

# **City of Lafayette Master Walkways Plan**



**Adopted June 28, 1999  
Appendices Revised February 27, 2006  
Project List Updated March 10, 2008; July 14, 2014;  
October 26, 2015**



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## **1.0 GOAL**

### **1.1 Purpose**

The purpose of the Master Walkways Plan is to define and set forth the methods, criteria and standards under which the Circulation Commission will operate to achieve that portion of its goal to provide Lafayette with a system of walkways that will afford safe and efficient pedestrian movement along roads and streets having significant foot and vehicular traffic. The final result is intended to be an arrangement of walkways not only throughout the downtown area but also one that connects residential areas with public transportation, schools, community amenities, parks, City and regional trail systems, and the downtown.

### **1.2 Authority**

The Circulation Commission is established and operates as directed by Chapter 2-4 of the Municipal Code. Chapter 8-1 further directs that this Master Walkways Plan (referred to as the Comprehensive Walkways Plan) be prepared by the Circulation Commission and reviewed by Planning Commission prior to its adoption by the City Council.

### **1.3 Jurisdictional Limits**

With respect to this Plan, the authority and interest of the Circulation Commission shall be limited to those walkways intended to provide safe separation between vehicles and pedestrians. Therefore, facilities identified as "trails" are not under the jurisdiction of the Circulation Commission. The Commission shall, however, in cooperation with other authorities plan walkway installations that provide a complementary system with these other facilities. While "bikeways" are also the responsibility of the Circulation Commission, their planning and installation are not governed by this Plan.

## **2.0 DEFINITIONS OF TERMS AND REFERENCE DOCUMENTS**

### **2.1 Definitions**

As used herein, the following definitions shall apply:

2.1.1 Walkway - A walkway is any path intended primarily for pedestrian use that parallels or is directly associated with any street or road. As used in this Plan, walkways include sidewalks and all other improved pedestrian rights-of-way. Its principal purpose is to provide suitable separation between vehicular and pedestrian traffic. Its design and construction will reflect its use and location.

2.1.2 Sidewalk - A sidewalk is a walkway that is constructed of concrete, brick or paving stones and separated from the street or road by a concrete curb and gutter.

2.1.3 Trail - A trail is any route, paved or unpaved, that offers recreational walking opportunities and often provides pedestrian links to recreational areas. Trails may, on occasion, utilize a road or a street but, unlike walkways, are not ordinarily associated with vehicular traffic.

2.1.4 Bikeway - A bikeway is any facility provided primarily for bicycle travel. A bikeway may share a right-of-way with a paved trail or a paved walkway. Should a bikeway coexist with a walkway, it shall have a minimum width of 8 feet.

2.1.5 Frontage Improvement - A frontage improvement is any construction or installation on a public right-of-way between a lot of record and a road or street that is intended to enhance the usability, function or appearance of that space. Walkways, curbs, gutters, drains, planting strips and trees are examples of such improvements. Similar or identical physical features installed by property owners on their own property and at their own expense are not considered "frontage improvements" for the purpose of this plan.

2.1.6 Right-of-Way - A right-of-way is any publicly owned land suitable for use or development into a walkway, trail or bikeway. Such routes must exist between any lot of record and a road or street before any frontage improvements may be installed.

2.1.7 Downtown Area- The downtown area of the city of Lafayette consists of the business, office and commercial area as defined in the General Plan.

## **2.2 Documents Referenced or Cited**

The following documents form a part of this Plan to the extent specified herein.

### 2.2.1 City of Lafayette

Municipal Code Title 2 Chapter 2-4 - "Circulation Commission"  
Municipal Code Title 8 Chapter 8-1 - "Pedestrian Walkways"  
General Plan

### 2.2.2 State of California

Street & Highway Code - Improvement Act of 1911

## **3.0 WALKWAY ROUTE SELECTION AND COMPLETION**

### **3.1 Basis for Selection**

Walkways routes shall be chosen based upon certain criteria as follows:

- a. Amount of pedestrian use when coupled with high vehicular traffic.
- b. Existence of a feature or attraction that produces high pedestrian use without regard to vehicular traffic.

- c. Use by children on their way to or from school.
- d. Use by individuals with impaired mobility.
- e. Use by individuals in areas or neighborhoods with facilities catering to their needs.
- f. Provides logical links and access to trails, open space, parks, and other recreational facilities.
- g. Addresses a local problem considered uniquely hazardous.

