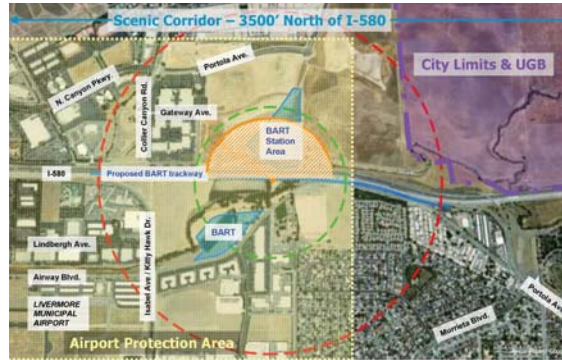


# BART to Livermore Community Dialogues

Livermore, CA



For decades, the I-580 median had been BART's planned extension alignment to Livermore, but transit, political, and funding contexts had changed dramatically by 2009's environmental work. Residents' preferences were split between freeway-located stations to keep perceived impacts away from settled areas, and in-town stations supporting transit-oriented development (TOD), revitalization, and sustainability. An FTS team led community workshops providing education, visualizations, and dialogue on station place types, TOD, and impacts. The resulting majority consensus led to Downtown and Vasco Stations selected as Livermore's and BART's recommended alignment.



**Isabel / 580: Freeway Intercept Type** (Special General Plan restrictions; no ACE rail line)

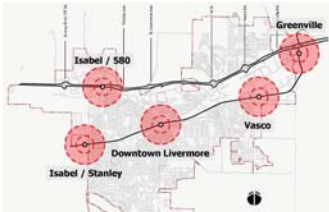
Context Map of the Isabel/580 Station Area depicting policy and place factors that condition transit and development possibilities



Diagram of theoretical and actual 5 and 10 minute walkability on public streets and paths from a conceptual Downtown BART station location

## BEFORE

- Livermore and BART policies and land acquisitions assumed future stations on I-580.
- BART's Program EIR (November 2009) presented 9 alignment alternatives.
- Residents' opinions were divided between freeway median and in-town BART station locations.



The 5 station area locations resulting from the 9 BART PEIR alignment alternatives



Visualization rendering of the conceptual Downtown BART/ACE/bus station and potential infilled Transit-Oriented Development (TOD) based on the successful Downtown Specific Plan previously prepared by FTS

## ASSIGNMENT

- Assist the City with workshops to educate on TOD economics, funding, placemaking, safety, and mobility issues for BART station sites, create a forum for public dialogue, and build consensus for City Council consideration.
- Develop visualizations showing station site planning and surrounding TOD potentials.
- Prepare a project report.

## OUTCOMES

- Project work paralleled BART's PEIR process.
- 3 workshops held November 2009 - January 2010 resulted in preferred "2B" alignment with Downtown and Vasco Road station locations.
- Livermore Planning Commission and City Council unanimously endorsed alignment 2B in April 2010, followed by the Tri-Valley Regional Rail Policy Working Group and ensuing BART Board endorsement in June 2010.

**CLIENT:** City of Livermore

**IN COLLABORATION WITH:** Strategic Economics, Nelson\Nygaard Consulting Associates, Moore Iacofano Goltsman, Inc., Anderson Illustration



Visualization rendering of the conceptual Vasco BART/ACE Station and potential transit-oriented workplace and denser housing responding to the City's successful "iHub" designation and diversification of the Livermore and Sandia Laboratories