

I represent the Sun Valley Home Owners Association. Phase 1 enhancement and the associate amendments effects the area of our homeowners association. Please list us as an interested party. Two issues come to mind: 1) your amendment regarding the lighting negatively impacts our Dark Sky Policy. 2) your intent to pave the trails with AC is not in compliance with our community character.

The plan for the Encinitas segment of the Coastal Rail Trail for bike and pedestrians is a good thing. We should do it even if there is vocal minority opposition. Can the fence along the railroad track be like that in San Clemente? It allows good pedestrian access to the beach.

The Phase 1 overpass improvements planned for Encinitas Blvd and Santa Fe Drive are a good thing. The sooner the better. We needs safe routes for pedestrians and bikes.

This rail trail and fence project is poorly designed and ill conceived. You have not listened to the actual homeowners and locals. Your plan is to fence us in and destroy the beautiful nature landscape. The fences will end up with broken sections and not stop people from crossing. The underground at Montgomery was the right way and now you're band-aiding it with an at level crossing, so increasing the noise pollution. What's the big rush?

I am not in favor of this project. Walking along the existing dirt trail and not having to climb over a fence to get to the beach makes where I like in Cardiff feel special-NOT paved over and fenced off. Spend our money on something more important.

Please do not pour concrete along our beautiful coastal parts. Cardiff is beautiful for its natural beauty. We don't need fences, other than what is already there. Use the 101 bike path and walkway that is already there.

I am president of the Homeowner's Association on San Elijo Ave. Our homeowners and residents object to the loss of parking on the west side of San Elijo, to the destruction of the natural bluff area and to the addition of an at-grade crossing (this city should never add another at-grade crossing, they should be acting to reduce the impact of the train, not increase them) and finally, to the excess of public funds used to relocate bike and pedestrian traffic onto the east side of the railway. The rail should be used west of the 101.

We do not want the rail trail in Cardiff! We love where we live as is. We have a perfectly fine walking trail that already exists west of the 101. Why are you going to destroy the last natural part of our community that we LOVE so much?! If we wanted a new walkway made of concrete and a train crossing and shared path, we would live somewhere that already has that. Listen to the community. Listen to the voters. Listen to the people who live here and walk the natural trail daily. There is NO NEED for change and wasting tax-payer dollars on this.

I've lived in Encinitas my entire life since the mid 80's and have enjoyed the natural beauty of our coastline without fences or unnecessary construction. The rail trail should simply run along the existing bike/walking area along 101. We've all enjoyed stopping along the cliff between Swamis and Cardiff to watch the sunset and I couldn't imagine having a fence blocking the entire view of the ocean. The natural dirt trail that runs the distance from swamis to Cardiff is perfect as is. We have enough concrete in Encinitas!! We need to preserve what's left of our natural areas. Over 95% of the people that I've spoken to are opposed to this and I don't understand why the community is not getting what it wants, especially considering it's being paid for by the community.

The coastal rail trail proposed development of SE Ave. is an important topic to address to the community. Too many voices have not been heard. This development will benefit so few and upset so many. I have had so many memories growing up in Encinitas watching sunsets with my family and friends in one of the last untouched areas of my hometown. Please consider those that will influence the most, the locals, rather than those just passing through! The dollars that will go to ruining the environment on San Elijo Ave, versus reconstructing coast hwy just seems ridiculous and a poor use of money. Nearly everyone that I have spoken to, while enjoying the area, has NO idea of this proposal, and I think that is extremely unfair to the thousands that enjoy this at a recreation/leisure zone. PLEASE understand that too many people don't know about this proposed project. This means the world to me. A LOCAL. Hear our plea.

I don't feel a strong need for this project. However, if it will assist the preservation and enhancement of the San Elijo Lagoon, I would support it. It's really important to me that the lagoon remain dark at night. It is an amazing nocturnal space for animals and allows humans to enjoy the night sky in a way unlike any other urban area. I hope the bike trail is not lit at night. I also don't necessarily value a paved trail over a natural one. It's hard to see the iconic bridges go, but that may be necessary to improve the tidal flow. The construction period sounds miserable. Please put up soundwalls first!

