. This VMT-focused TISG provides a foundation for review of how lead agencies apply the VMT metric to CEQA project analysis. Beyond or in addition to the use of the VMT metric, determining how the State highway system may otherwise be affected by a land use project may still be necessary at times, particularly as it relates to the safety of the traveling public. Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and focuses on multi-modal conflict analysis as well as access management issues. With this guidance Caltrans will transition away from requesting level of service (LOS) or other vehicle operations analyses of land use projects.

For projects that may physically affect facilities or require access to a State highway, Caltrans requires encroachment permits before such activity may be undertaken. Additionally, the following Caltrans procedures and directives are relevant to transportation improvements in Livermore:

- **Caltrans Project Development Procedures Manual.** This manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.
- **Caltrans Deputy Directive 64 (2001).** This directive requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices.
- **Caltrans Deputy Directive 64-R1 (2014).** This directive requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on "complete streets" that begins early in system planning and continues through project construction and maintenance and operations.

- **Caltrans Director’s Policy 22 (2001).** This policy establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.
- **Context Sensitive Street Design.** Caltrans promotes “context-sensitive solutions” as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context-sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders. Context-sensitive solutions meet transportation goals in harmony with community goals and natural environments. They require careful, imaginative, and early planning and continuous community involvement.

California Complete Streets Act

The term “complete streets” refers to a balanced, multimodal transportation network that meets the needs of all street users—including bicyclists, children, and persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors—and provides safe and convenient travel in a manner that is suitable to the local context.

The California Complete Streets Act of 2008 (Assembly Bill [AB] 1358) mandates any substantive revision of the circulation element of a city or county’s general plan must identify how the jurisdiction will safely accommodate the circulation of all users of the roadway including transit riders, pedestrians, bicyclists, individuals with disabilities, seniors, and motorists. A key goal of the General Plan update is to review and, where necessary, modify the City’s current circulation network plan and policies to ensure that “complete streets” are provided.

Provision of safe mobility for all users, including motorists, bicyclists, pedestrians and transit riders, contributes to Caltrans’s vision: “improving mobility across California.” The successful long-term implementation of this policy is intended to result in more options for people to go from one place to another, less traffic congestion and greenhouse gas emissions, more walkable communities (with healthier, more active people), and fewer barriers for older adults, children, and people with disabilities.

Economically, complete streets can help revitalize communities, and they can give households the option to lower transportation costs by using transit, walking, or bicycling rather than driving to reach their destinations. Caltrans is actively engaged in implementing its complete streets policy in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system.

TRANSPORTATION

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law. The State legislature found that, with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32). Additionally, AB 1358, described above, requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users. To further the State's commitment to the goals of SB 375, AB 32, and AB 1358, SB 743 added Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code (PRC).

The Governor's Office of Land Use and Climate Innovation (LCI), formerly known as the Office of Planning and Research, updated CEQA guidelines and criteria to use VMT as the metric for evaluating the significance of traffic impacts. Pursuant to PRC Section 21099(b)(2), "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment." LCI's Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory), published in December 2018, provides guidance on VMT assessment, methodologies, and suggested metrics (LCI 2018). A key environmental aspect of VMT is its relationship to GHG emissions, and the recommended VMT significance thresholds included in the Technical Advisory are based on mandated GHG emissions reduction targets established by the State.

REGIONAL

Plan Bay Area

The Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) adopted Plan Bay Area 2050 on October 21, 2021 (ABAG and MTC 2021). Plan Bay Area provides transportation and environmental strategies to continue to meet the regional transportation-related GHG reduction goals of the Sustainable Communities and Climate Protection Act (SB 375). The current Plan Bay Area projects growth and development patterns through 2050.

The following strategies have been adopted as a part of Plan Bay Area that will have an impact on the Livermore transportation network:

- **Maintain and optimize the existing transportation system:** As a part of this strategy, the plan proposes investments along the I-580 corridor that include various interchange improvements and the provision of express lanes.

- **Create healthy and safe streets:** Plan Bay Area envisions a well-connected network with 10,000 new miles of protected bike lanes and off-street paths, with emphases on connections to transit and investments in Equity Priority Communities. The strategy also focuses on the advancement of a regional Vision Zero Policy.
- **Build a next-generation transit network:** Plan Bay Area identifies funding to implement new rail service between the Dublin/Pleasanton BART station and San Joaquin Valley/Lathrop.

Plan Bay Area 2050 is currently undergoing an update, which is called Plan Bay Area 2050+. Plan Bay Area 2050+ contains 35 strategies representing public policies and investments that can be implemented in the Bay Area by 2050 to help the region build more homes, reduce commute times, and create vibrant downtowns and natural areas for everyone to enjoy. The strategies in Plan Bay Area 2050+ also aim to keep people safe from natural hazards, support a strong economy, and provide stable housing for those who need it most. Unique to the Plan Bay Area 2050+ cycle is the parallel Transit 2050+ planning effort, which culminated in the first-of-its-kind plan to re-envision the future of Bay Area public transit, in partnership with transit operators across the region. While not in effect at the time of this Draft EIR, it is anticipated that the Plan Bay Area 2050+ will be in effect over the course of the General Plan 2045 horizon.

Alameda Countywide Transportation Plan

The Alameda Countywide Transportation Plan (CTP) establishes near-term projects, programs, and strategic priorities, details a 30-year transportation vision, and guides the decision-making of the Alameda County Transportation Commission (CTC) (Alameda CTC 2020). The CTP is updated approximately every four years to accommodate changing conditions and new demands placed on the transportation system. The following list of projects are identified as the 10-year priority projects that are significant for Livermore:

- Interstate (I-) 580/First Street Interchange Modernization
- I-580/Vasco Road Interchange Modernization
- Iron-Horse Regional Trail Improvements
- Rail Project—San Joaquin Valley to East Dublin BART Station

Alameda Countywide Multimodal Arterial Plan

The Alameda Countywide Multimodal Arterial Plan intends to use complete streets concepts to address the needs and mobility of all travel modes (Alameda CTC 2016b). The plan provides a framework for designing, prioritizing, and implementing improvements in the context of the surrounding land use to address the needs of all modes on the county's arterial roadways. It provides a basis for the integrated management of major arterial corridors and identifies a priority list of short- and long-term improvements and strategies.

TRANSPORTATION

Alameda Countywide Transit Plan

The Alameda Countywide Transit Plan establishes a framework for Alameda CTC and Alameda County's jurisdictions and transit agencies to align transit, land use, and economic development goals and objectives (Alameda CTC 2016a). The plan identifies needs and near- and long-term transit capital and operating priorities for fixed route and paratransit services. The Transit Plan is designed to work in concert with the Multimodal Arterial Plan, which lays out the approach to accommodating all modes traveling on major streets within the county.

