

# Coastal Connections Conceptual Planning Study

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## APPENDIX B

### STUDY OUTREACH PLAN, COMMENTS & RESPONSES

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## MEMO

**TO:** Lisa Madsen & Allie DeVaux, SANDAG  
**FROM:** Pete Ruscitti, WSP  
**SUBJECT:** Coastal Connections Outreach Plan (DRAFT v2)  
**DATE:** October 19, 2021

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This memorandum contains the project Outreach Plan for the Coastal Connections Conceptual Planning Study, which is assessing the opportunities and constraints of potential pedestrian access improvements in the Del Mar coastal rail corridor.

SANDAG and the City of Del Mar are project partners, with additional collaboration from the North County Transit District (NCTD) as the railroad owner. Together, these three agencies comprise the Project Development Team (PDT) that will support and assist the project's outreach and stakeholder engagement efforts.

The current project schedule includes the following key milestones (subject to change):

- *Summer 2021:* Assessment of existing conditions, issues and opportunities
- *Fall 2021:* Development of initial draft concepts
- *Winter 2021:* Community and stakeholder outreach
- *Spring 2022:* Evaluation and refinement of draft concepts
- *Summer 2022:* Refined concepts and final presentations

WSP is the prime consultant and is supported by subconsultant Villa Civil. Project staff and communications teams from SANDAG and WSP developed this Outreach Plan collaboratively with the PDT. It is a living document and will continue to be updated as needed.

## GOALS & OBJECTIVES

The project's outreach is guided by the following goals and objectives:

- Engage meaningfully with the community, stakeholders, and relevant transportation and resource agencies to:
  - Define goals and outcomes.
  - Inform audiences of opportunities and constraints in the study area.
  - Collect input to inform the development of potential improvements.
- Manage expectations about what the project is and is not (defined further in the Key Messages below).
- Build support for future pedestrian access improvements near the rail corridor.
- Acknowledge the long-term vision to relocate the railroad corridor by 2035 while developing near/medium-term solutions.
- Ensure consistency with SANDAG's 2021 Regional Plan, corridor planning, and other concurrent communications efforts.
- Speak with one voice with acknowledgement of differing interests of project partners, to ensure consistency in messaging while also balancing the interests of project partners.



## KEY AUDIENCES & STAKEHOLDERS

SANDAG worked with the City of Del Mar and NCTD to identify key stakeholders including the community, local organizations, and other government agencies with interests in the study area. They will be engaged during the briefings to community stakeholders described later in this document.

- City of Del Mar (project partner and PDT member)
- Del Mar residents and community stakeholders
- Surfrider Foundation
- San Diego Coastkeepers
- Circulate San Diego
- City of San Diego Council District 1 (Joe LaCava) and/or Torrey Pines Community Planning Board
- County of San Diego Board of Supervisors District 3 (Terra Lawson-Remer)
- California State Parks
- California Coastal Commission
- California Public Utilities Commission

## KEY MESSAGES

The project's key messages are aligned into several broad categories noted below. They were developed in collaboration with the SANDAG Strategic Communitarians Department and the City of Del Mar, with an emphasis on consistency with SANDAG's draft message platform for the Del Mar Bluffs.

### Define the Project & Manage Expectations

- There is no simple solution to a complicated problem with multiple interests.
- We will objectively assess the opportunities and constraints of potential access improvements.
- We will not recommend any one solution as a preferred option. Rather, the project team will develop at least four concepts for potential pedestrian access improvements.
- We are working collaboratively with multiple interests and stakeholders in this study, including the City of Del Mar, NCTD, and numerous community stakeholders and advocacy groups to ensure a transparent process.
- We are aware of, and will be considering in our study, several concurrent projects in the corridor including the Del Mar Bluffs Stabilization, proposed fencing by NCTD, future double-tracking to the north, and an ongoing study on the long-term relocation of the railroad.
- Following the development of potential improvement concepts in this study, the next steps are to continue advancing the most promising concepts through a community-focused planning and design process.
- New at-grade crossings are likely to be infeasible due to state regulations from CPUC that prioritize railroad safety. At-grade crossings also are likely to create substantial noise impacts from the required Audible Warning Systems.

## Emphasize the Need to Balance Multiple Interests from Different Points of View

- **Point of View: Safety**
  - *Stakeholders:* All
  - *Messaging:* No one wants injuries or fatalities and the devastation left behind for all those involved, from families and friends, to rail engineers and operators, and emergency responders. We also recognize that NCTD is the railroad owner with a responsibility to operate the rail corridor safely. Our study will emphasize potential safety benefits as part of access improvements.
- **Point of View: Access Expectations**
  - *Stakeholders:* Residents, stakeholders, visitors
  - *Messaging:* People have been able to enter and cross the rail corridor for decades. The coast is a public resource that belongs to all Californians and is important to quality of life. This study is focused on improving that coastal access in a way that is safe and balances the interests of varied stakeholders.
- **Point of View: Environmental Preservation**
  - *Stakeholders:* All
  - *Messaging:* The coastal bluffs are eroding at an accelerating rate. Respecting and protecting those bluffs are important goals of SANDAG, NCTD, and the City of Del Mar. Our study will consider the potential impacts to these sensitive environmental resources as part of the evaluation of potential access improvements.
- **Point of View: Property and Right-of-Way**
  - *Stakeholders:* Adjacent property owners, residents, NCTD
  - *Messaging:* The rail corridor is immediately adjacent to private residential properties that experience impacts from the corridor such as noise, degraded views, and limited pedestrian access. NCTD is the railroad property owner and is responsible for safety and efficient operations. This study will attempt to balance these interests and minimize potential impacts to all parties.
- **Point of View: Historical Use**
  - *Stakeholders:* All
  - *Messaging:* We respect the heritage of the City of Del Mar and its neighboring coastal communities. The railroad is over 100 years old and has been integrated into Southern California communities in a variety of ways, including a historic wooden trestle bridge at 10<sup>th</sup> Street in Del Mar in the late 1800s. Our study will consider these many current and past uses in the development and evaluation of potential access improvements.
- **Point of View: Rail Service**
  - *Stakeholders:* NCTD, Amtrak, passengers, freight rail users
  - *Messaging:* With over 60 trains per day today—growing to 100 trains per day in the next 10 years—the rail corridor is an economic lifeline that is essential to the region. It is the 2<sup>nd</sup>-busiest passenger rail corridor in the nation and a key link in our freight network, providing billions of dollars in

economic benefit to the San Diego region each year. SANDAG, NCTD, and the City of Del Mar are committed to the safe operation of the rail corridor in conjunction with the development of access improvements.

## Reflect Consistency with the SANDAG Regional Plan and Other Corridor Efforts

- SANDAG is committed to stabilizing the coastal bluffs within the City of Del Mar in the near-term.
- In the long-term, SANDAG is committed to evaluating and implementing a strategy to move the tracks completely off the Del Mar coastal bluffs.
- SANDAG recognizes the vital importance the LOSSAN rail corridor plays in the local, state, and national economies, as well as its contributions to national defense and the quality of life for our region's residents.
- The LOSSAN rail corridor is a cornerstone in the region's planned high-speed, high-capacity, frequent transit services that will connect people to where they want to go.

## Differentiate Coastal Connections from NCTD's Proposed Fencing

- The proposed fencing is an NCTD project and is not associated with SANDAG. SANDAG is encouraged that NCTD, the City of Del Mar and the California Coastal Commission are working together on this issue.
- SANDAG is focused on stabilizing the bluffs and improving access for the community. We want to work with the NCTD fencing plan to improve the corridor and deliver community benefits.
- Any improvement concepts developed in this study will consider the proposed fencing plan, and may recommend modifications to improve access while still fulfilling NCTD's goal of improving railroad safety.

## STRATEGIES & TACTICS

The project team will employ the following strategies and tactics to implement the Outreach Plan, deliver its key messages, and accomplish project goals and objectives:

- **Synchronization of Public Messages:** The project team will synchronize updates to the project website, email blasts, and media releases. The target to launch the project website, first email blast, and media release is late September or early October 2021, in advance of the introductory briefing to the Del Mar City Council (see below for more details).
- **"No Surprises" Cascading Approach:** During the project's central outreach phase that includes the public open house and stakeholder briefings, the team will employ a "no surprises" cascading approach to information distribution, in which the project partners and key stakeholders are aware of project updates before that information becomes public.
- **Many Engagement Options with Consistent Content:** Outreach will occur as a multi-week phase rather than a discrete set of meetings, with audiences able to review the same materials whether they attend a meeting or log in from home. The project website (discussed below) will facilitate the online component.
- **Single Point of Contact:** To ensure clear and consistent external communication, SANDAG's LOSSAN email address and phone number ([LOSSANRail@KeepSanDiegoMoving.com](mailto:LOSSANRail@KeepSanDiegoMoving.com), 858-549-RAIL) will be the project's point of contact, to which any public or media inquiries should be directed.

SANDAG staff will respond to inquiries as appropriate, including obtaining support from the project team if needed.

- **Project Website:** Develop and maintain a project website that provides all materials presented in outreach meetings as well as general project information including goals, outreach schedule, contact information, and an option to sign up for the project mailing list.
  - Host on the Del Mar Bluffs section of KeepSanDiegoMoving.com.
  - Update at key project milestones, typically in conjunction with updates to the email list, to include downloadable project documents and, if possible, a recording of the public open house meeting which are also housed on the SANDAG You Tube Channel.
  - The City of Del Mar will link to the project website from its website.
- **Email Mailing List:** Develop and maintain an email mailing list for interested parties, with a sign-up option available on the project website.
  - Part of SANDAG's master mailing list for the LOSSAN rail corridor.
  - Send updates at key project milestones, typically in conjunction with updates to the project website.
  - The City of Del Mar will send the same information in its newsletter and to other relevant email contact lists.

