

Iron Horse Corridor Active Transportation Study

Board of Supervisors

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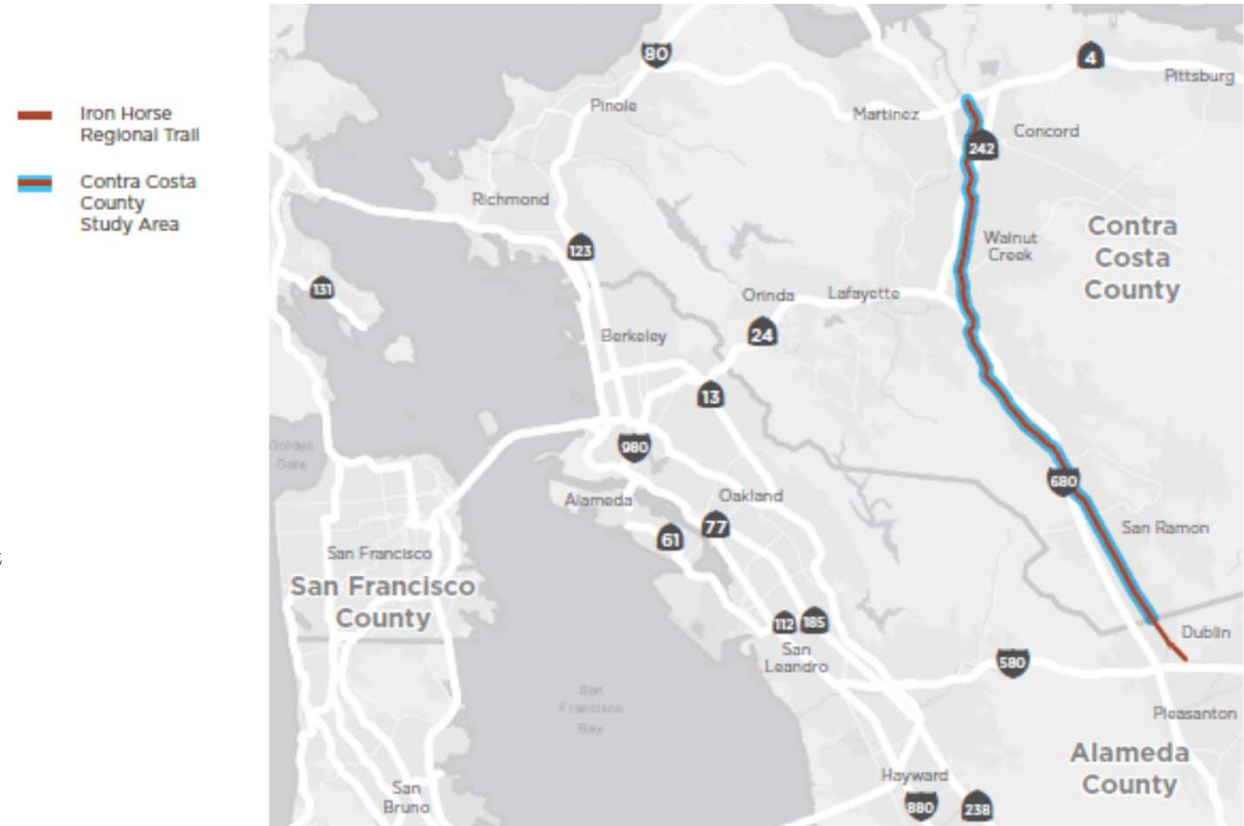
Agenda

- Project Description
- Background
- Public Outreach
- Study Goals
- Potential Improvements
 - Concept Evaluation
 - New Technologies
 - Operation & Maintenance
- Corridor Management
- Next Steps



Project Description

- Study analyzes opportunities and constraints for further developing active transportation features (e.g. bicyclists, pedestrians, equestrians, e-bikes)
- 22 mile Iron Horse Corridor from SR-4 to Alameda County Line
- Discusses the potential for accommodating more efficient, long-distance bicycle travel
- Stakeholder collaboration:
 - Corridor Cities (including City of Dublin)
 - Iron Horse Corridor Management Advisory Committee
 - East Bay Regional Park District
 - Contra Costa Transportation Authority
 - 511 Contra Costa
 - Utility companies and local community and advocacy organizations



