

**COMMENTS AND RESPONSES TO THE
CROW CANYON ROAD SAFETY STUDY**

Item No.	Date	Concern/Comment/Question	Response
1	2/13/13	The night of the first public meeting was Ash Wednesday. People cannot make it to the meeting because they have to go to church.	Comment noted
2	2/13/13	No need to change the alignment. Just fix the potholes	<p>Comment noted. In 2013, the County resurfaced 3.5 miles on Crow Canyon Road.</p> <p>The County has Maintenance staff who conduct field reviews of County roadways and perform pothole repairs when they discover them. If you should see a pothole that requires repair, please call the Public Works Agency at (510) 670-5500 or email info@acpwa.org. A smart phone application ("Mobile Citizen") is also available.</p>
3	2/13/13	The road needs more traffic enforcement. Get the CHP out there and they can write a lot of tickets because people are going through there 60 to 70 mph.	To notify the CHP of an issue at a specific location, you can use their online traffic complaint system at www.chp.ca.gov/castrovalley
4	2/13/13	The traffic signal at the intersection of Crow Canyon Rd. and Norris Canyon Rd. is probably the best thing that happened in recent years. It breaks up the traffic and allows people to have the chance to get out of their driveway.	Comment noted.
5	2/13/13	I would like to be involved and notified about the next public meeting.	Address has been added to the mailing list
6	2/13/13	The Norris Canyon HOA was notified, but the contact information the County had was old.	The contact information for the Norris Canyon HOA has been updated. In the future, public meeting notices will be sent to the Norris Canyon Road addresses and updated HOA P.O. Box
7	2/13/13	<p>Problems on Crow Canyon:</p> <ul style="list-style-type: none"> - Speeding - Tailgating - Passing - High truck traffic - Traffic noise - CHP hideouts are known to commuters - Access in/out private property <ul style="list-style-type: none"> 1) 5+ min to get out of driveway 2) Have to make unsafe U-turns to access properties - Power outages due to vehicles crashing into power poles 	<p>These concerns from the community will be considered when developing the recommendations.</p> <p>Safety improvements may include additional law enforcement areas. To notify the CHP of an issue at a specific location, you can use their online traffic complaint system at www.chp.ca.gov/castrovalley</p>

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8	2/13/13	<p>Suggestions for "Construction" Improvements:</p> <ul style="list-style-type: none"> - Maintaining existing curves - Speed bumps Rumble Strips - Metering lights - Reduce 4-lane section to 2-lanes - Speed trailers pulling speed limit signs - Sound walls - Additional area for CHP officers to park - Electronic speed monitors along road - Common access road for private property driveways - Turn lanes at major driveways - Center two-way left turn lanes at areas with numerous driveways (including 4-lane segment) - Add lighting and signing to MM 2.15 - Add traffic signal at both ends of the MM 2.15 curve - Wider shoulders - Barricaded bicycle lanes 	<p>Comments noted. Suggestions from the community will be considered when developing the recommendations. Safety Study will include evaluation of various countermeasures to improve Crow Canyon Road for roadway users and residents/property owners.</p>
9	2/13/13	<p>Money should be spent on adding more traffic signals</p>	<p>Traffic signals are installed when they meet federal standards. (Manual of Uniform Traffic Control Devices)</p>
10	2/13/13	<p>Suggestions for "Policy" Improvements:</p> <ul style="list-style-type: none"> - Lowering speed to 35 MPH throughout - Make Crow Canyon Road a toll road - Tighten regulations barring through truck traffic - Parkway concept with limited access - Develop Crow Canyon Road into a major boulevard with more commercial and homes as a long-term solution 	<p>Speed limits are set to comply with State law to allow for radar enforcement and is based on the 85th percentile speed of people driving at that location. However, an Officer can still ticket a driver based on the Basic Speed Law which requires that drivers operate their vehicle at a safe speed for conditions.</p> <p>The installation of a toll collection system would require a legislative action to authorize the County to implement such a system. Toll charges would apply to all roadway users.</p> <p>Prohibiting truck traffic would require San Ramon / Contra Costa County concurrence.</p> <p>Development of properties on Crow Canyon Road is beyond the scope of this safety study and would require zoning changes.</p>

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11	2/13/13	<p>General comments:</p> <ul style="list-style-type: none"> - Making road faster is not making it safer - Speeders are inter-county commuters - Animal casualties - Maintain rural characteristic of area - It has been more difficult for a Norris Canyon Rd. resident to get out of her driveway after the Norris Canyon signal was installed - Concerned about losing frontage of property if roadway is improved - The curve at MM 2.15 is a high accident area - Crow Canyon Rd. is a bypass between 580 and 680. Build formal highway connector to take traffic off this rural/residential road - Instead of short-term solutions, use County money for other projects and have State improve the highways such that commuters won't use Crow Canyon as a bypass 	<p>Comments noted and will be taken into consideration for the study.</p> <p>Intent of safety study is to identify possible improvements to increase safety along Crow Canyon Road, not to increase speeds.</p> <p>The County has made improvements at MM 2.15 that has significantly reduced the rate of accidents.</p> <p>Highway improvements are beyond the scope of this study.</p>
12	2/13/13	Maintain/clean shoulders to keep them free of debris and obstacles	Comment noted.
13	2/13/13	<p>Officer Morales commented that residents can help CHP with enforcement:</p> <ol style="list-style-type: none"> 1) Call 9-1-1 with license, make, model and direction of travel of offending vehicle 2) Go to www.chp.ca.gov/castrovalley to utilize the online traffic complaint system 3) CHP is required to patrol for 1 week following a complaint 	N/A
14	2/13/13	Question: Has the Norris Canyon intersection been studied since the signal was installed, to examine whether the area is safer now?	Yes, CHP data shows that there has been decrease in the number of accidents in that area after the installation of the traffic signals.
15	2/13/13	Question: How many other roads are being considered for a safety study in Alameda County? What is the priority level of Crow Canyon Road?	<p>Patterson Pass Road and Tesla Road are currently undergoing a similar safety study.</p> <p>Individual projects on Crow Canyon Road will be prioritized depending on the grants available and how well the proposed safety measures can compete for the funding (or how well it can satisfy the grant requirements).</p>
16	2/13/13	If we all determine that the solutions were to lower the speed limit, add more signs; those don't seem to be very costly. So if a grant came in to cover just that small amount, we could be right up there?	This study is to identify and prioritize safety options and benefits. There may be some projects which can be constructed earlier, while others may take more time due to various reasons.