## OUTREACH ACTIVITIES

At the staff level, the project team will host regular PDT meetings—and other focused meetings as needed—amongst SANDAG, the City of Del Mar, and NCTD. In addition, the project will feature the following external engagement activities:

- Introductory briefing to the Del Mar City Council
- Up to 8 briefings to community stakeholders
- One public open house event
- Final presentations to the Del Mar City Council and the boards of directors of SANDAG and/or NCTD

### Introductory Briefing to Del Mar City Council

Near the beginning of the project, the project team will brief the Del Mar City Council. The objectives of this presentation are to introduce the project, discuss its connection with other concurrent/planned projects, discuss and receive feedback on its goals, set expectations for potential outcomes, and review timing and planned outreach.

The current schedule includes this event in October 2021 (subject to change).

### Briefings to Community Stakeholders

The project includes up to eight briefings of community stakeholders, to occur in fall 2021 following the project's existing conditions analysis and preliminary concept development. SANDAG, the City of Del Mar, and NCTD have identified the roster of community stakeholders in the table above.

The objectives of the stakeholder briefings are:

- Review goals of the study and constraints
- Inform the stakeholders about the study's preliminary findings



- Solicit feedback on draft concepts of potential access improvements
- Manage expectations and likely timing for implementation

The stakeholder briefings may be held in-person, virtually via Zoom webinar, or a combination of both to be decided by the SANDAG project manager in consultation with leadership and the stakeholders themselves. WSP can implement a variety of survey tools and platforms to capture sentiment and comments live.

The current schedule includes these briefings in November-December 2021 (subject to change). Prior to the briefings, WSP will develop a detailed logistics plan with specific implementation details and action items.

## **Public Open House**

The project also includes one public open house event in fall 2021, following the project's existing conditions analysis and preliminary concept development (in the same phase, but slightly after, the briefings to community stakeholders). Similar to the stakeholder briefings, the objectives of the open house are:

- Inform the public about the study's preliminary findings
- Solicit feedback on draft concepts of potential access improvements

The open house content will be similar to the stakeholder briefing content, so all community members have the opportunity to receive and react to the same information.

The event may be held in-person, virtually via Zoom webinar, or a combination of both, with the format to be decided by the SANDAG project manager in consultation with project leadership and partners. WSP will confirm the cost and potential budget implications of the hybrid option. WSP can implement a variety of survey tools and platforms to capture sentiment and comments live.

## **Final Presentations to Del Mar City Council & Boards of Directors of SANDAG and/or NCTD**

At the conclusion of the project, the project team will present the project's overall findings and improvement concepts to the Del Mar City Council (or a similar public meeting to be hosted by the City of Del Mar) and the boards of directors of SANDAG and/or NCTD. These will occur in the project's final phase, once the improvement concepts have been reviewed and refined, including the development of cost estimates and implementation plans.

The objectives of these presentations are:

- Share the project's final findings and improvement concepts
- Provide details on the potential implementation process and next steps

By this point in the project, the concepts will have been through one full round of input, evaluation, and refinement in accordance with the scope of work. The project team will document all input received during these final presentations, but the improvement concepts will not undergo further revisions until a future phase of development after this project has concluded.

The current schedule includes this final briefing in June-July 2022 (subject to change).





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GoNCTD.com

November 2, 2022

Ms. Alexandra DeVaux  
Senior Engineer  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101  
Sent Via Electronic Mail: [Alexandra.DeVaux@sandag.org](mailto:Alexandra.DeVaux@sandag.org)

Re: Coastal Connections Planning Study Comments

Dear Ms. DeVaux:

The North County Transit District (NCTD) has reviewed the draft Section 5 Coastal Connections Planning Study (Study) draft plans, and maintains the same comments communicated to the San Diego Association of Government (SANDAG) on October 11, 2022, attached as reference, and adds the following comments:

1. The Right-of-Way (ROW) & Maintenance section lacks reference to the approvals required of NCTD for use of its ROW. Pursuant to NCTD Board Policies No. 11 – *Real Estate* and No. 18 – *Railroad Safety and Community Enhancement Projects* and as further agreed to in the Amended Addendum 18 Project Scope of Work Exhibit A for the Del Mar Bluffs Stabilization 5 (DMB5 Project), NCTD's approval is required.

2. The ROW & Maintenance section lacks reference to specific liability and maintenance requirements associated with the use of NCTD ROW. Pursuant to NCTD Board Policy No. 18 – *Railroad Safety and Community Enhancement Project* and as further agreed to in the Amended Addendum 18 Project Scope of Work Exhibit A for the DMB5 Project, liability and maintenance for any coastal access or recreational improvements in NCTD's ROW shall be the responsibility of the City of Del Mar.

NCTD further notes that in the interest of full transparency to the public, the comments provided herein as well as the October 11, 2022, correspondence, should be addressed within the Coastal Connections Planning Study Report.

NCTD's commitment to supporting safe and legal crossings remains strong and we look forward to the continued work efforts associated with the Coastal Connections Planning Study.

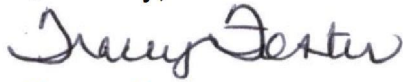


Re: Coastal Connections Planning Study Comments

November 2, 2022

Page 2 of 2

Sincerely,

A handwritten signature in dark ink, appearing to read "Tracey Foster". The signature is fluid and cursive, with the first name "Tracey" and last name "Foster" clearly distinguishable.

Tracey Foster  
Chief Development Officer

Attachment(s) – October 11, 2022 Letter

cc: Wesley Horn, Transportation Program Analyst, California Coastal  
Commission  
Clement Brown, Interim City Manager, City of Del Mar  
Howard Huie, Utilities Engineer, California Public Utilities Commission  
Pete Ruscitti, Director Transportation Planning, WSP  
Scott Loeschke, Deputy Chief Development Officer, NCTD  
Scott Shroyer, Senior Rail Engineer, NCTD



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October 11, 2022

Ms. Alexandra DeVaux  
Senior Engineer  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101  
Sent Via Electronic Mail: [Alexandra.DeVaux@sandag.org](mailto:Alexandra.DeVaux@sandag.org)

Re: Coastal Connections Planning Study Comments

Dear Ms. DeVaux:


In review of the draft Coastal Connections Planning Study (Study) draft plans, draft report and subsequent report comments provided by the City of Del Mar (City) and the California Coastal Commission, the North County Transit District (NCTD) provides the following comments:

1. At this time, NCTD does not support the at-grade crossing alternatives for the following reasons:
  - a. A safety review/analysis of the proposed at-grade crossing alternatives has not been performed.
  - b. Current fencing proposed with the at-grade crossing alternatives is not aligned with the most recent safety analysis – “Trespasser Risk Reduction Study & Conceptual Fencing Plan” completed by WSP in 2021.
  - c. The proposed at-grade crossing fencing does not reflect the California Public Utilities Commission’s comments on August 18, 2022, requesting a sealed corridor.
  - d. Acknowledgment by the City that any agreement for public access on the railroad right-of-way requires the City to assume 100% liability and full indemnification of NCTD for use of its property in this manner is required. This requirement is applicable for all uses in NCTD’s Right-of-way including trails and undercrossings.
  - e. A review of impacts to NCTD operations has not been addressed.

2. The draft report states “the process emphasized early assessments of geotechnical and engineering feasibility”. NCTD is unaware of any geotechnical and engineering assessments that have been performed as part of this Planning Study.
3. The Study Overview, Purpose and Study Area is clearly defined within the Coastal Connections Planning Study Scope of Work for the services that WSP is providing (included as reference) and should be referenced within the Study report(s). This Scope of Work was developed by the San Diego Association of Governments (SANDAG) and approved by NCTD and the City. The Coastal Commission and City of Del Mar have proposed changing the narrative of the Study to reflect legal/regulatory positions that NCTD cannot support. These requests are unacceptable to NCTD and if such change were to be agreed upon, NCTD would discontinue participation and request reimbursement of its funding.
4. The City’s General Plan/Land Use Plans have no bearing on NCTD’s railroad right-of-way and how it can or should be used. The railroad right-of-way is not considered open space. It is an active rail line and any access on or across the railroad right-of-way is considered trespassing and is illegal.

NCTD remains committed in supporting safe and legal crossings and looks forward to the continued work efforts associated with the Coastal Connections Planning Study.

Sincerely,



Tracey Foster  
Chief Development Officer

Attachment(s) – SANDAG Coastal Connections Study Scope of Work

cc: Scott Loeschke, Deputy Chief Development Officer  
Scott Shroyer, Senior Rail Engineer

# Scope of Work Checklist

The Scope of Work is the official description of the work that is to be completed during the contract. **The Scope of Work must be consistent with the Project Timeline. Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

The Scope of Work must:

- ☐ Use the Fiscal Year 2020-21 template provided and in Microsoft Word format.
- ☐ List all tasks and sub-tasks using the same title as stated in the project timeline.
- ☐ Include the activities discussed in the grant application.
- ☐ Include task and sub-task numbers in accurate and proper sequencing; consistent with the project timeline.
- ☐ List the responsible party for each task and subtask and ensure that it is consistent with the project timeline (i.e. applicant, sub-applicant, or consultant).
- ☐ Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable.
- ☐ Include a thorough and accurate narrative description of each task and sub-task.
- ☐ Include a task for a kick-off meeting with Caltrans at the start of the grant.
- ☐ Include a task for procurement of consultants, if consultants are needed.
- ☐ Include a task for invoicing.
- ☐ Include a task for quarterly reporting to Caltrans.
- ☐ Include detailed public participation and services to diverse communities.
- ☐ Include project implementation/next steps.
- ☐ List the project deliverable for each task in a table following each task and ensure that it is consistent with the project timeline.
- ☐ EXCLUDE environmental, complex design, engineering work, and other ineligible activities.



# Scope of Work

**Grantee:** San Diego Association of Governments

**Project Title:** Coastal Connections: Opportunities to Improve Public Access Along Southern California's Rail Corridor

## Introduction

This study will assess the opportunities and constraints of potential safe and legal pedestrian trail and crossings of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, the nation's second busiest passenger rail corridor. The study area corridor section in the City of Del Mar is characterized by residences and businesses to the east and coastal bluffs and beaches immediately to the west of the railroad tracks. Currently, beach and bluffgoers cross at multiple points along this section, creating unsafe conditions for pedestrians and detrimental impacts to passenger and freight rail services. Additional safety measures such as corridor fencing are under study and planned for installation, which necessitates a study of potential crossings to accommodate coastal access in a safe and legal manner.