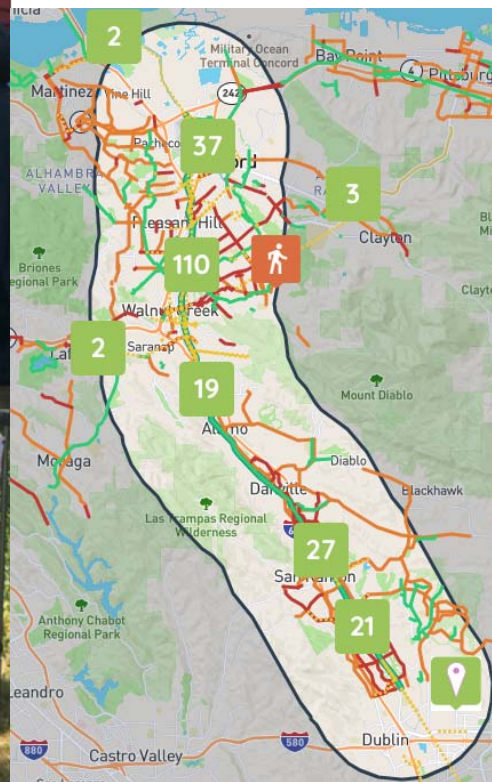
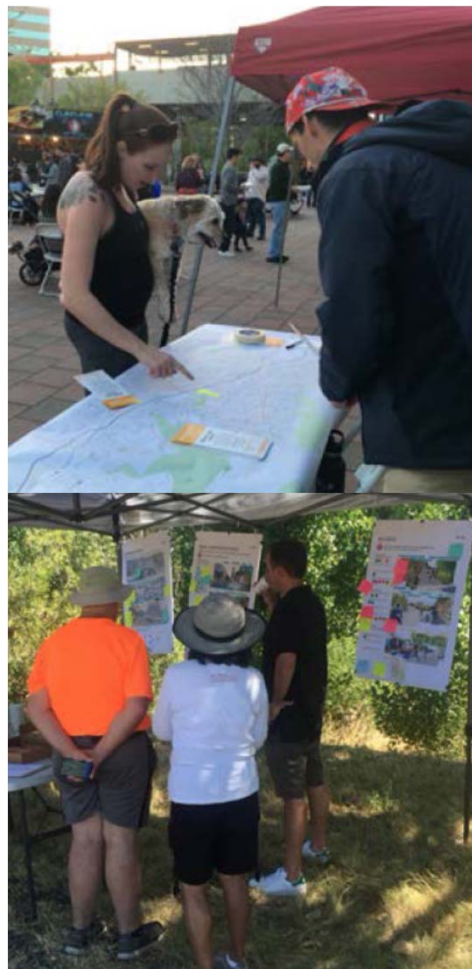
Background

- Gathering public input via internet survey, web-based mapping tool
- Various public outreach events
- Completing technical analysis
- Collaboratively developing study goals, improvement concepts and evaluation criteria

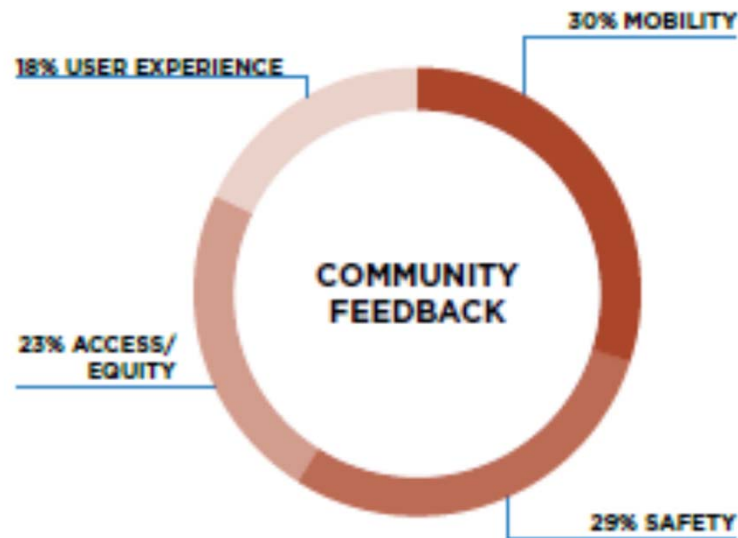


Public Outreach

- **In-Person Engagement (Spring/Summer 2019)**
 - Corridor bike ride
 - Pleasant Hill/Contra Costa Centre BART station food truck event
 - Fair Oaks Elementary Bike to School Day
 - San Ramon Bike to Work Day at Bishop Ranch
 - San Ramon Central Park pop-up
 - Contra Costa Centre pop-up
 - East Bay Regional Park District (“EBRPD”) Trail Etiquette event
- **Online Engagement**
 - Webmap tool; open from January to August 2019
 - Over 1,100 unique interactions (i.e. 407 comments and 769 comment likes/votes)