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17	2/13/13	1) Who decides which improvements are built after the community input? 2) Who is financing this? 3) who will benefit from these decisions?	1) The safety study report will identify the individual improvements. The decision will be based on the type of improvements, the impacts of the improvements and the available funding out there. 2) The funding for this safety study comes from Road Funds. 3) Improvements identified by the safety study will benefit all roadway users, adjacent and nearby property owners and residents.
18	2/13/13	Question: Will a safety study be done for Norris Canyon Road as well?	Norris Canyon Road will be considered in future safety studies.
19	2/13/13	Question: Is there/will there be a partnership with Contra Costa County on this study and future improvements?	We are open to collaboration with surrounding jurisdictions.
20	2/13/13	Question: Are there alternative and electronic methods to monitor car speeds?	Alternatives include radar trailers, radar enforcement and radar speed feedback signs.
21	2/13/13	Question: How much of the project area, the land bordering Crow Canyon is public land and how much is private land?	The frontage land (not part of the road and shoulder) is primarily private property.
22	2/13/13	You mentioned earlier that you are going to apply for a grant from the State?	Yes, we will be applying for State grants, which are potential funding sources.
23	2/13/13	Is the main incentive of the grant to reduce safety hazards?	Yes
24	2/13/13	1) Make Crow Canyon Rd a toll road (from Coldwater on). 2) create a turn lane for Klub K-9. The Klub K-9 across from Jalisco Ranch 3) Sound wall along the 4-lane (speedway)	Comments noted. Suggestions from the community will be considered when developing the recommendations. Safety Study will include evaluation of various countermeasures to improve Crow Canyon Road for roadway users and residents/property owners.
25	2/13/13	The material storage yard right past the curvy section is an eyesore. High fencing (with barbed wire) piles of gravel, rock, rip rap, loose sight screen.	Comments noted.

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26	2/13/13	I commute mostly Mon-Friday from North San Ramon to work in Hayward. Overall, road traffic moves fairly well. My concerns come about turning vehicles in/out of driveways on this narrow road w/ left turns being most dangerous. Should there be more restrictions of where you can turn left, or prohibit. Study if there could be a few designated 'safe spots' to U-turn. + Hope to improve 'vision-sight lines' near many curves with obstacles: i.e. trees, fences, utility poles. Possible: turnout zones for slower moving vehicles.	Comments noted. Comments and suggestions from the community will be considered when developing the recommendations. Safety Study will include evaluation of various countermeasures to improve Crow Canyon Road for roadway users and residents/property owners.
27	2/13/13	Suggest: A cut through prior to the Foothill Blvd. exit off of 580 cutting over to the border of Dublin and San Ramon at Alcosta Blvd. and San Ramon Valley Blvd.	Comments noted. A new roadway is beyond the scope of the study. The goal of the study is to improve the safety of the existing roadway for all users.
28	2/13/13	Suggest: Crow Canyon Road could be reduced to a wide 2-lane road at the southwest entrance to discourage traffic and improve quality of life for many residents, schools and parks in this area.	Comments noted. Suggestions from the community will be considered when developing the recommendations. Safety Study will include evaluation of various countermeasures to improve Crow Canyon Road for roadway users and residents/property owners.
29	2/13/13	One of the greatest dangers is the high speed and attitude of vehicles using Crow Canyon Road.	Comment noted.
30	2/13/13	The stoplight at Crow Canyon Road and Norris Canyon Road ... provides much needed gaps in traffic.	Comment noted.
31	2/13/13	Suggest: Raise road slightly in elevation at approximately mile marker 2.7 to remind people [to slow down].	Comments noted. Suggestions from the community will be considered when developing the recommendations. Safety Study will include evaluation of various countermeasures to improve Crow Canyon Road for roadway users and residents/property owners.
32	2/13/13	Nothing should be done to encourage more traffic. Noise is extreme for many.	Comment noted.
33	2/13/13	Larger trucks should be prohibited from using Crow Canyon road unless they have a delivery. - Cause greater damage to residences/property - Are extremely noisy - Shake the ground - Cause pavement to collapse - Have vertical clearance issues	Comment noted.