### *Project Area:*

The City of Del Mar is one of 19 jurisdictions making up the San Diego Region. About 4,800 people reside in the seaside community, which is bounded to the south and east by the City of San Diego and to the north by the City of Solana Beach (see attached map of the project area).

Fifty-two trains operate along this section of the LOSSAN Rail Corridor daily, including 24 Pacific Surfliner/Amtrak trains operated by the LOSSAN Rail Corridor Agency, 22 COASTER commuter trains operated by the North County Transit District (NCTD), and six freight trains operated by BNSF Railway. Plans call for this amount of service to double by the year 2035. NCTD also owns this section of the LOSSAN corridor.

### *Project Justification:*

This section of the rail corridor is along a sensitive coastal bluff that is frequented by residents and visitors crossing at various points during all hours of the day. Just north of the bluffs is a section that includes the inland area between 15<sup>th</sup> Street and the San Dieguito Lagoon where residents and visitors cross at various points. There is one legal at-grade crossing in the City of Del Mar, at 15<sup>th</sup> Street north of the bluff area. Otherwise, crossings are made at will and at risk to both pedestrians and rail passengers. This area is popular to either recreate on the bluffs or access the beach.

This is the busiest section of the North County Transit District (NCTD)-owned railroad right of way for pedestrian crossings. Currently there is one legal at-grade crossing in the City of Del Mar, at 15<sup>th</sup> Street, just north of the bluff area with the next closest two miles south at the Torrey Pines State Beach parking lot. In 2018, there were four pedestrians

struck, 15 near misses, and more than 640 trespassers cited along this section of the rail corridor. These statistics are increases over similar findings in 2016 and 2017.

According to data maintained by NCTD, delays to train service in this corridor due to trespassers range for a few minutes to up to more than four hours if the incident is fatal. The corridor will be shut down to service through the project area, which results in cascading delays to other trains particularly in the peak commute period. In many cases, bus bridges are implemented to shuttle passengers around the project area at cost to both passengers in terms of additional time and the transit district in terms of additional resources.

There are other societal consequences to trespasser incidences: (1) the well-being of train engineers, passengers, and passersby that suffer mental trauma from witnessing fatal collisions; (2) the time delay to passengers getting to or from work or school or to visitors to San Diego; and (3) the delays in shipping freight from the Port of San Diego to points north and east along the only viable freight rail corridor in San Diego. All have quality of life and/or economic impacts when delays are experienced in rail travel due to trespassers.

NCTD was awarded state grant funds in 2018 through the Transit and Intercity Rail Capital Program to install fencing in key areas of their right of way, including the City of Del Mar. While they are currently developing a safety study to evaluate other alternatives, it is timely to also be addressing safe and legal pedestrian crossings through this potential planning grant opportunity. There is also a significant amount of recreational activity along the paths and trails adjacent to the railroad tracks; therefore, it is important to look at the lateral use of the rail corridor in efforts to plan for safe trail access as well as crossings. Both studies will be conducted in close coordination.

#### *Project Partnerships:*

There are several agencies with direct roles and responsibilities in this section of the City of Del Mar. SANDAG will serve as lead for this planning study and will work closely with project partners. The City of Del Mar (local jurisdiction) and the North County Transit District (rail owner and operator) are providing local matching funds for this study and will be project partners for the study. In addition, the LOSSAN Rail Corridor Agency (rail operator), Caltrans District 11 (local Caltrans district), and the California Coastal Commission (resource agency), also will participate. These agencies are supporting this application (see attached letters of support).

#### **Responsible Parties**

Applicant:	San Diego Association of Governments (SANDAG)
Sub-Applicant:	City of Del Mar
Participating Agencies:	North County Transit District; LOSSAN Rail Corridor Agency; Caltrans; California Coastal Commission



## Overall Project Objectives

The overall project objective is to develop an assessment of the opportunities and constraints of potential safe and legal pedestrian trail and crossings of the LOSSAN Rail Corridor along a section of sensitive coastal bluffs that is frequented by residents and visitors. The intent is that this initial planning assessment can lead to future implementation efforts.

### 1. Project Initiation

The purpose of this task is to get all parties involved on the same page in terms of what the project's final scope will be. These meetings are valuable in setting procedures and expectations.

#### Task 1.1: Project Kick Off Meeting

- SANDAG and the City of Del Mar will hold a kick-off meeting with Caltrans to discuss grant procedures and project expectations including scope of work review, schedule, budget, invoicing requirements, quarterly reports, and any other relevant project information. Meeting summary will be documented.

**Responsible Party:** SANDAG, City of Del Mar

#### Task 1.2: Consultant Procurement

- SANDAG will select a qualified consultant firm using SANDAG's procurement process to conduct the technical aspects of this work effort. The consultant that is selected must have prior experience working on similar planning studies and public outreach efforts.

**Responsible Party:** SANDAG

#### Task 1.3: Establish Project Development Team (PDT) for Staff Coordination

- SANDAG will develop a Project Development Team, drawing from the partners listed above and will hold monthly meetings to ensure good communication on accomplishing the tasks outlined in this scope of work and to make sure the project remains on time and within budget.

**Responsible Party:** SANDAG

Task #	Deliverable
1.1	Meeting Agenda and Notes
1.2	Copy of Procurement Procedures and Executed Contract
1.3	PDT Roster, Meeting Agendas

## 2. Alternative Development

All available project options must be thoroughly analyzed and assessed. This is also an opportunity to include public participation due to the work that community groups have done in the past. This can help lead the project team to find the best alternative.

### Task 2.1 Conceptual Alternatives:

- In 1995, the City of Del Mar convened The Railroad Advisory Committee, a group of residents, to study pedestrian access issues and make recommendations on potential additional safe and legal crossings. From that effort, four potential locations were identified. Building upon this initial work, the project team will develop 4-6 potential locations using updated data and analysis.

**Responsible Party:** Consultant, SANDAG, City of Del Mar, NCTD

### Task 2.2: Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis

- For each alternative, a SWOT analysis will be developed to provide an initial assessment of each alternative

**Responsible Party:** Consultant, SANDAG, City of Del Mar, NCTD

Task #	Deliverable
2.1	Summary and map showing each potential conceptual alignment
2.2	Technical memorandum outlining the SWOT analysis

## 3. Alternative Evaluation

Once the alternatives are all assessed, the PDT must establish an evaluation criteria and from there narrow down what concepts would be the most reasonable to further develop.

### Task 3.1: Criteria Development

- A workshop will be held with the PDT to jointly develop a list of evaluation criteria to be used to rate each conceptual alignment. These criteria could include cost, accessibility, community input, and railroad operations. Once the PDT has developed the criteria, each will be weighted according to the importance relative to the other criteria.

**Responsible Party:** Consultant, SANDAG

### **Task 3.2: Cost Estimates**

- Based on the conceptual alignments, the consultant will develop an initial cost estimate for each including the appropriate level of contingencies at this stage of the project.

**Responsible Party:** Consultant, SANDAG

### **Task 3.3: Evaluation and Prioritization**

- A second workshop will be held with the PDT to present the layouts for each alternative, cost estimate, and other information. The PDT will then rate each of the alternatives using the previously agreed-upon criteria and weighting. An overall score will be determined for each alternative. From this rating process, a preferred alternative or at least a smaller number of alternatives will be selected.

**Responsible Party:** Consultant, SANDAG

### **Task 3.4: Community Outreach**

- Once the alternatives have been developed, costed, and evaluated, a public open house will be held in the community to provide this information to interested parties and gather their feedback. A Project Fact Sheet, presentation boards, PowerPoint slides, and comment cards will be developed.
- SANDAG and the City of Del Mar's communications teams will coordinate this event in the context of an overall outreach plan, consistent with both SANDAG's Public Participation Plan and that of the City. Other activities could include surveys, presentations to community groups, or any other effective method to obtain public comments and input. All public meetings will be publicly noticed to ensure attendance and participation. All notices will be in English and Spanish. Interpreters can also be available if needed.

**Responsible Party:** Consultant, SANDAG and City of Del Mar

<b>Task #</b>	<b>Deliverable</b>
3.1	Evaluation Criteria
3.2	Preliminary Cost Estimates
3.3	Alternative Evaluation

## **4. Final Report and Next Steps**

With all the evaluations and assessments complete the PDT members will then choose which project alternative would be the best option for all involved. This includes reviewing designs, the SWOT analysis, community outreach, and estimated costs for the projects.

#### **Task 4.1: Draft and Final Report with Recommendations**

- Based upon the previous completed tasks, the consultant will develop a draft report to be reviewed and commented by PDT members that includes all analyses, summarizes public outreach, and details the evaluation criteria and their application. Based on comments from the PDT, changes will be incorporated into a final report.
- The consultant will work with SANDAG, the City of Del Mar, NCTD, and other stakeholders to develop a recommendations/next steps section in the report to ensure that the planning study can lead to project implementation.

**Responsible Party:** Consultant, SANDAG, City of Del Mar, and NCTD

<b>Task #</b>	<b>Deliverable</b>
4.1	Draft Report
4.1	Final Report

### **5. Fiscal Management**

Fiscal management is a constant when grant programs are involved. This is a recurring background task that will be happening throughout the project.

#### **Task 5.1 Progress Reports and Invoicing**

- SANDAG will submit complete invoices to Caltrans for reimbursement showing local match contributions on a quarterly basis.
- SANDAG will prepare quarterly progress reports showing a summary of project progress and grant/local match expenditures and transmit any completed deliverables.