### **3.2 Location of Walkways**

To meet these criteria, walkways are considered necessary at the following locations:

- a. On both sides of the street throughout the entire downtown area and outside this area within any portion of a subdivision zoned for office, retail, business or commercial land use.
- b. Along at least one side of all streets that serve as pedestrian routes for all schools, the library, parks, public transportation, trails and neighborhood links and other community attractions and for apartments or facilities that serve the needs of individuals with limited mobility.

Appendix A is a listing of streets currently recommended for inclusion on the list of projects to be considered as part of the Capital Improvement Program but does not purport to identify all streets meeting the standards described above. As requests are received and reviewed by the Circulation Commission, walkways may be recommended for installation at any other location where physical separation between pedestrians and vehicular traffic is desirable.

### **3.3 Completions of Existing Routes**

Walkways have been installed to serve certain high use areas. These include most of the downtown area, some areas close to schools and other public centers such as the BART station. In many instances, however, frontage improvements do not meet the standards established for these areas. A primary goal of the Circulation Commission shall be the completion and upgrading of these routes. For Mt. Diablo Blvd., the Downtown Street Improvement Master Plan shall serve as the design criteria.

### **3.4 Mandatory Installation by Property Owners**

Installation of walkways by owners of property on streets listed in Appendix A that are currently lacking walkways and that are in areas zoned for business, office, commercial or multiple residential use and that bear the following designations: APO, MRA, MRB, MRP, MRO, C, C-1, RB, SRB and D-1 shall be mandatory under the applicable zoning regulations and/or as a condition of approval set forth by the Planning Commission and City Council.



## **4.0 WALKWAY CONSTRUCTION**

### **4.1 Construction and Installation**

Minimum specifications for the design, construction and installation of walkways shall be determined by standards established by the City of Lafayette and/or any other applicable standards. Design plans are subject to review by the appropriate boards (Downtown Street Improvement Master Plan Implementation Committee and/or Design Review, Circulation, and Planning Commissions). At the preliminary design level, design plans should be developed in concert with the neighbors and where existing their Homeowners' Association.

## **5.0 WALKWAYS LISTS**

### **5.1 Master Walkways List**

Appendix A lists currently known streets that meet the criteria given in ¶3.0. These streets may have total, partial or inappropriate walkways or may lack walkways altogether. This List shall be considered by the City Council in its review of projects to be included in the Capital Improvement Program.

### **5.2 Past Lists Rescinded**

All past requests and identification of walkways projects are hereby rescinded.

### **5.3 Master Walkways List as Part of Plan**

The master list of streets designated for walkways is and shall remain an integral part of this Plan subject to annual review.

### **5.4 Annual Review**

The Circulation Commission shall annually review Appendix A - "Master Walkways List" for possible revision and make amendments as deemed appropriate prior to the City Council's hearings on the Capital Improvement Program.

## **6.0 PROJECTS INITIATED BY OTHERS**

### **6.1 Sources**

Proposals for walkways may originate from sources other than the Circulation Commission itself. As described below, the City, property owners, developers, individuals and other organizations may initiate projects. Any such project, with or without an identified funding source, shall, however, require review by the appropriate

boards (Downtown Street Improvement Master Plan Implementation Committee and/or Circulation, Design Review, and Planning Commissions) with notice to affected neighbors prior to being forwarded to the City Council for action.

6.1.1 Initiated by City - The City may initiate the installation of walkways at locations not associated with property improvements as part of a general street improvement plan. Such projects shall be funded from sources identified by the City apart from the property owners. Further, all such projects shall be submitted for review and public hearing and notice to affected neighbors by the appropriate boards (Downtown Street Improvement Master Plan Implementation Committee and/or Circulation, Design Review, and Planning Commissions) prior to being forwarded to the City Council for action.

6.1.2 Initiated by Property Owners or Developers - Individual property owners or developers may initiate projects, including minor or major subdivisions, that require frontage improvements such as walkways. The plans for all such projects shall be submitted to the Circulation Commission for review and comment before final approval is granted. Inasmuch as such projects will be funded completely by the individual property owner or developer, such projects do not have to be included in the Master Walkways List.