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34	2/13/13	Suggest: Install stone-like pavement simulating a bridge before the sharp curve after Coldwater Drive.	Comments noted. Suggestions from the community will be considered when developing the recommendations. Safety Study will include evaluation of various countermeasures to improve Crow Canyon Road for roadway users and residents/property owners.
35	2/13/13	Plant large native trees all along the southwest section of Crow Canyon Road and along ... where there is no wire interference.	Comments noted. Suggestions from the community will be considered when developing the recommendations. Safety Study will include evaluation of various countermeasures to improve Crow Canyon Road for roadway users and residents/property owners.
36	2/13/13	Plant grand trees with future in mind: our native Western Sycamore, Big Leaf Maple, Coast live Oats (preferably multi-trunked), Valley Oats	Comments noted. Suggestions from the community will be considered when developing the recommendations. Safety Study will include evaluation of various countermeasures to improve Crow Canyon Road for roadway users and residents/property owners.
37	2/27/13	"As a cyclist I hardly ride in the area, avoid CCR due to auto speed and congestion. But do use it annually to get to Norris Canyon. Wider, continuous bike lane needed as well as control at Cull Cyn crossing."	The safety study will include evaluation of various safety measures.
38	2/27/13	"About Crow Canyon Road... I belong to two bicycle clubs and both clubs avoid Crow Canyon Road like the plague! It's a very dangerous road for cyclists. Really wide shoulders/bike lanes would help. Lower motor vehicle speed limits would help. Thanks."	The safety study will include evaluation of various safety measures.
39	2/27/13	"As a cyclist I ride on CCR from Norris Canyon Road to Cull Canyon Road. CCR could use a clearly marked bike lane and improved road surface at the edge. Also, signs telling cars to share the road with bikes."	The safety study will include evaluation of various safety measures.
40	2/27/13	"Riding on the edge of Crow Canyon is very nerve wracking due to high traffic and narrow spaces. I would like to be able to take it from Castro Valley to ride to Mt Diablo, but rarely travel on it unless I am with a group of friends due to danger. At least make it safer to get to Norris Canyon, which is a nice bike ride. Thanks!"	The safety study will include evaluation of various safety measures.

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41	2/28/13	“Widen Crow Canyon Rd. so there is a wide shoulder on both sides that is consistent that doesn't narrow at any point. Get rid of the "buttons" that are slippery and right where you have to ride. Completely repave the road as so many sections have bad pavement. Condense the six lane section in San Ramon to four lanes and stripe bike lanes on both sides where none presently exist. You don't and never did need six lanes. More lanes just means more cars.”	The County repaved 3.5 miles of Crow Canyon Road in 2013. The six lane section is in the City of San Ramon and is outside of Alameda County's jurisdiction.
42	3/5/13	“Crow Canyon Road is a vital artery for bicyclists to travel to San Ramon and up to Mt. Diablo. But this road is so dangerous that I have begun not riding at all rather than risk getting hit. Factors are speeders; inattentive drivers (often speeding on top of it); bike lane/shoulder that suddenly disappears at the worst moments; shrubbery/debris taking up the shoulder. I understand widening the road for bike safety may be economically infeasible, so simple maintenance of the shoulder would keep bicyclists out of the roadway. So would getting drivers to slow down and pay attention. Thank You!”	Comments and suggestions noted.
43	3/5/13	“I ride my bicycle from Hayward to the Pleasanton/Dublin/San Ramon are frequently but I do not ride on Crow Canyon Road because it is unsafe for bicycles. I would like to see the safety of bicycles considered as a part of any capital improvements on the roadway and would like to be placed on your list for future meetings. This road needs to be maintained in a condition that is safe for all modes of travel.”	Comment noted.
44	3/5/13	Remove cyclone fencing before sharp curve, as well as the non-native Canary Island Pine. There used to be a stone bridge prior to this curve. I really believe that simulating a bridge and a narrow passage around where the cyclone fencing begins would help to slow traffic and make the road safer. Rebuild a similar bridge, but in a way that minimizes noise.	Comment noted.
45	3/5/13	Traffic should be lowered to 35 mph in the straightest sections of Crow Canyon Road.	Speed limits are set to comply with State law to allow for radar enforcement and are based on the 85th percentile speed of people driving at that location.

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46	3/5/13	There needs to be consistent speed limit along Crow Canyon Road; maybe 50 or 45 mph and 35 mph.	Speed limits are set to comply with State law to allow for radar enforcement and are based on the 85th percentile speed of people driving at that location.
47	3/5/13	Remove signs that state speed is monitored by aircraft.	Comment noted.
48	3/5/13	Noise and pollution are extreme for Crow Canyon Road residences, so planting of large native trees are all the more important. Trees have been severely damaged by PG&E trimming for wires.	Comment noted.
49	3/5/13	Entrance to Crow Canyon Road at E. Castro Valley Blvd. lost its rustic character. Southwest section of Crow Canyon Road is extremely dreary and needs to be restored with trees native to our canyon.	Comment noted.
50	3/5/13	<p>"I ride my bicycle occasionally on Crow Canyon Road as part of a longer loop ride in Alameda and Contra Costa counties. I am certainly not the only cyclist who does: Crow Canyon Road forms a critical link between these counties for many cyclists. While parts of Crow Canyon have a shoulder wide enough to ride in, there are stretches where the shoulder disappears. Because cyclist safety depends in large part on cyclists behaving predictably on the road, the inconstancy of the shoulder creates a situation where cyclists may sometimes choose to be on the shoulder and sometimes have to be in the flow of traffic. I believe Crow Canyon could be made much safer by creating a consistent shoulder for the entire stretch. It would be even better if the shoulder could be constructed to meet the standards for a bike lane, but I believe even a consistently-available shoulder would be a substantial safety benefit. Thank you for your consideration."</p>	The safety study will include evaluation of shoulder widths.

