

**Draft Iron Horse Corridor Active Transportation Study
Public Comments Summary**

Commenter	Received	Comments	Response
Alamo Improvement Association ("AIA")	2/10/20	<ul style="list-style-type: none"> Public participation process is fatally flawed...no property owner abutting the trail received any personal notice. Character of corridor should remain informal, natural and arboreal with minimal hardscape. Traffic light preemption is a poor and ill-advised idea that leads to more congestion. Urban style trail amenities such as lighting, artificial landscape, bollards, rumble strips, etc. should be limited to trail segments traversing multi-family, commercial and office uses. 	Proposed improvements are based on existing land use context and demand. In more rural areas like Alamo, trail improvements are being proposed to improve safety and access to the trail while maintaining a rural and natural look and feel.
Andrew M Smith (City of Walnut Creek)	2/11/20	(Comments provided were very specific; did not attempt to summarize. Please refer to their email)	<p>Rephrased the "Reorienting Stop Signs" section to clarify that a yield sign is not being suggested for trail users.</p> <p>Updated formatting issues and changed "drastically" to "significantly" on page 58.</p> <p>Added the following to the map and table of improvements; trail crossings at Mt. Diablo Boulevard and the driveway into San Miguel Center, residential connectors at Creekside Drive and Westcliffe Lane, and commercial connector at North Civic Drive and Arroyo way.</p>
David Schonbrunn (TRANSDEF)	2/13/20	<ul style="list-style-type: none"> in strenuous opposition to the direction the County is taking with the Iron Horse Trail...believes that Contra Costa must use all available resources to provide mobility to its residents. That includes the Iron Horse Trail. We are outraged that the County asked for--and received--legislation granting it forbearance from using the ROW for the purposes for which it had been purchased. requests that Contra Costa County conduct a holistic all-modes study for improving travel in Central County and San Ramon Valley. In the meanwhile, the ROW in its current state must be retained and protected, especially the clear 34 feet guideway area. 	The Governor approved Assembly Bill 1025 on October 12, 2019. With the new law in effect, the corridor is no longer being considered for mass transit use.
Dave Campbell (Bike East Bay)	2/13/20	(Comments provided were very specific; did not attempt to summarize. Please refer to their letter)	Overall supportive of project. Comments would be addressed in further study.
Gerald Cauthen (Bay Area Transportation Working Group or "BATWG")	2/14/20	BATWG would oppose any development in this corridor that might undermine or foreclose a future rail line or busway, which could easily become a major future necessity. It is therefore recommended that, with today's growing long distance travel needs in mind, that you take another comprehensive look at the possibilities. There appear to be several opportunities to use the Iron Horse Trail more creatively and productively than what is now being contemplated.	The Governor approved Assembly Bill 1025 on October 12, 2019. With the new law in effect, the corridor is no longer being considered for mass transit use.