6.1.3 Initiated by Individuals and Organizations - Property owners, acting individually or as part of a group or association, may initiate a walkways project for any route considered by them to be hazardous or otherwise demanding of upgrade. All such projects shall be presented to the Circulation Commission in the manner described in Appendix B. . .

## **7.0 RIGHTS-OF-WAY**

### **7.1 Required for Walkways**

No walkway or other frontage improvement shall be installed on any property that is not known to be a publicly owned right-of-way. A part of any project proposal shall be conclusive evidence that such a right-of-way exists. If an adequate right-of-way does not exist, the proposal must detail how it will be obtained, i.e. either through donation, purchase or condemnation.

### **7.2 Determining Existing Rights-of-Way**

Rights-of-way that are not obvious or a matter of clear public record shall be determined by survey. Such surveys shall be performed either by the City or by a private licensed civil engineer under the direction and supervision of the City Engineer. The cost of such surveys shall be borne either by the City or the property owner depending upon the origin of the request for the project.

### **7.3 Donation or Condemnation**

Where a right-of-way does not exist, property owners may deed or otherwise transfer title for the property to the city without cost. In some cases, the City may require the donation of such property as a condition of issuing a building permit or approving the funding of a project. If donations are not forthcoming, the City may obtain the necessary property by purchase or condemnation. Any project may combine donations, purchases and condemnations as a means of obtaining the necessary rights-of-way.

### **7.4 Encroachments**

The cost of removing encroachments such as shrubs, bushes or fences within a public right-of-way to be used for a new walkway shall be included in the budget for that walkway to be borne by its funding source. The removal of similar encroachments on existing walkways shall be the responsibility of the individual property owner.

## **8.0 FUNDING AND BUDGETING**

### **8.1 Methods**

Monies for walkway construction are obtainable either privately or through a variety of governmental sources as described below. Further, private funding may be either voluntary or involuntary in nature. Finally, any single project may be funded by any number or combination of sources.

### **8.2 Sources**

8.2.1 Condition for Granting of Zoning Approval and Building Permit - Under the terms described in ¶ 3.4, the City shall require the installation of frontage improvements as a condition of granting a zoning approval and the obtaining of a building permit.

8.2.2 Assessments - For major projects, the City may elect to form an assessment district for the installation of frontage improvements. This method has historically been applied only in the downtown area. Its use in residential areas is not contemplated but remains a possible funding source for all areas.

8.2.3 Improvement Act of 1911 - The portion of the State of California Streets and Highways Code known as the "Improvement Act of 1911" has been adapted into the Municipal Code by reference. This code requires the completion of sidewalks and curbs along the side of any block where more than fifty percent have already been constructed or for which property owners of more than sixty percent of the frontage in question request such completion. Should such notice be given, the owners of the unimproved property have the obligation to install the improvements at their expense. Failure to do so

shall empower the City to construct the improvements and to place a lien against the subject property.

8.2.4 Governmental - Potential sources of public funds include the following:

- a. City - City General Fund, Gas Tax, or Redevelopment Funds.
- b. County - Measure C Sales Tax Funds.
- c. State - Transportation Development Act Article 3 Funds (TDA).
- d. Federal - Federal Transportation Funding Programs.

Accessing these kinds of sources directly is beyond the scope and authority of the Circulation Commission. However, it shall be the goal of the Commission to be aware of these and other sources and to be an advocate of their application to walkways projects whenever such funds become available to the City.

8.2.5 Donations - In order to facilitate and encourage their installation, property owners may contribute to projects in which they have a specific interest. Such contributions, which must be approved by the City Council, may be in the form of money or of property for necessary rights-of-way. All monies thus collected shall be placed in a separate trust account and shall be returned to the property owners should the project fail to materialize within a time limit established at the time the project is accepted by the City Council for consideration.

### **8.3 Budgeting and Cost Estimation**

Actual budgeting and allocation of funds for walkways projects is the responsibility of the City Council. The Council shall, however, during its annual budget review, take into account those missing or incomplete walkways listed in Appendix A and make a commitment to the completion of those projects considered most desirable and for which funding can be identified. The estimate of the cost of these projects will be provided by the City Engineer.

## **9.0 MAINTENANCE**

### **9.1 Property Owner's Responsibility**

As established in Section 8-123 of the Municipal Code, property owners are responsible for the repair and maintenance of sidewalks in front of their property even though such walkways are on a public right-of-way.