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51	3/7/13	<p>“• I think Crow Canyon Road (CCR) is very nice and scenic. We don't drive on it much because it is known to be dangerous since it is winding road and there is no center divider. • I would also like to ride my bike on CCR but I don't because there is little room on some stretches of the road for a bicyclist to ride safely, plus there are a couple of blind corners. • My dream would be for a bike lane to be built (only needed on one side) for bicyclists to safely ride in both directions. Like the bike lane built on the road that crosses in front of Pleasanton's Shadow Cliffs, there is a divider between the bike lane and the lanes for the vehicles. Thanks for seeking input...!”</p>	<p>The safety study will include evaluation of shoulder widths, currently there isn't enough continuous paved area for the improvements suggested.</p>
52	3/12/13	<p>“I drive on Crow Canyon Rd 3 or 4 times per week to do volunteer work at 10200 CC Road My concern is that the unique environment does not take second place to traffic flow, as is too often the case. I would propose that Crow Canyon Road somehow become a Scenic Route, like others in CA. That could be an element in slowing traffic, and give a context for this unique and irreplaceable green route that could be safely enjoyed by all from commuters to bicyclists to Sunday outings. Thank you.”</p>	<p>Comment noted.</p> <p>Scenic Route designation requires an application process and the preparation and adoption of a Corridor Protection Program. A Corridor Protection Program includes: regulation of land use and density of development, detailed land and site planning, control of outdoor advertising (may include billboards and on-site signs), careful attention to and control of earthmoving and landscaping, and the design and appearance of structures and equipment. These aspects of a Corridor Protection Program are outside the scope of work.</p>
53	3/12/13	<p>Who has the final power to decide what will be done to increase Crow Canyon Road safety?</p>	<p>The safety study will identify and prioritize the needed improvements and their locations. The projects to be constructed will be based off the prioritization list and funding availability. Each funding program has its own requirements about what types of project it will fund.</p>
54	3/12/13	<p>Besides increasing Crow Canyon Safety for roadway users, who stands to financially benefit from these safety improvements?</p>	<p>Improvements identified by the safety study will benefit all roadway users, adjacent and nearby owners.</p>
55	3/12/13	<p>What has been the cost of the Safety Study from Fall 2012 to date?</p>	<p>As of 2/28/2013: Approximately \$87,000.</p>

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56	3/12/13	Given the open and transparent process you hope to engage in with the community, especially with those who live on Crow Canyon Road, what are the current Alameda County development plan(s) on the drawing board for Crow Canyon Rd?	This study will provide the guide for Public Works to establish priorities for roadway safety improvements. A summary of the comments received will be uploaded to the project website for public review. PWA has no development plans for Crow Canyon Road. Property owners on Crow Canyon may have development plans. Private property development could have impact on roadway usage.
57	3/12/13	Has the TiG group already been awarded a contract for whatever "construction improvements" that are determined are needed?	TiG is contracted as our consultant for evaluating the existing condition of Crow Canyon Road, and identifying and prioritizing potential improvements on the roadway. TiG will prepare a Project Study Report documenting the process and identifying improvements which will include information such as preliminary cost estimates, right-of-way and environmental impacts. There are no construction improvement contracts for Crow Canyon Road.
58	3/12/13	Has an environmental protection agency's analysis and input been included in the "safety study"? Is so, I would be interested in seeing their input. If not, why not?	An environmental analysis has not been conducted at this time as no improvements have been identified. After specific improvements are identified, an environmental analysis will be conducted.
59	3/20/13	I'd like to be on the e-mail list for notification of public meetings about this project. It's my understanding there are three more initial public meetings about the project. Are dates for those meetings fixed? And then what happens?	The dates for the future meetings have not been set.
60	3/20/13	Since the environmental analysis for Crow Canyon Road "improvements" was done some years ago, is it still usable?	We are incorporating some of the previous work into our current study (i.e., topographic survey, preliminary assessments, etc.). The assessments are being updated with current information. Environmental documents will be prepared when projects are defined from the current study.
61	3/20/13	Where are the fund for this current work coming from?	This study is paid for by Road Funds.
62	5/8/13	"Please decrease the noise near the Norris Canyon Road stop lights, and slow down the traffic – I can no longer safely enter or exit my property [on Crow Canyon Road]"	Comment noted.
63	9/4/13	Norris Canyon Road residents should be notified about future public meetings for Crow Canyon Road because whatever is done/not done affects them greatly.	Norris Canyon Road addresses have been added to the contact list.

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64	9/4/13	Crow Canyon and Norris Canyon Roads receive mostly drive-through traffic. People are already speeding through these roads, widening the roads would just encourage and reinforce that behavior.	Comments noted. Suggestions from the community will be considered when developing the recommendations. Safety Study will include evaluation of various countermeasures to improve Crow Canyon Road for roadway users and residents/property owners.
65	9/4/13	I am glad that you are asking what the community wants.	Thank you.
66	9/4/13	The process of putting in the traffic light at Norris/Crow was hugely frustrating for us. Many of us didn't want that light.	Comment noted.
67	9/4/13	The light is triggered by traffic, but it seems that the priority is given to people coming from Norris to Crow (commuters) even if people turning left off Crow to Norris gets there first (residents on Norris). That reinforces the commuter behavior.	The goal of installing the signals is not to encourage nor increase commuters. The purpose is to efficiently and safely get motorists through the intersection.
68	9/4/13	During the resurfacing project on Crow in 2013, workers also used the corner of Norris/Crow to store their equipment. This attracted thieves on two occasions. Blocked driveway repeatedly. Construction workers are there late at night and on the weekends.	Comment noted.
69	9/4/13	Community input for the traffic light and resurfacing projects would have been helpful. We were not informed about either project. Placing the changeable message signs at the entrance only helps the commuters, not those living in the canyons.	Comment noted. The Norris Canyon Rd. addresses have been added to the contact list.
70	2/13/14	The main issue on Crow Canyon is excessive speed, commuters drive fast with disregard to the people living on this street. I have been hit three times trying to maneuver into my driveway.	An existing conditions report was prepared by the Traffic Engineering Consultants, which includes the traffic volume, accident history, and speed data.
71	2/13/14	I noticed this week that there are new speed limit signs installed near Norris Canyon	Yes, there are new speed limit signs north of Norris Canyon Rd., in both directions of Crow Canyon Rd.