Alameda Countywide Active Transportation Plan

The Alameda Countywide Active Transportation Plan (County ATP) provides a vision, goals, and priorities to improve walking and biking throughout the 15 diverse jurisdictions in Alameda County (Alameda CTC 2019). The County ATP was developed to establish countywide priorities that further local agencies' efforts. The plan further provides resources and recommendations that could be used by local jurisdictions.

LOCAL

Livermore Municipal Code

The Livermore Municipal Code (LMC) includes various directives to minimize adverse transportation impacts in Livermore. The LMC is organized by title, chapter, and section, and in some cases, articles. Most provisions related to transportation are in Title 12, *Streets, Sidewalks, and Public Places*, as follows:

- **Chapter 12.24, *Tri-Valley Transportation Development Fee***, establishes the Tri-Valley transportation development fee (TVTD fee) to finance transportation improvement projects needed to reduce the traffic-related impacts caused by future development in the Tri-Valley Development Area, including the City of Livermore. The transportation improvement projects are all necessary to accommodate new development projected within the Tri-Valley Development Area, including development within the City of Livermore. Section 12.24.040, *Imposed*, states that a TVTD fee shall be charged and paid for each land use entitlement granted for each single-family residential unit and each multifamily residential unit within the City of Livermore by the date that the building permit is issued for any such residential building or structure, or as otherwise permitted by State law. A TVTD fee shall be charged and paid for each land use entitlement granted for industrial, office, retail and other uses within the City of Livermore by the date that the building permit is issued for any building or structure which fits within the definition of industrial, office, retail, or other uses, or as otherwise permitted by State law.

- **Chapter 12.30, *Traffic Impact Fee on Development***, imposes a traffic impact fee to mitigate for the increase in traffic volumes which can exceed the capacity of the existing citywide circulation system to provide acceptable levels of service. The traffic impact fee is required for each development within the city for which a building permit or other entitlement for development is issued on or after the effective date of the ordinance codified in this chapter and each development within the city for which a building permit or other entitlement for development is issued before the effective date of the ordinance codified in this chapter which permit or entitlement was issued subject to a condition requiring the developer to pay a traffic impact fee to be imposed upon all new residential, commercial and industrial development within the city.

Livermore Design Standards and Guidelines

The Livermore Design Standards and Guidelines is a policy document and an implementation tool developed to preserve, protect, and promote public health, safety, and general welfare, as allowed by State law (City of Livermore 2004). The guidelines address the need to provide adequate automobile circulation in the community, while ensuring the City's transportation corridors are well designed and convey a positive image of the city through attractive landscaping and appropriate pedestrian components.

Livermore Bicycle, Pedestrian, and Trails Active Transportation Plan

The Livermore Bicycle, Pedestrian, and Trails Active Transportation Plan (Livermore ATP), updated in 2024, carries the vision of a vibrant community where people can comfortably walk, bicycle, and access trails for transportation and recreation forward with a strategy to realize a safer, more comfortable active transportation environment with a thriving walking and bicycling culture (City of Livermore 2024). The Livermore ATP identifies challenges and recommends implementation strategies to improve walking, biking, and trails in Livermore. The plan proposes enhancements to the existing network to close gaps and increase safety, comfort, and connectivity. The Livermore ATP prioritizes network and programmatic improvements, explores options for project phasing, and identifies funding opportunities.

Livermore Active Transportation Plan Design Guidelines

The Livermore ATP Design Guidelines present design guidelines and best practices recommended for the City of Livermore to use for pedestrian, bicycle, and equestrian facilities, to be used in conjunction with the City's Design Standards and Guidelines (City of Livermore 2018). This document follows the design standards and guidelines of national best practice documents, as well as California-specific guidance.

TRANSPORTATION

Livermore Transportation Impact Analysis Guidelines

The City of Livermore is in the process of drafting transportation impact analysis guidelines to provide guidance to City staff, developers, and consultants on the requirements to evaluate transportation impacts for land use and transportation projects in Livermore (City of Livermore 2025). It is intended to:

- Promote conformance with applicable city and state regulations.
- Provide evaluation consistent with CEQA.
- Ensure consistency in preparation of studies by applicants and consultants.
- Provide predictability in content for staff and the public in reviewing studies.

3.16.2 Existing Conditions

ROADWAY NETWORK

Roadways

In the EIR Study Area, I-580, running east-west across the northern portion of Livermore, is part of the interstate system. Other National Highway System routes within the City Limits include Isabel Avenue (State Route 84), Stanley Boulevard, First Street, and Holmes Street (FHWA 2020).

The City of Livermore owns and maintains approximately 310 centerline miles of paved streets. Many of the major streets in central Livermore, including Livermore Avenue, First Street, East Stanley Boulevard, Holmes Street, Murrieta Boulevard, and East Avenue, converge in the Downtown. Streets in Downtown follow a traditional grid pattern, but the Downtown and the “lettered” streets northwest of it are not oriented north-south. The major streets and collectors in other areas of the city are oriented north-south or east-west, so they intersect the Downtown grid at a diagonal. Many local neighborhood streets are curvilinear.

Vehicle Miles Traveled

A common indicator used to quantify the amount of motor vehicle use in a specified area is VMT. One VMT is defined as any type of motor vehicle being driven a distance of one mile. Many factors affect VMT, including the average distance residents commute to work, school, and shopping, as well as the proportion of trips that are made by non-automobile modes. Areas that have a diverse land use mix and ample facilities for non-automobile modes, including transit, tend to generate lower VMT than auto-oriented suburban and rural areas farther from metropolitan centers.

TRANSIT SYSTEM

Public transportation in the EIR Study Area is mainly provided by the Livermore Amador Valley Transit Authority (LAVTA) bus service and Altamont Corridor Express (ACE) passenger rail service.

Livermore Amador Valley Transit Authority

LAVTA provides bus service to Livermore, with routes to and from San Ramon, Dublin, and Pleasanton. The Livermore Transit Center in Downtown Livermore serves as a major hub for LAVTA bus service and provides transfer for downtown Livermore ACE station. It provides the following transportation services: Fixed Route (Wheels) Service, Bus Rapid Transit (Rapid) Service, Demand Responsive Paratransit Service (Dial-A-Ride) to senior and disabled persons, and on-demand services throughout the area.