I am opposed to the proposal rail trail. I have been a Cardiff resident since 1974 and have walked on the trail, as is, for years. I love the feel of walking in a "natural" environment. The proposed rail trail will destroy our quiet community. We already have a "rail trail" on highway 101. With some foresight, that trail can be improved for less money to accommodate both walkers and bikers.

Rail trail in Cardiff: I do not think that the rail trail is a good idea. I walk this path at least four times a week for my daily walks. We currently have a bike/walking path through Encinitas and along the coast to Chesterfield St. and beyond to Cardiff State Beach. There is no purpose served in building another trail for the following reasons: Create another separation between the town and coast, 2. waste of money when the existing 101 bike/walking trail could be enhanced. 3. existing 101 path through old Encinitas helps the merchants. 4) Other towns have well integrated bike/walking path through town. 5) The proposed trail is not in the character of the community - since I walk this trail a cleaned up walking trail is all that is needed.

NO rail trail east of railroad tracks. Put the trail on the 101. Do NOT pave our remaining coastal habitat east of the railroad tracks. Do NOT reduce beach access or beach parking. Save the native plants in rail corridor.

I love the railroad underpass (newish one) in Encinitas. Would love more - great for families! Safety is a concern for me along Encinitas Blvd and Santa Fe Drive, under freeway. I fear for pedestrian and cyclists. Support improvements for pedestrians. I also think Encinitas could use more traffic calming measures, such as signs that show motorists speed and let them know when to slow down.

What are plans for sound walls on the west side of I-5 between Requeza ave and Melba Rd.? Actually, in front of my residence.

I was devastated to learn of the plan to pave over to coastal rail trail. This effects my everyday life. Every day, I enjoy a quiet natural walk with my two dogs along this natural path. The thought of paving this over really breaks my heart and the thought of a parking lot at Montgomery Ave disgusts me. There are plenty of areas to walk and bike on paved areas...why do we need another? Please do not let this happen!!!

What is going to happen to all the cars that park for free to look at the ocean or go to the beach? They will move east to the next free parking on Summit Ave. This will seriously impact the parking situation on Summit Ave. and 2. We already have a perfect walking/bike path along 101. We need a rail trail from Chesterfield South to connect to Solana Beach. We could build a raised path with very little impact to the lagoon. Don't take away free parking from the beach goers and surfers. Surfers made Encinitas. Back in the 70's, they were the large contributors to the economy when Encinitas was just blossoming.

Please do not build rail trail between Santa Fe and Chesterfield in Cardiff. It truly breaks my heart to see all of our natural landscape to be covered by manmade structure.

I feel the rail to trail project is an ill conceived, bad idea. It will take away from the people more than it will give back. Traffic will increase along San Elijo Ave, as well as streets close by when whatever type of parking goes in. It will impact people wanting to park, walk their dogs, watch a sunset, eat a meal, snack at lunch time. Think of all the vehicles that use San Elijo when not on the Coast HWY. It will become increasingly difficult to back out or pull in no matter what people come to this natural corridor to do. SANDAG said in the beginning when this rail to trail was in the "early" stage that if the existing bike path on 101 was utilized, it would come in under budget. I know a number of avid bike riders who feel it should go on the 101 and putting it by the tracks doesn't make sense for a number of reasons. Let us keep this corridor NATURAL and the way it's always been. I think there's more nays than yays.

I understand there are numerous and often conflicting interests for a project like the rail trail. My vote on top priorities: 1) Minimize impact on open space. The dirt paths running along the space between the tracks in San Elijo are valued by local residents who prefer their natural state. 2) Make it safer for cyclists by expanding bike lanes, either on Coast HWY or on San Elijo. There is already a pedestrian corridor along Coast Hwy. There is less of a need to build a path for this. 3) Minimize fencing to maintain current coast access for local residents. While I fully support increasing access for cyclists, I think this rail trail would be limited in impact as cyclists will need to remain on Coast Hwy if heading south because of the San Elijo Lagoon.

Public Comments from North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program Amendment Public Hearing – Tuesday, January 26, 2016.