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72	5/28/14	<p>Comments/Concerns:</p> <ul style="list-style-type: none"> - Likes the idea of roundabouts - Making left turns with a horse trailer is an issue along Segment 4 - Protect the creek and mitigate concerns - Transportation funding - Build in time to assess short-term (near-term) improvements - Property impacts to left turn lanes - Post lower speed limit signs even if not enforceable, i.e. 40 mph - Daylight the creek - Add a bridge - Unsure about adding roundabouts - Study noise reduction - Slow down traffic - Decrease speed limit - Limit truck volume/road use - Truck restrictions - 740 new homes/units at Crow Canyon Rd and Bollinger that will increase traffic - Freeway bypass - Left turn lanes will be used as a passing lane 	<p>Comments noted. Suggestions from the community will be considered when developing the recommendations. The Safety Study includes evaluation of various countermeasures to improve Crow Canyon Road for roadway users and residents/property owners.</p>
73	5/28/14	Was an environmental assessment conducted?	Detailed environmental analysis will take place in the preliminary engineering phase of any identified projects.
74	5/28/14	Will there be storm water management?	It will depend on the identified project.
75	5/28/14	Can we increase the number of speed limit signs, especially in Segment 5?	Speed limit signs are placed at beginning of speed zones. Intermediate signs may be placed at approximate one mile intervals. Additional signs are considered at major intersections or at locations where significant volumes of traffic enter the roadway.
76	5/28/14	Will community feedback be sought regarding long term vs. short term improvements?	Public outreach is standard protocol for improvement projects.
77	5/28/14	Were residents involved in double left turn accidents?	CHP SWITRS summaries do not have that level of detail (i.e., provide addresses of people involved).
78	5/28/14	Did we study noise and traffic volume?	Yes, a traffic study was conducted.
79	5/28/14	Do we have funding?	Please refer to the safety study report. It lists potential funding sources for recommended safety improvements identified for Crow Canyon Road.
80	5/28/14	How will CHP enforcement locations take place on private property?	The proposed additional paved areas for CHP enforcement are adjacent to the existing roadway.
81	5/28/14	What is the cost of speed reducing signs?	Each sign costs approximately \$27,000, which includes planning, engineering and construction/installation.

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82	5/28/14	When can speed signs be installed?	Speed feedback signs fall within the near-term countermeasure category. Near-term countermeasures have minimal environmental and right-of-way impacts and could be constructed within a two-year timeframe.
83	5/28/14	Will the speed signs be solar powered?	Yes.
84	5/28/14	What will be the configuration of left turn lanes?	Please see the figures/exhibits in the Crow Canyon Road Safety Study Report
85	5/28/14	Why would we want to eliminate the 4-lane segment?	To discourage speeding
86	5/29/14 to 5/30/14, 7/22/14, 4/20/16	1) Daylight the creek and bring back a bridge at MM 2.15 2) Limit or eliminate through truck traffic 3) Construct a freeway from 580 in Castro Valley to 680 in San Ramon 4) Install lower speed limits even if it would not be enforceable 5) Maintain rural character of Crow Canyon Rd 6) Posted speed of 45 is a green light to go even faster. Determining speed limit by 85th percentile is wicked. Speed limit should not be determined this way.	Comments noted.
87	5/30/14	Need to cut the trees and shrubs back, especially where the sharp curve is	Comment noted.
88	5/30/14	Need more police patrol	Comment noted.
89	6/2/14	1) 40 mph speed limit 2) Signs showing driving speed is another working possibility 3) Residents agains anything that infringes on property rights (turn lanes, access for CHP to park, etc.) 4) Roundabouts & tunnels are truly laughable 5) Argument that speed limits are based on normal driving speed is bogus. There will always be those individuals that exceed speed limits. Posted speed limit is instruction telling what is correct just as other laws tell what is legal. 6) Lower the speed limit	Comments noted. The posted speed limit is the maximum speed that motorists may travel under ideal conditions and is based on the 85th percentile speed determined from a speed study for that segment of the road.
90	6/2/14	What was meant by "modes of transportation" in the fact sheet? Are you bringing in new modes of transportation that is not currently there?	Modes of transportation include all roadway users - motorized vehicles, bicycles and walking.

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91	5/19/16	<p>1) Safety & noise are my primary concerns</p> <p>2) Vehicles on the 4 lane stretch vastly exceed posted speed limit</p> <p>3) Difficult to get in and out of driveway, especially during rush hour or pulling a trailer.</p> <p>4) Apply Poka-Yoke principle: Error-proof action to prevent mistakes. Address excess speed and side swiping by reducing to single lane in each direction and use traffic islands.</p> <p>5) After reading the well-written and thoughtful report, I fully endorse the proposed 2-lane option for Segment 4. But it needs to be done sooner than "beyond 10 years". Use concrete blocks or barriers in the meantime until funding is secured.</p> <p>6) Adding CHP monitoring sites is a complete waste. Mobile apps, such as Waze, allow users to warn each other of police presence.</p>	Comments noted.
92	5/19/16	<p>1) I've lived at my property on Crow Canyon Rd for 44 years. I used to be able to walk across the street to visit my neighbors, now that is impossible due to the traffic and speeding on the road. We've watched the traffic increase over the years. People are not driving respectfully. They use our road as a bypass.</p> <p>2) The recently paved areas are opening back up. There are more potholes in the road now.</p> <p>3) If you perform another vehicle count, you will see that the traffic has increased since the previous time.</p> <p>4) We need the CHP to enforce the speed limit more often.</p>	Comments noted.
93	5/31/16	<p>Don't make the roads (Crow Canyon Rd and Norris Canyon Rd) easier to drive [fast]. Drivers don't treat this as if people live here. Residents are flipped off for pulling into their driveways. If anything, the road needs to be pitted with potholes and filled with traffic signals.</p>	Comment Noted