Altamont Corridor Express

The ACE commuter rail service runs from San Jose to Stockton during peak hours and has two stops in Livermore—one in Downtown and another at Vasco Road near Patterson Pass Road. The ACE rail service is managed by the San Joaquin Regional Rail Commission (SJRRRC). In 2019, SJRRRC developed an Altamont Corridor Vision to establish a universal rail corridor connecting the San Joaquin Valley and the Tri-Valley to San Jose, Oakland, San Francisco, and the Peninsula. This vision complements similar investments being planned for the northern California region, including the new Transbay Crossing, which would allow for passenger trains to flow from Oakland to San Francisco and Valley Rail and which will connect Merced and Sacramento.

Planned Transit Improvements

On January 1, 2018, the Tri-Valley–San Joaquin Valley Regional Rail Authority (Authority) was established to plan and deliver cost-effective and responsive transit connectivity between the BART system in the Tri-Valley and the ACE. The Final EIR (State Clearinghouse No. 2018092027) was certified on May 12, 2021 (Tri-Valley–San Joaquin Valley Regional Rail Authority 2021). The project proposes a new 42-mile passenger rail project with two stations in Livermore along the I-580 corridor: one at Isabel Avenue and another potentially along Southfront Road between First Street and Vasco Road.

Since certification of the Valley Link project’s Final EIR in 2021, the Authority has refined the project to include a two-phase construction approach for Phase 1, with Phase 1A extending from the Dublin/Pleasanton BART Station to the Vasco Road ACE Station via a modified alignment that departs the I-580 median east of First Street. Phase 1A is targeted for completion in 2032, with the schedule for future project phases contingent on future funding.

TRANSPORTATION

BICYCLE NETWORK

Caltrans classifies and defines four classes of bicycle facilities.

- **Class I: Multi-use Paths.** A path physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skaters, and other non-motorized travelers. Because the availability of uninterrupted rights-of-way is limited, this type of facility may be difficult to locate and expensive to build relative to the types of bicycle and pedestrian facilities, but inexpensive compared to new roadways. Prime locations for bike paths are areas such as power-line easements, utility easements, canal banks, river levees, drainage easements, railroad or highway rights-of-way, or regional community parks.
- **Class II: Bicycle Lanes.** A travel lane on a roadway that has been set aside by striping and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes are intended to promote an orderly flow of bicycle and motor vehicle traffic. This type of facility is established by using appropriate striping, legends, and signs.
- **Class III: Bicycle Routes.** Bicycle routes designated by signage where bicyclists share travel lanes with motor vehicle traffic. Bicycle routes must be of benefit to the bicyclists and offer a higher degree of service than adjacent streets. Class III bikeways are often designated on low-volume local residential streets. Additionally, many cities have installed an enhanced type of Class III Bicycle Routes, referred to as a “Bicycle Boulevard.” Bicycle Boulevards are generally installed on relatively low-volume streets and often include elements to facilitate bicycle travel, such as reorienting stop signs to reduce delays to cyclists, and/or discouraging use by motorists making through trips, such as through the inclusion of traffic calming measures.
- **Class IV: Separated Bikeway.** A Class IV bikeway is for the exclusive use of bicycles and includes a separation between the bikeways and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers, or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway. However, two-way separation bikeways can also be used, usually in lower speed environments (35 miles per hour or less).

In addition, the Alameda CTC has adopted a set of subclassifications for each Caltrans classification. These subclassifications were designed to harmonize with previously existing local classification systems within Alameda County and to incorporate emerging bikeway typologies.

PEDESTRIAN NETWORK

Most streets in the EIR Study Area provide sidewalk coverage, accessible curb ramps, and crosswalks, including pedestrian signals at signalized intersections. Enhanced crosswalks and/or bulbouts are included at specific crosswalks, such as in the Downtown, to reduce crossing distances. Sidewalks in the EIR Study Area vary in width from five to ten feet, depending on the adjacent land use.

The Livermore ATP identified 44 miles of roadways that have a sidewalk on only one side, and 32 miles that lack sidewalks entirely. Sidewalk gaps are primarily found on high-speed arterials, collectors, and state routes, especially on the edge of the city and away from residential development. Small sidewalk gaps that exist sporadically throughout the city impede or discourage pedestrian activity.

Most pedestrian improvements or projects are developed at the neighborhood level or combined with a roadway project. The Livermore ATP proposes six miles of sidewalk improvements and 76 crossing improvements throughout the city.

3.16.3 Standards for Analysis

SIGNIFICANCE CRITERIA

Appendix G, *Environmental Checklist Form*, of the CEQA Guidelines states that the proposed Project would result in a significant impact related to transportation if it would:

- a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and pedestrian facilities.
- b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- d) Result in inadequate emergency access.

3.16.4 Project Impact Analysis

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and pedestrian facilities?

Less than significant. As discussed in Section 3.16.1, *Regulatory Framework*, programs, plans, ordinances, and policies relevant to the transportation largely focus on aligning the City's transportation network with State, regional, and local efforts. In general, the overarching goals of these policy documents are to ensure a safe, efficient, and accessible multi-modal transportation network for all users that also reduces VMT to improve air quality and reduce GHG emissions.

The California Air Resources Board recognizes that reducing VMT is a key objective to meeting California's GHG emission-reduction goals. The greatest potential for reducing GHG emissions is in reducing transportation-related emissions through measures that help to reduce vehicular

TRANSPORTATION

trips and increase the use of non-automobile modes of transportation (i.e., transit, bicycle, and pedestrian modes).

Transit

As described in Section 4.15.1.2, *Existing Conditions*, transit services are provided by LAVTA and ACE. Future development is anticipated to contribute to an increased use of transit due to growth in population and employment.

The Mobility (MO) Element of the proposed General Plan 2045 contains the following goals and policies that are designed to directly and indirectly improve the transit network and support an increase in transit use, thus supporting regional goals to reduce VMT and GHG emissions, as well as support programs, plans, ordinances, or policies addressing the transit system:

- **Goal MO-2:** Reduce the number and length of single-occupancy vehicle trips.
 - **Policy MO-2.1: Transportation Mode Choice.** Support and provide viable transportation alternatives to reduce vehicle miles traveled.
 - **Policy MO-2.2: Transportation Priorities.** Make transit and active transportation safe and feasible choices for residents by prioritizing transportation modes as follows: (1) public transit and active transportation, (2) zero-emission vehicles, and (3) fossil fuel vehicles. Support this prioritization through funding, development standards, education, and other allocation of resources.
 - **Policy MO-2.5: Mobility Hubs.** Plan for mobility hubs that bring together public transit, bike share, car share, and other mode options within a half-mile radius of existing or emerging mobility centers, such as Downtown and future regional rail stations.
 - **Policy MO-2.6: Traffic Signal Priority for Alternative Modes.** Evaluate, and as appropriate implement, transit and bike signal priority along transit and bike corridors, Leading Pedestrian Interval, and passive pedestrian detection or other innovative technologies.
- **Goal MO-4:** Make transit a viable option by supporting frequent, reliable, cost-efficient, and connected service.
 - **Policy MO-4.1: Local Transit Ridership.** Increase local transit ridership and service as an alternative to driving by supporting Livermore Amador Valley Transit Authority and Altamont Corridor Express services.
 - **Policy MO-4.2: Transit Service.** Collaborate with transit providers to explore and implement new and alternative transit options, such as microtransit and on-demand services, that improve connections between Livermore and regional job and housing centers.