## **9.2 Standards and Notification**

The City Engineer shall be responsible for setting minimum standards for existing sidewalks and to identify those in need of repair. Property owners affected by such a determination shall be notified of their obligation in the manner prescribed by the City.

**APPENDIX A: Master Walkways List  
As Amended 2/27/2006, Project List Updated 3/10/2008; 7/14/2014; &  
10/26/2015**

<b>STREET</b>	<b>FINAL CONDITION</b>	<b>WORK TO COMPLETE</b>
Aileen St.	Both sides, Mt. Diablo Blvd. to end of street.	Both sides, entire street
Acalanes Rd.	East side, south of Valente Dr. to Mt. Diablo Blvd.	East side, missing link [near] Valente Dr to Mt. Diablo Blvd.
Bickerstaff Rd.	Both sides, Dewing Ave. to Crescent Dr.	Both sides, missing links.
Brook St.	Both sides, Moraga Rd. to Dewing Ave	Both sides, missing links.
Brown Ave.	Both sides, Mt. Diablo Blvd. To Deer Hill Rd.	Project completed.
Camino Diablo	Both sides, Stanley Blvd. to <del>City limits</del> <i>Camino Ct.</i>  <i>South side, Camino Ct. to City limits.</i>	Both sides, missing links.  <i>Missing links.</i>
Carol Lane	Both sides, Mt. Diablo Blvd. to Marlene Dr.,  One side Marlene Dr. to Moraga Blvd.	Missing link near Marlene Dr. Length between Marlene Dr. to Moraga Blvd.
Chestnut St.	Both sides, Dewing Ave. to Walnut St.	Both sides, missing links
Deer Hill Rd.	North side, Pleasant Hill Rd. to Happy Valley Rd.;  South side, BART Parking lot to Happy Valley Rd.	North side, Pleasant Hill Rd. west to Miller Dr./Brown Ave.  North side, existing walkway west to Sierra Vista Way
Dewing Ave.	Both sides, Mt. Diablo Blvd. to Brook St.	West side, missing links.
First St.	Both sides, School St. to Deer Hill Rd.	West side, missing link, Golden Gate Way south to existing sidewalk  West side, entire street, Golden Gate Way to Mt. Diablo Blvd.
Golden Gate Way	Both sides, Plaza Wy. to Mt. Diablo Blvd.	Project completed.
Happy Valley Rd.	East side, Mt. Diablo Blvd. to Deer Hill Rd.  Northeast side, Deer Hill Rd. to Upper Happy Valley Rd.	Northeast side, missing links.
Hough Ave.	Both sides, Brook St. to Lafayette Circle.	Project completed.
Lafayette Circle	Both sides, loop to Mt. Diablo Blvd.	Both sides, missing links.
Michael Lane	West side, Glenside Dr. to Murray Lane.	West side.
Monroe Ave.	Both sides.	Reconstruct east side. West side whole length.
Moraga Rd.	Both sides, Mt. Diablo Blvd. to Old Mtn. View Road. (west side) and Old Jonas Hill Rd. (east side).	West side, St Mary's Rd. to Old Mtn. View Rd.  East side, Rosedale Ave. to Hamlin Rd.

STREET	FINAL CONDITION	WORK TO COMPLETE
		<p>East side, Hamlin Rd. to Silver Springs Rd.</p> <p>East side, Silver Springs Rd. to Old Jonas Hill Rd.</p>
Mt. Diablo Blvd.	Both sides, Pleasant Hill Rd. to Acalanes Rd.	<p>South side, cemetery east to existing walkway</p> <p>South side, missing links Hampton Rd. west to Lafayette Park Hotel.</p> <p>South side, missing links, Village Center east to Mt. View Dr. South side, Village Center west to existing walkway.</p> <p>North side, missing link at 3330 Mt. Diablo Ave. (East of fire station)</p> <p>North side, Risa Rd. east to existing walkway.</p> <p>North side, Risa Rd. west to El Nido Ranch Rd.</p> <p>North side, Paulson Ct. west to existing walkway.</p>
Mt. View Dr.	<p>East side, Mt. Diablo Blvd. to Brook St.,</p> <p>West side Mt. Diablo Blvd. to the creek.</p>	East side, existing walkway north to Mt. Diablo West side Mt. Diablo to the creek, missing links
Oak Hill Rd.	Both sides, Mt. Diablo Blvd. to Deer Hill Rd.	Project completed.
Pleasant Hill Rd.	<p>Both sides, Olympic Blvd. to Old Tunnel Rd.</p> <p>Both sides, Old Tunnel Rd. to Reliez Valley Rd. (west side) and Quandt Rd. (east side).</p>	<p>East side, Olympic Blvd. to Old Tunnel Rd.</p> <p>West side, Condit Rd. to Old Tunnel Rd.</p> <p>West side, Freeway on-ramp to Reliez Valley Rd.</p>
Quandt Road	North side, Pleasant Hill Rd. to Quandt Ct.	To be constructed 2015
Reliez Station Road	Pleasant Hill Rd. to Olympic Blvd. –sides to be determined.	Entire segment.
Reliez Valley Rd.	West side, Pleasant Hill Rd. to Silver Dell Rd. On either side from Silver Dell Rd, to City limits.	Project completed.
School St.	Both sides, Moraga Rd. to Topper Ln.	While considering neighborhood issues, conduct a detailed study to determine how best to improve pedestrian and bicycle access and