**Responsible Party:** SANDAG

<b>Task #</b>	<b>Deliverable</b>
5.1	Quarterly Reports and Invoices



## SUMMARY OF COMMENTS RECEIVED ON DRAFT DESIGN CONCEPTS

During the eight-week comment period between December 5, 2022, and January 31, 2023, respondents had the opportunity to review the draft design concepts and submit comments online or via paper comment cards. The comment form contained three questions, as shown in the summary charts in Figure B-1 through Figure B-3.

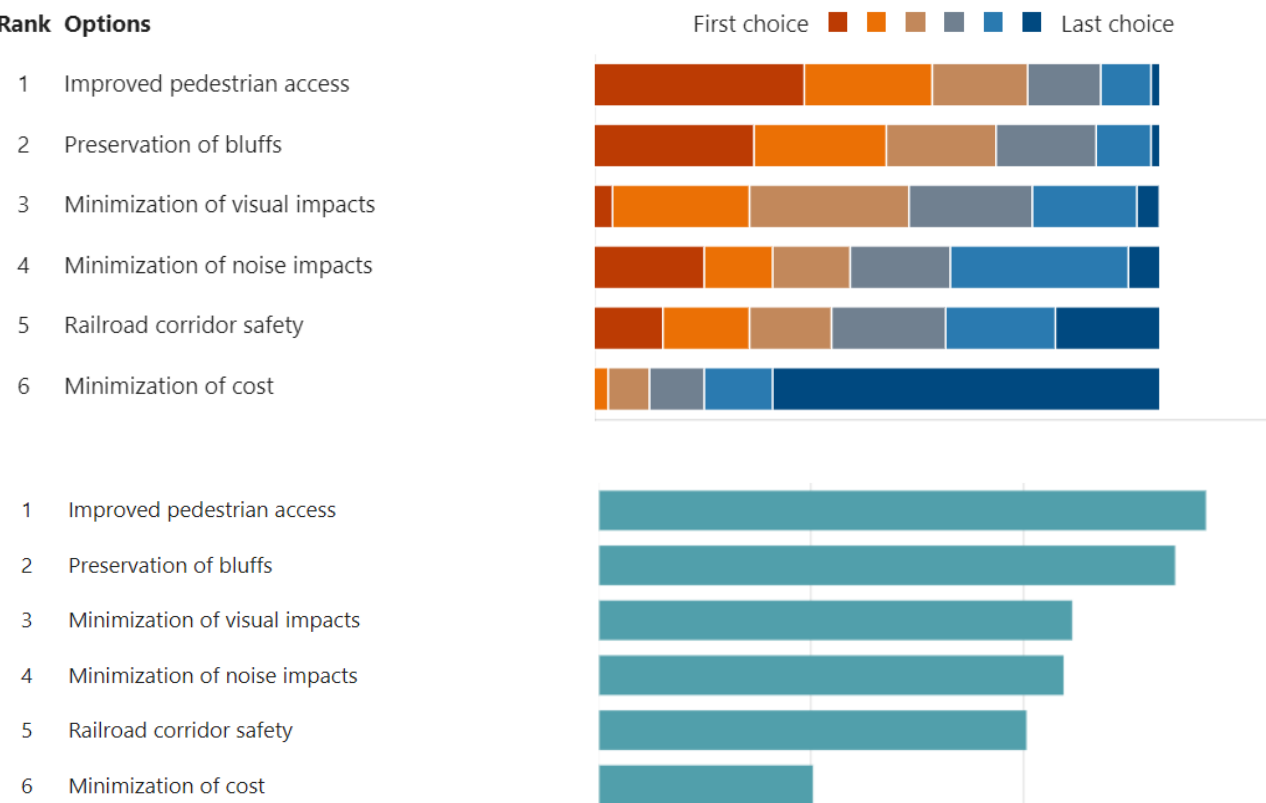
The project team received a total of 135 responses via the online and paper comment cards. As shown in the figures below, the specific number of responses to each question vary because not all respondents answered all questions.

**Figure B-1: Summary Charts for Open House Question 1**

1. Please rank the following in order of their importance to you in the design of potential pedestrian access concepts in the Del Mar coastal corridor.

124 Responses

### Rank Options

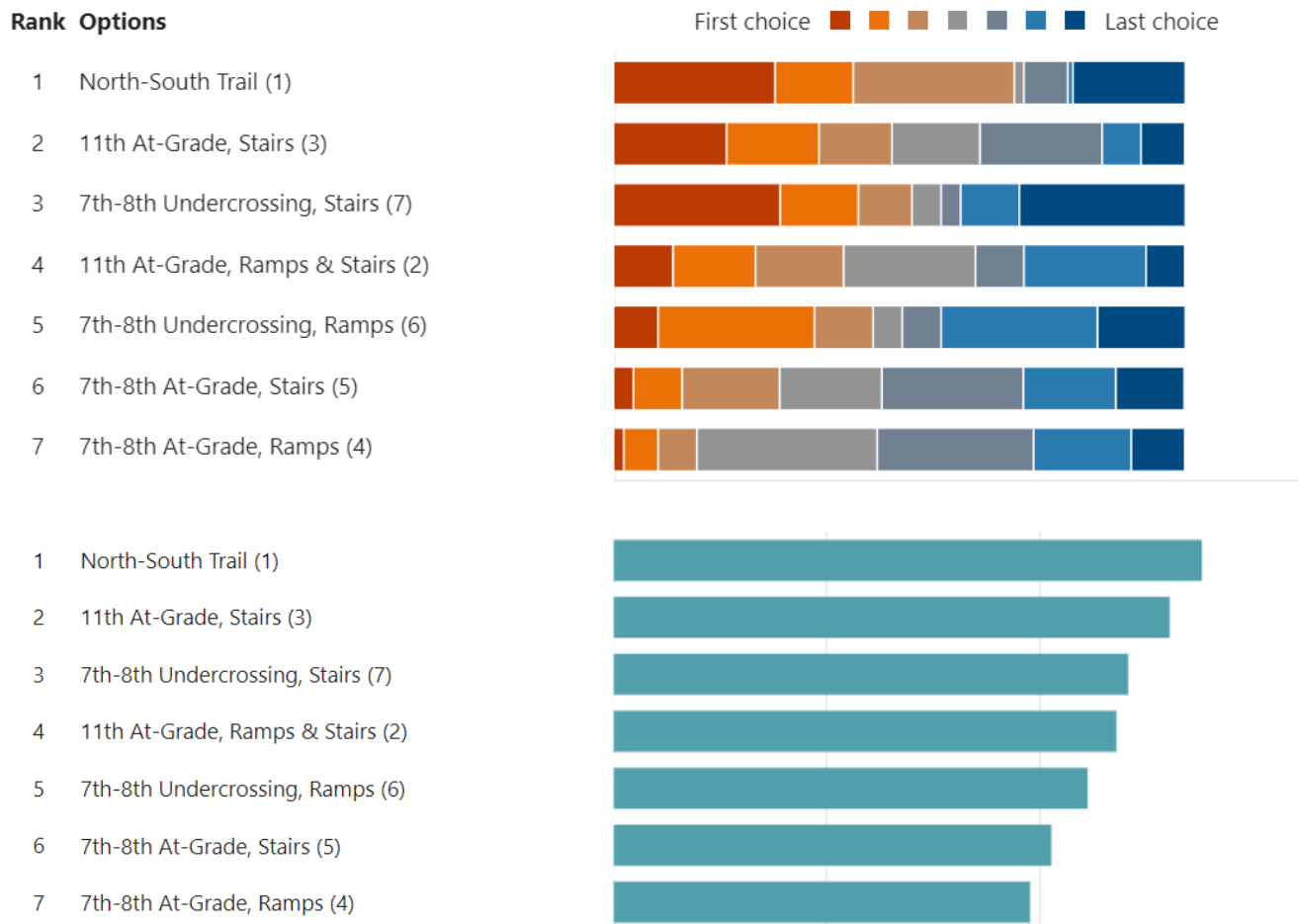




**Figure B-2: Summary Charts for Open House Question 2**

2. Please rank the seven draft pedestrian access concepts in order of your preference.

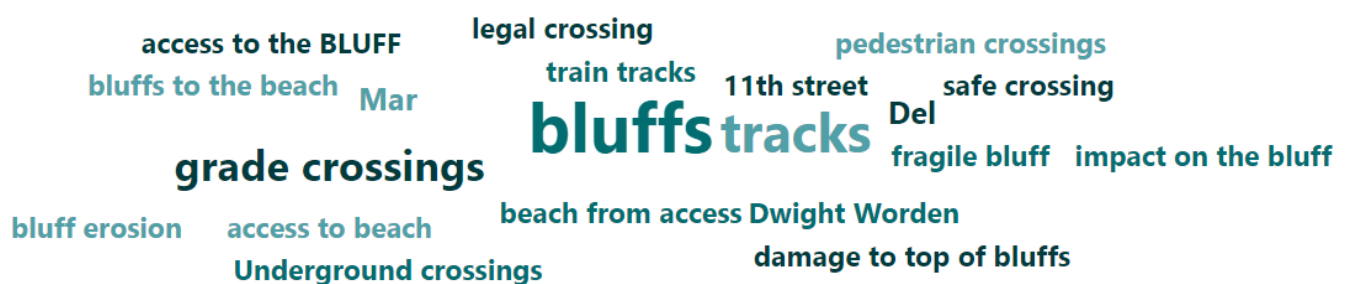
117 Responses



**Figure B-3: Word Cloud for Open House Question 3**

3. Please write any specific comments below on the draft pedestrian access concepts.

102 Responses





1	<p>#7 is great</p> <p>#6 ok but harder to get done</p> <p>#2, #3, #4, #5 are bad because at-grade crossings are dangerous and noisy.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
2	<p>Move the train off the buffs!!!!!! All these other proposals are a waste of time and money!!!</p>	<p>Thank you for your comment, we appreciate your feedback. This study is a separate effort from the rail realignment. To learn more about the rail realignment effort and opportunities to provide feedback please visit: <a href="http://SANDAG.org/LOSSAN">SANDAG.org/LOSSAN</a>.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
3	<p>No at-grade crossings!</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
4	<p>Concept 7 seems perfect, thank you!</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
5	<p>I am concerned that the under crossings will do permanent harm to the bluffs.</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
6	<p>#7 makes the most sense.</p> <p>#2-5 all require at-grade crossings which make too much noise.</p> <p>#1 is OK but doesn't enable pedestrian access to beach</p> <p>#6-7 can it connect to existing walking trail west side of tracks?</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
7	<p>#7 is the only logical solution.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