Misuse of public funds; poor planning; issue needs to be reopened in a transparent manner with full public disclosure and participation.
Very excited to have it! Railroad crossing at Montgomery with quiet zone is mandatory. Hardscape of trail should be less than 10 ft wide! Maybe 8ft?
1. NCTD right-of-way between Birmingham and Montgomery urgently needs dust control. 2. Misallocation of funds for rail trail. Better to put money toward grade separation at Chesterfield and lowering tracks. 3. Grade crossing improvements at Chesterfield will make left turns more difficult. Traffic will back up more, people will get more impatient. Increasing chance of accidents. Put money towards grade separation! 4. Quiet zones!! ASAP
I think this is a great project and balances needed roadway, rail and environmental improvements.
No comment on amendment, but the \$6.5 billion SANDAG projects to spend on the north coast corridor should be reallocated so much less is spent on roads and much more on rails. That would fund trenching the tracks through coastal north county when they're doubled. It would help local economies and it would help SANDAG meet CA greenhouse gas emission standards. Increasing freeway traffic will not reduce greenhouse gas emissions. Increasing rail use will. Reduce vehicular traffic and reduce greenhouse gas emissions. As I understand it, SANDAG has lost the CNFF lawsuit twice. It's likely the CA Supreme Court will uphold the court's decision , if the SC heats the case, support the lower court's decision, that will require SANDAG to significantly reduce greenhouse gas emissions. the way to achieve that is to reduce freeway and often road traffic and increase rail use and traffic.
With careful planning, the beautification of the Encinitas Corridor can enhance the integrity and character of our city. Restoration of the eroding bluffs along the lagoons is critical. I support the rail trail.
I can appreciate the need for safe bike lanes through Encinitas, but I strongly dislike the current plan for the rail trail through Cardiff. A safe bike lane and sidewalk on San Elijo would accomplish this - and it would also preserve the parking, views and dirt walking and running paths that are there now. We do not need a big wide rail trail as proposed. It would ruin what many of us love about Cardiff. Please consider changes to the rail trail path.
I oppose this planned rail trail project for many reasons. It is poorly designed and has not been given enough public input. Leave the bike lanes on HWY 101. Del Mar doesn't have a fence blocking public access to beaches and bluffs. Losing approximately 100 parking spaces on San Elijo Ave is also a major concern. The change of plans from a pedestrian underpass to an at-grade crossing at Montgomery St. will be a significant loss of peace and quiet to the heart of our community. Please consider this ill conceived project.
NO RAIL TRAIL
Airport transportation is needed. Fast access to the airport, please. S.F and L.A have done a better job on this problem. We need to have faster, better access.

I'm somewhat premature with this input as measure A (85/15) will be voted on next month Feb. 25. Next step is submitted to CA Coastal but during that review (assuming 9 months) would allow project ground breaking early 2017. Developer- Rick Caruso has included 9+ million for addressing traffic issues. Specifically on and off lane expansion should and could begin then rather than wait until 2018-19 closer to the project completion at Cannon Rd. Also the concept of a trail under I5 (much like the San Elijo Lagoon Bridge) with pedestrian path should be given priority in Carlsbad as well. I'm asking to be kept informed about similar changes at the Agua Hedionda Lagoon with anticipated timing and schedule. Will the enhancement (widening) of I5 force replacing of bridges at Agua Hedionda Lagoon or just modifications?

In regard to the rail trail segment in Encinitas (Cardiff) from Chesterfield to E Street - I urge you to keep the existing open space and native plant species as it is. Do not make the rail trail on the east side of the tracks. If a rail trail must be built, use the existing coast highway. Do not build over the beautiful, open space on the east side of the tracks.