**COMMENTS AND RESPONSES TO THE
CROW CANYON ROAD SAFETY STUDY**

Item No.	Date	Concern/Comment/Question	Response
94	6/2/16	<p>Segments 1 and 2 of the proposed plan includes four sections of Crow Creek that were previously placed in underground culverts to make Crow Canyon Road wider or straighter. The Crow Canyon Road draft final plan proposes additional roadway over the existing underground culverts and/or culvert modification. Additional roadway includes CHP turnouts, roadway widening, roundabout #1, and the tunnel south entrance. The report appears to generally assume that these additional-roadway countermeasures do not cause additional environmental impact when placed over existing underground culverts. In addition, the report does not evaluate how this project can maximize future potential to daylight some sections of creek that are currently in underground culverts. This report's plan should:</p> <p>a) not include significant new roadway over existing underground culverts, b) maximize future potential to daylight some sections of underground creek, and c) use this project's mitigation credits and other mitigation funds to daylight or enhance sections of Crow Creek.</p>	<p>The countermeasures proposed are conceptual in nature. More detailed analysis and evaluation will be conducted if/when a countermeasure is considered. Final locations will be determined when a countermeasure is being considered.</p>
95	6/2/16	<p>Estimated mitigation costs detailed on page D-3 are ~\$500.5K to \$1M. The report's plan proposes that mitigation credits be spent at mitigation banks that are outside the San Lorenzo Creek watershed (e.g., Livermore). Mitigation credits related to this project should be spent within the San Lorenzo Creek watershed and ideally within Crow Creek and ideally directly connected to the impacts this project will create. Additional questions include: a) Why are mitigations in Crow Creek not being proposed as part of this project and in this report? b) Who is responsible for identifying wetland mitigation banks in the San Lorenzo Creek watershed? and c) What future wetland mitigation's have been identified in the San Lorenzo or Crow Creek watersheds?</p>	<p>The countermeasures proposed are conceptual in nature. More detailed analysis and evaluation will be conducted if/when a countermeasure is considered. Mitigations will be determined during the environmental review process when a countermeasure is being considered.</p>

**COMMENTS AND RESPONSES TO THE
CROW CANYON ROAD SAFETY STUDY**

Item No.	Date	Concern/Comment/Question	Response
96	6/2/16	AC Flood Control is planning to conduct a study of fish and fish passage in the San Lorenzo Creek watershed, including Crow Creek. Results of this study should be used to determine future project fish impacts and opportunities for creek and fish enhancements and project mitigation credits.	Comment Noted
97	6/2/16	Wasn't there a weight limit sign on Crow Canyon for the trucks? There's one on the Contra Costa side for westbound traffic.	There is a 15 ton weight limit on Crow Canyon Road. Signs are posted on E. Castro Valley Blvd. and San Ramon Valley Blvd.
98	6/2/16	There is a trend of luxury buses using Crow Canyon - bringing their employees to Contra Costa.	Comment Noted
99	6/2/16	The road is in such disrepair. I don't believe that the work that was done in 2013 could not have gone any further because there was no money. There is always money.	Comment Noted
100	6/2/16	The only way to make this road safer is to get these commuters off our road.	Comment Noted
101	6/2/16	Speed feedback signs are not going to slow down the traffic regardless of what your study shows. This is the commuter mentality.	Comment Noted
102	6/2/16	It takes 20 minutes for me to get out of my driveway. Is there a way for the signal at cold water able to be staggered? Is there something that could be done with signal synchronization to create gaps?	Comment Noted
103	6/2/16	This study is not complete without hands-on community feedback. You should come up with a team of residents representing each of the segments, have them spend a couple of months to dig into this. I can't read that 500-page document on the Internet. I don't think anybody in the room knows what those countermeasures are. I think anyone that wants a copy of that 500-page document should get it irrespective of the cost. Some of these countermeasures are good, some are ridiculous. Some of these items that you ruled out have to be challenged. I don't think this report is not ready to be published without all of Castro Valley's input.	
104	6/2/16	Did you document the non-feasible countermeasures? Where is it in the report?	

**COMMENTS AND RESPONSES TO THE
CROW CANYON ROAD SAFETY STUDY**

Item No.	Date	Concern/Comment/Question	Response
105	6/2/16	The public is effectively shut out on meaningful participation. This is a one-way presentation. The County should reach into its pocket and provide copies of the report to whoever wants it. I don't want to see policy that promotes inter-regional mobility. Alameda County is a pass-through county. People don't come here for something, they come through here to get to the west bay or vice-versa.	The Study includes community feedback provided over the three year period. This feedback was evaluated and considered along with traffic data, accident data, and roadway condition data to develop short, mid and long-term counter measures. Public comments and feedback are always welcome and will be used to help prioritize identified countermeasures. Both the Study and public comments will be useful tools to support our efforts to seek and obtain funding to implement countermeasures.
106	6/2/16	We moved here thinking we were moving to the country, but now we live on a highway. I live on Norris, but I use Crow Canyon. I feel like that is the only way I can go. I follow the speed limit and people flip me off. There needs to be conversations between Nate Miley's office, Public Works, Contra Costa County and San Ramon about how they use us as a highway. I can't wait to move from here. I feel as if we are squeezed from every single angle between water, septic, the roads... EBMUD came through and ripped up the road and taught everybody that you just speed faster to get through all this stuff. I don't think a tunnel is a good option. That tells people that it is okay to drive through here. That would not get community support. I would like Nate Miley's office and Public Works to think strongly about lowering the speed limit. That would get community support.	Comment Noted
107	6/2/16	Don't study. Spend the money on the roads.	Comment Noted
108	6/2/16	How about putting in stop signs? Get enforcement there. It is the simplest form of traffic control. You throw enough stop signs out there, it may not be enough time savings for people to choose Crow Canyon over the freeways. All-way stop signs are used classically throughout Contra Costa County to slow down traffic and make it possible for people and cross traffic to get through. I would be less likely to speed if I know a stop sign is coming up.	Comment Noted
109	6/2/16	Roundabouts are far better counter measures than all-way stops. You don't necessarily need to bring them to a complete stop. You just want to get them to slow down.	Comment Noted