8	<p>Concept 6: The ramps to the beach from access points provide access to a more diverse group of people (eg parents with small children, seniors and handicapped) vs only surfers, agile youths and adults.</p> <p>Concept 1: Although it seems a nice idea, I don't understand how this option gives access to the beach</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>Concept 1 is not an accessway to the beach, but is meant to provide an accessible pathway laterally along the bluff that connects to another concept with a rail crossing and accessway to the beach.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
9	<p>Quit wasting time and money. Move the tracks. I-5 or Crest Canyon tunnel are the only realignment options.</p>	<p>Thank you for your comment. SANDAG has prioritized the realignment and removal of tracks off the Del Mar Bluffs by 2035. This study is a separate effort from the rail realignment. To learn more about the rail realignment effort and opportunities to provide feedback please visit: <a href="http://SANDAG.org/LOSSAN">SANDAG.org/LOSSAN</a>.</p> <p>SANDAG, NCTD and the City of Del Mar are working collaboratively on this study and will work collaboratively moving forward to implement any selected alternative.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
10	<p>Dear SANDAG,</p> <p>Thank you for a great presentation and poster session on Dec 7 at the Del Mar City Council meeting. I filled out this commentary on spot, but have since then realized that there is no possibility for an at-grade without the audio alarm system. The houses are just too close to the railroad along the bluff to make that possible. Many peoples' lives will be destroyed and I do not want to do that to my neighbors and fellow Del Marians. So unless we can get at-grade crossing without the audio warning system, we are left with the under-crossing. I hate to dig into the bluff, but if it can be done at the foot of 8th street where a lot of work has already been done and there has been landfill anyway, I feel I can accept it. Also, there might actually be a possibility that a tunnel can have a positive impact during rainstorms and function as a gigantic drainage to the other side of the bluff and help against erosion. Stairs down to the beach for sure. If that could be combined with ramps - great. If not, stairs are the most important. A trail on the west outlet of the undercross up to the west side of the bluff to a viewing platform sounds fantastic. This would also allow the people coming from Del Mar Terrace along the bluff to get down to the stairs leading to the beach.</p> <p>NO FENCING!</p> <p>In regards to the pedestrian pathway from 4th to Coastal, that is our lowest priority. When you get to it, the most important things are probably to fix the parts that today are very difficult or impossible. For example create some kind of bridge between 8th and the path coming down from 9th. As things are now, we scramble over rocks in the draining ditch, which is really difficult for the slightly elderly and those with bad knees. Also, the west side of the bluff has eroded so badly between 12th and Coast Blvd that we no longer safely can walk to town that way enjoying the beautiful view and breeze. I miss it. It would be very nice if you could recreate a path along the bluff between 12th (or 11th) and Coast Blvd (but on the east side of the rail road).</p> <p>Thank you,</p> <p>Camilla Rang</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
11	<p>I think the noise from at grade crossings will be unacceptable due the close proximity to residences.</p>	<p>Thank you for your comment. Noise was one of the primary concerns identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

12	<p>Concept 1: Would love this to be added.</p> <p>Concepts 6 &amp; 7: Seem much safer than At-Grade Crossings.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
13	<p>At-grade is bad - noise, fence, danger, maintenance</p> <p>Only undercrossing makes sense.</p>	<p>Thank you for your comment. These items are among the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
14	<p>I think the North South trail is a great concept given that the culverts are already used for this purpose by residents. Formalizing it will only improve the community and encourage use of built infrastructure instead of off-trail walking. In general I think stairs are sufficient for beach access given the rugged nature of the cliffs. Minimal impact seems ideal. Wheelchairs and strollers may not have access to everything, but I'm not sure it's a reasonable destination given the rugged beach below.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
15	<p>Anything that requires horns is unacceptable for residential areas. If the train is eventually moving, there is no need to cause noise pollution, ruining visual beauty of coastline or any bluff disturbance. The only proposal that is acceptable if required is the undercrossing at 7th-8th Street with stairs, assuming it does not hurt bluff.</p>	<p>Thank you for your comment. Noise was one of the primary concerns and bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
16	<p>No at grade crossing due to horn noise please. That would be a disaster!</p>	<p>Thank you for your comment. Noise was one of the primary concerns identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
17	<p>1 - It is of utmost importance that we have improved pedestrian access to this beautiful part of California. An under-crossing would prioritize pedestrian safety, and ramps would satisfy accessibility for all, making the under-crossing with ramps the most ideal access infrastructure.</p> <p>2 - While access continues to exist, the stairs only would compromise accessibility.</p> <p>3 - At-grade crossing will compromise pedestrian safety, making the at-grade options unappealing for achieving a safe crossing.</p> <p>7 - A trail would be the most lazy implementation of a crossing, and fails to achieve safety. It would be disappointing if a crossing is achieved in this way.</p> <p>Thanks and I look forward to seeing this significant infrastructure project reach completion.</p>	<p>Thank you for your comment. Pedestrian access was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

18	<p>Concept 7 is realistically the only viable alternative. All the concepts that propose a ramp to the beach are non-starters because the ramps occupy a larger "footprint" that would further damage the already unstable and water saturated bluffs. ADA access to the top of the bluffs is sufficient. The 7th street location is preferable to 11th street because its roughly equidistant between the Seagrove Park and the Torrey Pines State Beach access points. An undercrossing at 7th street would be much better than an at-grade crossing. An undercrossing would eliminate the long process required to get the necessary permits for an at-grade crossing, and an undercrossing would be much safer for pedestrians. An undercrossing also would satisfy Del Mar bluff residents who would not have to contend with all the warning bells and whistles that an at-grade crossing would require. A simple preconstructed box culvert type of undercrossing could be easily constructed at 7th Street, but additional geotechnical studies may be needed at the 7th Street location because of subsurface water flows from groundwater and from excessive outdoor watering by Del Mar bluffs residents. Lastly, even with an undercrossing and stairs at 7th Street, people, especially surfers, would continue to utilize the several dirt paths leading from the bluffs to the beach. To resolve this, channelization fencing should be provided on both sides of the railroad tracks to prevent multiple dirt trail access points. Thank you for the opportunity to comment. Mr. Kim Sturmer</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs and noise was one of the top concerns identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
19	<p>1 and 2. Crossing is important, Stairs or ramps to beach not as important 4 and 5 Crossing is important. Stairs or ramps to beach not as important</p>	<p>Thank you for your comment. Pedestrian access was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
20	<p>Many people cross the tracks to look at sunsets, walk dogs, go jogging, whale watching. Access to bluff top is more important than getting down to the beach. Surfers will always find a way down.</p>	<p>Thank you for your comment. Pedestrian access was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
21	<p>Concept 7: Add a trail south of the undercrossing down to Torrey Pines Beach</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
22	<p>Just leave it as it is best. If you must do a project do underpass.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report; concepts 6 and 7 are undercrossings.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
23	<p>1. Surfers beach access- Primary users 2. The law should not hold the railroad or city responsible for trespassers on the track or those who fall down the cliffs. Perhaps a 4 ft high chainlink fence at the top of the edge of the cliff (more than necessary) safety from falling.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

24	Overcrossing. Best option is over track, less impact on trains, more bluff cutting.	<p>Thank you for your comment. Several concepts were included in the Coastal Connections DRAFT Report; however, an overcrossing alternative was screened out by the Project Development Team due to the visual impact that would be caused by both the overcrossing itself and the additional stairs and ramp that would be needed to get down to beach level.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
25	Build a trail and crossing to beach are my main two things I want to see. And of course railroad safety.	<p>Thank you for your comment. Pedestrian access was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
26	Undercrossing at 11th with ramp on east side.	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
27	#1 I support the pilot proposal submitted by Worden/ Tarkington	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
28	<p>I would love to informal crossings without the horns one at 11th and at seventh. It could be some fence with a gate that cannot be opened. (Towards tracks) when train is approaching since we can already hear the horns from Coast Boulevard, clearly at 11, it seems that audio warning should not be necessary. There must be a distance rule that makes it possible to go around the sound alarm at 11th. Chesterfield for example, in Encinitas does not have the sound alarm. That's what we want and one official stair (train, if not too disruptive) somewhere along the bluff to the beach. It's very important that you do not destroy the path that is there right now but which is not picked for the official stair location i.e., if seventh Street is packed for stairs, you would need to let the path at 11th B. Also, people walk dogs along lower block from Delmar Terrace with their dogs to set to Del Mar beach because they are not allowed on Torrey Pines. If an under-crossing path is chosen as the cross, there has to be a way for them to get to the stairs down from the bluff, since they cannot/should not cross the tracks (west too set to the tunnel) the most important thing is to get across without horns and Bells, but with as little disruption to the bluffs as possible. I.e at grade with no sound just gates that lock when the train approaches.</p>	<p>Thank you for your comment, we appreciate your feedback.</p> <p>The purpose of this study was to identify opportunities for safe and legal public access; informal crossings cannot be considered as they are not safe and legal.</p> <p>The Chesterfield at-grade crossings in the City of Encinitas are part of an FRA and CPUC approved Quiet Zone. Establishment of a Quiet Zone in the Del Mar area could be pursued concurrently with an at-grade crossing, or after an at-grade crossing is constructed. Additional safety features are required to establish a Quiet Zone.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