Dear SANDAG,

The Cardiff Rail Corridor ("CRC") is the last undeveloped piece of coastal habitat in Encinitas. It is a beautiful stretch of land running east of the tracks with lovely views, wide open spaces, and wonderful sandstone formations. There is a natural dirt path running through the CRC that is used regularly by pedestrians, dog walkers, joggers, children (including my own), parents with strollers, and bikers. People come there to exercise, enjoy the nature, sooth their minds, and even let their dog off the leash. It is a source of beach parking, especially in the summer months when the 101 is full, and many people also park on the northern end to watch the sun set over Swami's. The CRC is an important part of our community character. It should be preserved for current and future generations rather than developed. Unfortunately, this may change. The city council majority of Tony Kranz, Lisa Shaffer, and Cardiff's own Catherine Blakespear, have approved a plan to put the Cardiff segment of the Coastal Rail Trail directly through the CRC. This development will put a 17 foot wide slab of pavement with an adjoining 4 foot fence right through the CRC destroying our last piece of undeveloped coastal habitat in the process. It is wanton environmental destruction. Once the graters get in there, it will be trashed for good. The council majority knew residents would be up in arms over the fence blocking beach access, so they hastily approved a pedestrian at-grade crossing at Montgomery, right in front of Cardiff Elementary school, ignoring in the process that trains are required to sound their horns within a quarter mile of any at-grade crossing.

Because of environmental destruction, train noise, the fence, and reduced beach parking, residents of Cardiff and Encinitas are up in arms over this project. A citizen's movement to stop the development was started around the website www.norailtrail.com <<http://i.link-url.io/?r=MTAwMAOKDQoNCjExOTAwMDAwMDA0MDU2Mw0KaHR0cDovL3d3dy5ub3JhaWx0cmFpbC5jb20NCnRydWUNCmktNUBrZWVwc2FuZGlIZ29tb3ZpbmCuY29t>>. By signing up to the website, letters are sent in your name to city council, SANDAG, the Coastal Commission, and the local media. Already over 1,000 people have signed up. It is the largest letter writing campaign the city has ever seen. It is clear that a majority of citizens do not want this project. Yet the obstinate council majority continues to denigrate the movement and proceed with the project while attempting to assuage concerns with empty promises to "mitigate train noise, mitigate the environmental impact and, not chop down too

many trees." Can we our trust self-serving ideological minded council majority to do this right? I know SANDAG is tasked with building the CRT and you people are trying to do your jobs as instructed by the Encinitas council majority. However, let me tell you, the council majority of Blakespear, Shaffer and Kranz, does not speak for the citizens of Encinitas on this issue. It is pursuing its own ideological agenda at the expense of the public good.

Rather than trying to mitigate environmental destruction and train noise, which can't be stopped, a much better alternative exists that would have wide community support. Put the Coastal Rail Trail on the 101 and build an under-crossing at Montgomery to connect with it. Everyone wins. Here is what this plan would accomplish:

1. Preserves the maximum amount of undeveloped coastal habitat possible
 2. Provides increased biking and walking infrastructure near the coast
 3. Creates a new legal access point across the rail corridor
 4. Aligns with the Solana Beach CRT alignment
 5. No fence is required
 6. No train horns blast next to the elementary school
 7. Preserves all existing parking, including for those who watch the sunset at Swami's
- In conclusion, we need to preserve the CRC and rethink this project. A better solution exists.

I am here to voice my opinion that the proposed rail trail is a bad idea. We currently have a very beautiful, natural dirt trail that is functional and could stand no improvement. Basically paving over a natural dirt trail makes no sense at all. It's one of the last remaining unaltered pieces of coastline in the North County area. It's got beautiful sandy bluffs and wild foliage growing there. I brought a picture of that, but that's not going to go too well on the transcript. And there is already a perfectly usable trail for hiking or for walking and seeing the coastal vistas right on the other side of the Coast Highway, in that area. My last point that I want to make is that the proposal to have an at-grade crossing at Montgomery will add a significant amount of railroad horn noise to the neighborhood. And I am not a NIMBY person here-not in my backyard. I live about two miles away from that crossing at Oxford Ave, up the hill. But I still will hear it, and it will double the amount of ambient noise in my house and front yard. It would make far more sense to spend the \$5 million building an undergrade crossing at Montgomery and leaving the existing dirt trail in tact, as is.