- **Policy MO-4.3: Passenger Rail Service.** Participate in the development of the Valley Link passenger rail service and support continued coordination with the ACE to enhance regional transit options. Improve multimodal access to Valley Link, ACE, BART, and other regional rail stations by prioritizing first- and last-mile connections, including pedestrian, bicycle, transit, and shared mobility infrastructure.
- **Policy MO-4.4: Transit-Supportive Street Design.** Apply street design and development standards that incorporate transit-supportive facilities and transit priority elements, such as bus shelters, benches, lighting, sidewalks, convenient access to bus stops, and transit signal priority.
- **Policy MO-4.5: Transit Infrastructure Improvements.** Collaborate with transit providers to promote real-time information for transit, increase the comfort of stops and stations, and improve the convenience of wayfinding maps and payment systems.
- **Policy MO-4.6: Future Transit Use.** Ensure roadway and land use improvements preserve opportunities for future transit service and infrastructure.
- **Goal MO-7:** Develop and maintain a Downtown circulation system that is pedestrian-oriented and supports Downtown as a destination.
 - **Policy MO-7.3: Downtown Active Transportation Modes.** Encourage alternative modes of travel to and in the Downtown area, including transit and bicycles.
- **Goal MO-11:** Build a values-driven regulatory, management, and partnership framework that flexibly encourages beneficial transportation technologies in service of City and community goals.
 - **Policy MO-11.5: Intelligent Transportation Systems.** Evaluate and deploy Intelligent Transportation Systems measures to efficiently manage traffic operations and incident response, enhance transit service efficiency, and better detect and prioritize the travel and safety of people walking and biking.

Implementation of these proposed General Plan 2045 goals and policies would support plans and programs to increase travel by transit. Specifically, proposed Policy MO-2.2 promotes safe and feasible alternative transportation facilities to encourage ridership, and proposed Policies MO-4.2, MO-4.3, and MO-4.4 encourage collaboration with other transit providers to improve and expand transit connections. Proposed Actions MO-A-4.1 and MO-A-4.2 would further support these policies by providing strategies to spur the development of transit-supportive infrastructure and regional transportation improvements. The exact location and nature of such facilities are not known, but their construction and operation would be subject to environmental review, and mitigation would be identified to reduce potential impacts, as applicable.

Because the proposed Project is the primary planning document for the City of Livermore and the proposed update is intended to ensure consistency between the General Plan, Zoning Ordinance, and federal and State laws, implementation of the proposed Project would not

TRANSPORTATION

create inconsistencies with any City plans related to transit. The proposed Project is generally consistent with and would not obstruct the transit-related goals and policies in Plan Bay Area because it supports transit facilities and transit-oriented development. Implementation of the proposed Project would not result in conflicts with adopted policies, plans, or actions or otherwise decrease the performance or safety of transit facilities or services.

Roadway

The proposed Project is generally consistent with and would not obstruct the transportation-related goals and policies of Plan Bay Area because it continues to encourage a shift away from drive-alone commuter vehicle trips, which are a primary contributor to commuter GHG emissions and localized transportation impacts.

The Mobility (MO) Element of the proposed General Plan 2045 contains the following goals and policies that are designed to directly and indirectly result in VMT reduction, and thus would support regional goals to reduce VMT and GHG emissions, as well as support programs, plans, ordinances, or policies addressing the roadway network:

- **Goal MO-1:** Design and maintain streets that are safe, comfortable, convenient and accommodate all users.
 - **Policy MO-1.1: Complete Streets Approach.** Plan for Complete Streets that support all transportation systems throughout the city and consider and balance the needs of all users, including vulnerable road users and underserved communities.
 - **Policy MO-1.2: Complete Streets Incorporation.** Incorporate Complete Streets into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, expansion, maintenance, operations, alteration, or repair of streets.
 - **Policy MO-1.3: Complete Streets Design Standards.** Design Complete Streets to accommodate:
 - i. Different modes of travel in rights-of-way
 - ii. Land use and circulation network design objectives
 - iii. A Desired Operating Speed that is context-sensitive, sustainable, people-centric, and self-enforcing
 - iv. Facilities such as bicycle lanes, tree shade, and pedestrian amenities based on the street context.
 - **Policy MO-1.4: Context-Sensitive Transportation Design.** Use context-sensitive approaches to promote a strong sense of place and to accommodate different modes of travel to fit the public right-of-way, surrounding uses, and values of the community.

- **Policy MO-1.5: Complete Streets Outreach.** Involve residents, merchants, and other stakeholders early in the process of evaluating the design and implementation of Complete Streets plans. Use outreach and engagement methods that are culturally sensitive and encourage broad representation.
- **Policy MO-1.6: Complete Streets Coordination.** Cultivate relationships and actively participate in decision making and policy work with other agencies, transit districts, and other jurisdictions to facilitate multi-modal transportation infrastructure and increase connectivity across jurisdictional boundaries.
- **Goal MO-2: Reduce the number and length of single-occupancy vehicle trips.**
 - **Policy MO-2.1: Transportation Mode Choice.** Support and provide viable transportation alternatives to reduce vehicle miles traveled.
 - **Policy MO-2.2: Transportation Priorities.** Make transit and active transportation safe and feasible choices for residents by prioritizing transportation modes as follows: (1) public transit and active transportation, (2) zero-emission vehicles, and (3) fossil fuel vehicles. Support this prioritization through funding, development standards, education, and other allocation of resources.
 - **Policy MO-2.3: Vehicle Miles Traveled as Performance Measure.** Evaluate transportation conditions with performance measures that emphasize the efficient movement of people and reduce rates of vehicle miles traveled.
 - **Policy MO-2.4: Transportation Demand Management (TDM) Implementation.** Promote and implement Transportation Demand Management strategies to reduce vehicle miles traveled and reliance on single-occupancy vehicles across all development types.
 - A. New Development: Require Transportation Demand Management measures through development agreements, partnerships with Transportation Management Associations (TMAs), and collaboration with regional stakeholders.
 - B. Existing Development: Encourage adoption of Transportation Demand Management measures by offering incentives such as grants, tax benefits, or reduced fees.
 - C. Organizational Support: Provide technical assistance for the formation and operation of Transportation Management Associations and other entities that facilitate Transportation Demand Management programs.
- **Goal MO-5: Provide a local circulation system that supports the reliable and efficient movement of people and goods while balancing safety with acceptable levels of service.**
 - **Policy MO-5.1: Vision Zero.** Use a Safe Systems Approach for transportation planning, street design, operations, emergency response, and maintenance to eliminate traffic fatalities and serious injuries on our roadways.
 - **Policy MO-5.2: Roadway Operations.** Maintain acceptable roadway operations for all intersections and roadways for all modes in the city.