**COMMENTS AND RESPONSES TO THE
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Item No.	Date	Concern/Comment/Question	Response
110	6/2/16	You can put in mini roundabouts. I can't understand what the environmental impacts would be for putting in roundabouts.	Comment Noted
111	6/2/16	Who has the authority to not take this draft as a final report? Do we have a say to not make this final? Because we are not satisfied.	The Crow Canyon Safety Study has been finalized. The next steps will be prioritizing the identified countermeasures and seeking necessary funding for implementation.
112	6/2/16	A lot of people are not here tonight because there is a basketball game and a lot of people that are here don't even understand what is being presented. I want you to send out a mailer to everyone that lives on that corridor with the countermeasures and in that mailer, ask people if they are interested in joining a committee to roll up your sleeves. I'd be very happy to assist with that. It's over two years now. If it's another year, I don't really care. I just want to put it on hold. The report was up two days ago. We paid a lot of money for that. We deserve an opportunity to discuss this.	The Study includes community feedback provided over the three year period. This feedback was evaluated and considered along with traffic data, accident data, and roadway condition data to develop short, mid and long-term counter measures. Public comments and feedback are always welcome and will be used to help prioritize identified countermeasures. Both the Study and public comments will be useful tools to support our efforts to seek and obtain funding to implement countermeasures.
113	6/2/16	To me, it all comes down to the need to reduce speed. The other thing about human nature is that if it could be done wrong, it will be done wrong. With Waze, as soon as the cop is there, it will get reported. You need to address the root cause of the problem which you yourself identified.	Comment Noted
114	6/2/16	Who has the ultimate authority to decide to not finalize the report? Is it Art? I'd be happy to meet with Art, because if this gets published and nobody knows about it, you are going to get signatures from 95% of the people who live along here, screaming "Bloody Murder". I assure you, we will organize that signature drive, saying "What the heck is going on? You spent all that money and didn't get any of our feedback."	The Crow Canyon Safety Study has been finalized. The next steps will be prioritizing the identified countermeasures and seeking necessary funding for implementation.
115	6/2/16	I feel like they have heard our feedback and got a lot of public comments. But it sounds like a lot of it is out of the scope that you are able to address. Is this something that Public Works should work with Supervisor Miley's office? It needs to be addressed together with Contra Costa County. Because they keep building in San Ramon.	Alameda County does not have any jurisdiction over development in San Ramon.

**COMMENTS AND RESPONSES TO THE
CROW CANYON ROAD SAFETY STUDY**

Item No.	Date	Concern/Comment/Question	Response
116	6/2/16	I have a comment to the group here. This is a project that goes back many, many, many years. It was designated by the county public works without any local public input whatsoever. Like so many projects that are funded thru regional agencies, in this case MTC. The PSR which authorizes money to be spent in future funding cycles that's required, that is over 15 years ago. Whats wrong with this process is that the public is brought in at the last minute. You [Quincy] aren't the target. The public works agency is the target, because it does not engage the affected public and local communities in an early, timely fashion. The agency has particular interest in this project that goes back many, many, many years.	This study is not related in any way to the 1990's study conducted by Caltrans. This safety study was initiated in October 2012, and has included public outreach and feedback since the beginning.
117	6/2/16	There was a County Supervisor a long time ago that proposed this as a toll road. But the problem with this is, I spoke with somebody in the [Public Works] office that said there are businesses along our road so that would be a problem because you are people to spend money to have commerce with someone along Crow Canyon. I want to figure out a way to make it not attractive to them [commuters].	Comment Noted
118	6/2/16	I don't mind that it is all potholed in the last section.	Comment Noted
119	6/2/16	The reality of this is, this is actually not our road. We're the most greatly impacted, but it is the County's road. So some compromise has to be met somewhere that addresses the safety concerns and the transportation needs.	Comment Noted
120	6/2/16	Nothing that I said was meant to criticize the value of that report. It is the process I am rejecting. So what is the takeaway from this meeting? The way it's been presented to me is "we've done the study, we've listened to the residents' feedback, analyzed it (cost benefit analysis), so here's what we're going to do". Is that right? The people here think it is rubbish. Is the next step, "we are going to do this anyway"? Or is the next step "we heard that the community is not necessarily on board with this, so we're going to have to rethink". I'm not sure how this is going to be fed back to us.	The Study has identified short term, mid-term, and long term countermeasures to address safety concerns along Crow Canyon Road. The next step is to seek funding to implement those countermeasures.