I took the SANDAG 30 percent document, and I overlaid -- I am a landscape architect by trade, licensed in California, and I've worked for the government for over ten years, in state parks, doing environmental projects. So this is very near and dear to me, because we are going through some very sensitive habitat. Not only are we losing about 100 parking places, but we are also losing coastal maritime habitat, as well as succulent habitat, and possibly some vernal pool habitat that I've documented. I've taken a state environmental scientist and we've walked the site together, and we've mapped locations where the trail goes through and has impact on sensitive habitat. That habitat, once it's gone, we can never get it back. This is the only place east of the train tracks that has natural sandstone formations and supports this very fragile habitat throughout all of Cardiff and Encinitas. Some of the plant species are actually -- could possibly be listed on the CESA, which is the California Endangered Species Act. There was a few plant materials that were noticed out there that actually are very sensitive. And once they are gone, being an endangered species, we can't get those back. Overall, being a landscape architect, this is, like, one of the worst designs I've seen. It's more an engineering project than a landscape architect project. They don't take into consideration any of the environmental constraints on the project. There's no areas for water runoff and bioswales and clean water management before it gets discharged into the San Elijo lagoon system. So environmentally, I think it's just a terribly designed project, and there's no restoration as part of this project. It's all about hardscape and limiting people's access to the beach by putting in this fence that goes the whole length of the corridor, as well as, you know, removing additional beach parking. It went from 141 parking places to 41 that are proposed in the new design. I do have about 20 pages of documents that I have put together personally. And if anybody wants to contact me to review these documents, they are more than welcome to. You have my e-mail address. Thank you.

So SANDAG, as stewards of our tax dollars, I am urging you to take a closer look at how Encinitas has decided to spend the 5 million you've granted them. We went to many public workshops to see plans designs on the proposed rail trail through the Cardiff rail corridor, including an option that aligned the rail trail with Coast Highway. This option was widely supported and millions cheaper. Now, the City Council majority voted the exact opposite of the majority input they received over those meetings. What has this majority said to our group individually and privately? They've told us, quote, we know the neighborhood doesn't support placing the trail along the Cardiff rail corridor, but we need to do what's best for all of Encinitas, end quote. So, okay. What is best for all of Encinitas? Do you think Olivenhain residents are going to drive west, park along the now-crowded San Elijo Avenue that has just lost 450 feet of parking and stroll along the railroad tracks? I don't think so. To think that someone from outside the area wants to drive here to stroll or jog or ocean-gaze, they are not going to do it in the Cardiff rail corridor. They are going to go 100 yards further to the beach and walk along the bluffs at Coast Highway. So who does the trail along San Elijo serve? Certainly the residents of San Elijo and only them, and they don't want it. And for the record, I don't live on that street. In conclusion, Coast Highway is clearly and obviously the better location for the rail trail.

I was devastated to learn that they were going to pave over the rail trail. I think it changes the entire landscape of Cardiff, and it affects my daily life because I use that every day. I just moved down here from Manhattan Beach where there is over-congested walkers and bicyclists on the strand, and I was so excited by this trail, that is now going to be paved over and pretty much take away what made Cardiff so special and different. I am particularly disappointed to hear about the proposed parking lot at Montgomery Avenue and the rail trail. That would be such an eyesore and really just change the beauty of the place.

My family and I have lived in Cardiff for 33 years and have always enjoyed walking our dogs across the street on the dirt path, and being able to walk across to our beach out front. And I would be greatly saddened to have an asphalt deck or cement path for walking the dogs, mostly. And, also, a fence would greatly hinder getting to the beach. Yeah, I like the nature we enjoy along the dirt path, as well. There are species of birds that we enjoy now -- egrets, osprey, and more -- that would be diminished, I feel, with cement or asphalt. Thank you.