<b>STREET</b>	<b>FINAL CONDITION</b>	<b>WORK TO COMPLETE</b>
		safety <del>feasibility of pedestrian and bicycle access</del> between Moraga Rd. and Lafayette-Moraga Trail.
Second St.	Both sides, Moraga Blvd. to Orchard Hill (North of Mt. Diablo Blvd.)	Both sides, missing links.
South Thompson Rd.	Both sides, Mt. Diablo Blvd. to BART entrance	Project completed.
Springhill Rd.	South side, Springhill School to Goyak Dr	South side, entire street.
St. Mary's Rd.	North side, Moraga Rd. to Acampo Dr.  East side, South Lucille Ln. to Cattle Chute Rd.	North side, missing links Moraga Road to Acampo Dr.  South side, Solana to east of Acampo  East side, Driftwood Dr. to Cattle Chute Rd.
Stanley Blvd.	Both sides, Pleasant Hill Rd. to Camino Diablo.	Both sides, missing links.
Stanley Blvd./Springbrook Rd.	One side, Camino Diablo to Bacon Way	Entire segment.
Stuart St.	Both sides, Mt. Diablo Blvd. to end of street.	West side, missing links.
Sweet Dr	One side, Walnut Lane to Woodview Dr, see Woodview Dr..	Entire segment.
Upper Happy Valley Rd.	East side, El Nido Ranch Rd. to Happy Valley Rd.	East side, missing links.
Walnut St.	Both sides, Dewing Ave. to Chestnut St.	Both sides, missing links.
West Rd.	Both sides, Mt. View Dr. to end of street.	Both sides, missing links.
Withers Ave.	South side, Reliez Valley Rd. to Taylor Blvd.	Missing links.
Woodview Dr.	North side, Sweet Dr. to St. Mary's Rd.	Entire segment.



## **APPENDIX B: Application Requirements for Walkways Request by Individuals & Organizations**

All requests for frontage improvements from individuals or organizations involving walkways shall be made to the Circulation Commission. Such requests must be in writing and shall be brought or mailed directly to the city offices to the attention of the Transportation Planner. These requests shall contain the following minimum information:

- a. the date of the request;
- b. the identification and the address of the individual, group organization making the request;
- c. the exact location of the project by street name and fronting addresses or other locating information;
- d. a description of the improvements desired;
- e. a description or statement of the benefits expected to result from the improvements;
- f. a list of all people on the affected street who support the project;
- g. an assessment of the existence of the necessary rights-of-way, with assistance from city staff, if necessary. Where they do not exist, the willingness of the property owners to deed this property to the city must be obtained and described;
- h. a description of known or possible funding sources, again with the assistance from city staff, if required; and
- i. the name and signature of the person authorized to represent the group or organization.

After review by city staff, the request will be submitted to the Circulation Commission which will consider the request at its next regularly scheduled meeting occurring not less than two weeks after receipt by the city and will vote to accept or reject the proposal for further consideration. If accepted, the Circulation Commission will schedule and hold a public hearing after which the project will be submitted to the Planning Commission and, if appropriate, to the Design Review Commission. The request will then be forwarded to the City Council with the Circulation Commission's recommendation. If approved by the City Council, the project will be added to the Capital Improvement Project (CIP) list and scheduled for construction.