29	No Noise	<p>Thank you for your comment, we appreciate your feedback. Noise was one of the primary concerns identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
30	<ul style="list-style-type: none"> <li>•Connection trail from either crossing options to the North South Trail to allow access across the tracks, and then south to Torrey Pines.</li> <li>•Consider connection options to alley ends, as well as street ends.</li> <li>•Consider adding benches in the view spots.</li> <li>•Limit fencing, whenever possible, due to intra-fusion of water into bluff (which one is more bluff erosion)</li> </ul>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
31	Are there plans for a double track?	<p>Thank you for your comment, we appreciate your feedback.</p> <p>There are no plans to double track within the Del Mar Bluffs project area, the future rail realignment project will include double tracking. Please visit <a href="http://SANDAG.org/LOSSAN">SANDAG.org/LOSSAN</a> for more information on this project.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
32	Hope for a crossing on the Coast to crest trail as well. So Happy this is happening. Thank you for your work.	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
33	No horns	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report. Noise was one of the primary concerns identified for the Coastal Connections Conceptual Study.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
34	No CDC compliant. Walks are needed at 7th and 8th St. 15th St. is fine for ADA	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
35	<p>#7: Brilliant: passive, safe, quiet, reliable, durable + multiple uses later</p> <p>#6: Ok but more expensive and harder to get Coastal Commission to approve</p> <p>#5, #4, #3, #2: At grade crossing are bad. Noisy, dangerous-NCTD resistance, Needs maintenance.</p> <p>#1 Trails- not a substitute for safe and legal crossings. Waste of money. Connect #7 to existing trail on west side of tracks instead.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>



36	<p>I would like to see nothing done because</p> <ol style="list-style-type: none"> <li>1. millions of people cross the tracks and access the bluffs to the beach</li> <li>2. There have been no fatalities to people crossing the tracks.</li> <li>3. The train will be relocated</li> </ol> <p>Why are we doing any of this? We have crossed the train tracks and access the Bluffs and the beach for 100+ years. We do not need the structures for the future 10 years of train existence.</p>	<p>Thank you for your comment, we appreciate your feedback. The purpose of this study was to identify potential opportunities for safe and legal public access, and is required as a permit condition by the California Coastal Commission.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
37	<p>Primary concern is a route for real relocation. One Canada is a tunnel with outlet near the intersection of Portofino in Carmel Valley Road. This would likely have an adverse an acceptable noise impact on nearby, residential properties, as well as necessitating trestle work across the environmentally sensitive lagoon. As possible solution is to continue the tunnel below surface, surfacing to re-join the rail line in Sorrento Valley. Train noise impacts to residence would be minimal and the lagoon surface ecology would not be disturbed. Obviously, there are costs to consider but tunnels below waterways are obviously doable. Example Hudson River. So these possibilities savoring noise, minimization and lagoon preservation must be given real consideration, including real consultation with the Torrey Pines planning community planning group.</p>	<p>Thank you for your comment, we appreciate your feedback. This study is a separate effort from the rail realignment. To learn more about the rail realignment effort and opportunities to provide feedback please visit: <a href="http://SANDAG.org/LOSSAN">SANDAG.org/LOSSAN</a>.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
38	<p>Dear City Clerk: Please enter my public comment into the record for Item number 1 on the December 5, 2022 City Council meeting Agenda regarding the SANDAG presentation regarding safe access to the beach.</p>	<p>The Coastal Connections Project Development Team (PDT) and partners have been actively working with local stakeholders, City of Del Mar</p>
39	<p>Good afternoon.</p> <p>I support placement of the above at 11th street and not at 6th/7th/8th street due to the lack of sufficient street parking.</p> <p>11th street is much more suitable as parking is available at the City Hall.</p> <p>Thank you</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
40	<p>Dear Del Mar City Council and SANDAG,</p> <p>After thoroughly reviewing SANDAG's plans for Del Mar in regards to seawalls, crossings and pathway from 4th-15th, as a Del Mar resident and frequent user of the bluff and beach below, I have some thoughts would like to be considered. Thank you for the great visuals and simulations. Very helpful.</p> <p>First of all, no one here wants the seawalls but very disappointingly, SANDAG got the permission from the Coastal Commission to go ahead so Mother Nature and us lost that battle. I just wanted to remind everyone about that in case you think we sound ungrateful for the things you are creating for us as a payback for something we did not want. So please keep that in mind.</p> <p>In regards to location of the legal crossing, despite me personally would love to have it at 11th (closest to me), I do realize that a more suitable option is by 8th street, especially if it is going to come with all the bells and whistles. The two houses at the end of 11th Street are too close to the railway for the dwellers to get any kind of sleep with all that noise. Also, the bluff is very narrow at 11th. However, that does NOT mean that you should remove the path that is already in action going down to the beach and have been used for the last 150 years. You have been asked to PROVIDE, not hinder and remove. It also does NOT mean that you should put up any kind of fence stopping people from crossing the rail road at 11th. When you build the pathway with its post and cable fence by 11th, you either have to install a self-closing gate or leave gaps between two posts so that people can pass. It is unreasonable to think that a fence would stop anyone from using a path that has been used for 150 years. It will only be cut up and destroyed. Let's show respect for one another. Give people an opening to use and nothing will be destroyed. You have been asked to provide and facilitate, not hinder. That is not your job. A legal crossing at 8th street would be farther away from housing, there is more parking available both at Stratford Ct and also the Winston school parking. The bluff is also wider there to ensure a safe crossing. My personal preference would be an at-grade crossing since it would be less destructive for the bluff itself. Nature is already paying a high price for this whole project (with seawalls and all). An at-grade crossing can be removed after the train has been relocated while a concrete tunnel is there forever, or for as long as the bluff stands. Same thing here as by 11th: there has to be openings in the post and cable in the walkway on the upper bluff to the crossing at 8th. I am hoping we are not required to install an ADA-approved ramp. That would make the way down to the beach so long and windy and people will just jump the ramp anyway and find their own way down and all has been for nothing. In case of ADA-approved ramps, perhaps there can be both ramp AND stairs? We want no fence on the west side of the crossing stopping people from using the bluff south to reach Torrey Pines. Remember – you (SANDAG) was asked to PROVIDE, not hinder. No one has asked you to hinder people from using the bluff going south. You have only been asked to provide a legal crossing, nothing less, nothing more. The bluff between 8th and Torrey Pines is wide and safe. Not only Del Marians are using the lower bluff between 8th and Torrey Pines. Lots of people from Del Mar Terrace are using that path to take their dogs to the beach since Del Mar love dogs and gladly see them on our beach, while dogs are completely forbidden on Torrey Pines beach. The only way for them is to walk up north along the upper bluff until they have left the TP area and then hike down to the beach belonging to Del Mar. Let's keep things to an absolute minimum and keep both nature and people's needs in mind. The train will be leaving the bluff in about a decade so let's only do what is absolutely necessary and keep our bluff wild and beautiful.</p>	<p>Thank you for your comment, we appreciate your feedback.</p> <p>Although it is possible to install both the ramp and stair alternative at 11th Street, there is not enough space in the 7th/8th streets area to safely accommodate both the ramp and stair alternative down to the beach. Further, regulatory agencies will not allow SANDAG to build any alternatives that do not include legal crossings..</p> <p>SANDAG, NCTD and the City of Del Mar are working collaboratively on this study and will work collaboratively moving forward to implement any selected alternative. The project team has consulted with the CPUC on the conceptual alternatives and will continue to work with them in the next phase of the project to determine the extent of any necessary measures for approval of any crossing alternative.</p>