**COMMENTS AND RESPONSES TO THE
CROW CANYON ROAD SAFETY STUDY**

Item No.	Date	Concern/Comment/Question	Response
121	6/2/16	The last criteria is community support.	Community support is a critical component to our ability to secure funding to implement any countermeasure identified.
122	6/2/16	Will your plan to get the short-term, will that achieve to slow down traffic to a degree that is possible to move traffic off of Crow Canyon Road to the freeway where they ought to be? If that doesn't work, then you should move on to the next thing that can achieve those things.	Short term countermeasures will be prioritized and, pending funding, will be implemented to address safety concerns.
123	6/2/16	With 450 new homes coming up in San Ramon, that is going to impact us.	Alameda County does not have any jurisdiction over development in San Ramon.
124	6/2/16	The speed limit is marked too high anyway. It is dangerous for us to cross those lanes with cars going 50 mph.	The speed limit is set by the California Vehicle Code. The Alameda County Public Works Agency has been attempting to revise the CVC to allow more flexibility in setting speed limits. To date, we have not been successful; however, we will not stop trying.
125	6/2/16	Was it not listed as a countermeasure to reduce speed limit?	The speed limit is set by the California Vehicle Code. The Alameda County Public Works Agency has been attempting to revise the CVC to allow more flexibility in setting speed limits. To date, we have not been successful; however, we will not stop trying
126	6/2/16	Reducing the speed is possible. I think the biggest challenge is the politics, the rules.	We are incorporating some of the previous work into our current study (i.e., topographic survey, preliminary assessments, etc.). The assessments are being updated with current information. Environmental documents will be prepared when projects are defin
127	6/2/16	You owe us as taxpayers our feedback. And you can't have that unless we know what is in that report.	<p>The Study includes community feedback provided over the three year period. This feedback was evaluated and considered along with traffic data, accident data, and roadway condition data to develop short, mid and long-term counter measures.</p> <p>Public comments and feedback are always welcome and will be used to help prioritize identified countermeasures. Both the Study and public comments will be useful tools to support our efforts to seek and obtain funding to implement countermeasures.</p>
128	6/2/16	Speed limit is set too high	The speed limit is set by the California Vehicle Code. The Alameda County Public Works Agency has been attempting to revise the CVC to allow more flexibility in setting speed limits. To date, we have not been successful; however, we will not stop trying

**COMMENTS AND RESPONSES TO THE
CROW CANYON ROAD SAFETY STUDY**

Item No.	Date	Concern/Comment/Question	Response
129	6/2/16	Lowering the speed limit becomes self regulating. Some people are going to go the speed limit and they're going to hold up traffic.	The lowering the speed limit becomes self regulating some people are going to go the speed limit and they're going to hold by the California Vehicle Code. The Alameda County Public Works Agency has been attempting up revise the CVC up allow more flexibility in holding lowering limits. Up date, we have not been successful; however, we will not stop trying
130	6/2/16	Is Public Works going to begin looking for funding for those long-term countermeasures like narrowing down the four lane section in the very beginning or are they going to wait and see how things go?	The countermeasures will be prioritized, and the Public Works Agency will seek funding to implent those countermeasures.
131	6/2/16	It is unconscionable to think that it takes 10 years to narrow the four-lane section down. It is probably the least expensive thing you can do beyond creating the small enforcement zones.	Comment Noted
132	6/2/16	When I reviewed the 500 pages, I noticed that some of the proposed additional roadways are on top of the already culverted sections of the creek, especially in segment 2. We should look at how we don't add additional structure on top of undergrounded creeks and at some point in the future we can bring the creek back.	Comment Noted
133	6/2/16	Money for mitigation should be spent on environmental restoration here instead of out in Livermore.	Mitigations will be determined during the environmental review process when a countermeasure is being considered. Identified funding will be applied to the project at that time.
134	6/2/16	If harm is done in the creek then it should be made up for in the watershed.	Comment Noted
135	6/2/16	The proposed roundabout #1 in segment 2, it seems to me that you can't get a roundabout in there without impacting the creek and keeping it underground. So if you leave you put that in the report, then you are implying that that might be an option (keeping it underground or undergrounding it even more).	Comment Noted
136	6/2/16	<ul style="list-style-type: none"> • SB Crow Canyon LT loops do not seem to pick up more than 1 car • SB Crow Canyon – can U-turns be allowed? Cars are making LT onto Norris then making U-turns in her driveway.	Comment Noted
137	6/8/16	The only countermeasure that would help are the speed feedback signs.	

**COMMENTS AND RESPONSES TO THE
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Item No.	Date	Concern/Comment/Question	Response
138	6/8/16	Quincy Engineering didn't take into consideration the proximity of the creek to the road.	
139	6/8/16	Residents should be more involved in the process	
140	6/8/16	Quincy Engineering fell short. These plans should not be finalized. These countermeasures should not be considered. We should get Alameda County people out here and walk the road. People who drive by probably doesn't even realize how close the creek is to the road. I think the acceleration lane idea is just idiotic, dangerous and ridiculous. The idea of a center turning lane where I live will be horrible for various reasons. It will take out many homes and also destroy the character of this area. It would also would not be done equally on both sides. It will have to be away from the creek side. It's just a nightmare. There's a lot of complications with this road. This is truly watershed land. Above me, we have an area that fills up. It's almost like a seasonal small lake. With heavy down pour, there's streams that come down the hillside. I think Quincy Engineering did us more harm than good. That's why I am panicking.	

(M) = Meeting; (E) = Email; (T) = Telephone; (W) = Project Website; (P) = In Person; (C) = Comment Form; (L) = Letter

Comments Noted or Suggestions Noted = The County has made note of the comment/suggestion from the community and will take them into consideration for the development of the Safety Study Report and/or future projects. Some comments have been summarized, but the best attempt was made to preserve the intent and meaning of those statements.