TRANSPORTATION

- **Policy MO-5.3: Level of Service Standards and Exception.** Maintain intersection service levels above the mid-range of Level of Service (LOS) D for development-related traffic studies, roadway design, and capital improvement priorities.
- **Policy MO-5.4: Downtown, Midtown and Isabel Neighborhood Specific Plan Area.** Exempt from Level of Service standards to support a walkable, multimodal environment (see General Plan Land Use Map).
- **Policy MO-5.5: Intersections Near Freeway Interchanges.** Selected intersections under the City's jurisdiction and near freeway ramps may operate at Level of Service (LOS) E, as identified in the City's Transportation Impact Analysis (TIA) Guidelines.
- **Policy MO-5.6: Regional Cut-Through Corridors.** Certain intersections along major east-west corridors with high volumes of regional traffic may exceed Level of Service standards, as specified in the City's Transportation Impact Analysis Guidelines.
- **Policy MO-5.7: Level of Service Improvements.** Improve intersections that are allowed to exceed the City's established Level of Service, as established in the City's Transportation Impact Analysis Guidelines, to the extent feasible to minimize impacts and support the community character.
- **Policy MO-5.8: Street Classification Standards.** Maintain engineering design standards for each street classification. Incorporate bicycle and pedestrian-oriented improvement into the design of traffic congestion management improvements wherever feasible. Update these standards periodically in response to changing transportation needs and new technology.
- **Policy MO-5.9: Residential Traffic.** Provide a street system that minimizes traffic on local streets to create and preserve a high-quality residential environment.
- **Policy MO-5.10: Traffic Calming.** Use traffic-calming methods to reduce local cut-through traffic, where appropriate.
- **Policy MO-5.11: Speed Management.** Manage vehicle speeds on residential streets by evaluating opportunities to lower posted speed limits and applying traffic-calming measures where appropriate to enhance safety and livability in neighborhoods.
- **Policy MO-5.12: Roadway Right-of-Way.** Pursue and protect adequate right-of-way to accommodate future circulation system improvements.
- **Policy MO-5.13: Citywide Traffic Model.** Maintain, update, and validate a citywide traffic model, at a minimum five-year increment, for purposes of evaluating development-related and external traffic impacts on the City's existing and proposed circulation system.
- **Policy MO-5.14: Roadway Linkages.** Construct missing roadway links to complete the roadway system designated in the Mobility Element when warranted by roadway operating conditions.

- **Policy MO-5.15: Transportation Technology Infrastructure.** Install fiber-optic cabling and other infrastructure and technology as needed to maximize the efficient operation of the transportation system.
- **Goal MO-11:** Build a values-driven regulatory, management, and partnership framework that flexibly encourages beneficial transportation technologies in service of City and community goals.
 - **Policy MO-11.1: Emerging Transportation Technologies.** Adopt new mobility technologies that meet City goals for safety, climate, and equity, including intelligent transportation systems, autonomous vehicles, connected vehicles, low- and zero-emission vehicles, and supporting infrastructure.
 - **Policy MO-11.3: Zero-Emission Vehicle Education.** Collaborate with local and regional partners to provide incentives, rebates, and education on zero-emission vehicles and charging/fueling infrastructure.
 - **Policy MO-11.4: Level 3 Electric Vehicle Chargers.** Require all new and significantly remodeled gas stations to include a Level 3 electric vehicle charger at a minimum.

Implementation of these proposed General Plan 2045 goals and policies would support programs to reduce overall vehicle usage and VMT. Specifically, proposed Policy MO-2.2 would provide safe and feasible alternative transportation, and Policy MO-2.4 would promote implementation of transportation demand management (TDM) to reduce VMT. Proposed Actions MO-A-2.1, MO-A-5.1, and MO-A-8.4 would further support these policies through the adoption of a transportation demand management ordinance for new developments, which would incorporate tiered trip reduction and VMT reduction targets; implementation of the City's Vision Zero Plan to make roadways safer through street , speed management, and safe crossings; and amending the LMC to establish curbside management requirements. Discretionary actions that could result in environmental impacts would be subject to environmental review, and mitigation would be identified to reduce potential impacts, as applicable.

As described in Section 3.16.1, *Regulatory Framework*, Plan Bay Area seeks to reduce GHG emissions from transportation sources in the Bay Area. The proposed Project is generally consistent with and would not obstruct the transportation-related goals and policies of Plan Bay Area because it continues to encourage a shift away from drive-alone commuter vehicle trips, which are a primary contributor to commute-related GHG emissions and localized transportation impacts. Implementation of the proposed Project would not result in conflicts with adopted policies, plans, or actions or otherwise decrease the performance or safety of roadway facilities or services.

TRANSPORTATION

Bicycle and Pedestrian Facilities

As described in Section 3.16.1, *Regulatory Setting*, the Livermore ATP identifies challenges and recommends implementation strategies to improve walking, biking, and trails in Livermore. The Livermore ATP analyzes existing conditions, incorporates community objectives, and policies, and recommends network improvements and programs that address limitations and challenges to active transportation. The plan proposes improvements that will be implemented in the existing network to close gaps and increase safety, comfort, and connectivity.

The proposed General Plan 2045 goals and policies identified above, in addition to the following goals and policies from the Mobility (MO) Element, are designed to improve the bicycle and pedestrian network and support an increase in bicycle and pedestrian travel, thus supporting regional goals to reduce VMT and GHG emissions:

- **Goal MO-3:** Provide comfortable access to jobs, schools, recreation, shopping, and transit on foot or by bicycle as part of daily life in a healthy and active community.
 - **Policy MO-3.1: Active Transportation Plan.** Regularly update and implement the City's Active Transportation Plan as a guide for developing pedestrian, bicycle, and trail networks.
 - **Policy MO-3.2: Bicycle/Pedestrian Connectivity.** Improve connectivity for cyclists and pedestrians between and through neighborhoods and to and from activity centers in collaboration with the community and stakeholders.
 - **Policy MO-3.3: Safe Routes to School.** Develop and implement a Safe Routes to School program aimed at protecting the safety of students walking to and from school and that addresses physical improvements, including gaps in the sidewalk network.
 - **Policy MO-3.4: Bicycle Parking.** Provide adequate safe and convenient short- and long-term vehicle and bicycle parking for all land uses in the city.
 - **Policy MO-3.5: Integration of Active Transportation Improvements in Public Works Projects.** Coordinate the planning and implementation of public works and capital improvement projects to incorporate active transportation improvements, including trails, sidewalks, and bicycle facilities. Where such projects precede adopted active transportation plans, proactively acquire easements, property, or right-of-way, where feasible, to support the future development of planned facilities.
 - **Policy MO-3.6: Active Transportation across I-580 Barriers.** Ensure that adequate roadway, trails, and paths, and other connections, are provided between areas north of Interstate 580 and areas south of Interstate 580. Collaborate with Caltrans and other agencies as appropriate to ensure that freeway interchanges, overpasses, and other grade separations are designed and constructed to be safe for bicycles and pedestrians.