41	<p>Dear Del Mar City Council Members and Staff,</p> <p>Implementing SANDAG's plan to move the dangerous and destructive train and its tracks off Del Mar's unstable bluffs by 2035 is the best way to ensure safe public coastal access to the almost 2-mile long trail on these spectacular scenic bluffs and to the beach below.</p> <p>Meanwhile, it is wasteful to spend millions of dollars and thousands of hours of scarce staff time on "short-term" plans for permanent structures on the bluffs that increase their instability and disrupt the public's peaceful enjoyment of its scenic views.</p> <p>It is also premature because NCTD will not allow implementation of any of the proposed plans on their right-of-way without: 1) installation of miles of damaging fencing that drills thousands of post holes into both the upper and lower bluffs; and 2) the City of Del Mar's approval of NCTD's onerous indemnification agreement that the City and its taxpayers cannot afford.</p> <p>The CPUC will also prohibit the least destructive "at-grade" crossing across the train tracks without extensive destructive fencing on both sides of the tracks similar to NCTD's fencing plan approved by their board. See the attached study shared with the Coastal Commission staff and board that documents the dangers of NCTD's proposed fencing. It would be best for the City of Del Mar and the public to rally local, state, and federal support and funding for SANDAG's rail realignment plans to be achieved by 2035. Until then, limited fencing can be installed on the blind curve south of Coast Blvd. so the public can continue to enjoy existing informal bluff trails and beach access.</p> <p>Thanks for your consideration, Laura</p>	<p>Thank you for your comments. SANDAG has prioritized the realignment and removal of tracks off the Del Mar Bluffs by 2035. This study is a separate effort from the rail realignment. To learn more about the rail realignment effort and opportunities to provide feedback please visit: <a href="https://www.sandag.org/LOSSAN">SANDAG.org/LOSSAN</a>.</p> <p>SANDAG, NCTD and the City of Del Mar are working collaboratively on this study and will work collaboratively moving forward to implement any selected alternative. The project team has consulted with the CPUC on the conceptual alternatives and will continue to work with them in the next phase of the project to determine the extent of channelization fencing necessary for approval of any crossing alternative.</p>
42	<p>Public Comment: Comments and questions regarding the SANDAG/WSP December 5, 2022 presentation to the Del Mar City Council:</p> <p>Thank you for the November 30, 2022 draft Coastal Connections Conceptual Planning Study ("Study"). I am a resident and property owner in Del Mar. I believe the public needs more information to evaluate the various concepts contained in the Study. I have the following preliminary questions which hope you will answer during the December 5, 2022 City Council meeting, time permitting:</p> <p>Regarding the "at-grade crossings" conceptual proposals: According to the Study, NCTD plans to increase the frequency of commuter trains through Del Mar from every 40 minutes to every 15 minutes at Peak hours and from every 60 minutes to every 20 minutes at during Off Peak hours. Amtrak traffic is expected to maintain its frequency of every hour for Peak and Off-Peak hours (WSP, p. 73). What is the projected increase in the frequency of freight trains passing through Del Mar per 24-hour period during Peak and Off-Peak times by 2025 and 2027?</p> <p>1. WSP indicates that it believes that a standard train horn sounding will be required for each train passage through Del Mar approaching any new at-grade crossing. WSP further indicates that it anticipates that there will be the standard flashing lights, bells and whistles in addition to horn sounding for each train. Is this true of trains traveling through Del Mar both day and night as they approach any new at-grade crossing?</p> <p>2. What do you expect will be the average time interval between train horn soundings/flashing lights/bells at a new at-grade crossing after the increase in the number and frequency of passenger and freight trains if implemented as NCTD plans?</p> <p>3. Is it possible for your engineers to do an audible simulation of the noise pollution that would result from an at grade crossing at 7th/8th streets or at 11th street to allow the public to experience the impact of the noise pollution increase if an at-grade crossing is selected for beach access?</p> <p>4. What is the anticipated increase in maximum speed of trains after bluff stabilization?</p> <p>5. Have you done a geologic analysis on the effect of the increase in train frequency on the stability of the Bluffs?</p> <p>Regarding the conceptual undercrossing (Concepts 6 &amp; 7):</p> <p>1. What will be the effect of introducing "large equipment due to substantial excavation and construction activities" on the Bluffs to construct an underpass? In other words, have you analyzed the damage to the Bluffs from the construction process itself?</p> <p>2. Examples of natural stairways shown in the Study are attractive (figure 4-30, p.103), but the proposed underpass (pre-fab concrete) is beyond ugly. Is there a design that can lend a more natural look?</p> <p>Thank you. Shirli Weiss</p>	<p>Regarding the at-grade crossing concepts:</p> <ol style="list-style-type: none"> <li>1. If an at-grade crossing is implemented any train will be required to begin sounding their horn at least 15 seconds in advance of the at-grade crossing, pursuant to FRA Rule 49 CFR Part 222. This includes all trains traveling through the area both day and night.</li> <li>2. NCTD plans to increase COASTER frequencies through FY2024 with expanded peak, midday, and weekend trips; however, we do not have the exact numbers at this time. Please reach out directly to NCTD for an accurate estimate for both time intervals and frequency of passenger and freight trains.</li> <li>3. An audible simulation can be performed in the next phase of the project. A similar study was performed in the City of Encinitas, and the corresponding report can be found in Appendix F to the final report.</li> <li>4. There is no anticipated increase in the maximum speed of trains after the bluff stabilization project.</li> <li>5. Extensive geotechnical studies have been performed over the past 20 years in the Del Mar Bluffs area. An increase in train speed does not impact the stability of the bluff.</li> </ol> <p>Regarding the uncrossing concepts:</p> <ol style="list-style-type: none"> <li>1. Potential impacts from construction related activities are analyzed during the engineering phase of the project. A geotechnical analysis will be performed, similar to all previous projects implemented on the bluffs, which will provide recommendations to ensure there is no damage to the bluff during the construction process.</li> <li>2. Design details, including aesthetics, will be refined in the next stage of the project.</li> </ol>
43	<p>Dear Del Mar City Council Members, City Staff, SANDAG &amp; Coastal Commission Staff:</p> <p>I write to you with deep concerns for the path that SANDAG appears to be headed with their plans to 'safeguard' the South Del Mar bluff for these next 10-12 years before removal of the tracks from these fragile bluffs. Though I am saddened by the massive amount of reinforcement that is being planned as temporary securing of the bluff until the removal is complete, I am even more astounded at the proposals being considered for safe passage of pedestrians across the tracks (at 7th-8th &amp;/or 11th Streets) as we move forward.</p> <p>Why, among all of these contemplated 'solutions' is there no discussion of better safeguarding and education of pedestrians who come to the coast to walk along this trail west of the tracks? From what I can see, there has been little or no recognition/acknowledgement/plan of action by either NCTD or SANDAG that the majority of train/pedestrian accidents along this corridor have occurred within a short distance from the one 'legal crossing' in Del Mar; that is, at Coast Blvd adjacent to Powerhouse Park. The incidents further south along the bluff in the area of 11th to 7th Streets have been minimal. As someone who regularly walks the bluff and the beaches below, and walks through Powerhouse and across the tracks at Coast, I can attest that there is very little being done to stop people from walking along the tracks from that crossing, heading south. I regularly witness people clustering along the tracks there, grabbing a selfie right on the tracks, or actually walking along the tracks away from that intersection.</p> <p>Why has there been no attempt to alert pedestrians to this obviously dangerous location? Clearly, fencing is needed to keep pedestrians away from the tracks at this dangerous curve heading south from Coast Blvd. Meanwhile we continue to over-analyze the much less dangerous areas near the 11th and 7th Street trails which cross the tracks? The erection of an enormous overpass to 'safely take pedestrians' over the tracks, either at 7th or 11th (though it is unlikely there is sufficient real estate to even accomplish this at 11th) is anything but a good solution to safe passage. It will further take away from the natural beauty of this bluff and certainly be ignored by most surfers and other regulars on this bluff, who will not be deterred by fencing, walls, or whatever else is placed in the way of their passage. And the notion that this overpass would only allow pedestrians to travel directly to the beach with no option to remain on the west side of the bluff adjacent to the tracks is, quite frankly, absurd! Even an excavated underpass could clearly create a weakening of the bluff in that vicinity which will only require more fortification to safeguard it for another 12 years. The fiscal impact of these massive contemplated overhead or excavated crossings is simply out of scale with what is needed for this next twelve years. I believe the only short-term solution for a safer crossing in the vicinity of 8th and/or 11th is to create a surface crossing, with careful guidelines which show pedestrians the safe manner in which to get across (signage along the bluff guiding them to this crossing, and signage at the crossing which clearly informs them how to cross safely, avoiding train traffic. Additional signage should also be placed at the end of every street which has easy passageway down to the lower bluff and tracks.</p> <p>While some short runs of fencing may be useful at the location of this surface crossing, to guide pedestrians to the safe point of crossing, fencing the entire upper bluff other than one narrow corridor to this crossing is just not a viable option. NCTD &amp; SANDAG need to work with the California Public Utilities Commission to create such a viable crossing, at this low risk area. We have witnessed well over 100 years of pedestrian crossings along the track on this south bluff and though the number of people seeking access to this area has increased, there is no reason that a safe and properly educated area cannot be created to safeguard pedestrians for the next decade+. Please don't sacrifice this bluff further with these complex solutions when there is a much simpler solution for the short time that these tracks will remain on this bluff.</p> <p>Sincerely, Drew Cady</p>	<p>Thank you for your comment. Safety was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report. An overcrossing alternative was not advanced to the conceptual design phase due to the potential visual impacts.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