My name is Rich Kelso, and I live on San Elijo Avenue. I've spoken before the City Council on three different times in the last two years. It has all gone on deaf ears. The last six months they have refused to listen to people about the rail trail. They have their own agenda. And Lisa Shaffer is, in my opinion, the lead person who is doing this. She is spreading mistruths. She says 50 percent truth of a sentence and 50 percent wrong, and she's a member of SANDAG, and we need to realize this. Please listen to the citizens of Cardiff. We are very logical. Our presentation is to have the rail trail and then go underneath - - the actual Swami's underpass, which cost \$5.5 million to build about three or four years ago -- and go down to 101. Everybody would like to walk and ride along the bluff, and not up in San Elijo. On the south end of San Elijo, we have an extreme amount of very environmental situations that they want to destroy. They want to bring big machinery in and get rid of our sandstone bluffs and the natural habitat area. And they have no -- really, any reason. We asked them why do they want to do it here, and they said, "Well, we have to connect Encinitas to Cardiff," or "Somebody wants to walk safer." They want to spend 5-to-\$10 million on walls on a beautiful section of about 14-foot bluff. It's 2,000 feet long. And at the north end, that equates to 234 parking spaces that are going to be eliminated. There's just a lot of negative things that they are planning on doing. And we have had many meetings, and we've voiced our displeasure, and it's gone on deaf ears. And I'd like you, as an organization, to see what one of your representatives, Lisa Shaffer, is doing to our community. Thank you.

The Cardiff rail corridor is the last undeveloped piece of coastal habitat in Encinitas. It is a beautiful stretch of land running east of the tracks, with lovely views, wide open spaces, and wonderful sandstone formations. There is a natural dirt path running through Cardiff rail corridor that is used regularly by pedestrians, dog walkers, joggers, children – including my own -- parents with strollers, and bikers. People come there to exercise, enjoy nature, sooth their minds, and even let their dogs off the leash. It's a source of beach parking, especially in the summer months when the 101 is full. Many people also park on the northern end to watch the sunset over Swami's. The Cardiff rail corridor is an important part of our community character. It should be preserved for current and future generations, rather than developed. Unfortunately, this may change. The council majority of Tony Kranz, Lisa Shaffer, and -- Cardiff's own -- Catherine Blakespear, have approved a plan to put the Cardiff segment of the coastal rail trail directly through the Cardiff rail corridor. This development will put a 17-foot-wide slab of pavement, with an adjoining four-foot fence, right through the Cardiff rail corridor, destroying our last piece of undeveloped coastal habitat in the process. It is wanton environmental destruction. Once the graders get in there, it will be trashed for good. The council majority knew residents would be up in arms over the fence blocking beach access, so they hastily approved a pedestrian at-grade crossing at the junction of Montgomery and San Elijo Avenue, right in front of Cardiff Elementary School, ignoring in the process that trains are required to sound their horns within a quarter mile of any at-grade crossing. Because of environmental destruction, train noise, the fence, and reduced beach parking, residents of Cardiff and Encinitas are up in arms over this project. A citizens movement to stop the development was started around the website NORAILTRAIL.COM. By signing up for the website, letters are sent in your

name to City Council, SANDAG, the Coastal Commission, and the local media. Already over 1,000 people have signed up. It is the largest letter-writing campaign the City has ever seen. It is clear that a majority of citizens do not want this project, yet the obstinate council majority continues to denigrate the movement and proceed with the project, while attempting to assuage concerns with empty promises to mitigate train noise, mitigate the environmental impact, and not chop down too many trees. Can we trust our self-serving, ideological-minded council majority to do this right? I know SANDAG is tasked with building the coastal rail trail. And SANDAG is trying to do its job as instructed by the council majority. However, let me tell you, the council majority of Blakespear, Shaffer, and Kranz does not speak for the citizens of Encinitas on this issue. It is pushing its own ideological agenda at the expense of the public good. Rather than trying to mitigate environmental destruction and train noise, which can't be stopped, a much better alternative exists that would have wide community support in Encinitas. This is what SANDAG should be spending its money on. Namely, put the coastal rail trail on the 101 and build an undercrossing at the intersection of Montgomery and San Elijo Avenues to connect with it. Everyone wins with this plan. Here is what this plan would accomplish. No. 1, it would preserve the maximum amount of undeveloped coastal habitat possible. No. 2, it would provide increased biking and walking infrastructure near the coast, which is the goal of the coastal rail trail. No. 3, it would automatically connect with the Solana Beach alignment of the coastal rail trail. No. 4, it creates a new legal access point across the rail corridor. No. 5, no fence would be required. No. 6, no train horns would need to blast next to Cardiff Elementary School. No. 7, it would preserve all existing beach parking, including for those who watch the sunset over Swami's. In conclusion, we need to preserve the Cardiff rail corridor for current and future generations of Encinitas residents. We should rethink this project. A better solution exists.