- **Policy MO-3.7: Smart Multimodal Street Design.** Design and retrofit streets to safely integrate bike lanes, bus stops, crosswalks, curb ramps, and other roadway features using context-sensitive and nationally recognized design practices that enhance safety, comfort, and accessibility for all users.
- **Goal MO-7:** Develop and maintain a Downtown circulation system that is pedestrian-oriented and supports Downtown as a destination.
 - **Policy MO-7.1: Pedestrian-Oriented Downtown.** Design and maintain a safe and interconnected pedestrian-oriented Downtown circulation system. Promote pedestrian activity as the primary mode of travel on First Street in Downtown Livermore.
 - **Policy MO-7.2: Downtown Roadway Priority Users.** Provide a roadway system that is subordinate to the pedestrian environment, except for Livermore Avenue, L Street, Railroad Avenue, and Fourth Street, where pedestrian, bicycle, and vehicular traffic needs are balanced to ensure adequate access to the Downtown Area for all modes of travel.
- **Goal MO-8:** Use parking, enforcement, and curb management strategies to effectively administer parking supply and maximize use of public assets.
 - **Policy MO-8.4: Bicycle Parking.** Require on- and off-street bicycle parking facilities near places of work, residential, commerce, education, recreation, and other destinations. Ensure safety and convenience of the bicycle parking.
 - **Policy MO-8.6: Downtown Bicycle Access and Parking.** Continue to improve bicycle access into, through, and around the Downtown area and provide adequate and safe bicycle parking in appropriate locations for cyclists to park and become pedestrians.

Implementation of these proposed General Plan 2045 goals and policies would improve the bicycle and pedestrian network and support programs to increase bicycle and pedestrian travel. Specifically, proposed Policy MO-3.2 aims to improve connectivity for bicycle and pedestrians, and Policy MO-3.7 encourages multimodal street design that integrates bike lanes, bus stops, crosswalks, curb ramps, and other roadway features. Proposed Actions MO-A-5.1, MO-A-7.1, and MO-A-8.3 further support these policies by implementing the City's Vision Zero Plan to make roadways safer through street design, speed management, and safe crossings; developing and implementing a parking strategy for the downtown area; and installing bicycle racks and bicycle storage facilities in areas where more bicycle parking would be beneficial. Discretionary actions that could result in environmental impacts would be subject to environmental review, and mitigation would be identified to reduce impacts, as applicable. Implementation of the proposed Project would not result in conflicts with adopted policies, plans, or actions or otherwise decrease the performance or safety of bicycle or pedestrian facilities.

TRANSPORTATION

Overall Circulation System

The proposed General Plan 2045 goals and policies identified above, in addition to the following goals and policies from the Mobility (MO) Element, are designed to ensure that the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system:

- **Goal MO-6:** Develop and maintain a circulation system consistent with the Land Use Element.
 - **Policy MO-6.1: Coordinated Land Use and Circulation System.** Plan, manage, and develop the local circulation system to support the Land Use Element. Consider the impacts to the existing and proposed circulation system when making changes in land use.
 - **Policy MO-6.2: High-Traffic Generating Land Uses.** Locate high traffic-generating land uses along or close to major streets.
 - **Policy MO-6.3: Local Transportation Analysis Guideline.** Develop a Local Transportation Analysis Guideline to evaluate the transportation impacts from new development, including to vehicular, transit, bicycle, and pedestrian modes, and identify acceptable mitigation measures. The guideline should include both Vehicle Miles Traveled and Level of Service analysis as well as a Vehicle Miles Traveled reduction toolbox.
 - **Policy MO-6.4: Cut-Through Traffic.** Recognize that increasing capacity on major streets leading to Interstate 580 could increase regional cut-through traffic and maintain a balance between serving local and regional needs.
 - **Policy MO-6.5: Roadway System Improvement Considerations.** Consider a range of factors, not just regional cut-through traffic, when planning roadway improvements, including cost, community needs, and overall benefit to the local network.
 - **Policy MO-6.6: Rural Roadway Improvements.** Design and evaluate future improvements to designated special rural routes in a way that protects and enhances the “wine country” character of the area in coordination with Alameda County.
- **Goal MO-12:** Ensure a well-coordinated regional transportation system that serves Livermore and the surrounding region.
 - **Policy MO-12.1: Regional Coordination.** Coordinate with the Caltrans, MTC, Alameda CTC and neighboring jurisdictions to align Livermore’s transportation planning, funding priorities, and performance measures with regional goals. Advocate for local projects in regional transportation plans and funding programs, including freeway interchange improvements, and urge Caltrans to prioritize these improvements to maintain Level of Service E or better. Participate in regional initiatives that support equity, sustainability, and multimodal mobility.

- **Policy MO-12.2: Interstate 580 High-Occupancy Vehicle/Toll Lanes.** Preserve right-of-way adjacent to Interstate 580 to allow widening for High-Occupancy Vehicle/Toll lanes, auxiliary lanes, and Valley Link.
- **Policy MO-12.3: Regional Transportation Impact Evaluation.** Identify operational deficiencies on regional as well as local transportation facilities when evaluating proposed developments and land use decisions.
- **Policy MO-12.4: Transportation Air Quality.** Advance regional air quality objectives through effective management of Livermore’s transportation system.
- **Policy MO-12.5: State Route 84 Improvements.** Work with State and regional efforts to improve State Route 84 (along Isabel Avenue) to expressway standards between Interstate 580 and Interstate 680 that enhance safety, reduce congestion, and incorporate multimodal transportation opportunities (transit, bicycle, and pedestrian facilities), and provide broad community benefits, including improved regional connectivity, access to jobs and services, and reduced environmental impacts.
- **Policy MO-12.6: Subregional Arterial Alignments.** Cooperate and work with Alameda County in the planning of subregional arterial alignments. Also, cooperate and work with Contra Costa County in the planning of the Vasco Road alignment.
- **Policy MO-12.7: Corridor Right-of-Way Protection,** protect and acquire right-of-way necessary to support planned and future transportation infrastructure improvements, including freeway interchanges, arterial extensions, and multimodal corridors.