Study Goals



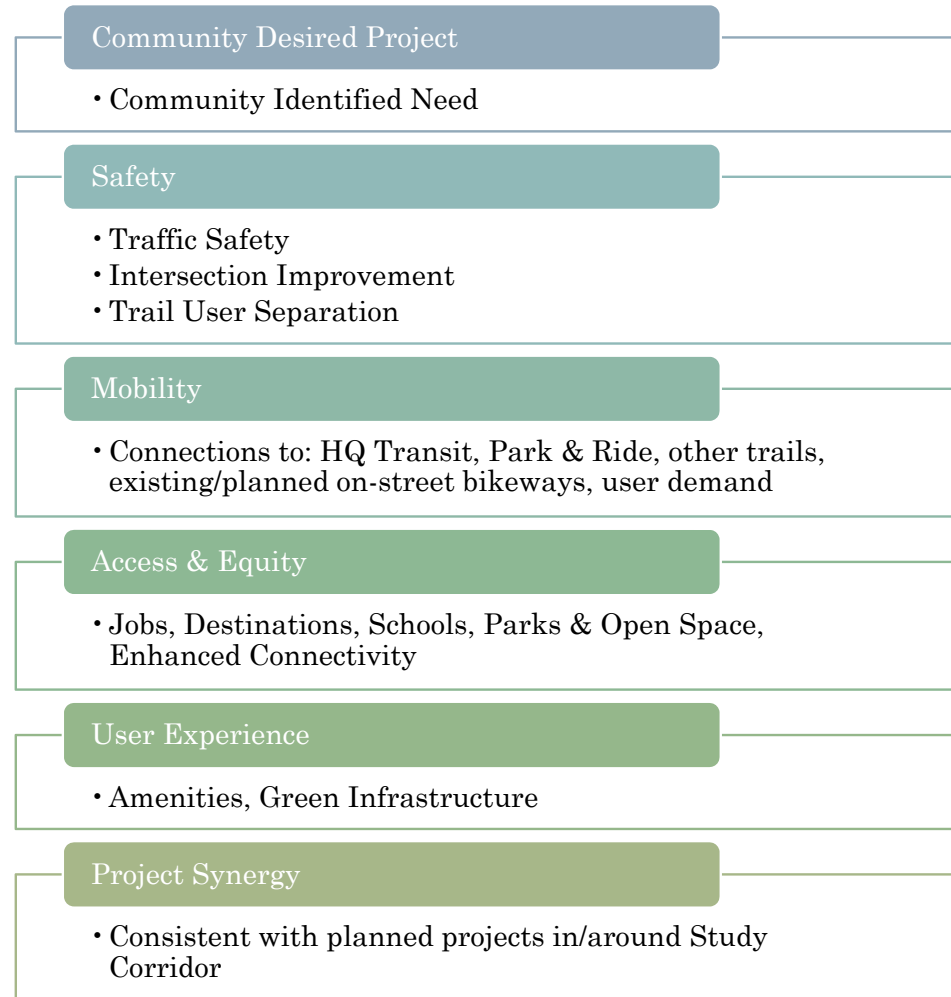
- **30% improving mobility,**
 - Improve network and connectivity to regional trails, BART, and other transit
 - Create priority ROW for trail users; consider overpasses at high volume corridors; facilitate direct connections and shorter wait times
- **29% increasing safety,**
 - Address intersection safety with improved signals, increased visibility, and slower traffic
 - Improve personal safety at access points; improve lighting; reduce user conflicts
- **23% increasing access/equity,**
 - Improve connectivity to regional downtown cores, commercial hubs, schools, and open spaces
 - Better connections to businesses and shopping adjacent to the trail
- **18% improving the user experience.**
 - Improve shade, amenities, and overall user experience
 - Prioritize maintenance and wayfinding

Potential Improvements

- TAC and consultant team discussed potential project improvements
- 15 design segments; 2 to 3 project segments per jurisdiction
- Data driven corridor analysis documented how the trail:
 - Connects to regional networks and adjacent land uses
 - Currently serves surrounding communities
- Improve access, the on-trail experience (e.g. user separation), intersections, access points (existing and new), and connections to existing and planned bikeways and trails
- Implementing a coordinated vision will also improve travel for higher speed cyclists by providing an efficient route for faster, long-distance travel (i.e. commuting or other utilitarian purposes)

Concept Evaluation

- Project goals used to develop evaluation criteria
- Community-driven goals were also included in the evaluation process
- Prioritization based on weighted criteria
- Weighting based on:
 - Qualitative evaluation by TAC
 - Level of benefit of improvement
- Corridor Concept Performance Analysis



New Technologies/ Emerging Mobility

- Emerging mobility modes
 - E-bike and E-scooter share
 - Shared autonomous vehicles (“SAVs”) on a separate facility in Corridor
 - First/last mile connection to fixed-route transit or major destinations
- Potential SAV type infrastructure in limited areas (mainly Walnut Creek and Danville/San Ramon areas)
- Additional study and extensive public outreach would be necessary to further develop this concept



Corridor Management

- Planning-level cost estimates for the concept improvements
- Operations and maintenance
- Potential funding sources for:
 - capital improvements
 - operations, and maintenance
- Governance structure and management strategies

Next Steps

- Work with Corridor agencies, communities and stakeholders to develop and fund projects



Questions?

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