I just want to make it clear that I am opposed to the present alignment from San Elijo Avenue. But let me be clear, I support the rail trail concept, but it has to be on the proper alignment, which I feel is Highway 101, based on all the objective measures. What we have now is really the worst of all conditions. It costs millions more, that alignment, and it will be used by a lot fewer people than if we put it on Highway 101. And not only that, but it also destroys the remaining natural coastal area that we have along the railroad tracks. It removes beach parking and it reduces beach access for the residents of the City of Encinitas. The San Elijo alignment will serve mostly people who live close by the railroad tracks, and it discourages regional travel and biking, too, because it mixes pedestrians with bike traffic on the path. We need a better solution, and I feel that solution is Highway 101. That's it.

I believe the rail trail is a terrible addition to the community. I think we can come up with a much better solution.

This seems such a waste of money, paving over the only nature along the coast. No on the trail. Thank you.

I'm opposed to the current alignment of the coastal rail trail on San Elijo Avenue. In organizing the NORAILTRAIL.COM website, the expectation was an equal hearing and the proper respect of our elected officials in addressing the concerns of a large portion of the community. The response that we've received thus far has been disappointing. Every day new residents in our community join our campaign. And we anticipate that when the news of the coastal rail trail, its impacts, its financial burden, reach the residents of east Encinitas and surrounding communities, we anticipate that the level of concern, the

level of outreach, and feedback to the City Council is going to overwhelmingly demonstrate that the community is not only burdened by the coastal rail trail and its alignment, but is a public works project that should be considered very carefully in alternative alignments. I urge the City Council to place the coastal rail trail back on the agenda. There are many issues to consider that were either overlooked or ignored prior to the May 20th vote. Impacts that are just coming to light include ecological impacts, traffic, and safety response impacts, that if not addressed, create liabilities for the City and a negative impact on the residents.

I'd like to file my objection to the coastal rail trail as proposed. I think it's poorly conceived and an ill-advised waste of public funds. It would negatively impact and forever change a unique section of the coastal area of San Diego County. In particular, Cardiff's last little stretch of natural habitat and semi-wildland that exists, that is thoroughly enjoyed by so many people for such a long time as it is. Particular concerns for the long-range ramifications that the building of this project as planned would have for the future: I foresee a huge parking lot existing where there is currently ice plant and other native species. Particularly in the area just west of Montgomery to Verde, between Montgomery and Verde on San Elijo, there is open acreage there that I believe will inevitably turn into a parking lot to mitigate the estimated loss of 100 parking spaces further north on San Elijo, due to the construction of the rail trail project as proposed. I am quite concerned and unhappy with the change of plans from an underpass at Montgomery, which would be similar to what was built at Santa Fe to Swami's, being replaced with a most unfortunate at-grade crossing, which I see only as having a negative impact of both noise pollution, potential accidents, right in the heart of our community and adjacent to and in front of an elementary school. We like it the way it is, we think that we are having this forced upon us without sufficient time or input being allowed. And wait until they try to do this in Del Mar. I'll leave it at that. Thank you.