Implementation of these proposed General Plan 2045 goals and policies would generally improve the circulation system. Specifically, proposed Policy MO-6.1 would ensure consistency between circulation and land uses, and Policy MO-6.3 would develop transportation impact guidelines to mitigate transportation impacts of future projects. Proposed Policies MO-12.1 and MO-12.3 require coordination with other transportation agencies and neighboring jurisdictions to align transportation planning. Implementation of the proposed Project would not result in conflicts with adopted policies, plans, or actions or otherwise decrease the performance or safety of the overall circulation system.

Summary of Consistency with Transportation Plans

In summary, the proposed Project supports public transit and improvements to bicycle and pedestrian facilities. It would promote and direct the City to expand the pedestrian and bicycle network, close gaps in the transportation network, and coordinate with regional agencies to improve the transit network. The proposed Project supports the regulatory programs that address the circulation system. As such, the proposed Project is consistent with the existing adopted policies, plans, and programs regarding public transit, bicycle, or pedestrian facilities and consequently reducing VMT and GHG emissions, and impacts would be **less than significant**.

TRANSPORTATION

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less than significant. State CEQA Guidelines Section 15064.3(b)(1) states that VMT exceeding an applicable threshold of significance may indicate a significant impact from a land use project. VMT can be measured in different ways: as total VMT; or as an efficiency metric, such as VMT per capita, VMT per employee, and VMT per service population on a typical day. Total VMT represents the overall VMT generated within a given geographical area, while VMT per capita or VMT per employee quantifies the amount of VMT generated per person who lives and/or works in the area on an average day. VMT per capita is used to evaluate residential projects, VMT per employee for non-residential projects, and VMT per service population for a combination of land uses. For this analysis, VMT per capita and VMT per employee are used.

Lead agencies have ultimate discretion to establish their own significance thresholds per CEQA Guidelines Section 15064.7, but substantial evidence is required to support those thresholds. State CEQA Guidelines Section 15064.3(b)(1) states that a land use project that decreases VMT compared to existing conditions should be presumed to have a less-than-significant impact. Therefore, the use of a "no net increase" threshold aligns with guidance from LCI. This analysis considers the impact for the proposed Project to be significant if it results in either:

- A net increase in VMT per capita when compared to the existing citywide average, which equates to an impact threshold of 27.8 VMT per capita, for residential uses.
- A net increase in VMT per employee when compared to the existing nine-county Bay Area regional average, which is 18.1 VMT per employee, for office uses.

The VMT analysis relies on the City of Livermore Travel Demand Model. The City of Livermore Travel Demand Model is adapted from the Alameda Countywide Travel Model, with a focus on Livermore.

A summary of the VMT analysis is shown in Table 3.16-1, *VMT Summary*. Table 3.16-1 provides changes in VMT per capita and per employee related to implementation of the proposed Project compared to existing conditions and 2045 No-Project (i.e., existing General Plan remains in place) conditions for Bay Area Regional Average. The VMT metrics are evaluated for the total of all land uses in the EIR Study Area.

Table 3.16-1 VMT Summary

Scenario	VMT Per Capita	VMT Per Employee
Bay Area Regional Average		
Existing Bay Area Average	19.8	18.1 ¹
2045 No-Project	18.9	18.0
EIR Study Area		
<i>Existing Citywide Average</i>	27.8 ²	14.7
2045 No-Project	23.4	13.9
Proposed General Plan 2045	23.9	14.5
Exceeds Threshold?	No	No

Source: Kittelson & Associates, Inc. 2025.

Note: VMT = Vehicle Miles Traveled. Grey fill indicates the relevant threshold.

1. The Bay Area regional average VMT per employee under existing conditions is used as a threshold of significance for nonresidential uses.
2. The citywide average VMT per capita under existing conditions is used as a threshold of significance for residential uses.

As shown in Table 3.16-1, VMT per capita and VMT per employee are expected to decrease in comparison to existing conditions. For 2045 conditions, VMT per capita would decrease by approximately 14 percent, from 27.8 to 23.9. VMT per employee would decrease by approximately 20 percent, from 18.1 to 14.5 in comparison to the Bay Area regional average.

The anticipated changes in VMT from the baseline conditions to the projected 2045 conditions indicate that future development, especially mixed-use projects, could be successful in reducing VMT by increasing access to job opportunities and essential services within shorter distances. As a result of the reduced distances, there would be a decrease in VMT per capita. Moreover, these shorter trips would also reduce VMT by promoting the use of alternative modes of transportation such as bicycling and walking. New developments would also be encouraged to include TDM measures in their planning applications. Currently, the extent of vehicle trip reduction achieved through the implementation of the City’s existing TDM requirements cannot be precisely quantified at the program level. As a result, the VMT estimates provided for the proposed Project are conservative (i.e., represent a “worst case scenario”) because they do not account for potential reduction in VMT resulting from the incorporation of TDM measures.

In addition, the same proposed General Plan 2045 goals and policies from the Mobility (MO) Element identified under impact discussion (a) would also serve to minimize impacts related to VMT. These goals and policies would promote alternative modes of transportation, such as public transit, bicycling, and walking, encouraging more individuals to choose non-auto modes of transportation, decreasing their reliance on private vehicles.

TRANSPORTATION

Because VMT per capita and per employee would be below thresholds of significance and future development would be required to comply with the proposed General Plan 2045 goals and policies, which would further reduce VMT, impacts would be **less than significant**.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant. While adoption and implementation of the proposed Project would not directly result in any physical development projects or construction activities, the proposed Project recommends various transportation and green infrastructure improvements. These would facilitate movement throughout the circulation system and accommodate existing and proposed local development. Individual development projects would involve features such as driveways, on-site circulation features, and sidewalk and streetscape improvements. This program-level analysis does not include a project-level evaluation of such improvements. Future development, including any new associated roadway, bicycle, pedestrian, and transit infrastructure improvements, would be subject to and designed in accordance with City standards and specifications, which would address potential design hazards, including sight distance, driveway placement, and signage and striping. Additionally, any new transportation facilities or improvements to such facilities associated with future development would be subject to the relevant federal, State, and local design standards and constructed based on industry design standards and best practices consistent with the LMC and building design and inspection requirements.

Furthermore, the same proposed General Plan 2045 goals and policies from the Mobility (MO) Element identified under impact discussion (a) would also support the design of a transportation system that is safe for all modes of travel. Specifically, proposed Policy MO-5.8 would require the City to maintain engineering design standards for each street classification.