## **APPENDIX C: Priority for Installation of Walkways**

*As approved by the Lafayette City Council November 8, 1999, amended 2/27/2006 and project list updated March 10, 2008; July 14, 2014; and October 26, 2015*

In setting the priority for the installation of walkways, the highest priority is given to those in the immediate downtown area, then to those connecting or completing a connection to the downtown and the schools. Third and fourth priorities were set according to the needs of the area. The intent of the priority list is that high priority walkways are constructed first. Ideally, City staff should pursue grant funding or CIP funding for high priority walkways first, however if grant requirements or construction in conjunction with another roadway project make construction of a lower priority project possible, then the City should pursue funding sources for walkway projects regardless of priority. Regardless of the priority placed on a walkway, it is intended that an approved walkway be installed simultaneous to any road improvements projects scheduled in the same area. See Appendix A for Final Condition and Work to Complete. \* = Project Completed.

### **PRIORITY 1**

Brook Street  
Dewing Avenue  
\*Golden Gate Way  
Happy Valley Road  
\*Hough Avenue  
Lafayette Circle  
Monroe Ave.  
Moraga Road  
Mt. Diablo Boulevard  
Mt. View Drive  
\*South Thompson

### **PRIORITY 3**

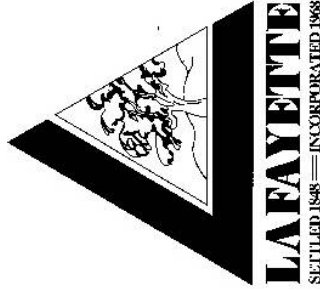
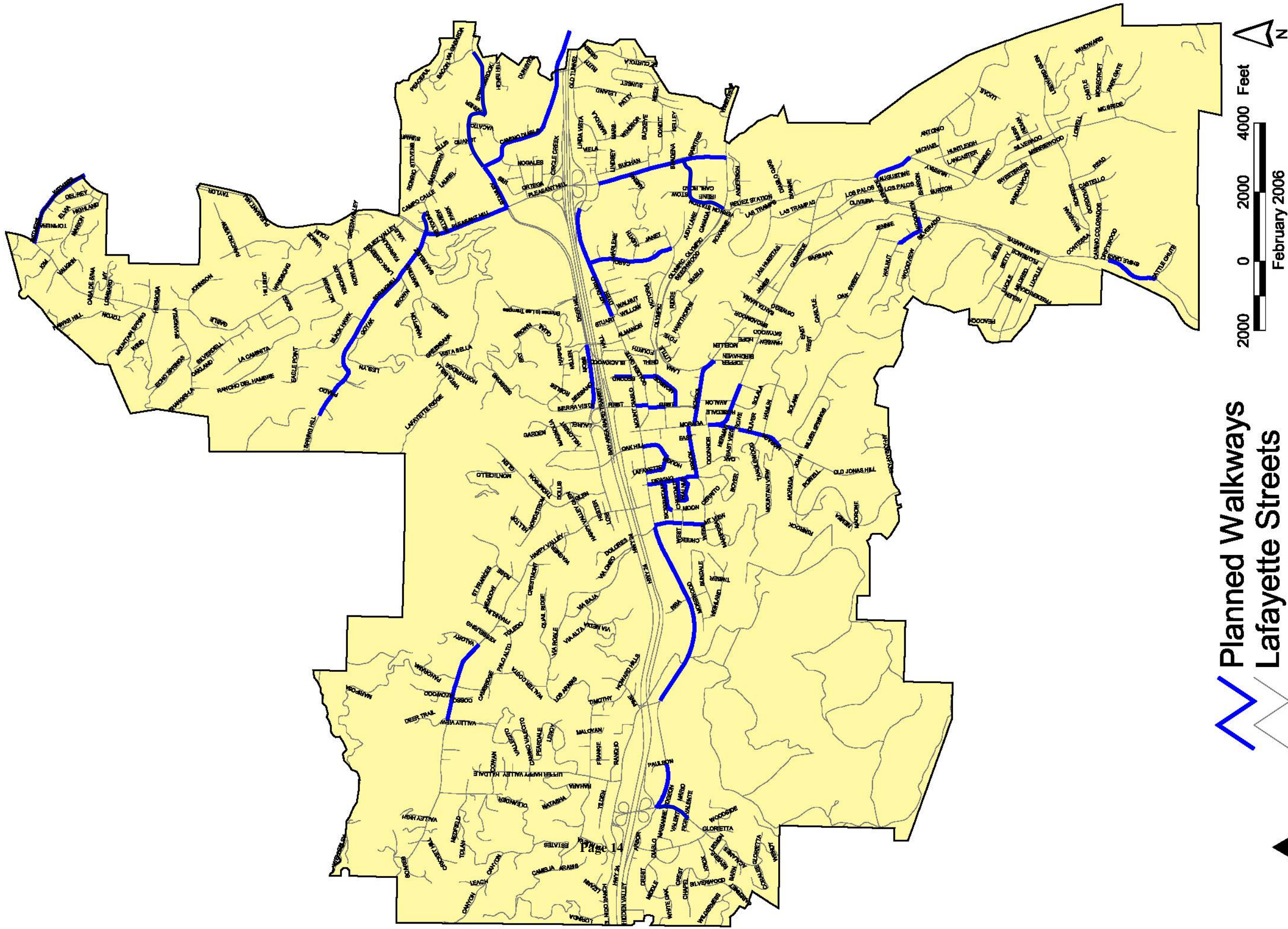
\*Brown Avenue  
Reliez Station Road (PHR-Olympic)  
St. Mary's Road  
Sweet Dr.  
Upper Happy Valley Road  
Walnut Street  
West Road  
Withers Avenue  
Woodview Dr.