First of all, I think the rail to trail is an ill-conceived, bad idea. I think there are many people in Cardiff, Encinitas, and other surrounding areas that would like to keep it open and natural, and the way it has been for quite a while. If the rail to trail goes through, it will not only change this precious, natural space of land that's just along this one part of San Elijo and the Coast Highway, but it will change many things on San Elijo and other existing streets that feed into them. There can only be so much parking, no matter how they draw it up. And once that parking is filled up, which it will if the trail goes in and becomes more popular, because those that utilize it have friends, and some of those friends will want to either ride a bike, walk, or possibly go along by some other means. And once San Elijo spaces are full, people will start going on side streets like Verde, other streets by Cardiff Elementary, and just all along San Elijo. This will especially be filled on a weekend, especially if the weather is nice and draws people to the beach, to the bike trial, to do whatever. If the rail to trail goes in, where they want to put it, I feel that it will really disenfranchise people who come to walk their dog, who come to enjoy a sunset, whether they live in Cardiff or wherever they live. Who come down to possibly eat a lunch, a snack, or even as I've seen many times, back in and have a little -- some type of a dinner, whether they brought it or, you know, got it from somewhere, brought it from home, or whatever. Another thing that will cause a problem: many people who go along that street that may not even be utilizing the trail that day, or depending on, you know, the time, it will be harder for those to park, to get in or to get out. And if there is ever an accident on the -- on 5, which there is from time to time, it will really become quite interesting because it will be total paralysis and gridlock. SANDAG, in the beginning, said that if we utilize the area across 101 that is already set up for bikes, that might need some modification; that it could go -- come in under budget. I think with the fact of what taxpayers have already put up with in many ways over the

last number of years, that something that comes under budget, it would preserve the open space area and still -- there would just be that one existing piece that would not be next to the railroad, but could connect at some point. Whatever, you know, they could work out with people or the next city living down -- going south, or even possibly going north. Another thing that it will impact is emergency vehicles. Fire trucks, paramedics use 101 or San Elijo a lot. And not that -- I mean, hopefully people will, if they are backing out, will have enough sense to stop, but I can see -- you know, sometimes fire trucks go down that street. And if a bike -- the pike path goes in, I think that could possibly cause, you know, some existing problem. And then the one thing that I have not heard in any shape or form is they put up the barricades, which were ugly, and then they took them down and put up the railroad barricades, which are better. They are still not what I would call attractive, but they do what they need to do. But there are sections on San Elijo that if it's not shored up, putting in a rail to trail could be -- could cause definite problems for those using the bike trail and a liability for the City, because with this being an El Nino year -- in fact a super El Nino -- there will be -- we have not seen the last of our rain. And if that area isn't shored up where they put the beginning barricades, putting any type of a bike trail in would be -- without doing something -- would be, basically, ludicrous. And by my way of thinking, just to shore up the -- so they have some type of a wall, would at least eat up the 5.1 million they've been allotted, or 5.2, and could easily -- and could cost more. And that doesn't include what the expenses would be to put in the trail. And even though I've heard that supposedly there's another 3 million that has come into the picture, as far as funding from I am not sure what mysterious source, but still, I don't -- I don't think that -- I think -- I see no way that this is not going to be an expenditure way beyond what they currently have figured. Which -- you know, there hasn't been any yet, and I haven't seen any type of definitive plans. You know, I know these plans -- if they have plans at all -- will change. But so far at any of these meetings there have been no type of plan of how it's going to go in, where it's going to go in. And then another thing that -- I would like a guarantee from the railroad -- if the rail to trail goes in, it is my understanding, and many others, that due to safety, due to past suicides, due to Federal statutes, and due to the fact that the railroad forever has wanted to put in some type of a fence to decrease their liability, among other things -- that some type of fence will become mandatory. Now, I've heard that there will be maybe an underground -- like what is up at Santa Fe, put in, but the underground one up at Santa Fe -- which is a wonderful crossing and certainly does -- does everything that they had planned and then some, but that took over a year to build, and I don't even know what the cost was on that. But I am sure it was a -- it was definitely up there, because they had to pass, you know, earthquake standards, railroad standards, and who knows what other type of codes. Because when you got trains all day going south and north over it -- they built that thing practically like a bomb shelter and then some. I just -- I feel that in future meetings that we are going to have, I would like to have people of the railroad giving input, and especially on will there be a fence if it goes in, and will -- if the fence is -- whatever type of fence is built, will there be some type of crossing over or under within a decade, and hopefully a lot less. Because, currently, if we went by the railroad, the way that they would ideally like to see it, they would like to see everybody crossing at either Santa Fe or Chesterfield. And if that really was done, it would become a massive traffic jam. It would be almost crazy. I guess that's about it.