



Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

June 30, 2010

**Meeting Summary
Public Meeting #1**

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study

Location of Meeting: Veterans Hall, Pleasanton, CA

Date of Meeting: Tuesday, June 22, 2010

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Attendees: *Members of the Public*
Refer to sign in, attached

East Bay Regional Park District (EBRPD):

Sean Dougan (SD), Resource Analyst, sdougan@ebparks.org

Jim Townsend (JT), Trails Development Program Manager, jtownsend@ebparks.org

Callander Associates (CA):

Mark Slichter (CA), Principal, mslichter@callanderassociates.com

Matt Gruber (CA), Project Manager, mgruber@callanderassociates.com

The East Bay Regional Park District, City of Pleasanton and Callander Associates hosted the first of three public meetings for the Iron Horse Trail Feasibility Study. The purpose of the meeting was to introduce the public to the project and solicit input on ways to best utilize the dedicated corridor for purposes of accommodating a Class 1 trail extending from the Pleasanton BART station to Santa Rita Road, the 'gap' in the trail. The following comments were provided in the meeting.

Item

Iron Horse Trail Background Information

1. Contra Costa and Alameda counties purchased the Southern Pacific Railroad (SPRR) corridor in the mid 70's with the intent to use the land as a transportation corridor.
2. Iron Horse Trail (IHT) was first established in 1986.
3. IHT currently consists of about 30 miles of trail, starting in Concord and extending down to Pleasanton. The eventual plan is that IHT covers 55 miles of trail, extending from Suisun Bay down to Livermore.

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Landscape Architecture
Urban Design
Land Planning
Park and Recreation Planning
Environmental Planning

Peter E. Callander, ASLA, Principal
A. Mark Slichter, ASLA, Principal
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Public Comments

4. Make the Powerpoint presentation available online. - *The City will have the Powerpoint presentation available on their website.*
5. Concern was expressed about losing some of the amenities in the linear park adjacent to the Valencia at Hacienda neighborhood such as the playgrounds, basketball court, and tennis court.
6. The linear park at Valencia is highly utilized by children and is where neighbors gather to talk.
7. The impact that the trail would have on the safety of the neighborhood was of concern, primarily with respect to children playing in the linear park adjacent to the Valencia homes.
8. The linear park at Valencia at Hacienda was constructed by the developers at Archstone as a requirement of the HOA.
9. The maintenance costs for the linear park are shared by the Hacienda Business Park, Archstone Apts, and the Valencia HOA.
10. The existing amenities in the linear park could potentially be relocated to the two adjacent neighborhood parks – Creekside and Owens Plaza. - *Design team to discuss possibilities with City.*
11. A member of the public suggested an alternative to the proposed 1.6 mile section within the SPRR corridor that would reroute IHT 12.5 miles along existing unpaved trails and wouldn't connect to BART.
12. An audience member stated that the IHT generally runs in a straight line between Concord and Pleasanton and creating a separate alignment outside of the old rail corridor could cause confusion and would require good signage to notify trail users of the direction they need to go.
13. A member of the bicycle coalition reminded the audience that the 12.5 mile alternative alignment and the 1.6 mile section in the SPRR corridor are different topics/projects.
14. One neighbor adjacent to the corridor expressed concern that property values will decline with the extension of the IHT through their neighborhood.
15. Another attendee noted that studies have shown that trails are good selling points and that historically they have raised property values.
16. A member of the public questioned how we were going to address the safety issues associated with the street crossings. - *Item will be addressed during trail alignment phase of study.*

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17. A member of the audience felt that the street crossings will add too much commute time to the trail for it to be useful to commuters.
18. The street crossings will impede both vehicular and bicycle traffic – a balance must be struck between both modes to achieve the greater good for the general public
19. One individual asked that the design team consider privacy when proposing the trail alignment. - *Question will be addressed during trail alignment phase of study.*
20. Concern was expressed that an expensive pedestrian bridge would be required at Santa Rita Road similar to what Walnut Creek did at Treat Blvd.
21. A trailhead parking lot was suggested for trail users that don't live in the immediate vicinity.
22. The 1.6 mile section of trail proposed for this corridor has been on a number of Master Plans for years including the EBRPD Master Plan and the Pleasanton Pedestrian and Bicycle Master Plan.
23. Extending the IHT through the old rail corridor would be a good use of space for the public at large.
24. A Bart officer in attendance at the meeting notified all that BART supports the construction of this 1.6 mile section of trail and looks forward to connecting together the south side of Pleasanton to the Dublin/Pleasanton BART station.
25. An individual expressed concern about trail implementation costs and the possibility of the public incurring these costs.
26. Regardless of when this 1.6 mile section of trail is constructed the SPRR corridor should be preserved and protected by the EBRPD for future use.
27. Some of the audience was confused about why there are existing amenities in the corridor and how they got there despite the fact that this corridor was intended to be set aside for future use as a trail.
28. A few members of the audience that live along the corridor stated that they would use the trail if constructed.
29. With the ultimate construction of this section of IHT, commuters will be able to take BART into Pleasanton and then travel to southern destinations (trails, parks, etc.).
30. Closing this gap of IHT is an amenity the entire community could enjoy and would give cyclists a better way to travel (as opposed to riding on potentially dangerous roads).
31. Members of the community would like to see options on how the trail crosses Stoneridge and Santa Rita Road and would like substantiation on which alternative is

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the best.

32. One suggested route at the Santa Rita/Stoneridge intersection is a bridge parallel to Stoneridge crossing Arroyo Mocho to connect with the existing Arroyo Mocho trail, heading south along the Arroyo Mocho trail, then following the SPRR alignment up to Santa Rita Road and crossing Santa Rita near where the ex. Iron Horse trail section ends.
33. The EBRPD Director suggested meeting out at the site to discuss how to best address the challenge of getting across Stoneridge and Santa Rita. - *EBRPD to coordinate meeting.*
34. A member of the audience suggested utilizing a portion of the cul-de-sac like streets at Valencia at Hacienda as a portion of the bike path.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

Matt Gruber, Callander Associates

EBRPD Community Meeting June 22, 2010

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