Implementation of the proposed General Plan 2045 goals and policies would promote improvements to the transportation network that are designed to be safe for all modes of travel. Compliance with State regulations on roadway and facility design, materials, and signage would further minimize the potential for impact. Therefore, implementation of the proposed Project would not substantially increase hazards due to a design feature or incompatible uses, and impacts would be **less than significant**.

d) Would the project result in inadequate emergency access?

Less than significant. As described under impact discussion (c), though adoption of the proposed Project would not directly result in any physical improvements, the proposed Project recommends various transportation and green infrastructure improvements. Future development would be subject to the requirements in the Livermore Development Code, which includes requirements for emergency access, and would be reviewed by public safety officials for compliance with applicable safety, fire, and building codes as part of the City's standard entitlement process.

Furthermore, the same proposed General Plan 2045 goals and policies from the Mobility (MO) Element identified under the "Roadway" subheading in impact discussion (a) would also ensure adequate emergency access. The provision of adequate emergency access would be accomplished by considering access routes, developing and updating emergency response plans, and incorporating emergency access considerations in the design of future street improvements. See impact discussion (a) in Section 4.18, *Wildfire*, for an additional discussion of potential impacts and proposed General Plan 2045 goals and policies related to emergency response and evacuation.

Additionally, emergency responders maintain response plans, which include use of alternate routes, sirens, and other methods to bypass congestion and minimize response times. In addition, California law requires drivers to yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicle passes to ensure the safe and timely passage of emergency vehicles.

Therefore, implementation of the proposed Project would not result in inadequate emergency access and impacts would be **less than significant**.

3.16.5 Cumulative Impact Analysis

The following discussion considers how buildout of the EIR Study Area and region has the potential to cumulatively impact bus transit, bicycle and pedestrian facilities, and roadways related to the Alameda County Transportation Commission, MTC, California Department of Transportation, and Federal Highway Administration. The cumulative setting considers the proposed Project's potential cumulative contribution to the adverse effects of automobile, bicycle, pedestrian, and transit systems in the MTC transportation network. For land uses evaluated under an efficiency metric (i.e., VMT per capita or VMT per employee), a project the results in VMT below the threshold would result in less than significant cumulative VMT impacts.

TRANSPORTATION

Would the project have a cumulative effect related to transportation?

Less than Significant. Implementation of the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. As identified under the “Summary” subheading in impact discussion (a), the proposed General Plan 2045 includes goals and policies that would require coordination with Caltrans, MTC, Alameda CTC, and neighboring jurisdictions to ensure a cohesive regional transportation network. Therefore, the proposed Project would not result in a cumulative impact related to conflicts with a program, plan, ordinance, or policy addressing the circulation system.

The proposed Project would result in a VMT per capita of 23.9, which is below the threshold of 27.8 and a VMT per employee of 14.5, which is below the threshold of 18.1. Pursuant to the LCI guidance for land uses evaluated under an efficiency metric (i.e., VMT per capita or VMT per employee), a project that results in VMT below the threshold would result in less than significant cumulative impacts. In other words, a project that results in VMT below an efficiency-based threshold would have no cumulative impact distinct from the project impact. Because the proposed Project’s VMT is below both thresholds, it would not generate a cumulative impact related to VMT.

The proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses, nor would it result in inadequate emergency access. Implementation of the proposed General Plan 2045 goals and policies would ensure that the design of future development would avoid hazards, incompatible uses, and inadequate emergency access, consistent with federal, State, and local regulations. Therefore, the proposed Project would not result in a cumulative impact related to roadway safety and emergency vehicle access.

In summary, compliance with existing federal, State, and local regulations, as well as implementation of the proposed General Plan 2045 goals and policies would ensure that the proposed Project would not have a cumulatively significant impact related to transportation, and impacts would be **less than significant**.

3.16.6 References

ABAG and MTC (Association of Bay Area Governments and Metropolitan Transportation Commission). 2021, October. *Plan Bay Area 2050*.
https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf, accessed September 24, 2025.

- Alameda CTC (Alameda County Transportation Commission). 2016a, June. *Alameda Countywide Transit Plan*. https://www.alamedactc.org/wp-content/uploads/2018/11/AlamedaCTC_CountywideTransitPlan.pdf, accessed December 30, 2025.
- . 2016b, October. *Alameda Countywide Multimodal Arterial Plan*. https://www.alamedactc.org/wp-content/uploads/2018/11/AlamedaCTC_MultimodalArterialPlan_Oct2016.pdf, accessed December 30, 2025.
- . 2019, June. *Alameda Countywide Active Transportation Plan*. <https://www.alamedactc.org/planning/active-transportation>, accessed December 30, 2025.
- . 2020. *Alameda Countywide Transportation Plan*. https://www.alamedactc.org/wp-content/uploads/2021/02/2020_CTP_Final.pdf, accessed December 30, 2025.
- Caltrans (California Department of Transportation). 2020, May 20. *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*. <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>, accessed December 30, 2025.
- FHWA (Federal Highway Administration). 2020, October 1. *National Highway Administration: Livermore, CA*. https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/california/livermore_ca.pdf, accessed December 30, 2025.
- LCI (Governor’s Office of Land Use and Climate Innovation). 2018, April. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf, accessed December 30, 2025.
- Livermore, City of. 2004, June 28. *Design Standards and Guidelines*. <https://www.livermoreca.gov/departments/community-development/planning/design-standards-and-guidelines>, accessed October 23, 2025.
- . 2018, June 11. *Livermore Bicycle, Pedestrian, and Trails Active Transportation Plan Design Guidelines*. <https://www.livermoreca.gov/home/showpublisheddocument/4533/63722992999850000>, accessed December 30, 2025.
- . 2022, March 7. *Livermore General Plan Update Existing Conditions Reports*. <https://imaginelivermore2045.org/documents/>, accessed September 25, 2025.

TRANSPORTATION

———. 2023. *Climate Action Plan: 2023 Progress Report*.

<https://www.livermoreca.gov/home/showdocument?id=11344&t=638446265204788293>, accessed December 30, 2025.

———. 2024, October. *City of Livermore Active Transportation Plan – Interim Update*.

<https://www.livermoreca.gov/home/showpublisheddocument/12095/638672797306130000>, accessed December 30, 2025.

———. 2025, November 4. *Transportation Impact Analysis Guidelines (DRAFT)*.

U.S. Access Board (United States Access Board). 2023, July 3. *Public Right-of-Way Accessibility Guidelines*. <https://www.access-board.gov/prowag/>, accessed December 30, 2025.