### **PRIORITY 2**

Acalanes Road  
Bickerstaff Road  
Carol Lane  
Chestnut Street  
First Street  
Moraga Rd (Old Mtn. View-Tanglewood)  
\*Oak Hill Road  
Pleasant Hill Road  
Quandt Road (PHR-Quandt Ct.)  
\*Reliez Valley Road  
School Street  
Second Street  
Springhill Road  
Springbrook Road  
Stanley Boulevard

### **PRIORITY 4**

Aileen Street  
Camino Diablo  
Deer Hill Road  
Michael Lane  
Stuart Street



# Master Walkways Plan Planned Walkways

## CHRONOLOGY RELATED TO ADOPTION AND AMENDMENTS

1. Priority List adopted November 8, 1999
2. Proposed amendments to plan discussed at Circulation Commission meetings:
  - a. October 15, 2001,
  - b. November 5, 2001,
  - c. January 22, 2002,
  - d. February 19, 2002,
  - e. March 18, 2002,
  - f. April 1, 2002,
  - g. April 15, 2002,
  - h. May 6, 2002,
  - i. September 17, 2002
3. Circulation Commission recommends forwarding the September 2002 Draft Master Walkways Plan, as amended, to the Planning Commission for its consideration.
4. Proposed amendments to the draft 2002 plan discussed at Circulation Commission meetings:
  - a. September 20, 2004
  - b. October 18, 2004
  - c. November 1, 2004
  - d. November 15, 2004
  - e. January 18, 2005
  - f. April 4, 2005
5. Circulation Commission recommends forwarding the March 2005 Final Draft Master Walkways Plan to the Planning Commission for its consideration on April 4, 2005
6. Circulation and Planning Commissions hold joint meeting on September 22, 2005
7. Planning Commission holds public hearings on the draft update plan's consistency with the General Plan:
  - a. October 6, 2005
  - b. February 2, 2006, recommends the City Council re-title the document and develop a "true" master plan in coordination with Planning, Circulation and Design Review Commissions.
8. City Council adopts Resolution 2006-05 adopting three revised appendices to the 1999 Master Walkways Plan; Appendix A Project List, Appendix C Priority List and Appendix D Map
9. City Council adopts Resolution 2008-04 amending the project list to add Stanley Blvd.-Springbrook Rd. to the Plan's Project List.
10. City Council adopts Resolution 2014-044 amending the project list to add the north side of Quandt Rd (Pleasant Hill Rd.-Quandt Ct.); Reliez Station Road

(Olympic Blvd.-Pleasant Hill Rd.); and the west side of Moraga Rd. (Tanglewood Dr.-Old Mtn. View Dr.)

11. City Council adopts Resolution 2015-057 amending the project list to add the east side of Acalanes Rd (75' south of Valente Dr.-Mt. Diablo Blvd.).