44	<p>To: SANDAG Planning Staff, Del Mar City Staff and Del Mar City Council Members:</p> <p>Thank you for the work thus far on the options for the Coastal Bluff Access along Del Mar's coastline. I was happy to see the thoughtful consideration of the variety of areas that are included in the planned access zone. I plan to attend the workshop on the 7th but just wanted to note a few thoughts prior to that meeting.</p> <ul style="list-style-type: none"> <li>- The residents of the bluff area are concerned about bluff erosion and water intrusion into the fragile sandstone will be facilitated by fence posts set into the topsoil and sandstone. Consideration for this and limited fencing where possible along the route would be appreciated and helpful for the long term preservation of this beautiful bluff top.</li> <li>- ADA access in a very important consideration and I was happy to see multiple access points to the bluff top trail. On the trail to the beach, the ramps seem challenging and it seems like the access needs to be balanced with the practical nature of the impacted area. It seems that focusing the ADA access to the beach at the Lifeguard Tower at 17th street and street ends north of there and then at Torrey Pines Beach parking lots (both north and south) would serve the community better and make the stair access simpler on a bluff subject to erosion.</li> <li>- I am not an engineer so cannot comment on the feasibility of an underpass, but the connectivity to the lower bluff trail is lacking on the diagrams. So if a pedestrian used an underpass and wanted to access the lower bluff lateral trail they would need to scramble back up the bluff to get to it and we would be back in a similar place to where we are today with informal trails. I am not sure why this was not taken into consideration when designing the underpass scenarios.</li> </ul> <p>I look forward to learning more about the preliminary plans and the next steps at your meeting on Wednesday evening.</p> <p>Respectfully, Karen Lare</p>	<p>Thank you for your comment. As part of the next phase of the project geotechnical studies will be performed to ensure any of the proposed improvements do not contribute to bluff erosion and water intrusion. The project team has focused on maximizing accessibility, while minimizing impacts to the natural bluffs, which is why there are multiple alternatives for accessways down to the beach. As described in the report, the West side of the railroad track leaves little space for implementing many concepts, and the steep grading of the bluffs makes implementation and safety infeasible.</p>
45	<p>Dear City Clerk, DEL MAR,</p> <p>I would like to submit a RedDot comment on the meeting scheduled today by SANDAG to consider options for train track crossing placement. I am a 10 year resident of Del Mar living near 6th St and am strongly opposed to any access across the tracks at 7th Street and in favor of access at 11th St. My reasons are as follows:</p> <ol style="list-style-type: none"> <li>1) According to the studies conducted by NCTD, all train deaths over the past 20 plus years have occurred north of 9th Street. So, for safety reasons, the access point should logically be where people are accessing the tracks and getting killed. This makes sense because 11th street is at track level; therefore it is easier to access the tracks there. People will continue to try to access the tracks at 11th, so putting the access at 7th where no one has been killed in over two decades does not address the safety issue.</li> <li>2) It will be easier to get approval for an at grade crossing at 11th from the Federal Railroad Safety Administration and the Public Utility Commission because the City and SANDAG can argue that safe access is needed there (not at 7th St) to prevent deaths- since that is where the accidents occur.</li> <li>3) It will be easier for the City to get funding for the multimillion dollar access because SANDAG can argue an at grade crossing at 11th is necessary for safety reasons because that is where the problem is.</li> <li>4) The area from 4th to about 9th Street, particularly along Stratford, has significantly more multifamily units (condos, apartments, condominiumized lots) than north of 9th street, which is primarily single family homes on larger lots. As a result, street parking is already a challenge in this area. The City Hall is on 11th street. It has an underground parking structure with public parking- 2 blocks from the access on 11th.</li> <li>5) As a long time Stratford Ct resident I can attest to the already impossible parking situation at my end of the street. All summer , Fall and Spring, and virtually every weekend of the year, it is impossible to park on the street. Not to mention the crowds that often gather as they prepare to head to the beach or upon their return. Loud conversation, music and automobile noise disturbs any possibility of peaceful existence. Putting a crossing at 7th Street will only make a bad situation unendurable.</li> </ol> <p>Thank you for your consideration, Rosemary O'Toole</p>	<p>Thank you for your comment. Safety was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
46	<p>SANDAG at Del Mar City 12-5-22</p> <p>To: The Del Mar City Council and SANDAG I am presenting as a 39 year resident of Del Mar Thank you SANDAG for providing your presentation prior to tonight's meeting. seems to me that the best option would be an undercrossing at 7th street. This would avoid visual and noise issues that the other options present. As far as whether there should be stairs or a ramp, I think a ramp would be more likely to be acceptable to regulators as it would provide a more accessible option for the public at large, but a stairway would be less intrusive.</p> <p>However, if an at grade crossing was placed much lower than street level at 7th street that might reduce visual issues and perhaps the noise component. I wonder if the decibel level of a horn at a pedestrian only crossing must be the same as at a crossing for both peds and vehicles? Could it be much less loud? And can the horns/sounds be positioned somewhat more facing northwest or southwest. If so, that would likely be more acceptable to local residents. It does not look like an at grade crossing would be low enough though to make that work. How long would the signal sounds and horn be on for? I noticed that the signal sounds at the 15th St. crossing of a train coming lasted for about 60 seconds and the stationary horn about 40 seconds. Can those times be shortened for a ped crossing?</p> <p>If an undercrossing is chosen it should also provide access to the bluff west of the tracks to beyond where the NCTD right of way ends between 6th and 7th streets and heading south. Something like that has been done in Encinitas at Swami's where the coastal rail trail blends into the undercrossing. This is important as there is a lot of bluff and trails that can be enjoyed beyond that right of way to the West. Also, heading north on the west side of the tracks there is a narrow trail and the ability to walk west of the NCTD right of way hugging the bluff. In summary, I believe that an undercrossing at 7th street is the best option.</p> <p>Thank you SANDAG for providing the opportunity for public comment.</p>	<p>Thank you for your comment. Pursuant to FRA Rule 49 CFR Part 222 any train is required to begin sounding their horn at least 15 seconds in advance of the at-grade crossing, in addition to any of the audible warning devices installed at the at-grade crossing itself. This rule applies for both vehicle and pedestrian only at-grade crossings. Detailing and placement of audible features would be detailed in the next phase of the project.</p> <p>Please see pages #44-48 for the report, which describes Concepts #6-7 and how they potentially connect to the Concept #1 North-South trail, which could enable a coastal trail combined with under-crossing access across the railroad. As described in the report, the West side of the railroad track leaves little space for implementing many concepts, and the steep grading of the bluffs makes implementation and safety infeasible.</p>

47	<p>Terry, What are you thinking? An overpass at 6th Street makes no sense and is a completely irresponsible recommendation. - it would be an eyesore blocking views- especially those of us living on 6th Street - No accidents happen on the tracks south of 9th; all the accidents NCTD is supposedly concerned about happen NORTH of 9th Street so 11th street should be where the crossing is placed - and not an overpass. - the 4th - 8th street area is too congested with parking and condos so it makes sense to place the crossing at 11th street where the city has a parking lot AND where it is less congested. - Without conceding that this would in any way answer the above concerns - Winston is a private school and DOES NOT have the necessary available parking. - Before you start recommending easy access you should spend a sunset in the spring/summer on Sunset Cliffs - if you can find parking or even beat the traffic caused by the 100s of Instagramers. It is a nightmare. Bob</p>	<p>Thank you for your comment, we appreciate your feedback.</p> <p>An overcrossing alternative was screened out by the Project Development Team due to the visual impact that would be caused by both the overcrossing itself and the additional stairs and ramp that would be needed to get down to beach level. The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
48	<p>1. At-grade standard train crossings at either 7th/8th or 11th hugely increase noise pollution. 2. We are looking at standard horn blasts 5 times an hour (Peak) with the increase in commuter and Amtrak traffic they are planning alone (4, Off Peak). When you add in the increase in freight traffic (which they are looking up), we are looking at horn blasts probably every 5-7 minutes day and night. 3. The horn blasts required for a new crossing and the wayside horn blast required at Coast appear repetitive, that means 60 seconds of standard horn blast for each train followed by a wayside horn blast. 4. This completely destroys the trail experience as well as the bluff living experience from DMW to Coast Blvd. It turns Del Mar's coast into a railway appendage. At-grade standard crossings must be dropped as an option. 5. (I think Encinitas has several informal gate crossings).</p>	<p>Thank you for your comment, we appreciate your feedback.</p> <p>Pursuant to FRA Rule 49 CFR Part 222, any train is required to begin sounding their horn at least 15 seconds in advance of the at-grade crossing, in addition to any of the audible warning devices installed at the at-grade crossing itself. Establishing a quiet zone, similar to the Coast Boulevard grade crossing, could reduce potential noise impacts. If a grade crossing was selected for implementation, a quiet zone could be pursued concurrently with approval of a new at-grade crossing or after an at-grade crossing is approved and installed.</p>
49	<p>A significant number of incidents are people taking their own lives. Need to address that with signage. At grade pedestrian crossings do not need horns and lights. Crossing arms, gates, and styles can physically prevent pedestrians from crossing tracks. And can be neighborhood friendly.</p>	<p>Thank you for your comment. Safety was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
50	<p>I agree with Al that we have to push for answers in regards to at-grade crossings without horn and lights.</p> <p>SANDAG showed us examples of "Informal crossings" in Santa Barbara area with so called sand fence and a gate. Perhaps that gate automatically can lock when train is approaching? There are many things we need to find out tonight. Al, NCTD or any higher ups do not care whether the people who have been hit on the railroad are suicides or not. They want to bubble wrap the world to protect themselves from lawsuits from grieving families. We can bring it up, but we also have to be careful not sounding callous and cold so we have to choose our words carefully. Like you say, bringing up more signage for where people can turn and call when feeling they have no other way out than ending their lives. I would hate to dig into the bluff for an underpass that will only be used for the next 10 years or so. And in all honestly, if they don't do a good planning with that underpass, it will be for nothing. People being on the upper bluff walking to and from Torrey Pines have to be able to get to the underpass to get both down to the beach and also to the east side into Del Mar.</p> <p>How easy won't it be to just keep on doing what everyone is doing - cross the tracks at grade instead of finding that path to first go halfway down the bluff, then through an uphill tunnel to the other side? They need to plan that very well for people to feel it's worth doing that "journey" instead of just running over. However, if an underpass is the ONLY way to get a crossing without all the horns and lights, it may be what we have to do. I hate it though, absolutely hate it.</p>	<p>Thank you for your comment, we appreciate your feedback.</p> <p>The informal crossings are referenced in Appendix E of the draft report, the Santa Claus Lane Grade Crossing Approval Materials. In this appendix, the informal crossings that are detailed are what exists in the area today, and the purpose of the approved Santa Claus Lane Grade Crossing project for a formal at-grade crossing is to replace these informal crossings with a safe and legal access point. Regulatory agencies will not allow the installation of crossings similar to those existing informal crossings in the appendix.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

51	<p>(sent an email containing several images, including the following caption: DKS Pedestrian Protection System</p> <p>BARRIER GATE SAFETY - In today's busy world, people often forget to pay attention to their surroundings and can inadvertently place themselves in harm's way. DKS BarrierGate Operators offer a Pedestrian Detection &amp; Protection System that knows when to allow the Barrier Arm to come down – or not. Protect the integrity of the parking facility and prevent those inadvertent accidents from happening. After all, you have better things to do than deal with liability problems. It's Aware, Even When They're Not.</p> <p>A significant number of incidents are people taking their own lives. Need to address that with signage. At grade pedestrian crossings do not need horns and lights. Crossing arms, gates, and styles can physically prevent pedestrians from crossing tracks . And can be neighborhood friendly.</p>	<p>Thank you for your comment. Safety was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
52	<p>The problem is that the federal rules governing rail crossings mandate the horns. The Federal railroad safety administration has enacted regulations that preempt state law on this issue, requiring horn blasts 49 CFR 222</p>	<p>Thank you for your comment, we appreciate your feedback.</p> <p>That is correct, pursuant to FRA Rule 49 CFR Part 222, any train is be required to begin sounding their horn at least 15 seconds in advance of the at-grade crossing, in addition to any of the audible warning devices installed at the at-grade crossing itself.</p>
53	<p>So here is one interesting fact - I just called the Rosewood Miramar Beach Hotel in Montecito (see google photo). The hotel is on both sides of the tracks. The receptionist confirmed they do not sound the horn or flash lights as they go by - they do have a gate that will lock when the train is approaching and the way they get around the rules is they have a full time safety officer at the tracks. So 7x24 there is an employee on site to help guests across the tracks safely. So my question then is if one end it is bells lights and train horns and the other end it is a 7x24 safety officer are there any points in the middle that might work better for us? You can zoom into the photo and see the hotel has rooms and a bar on the other side of the tracks.</p> <p>Karen</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
54	<p>This is great info, Al and Karen! This may be exactly what we need and can get through regulations. Another question, since the horn sounds at 15th and we can hear it by 11th, perhaps no sound is needed at an 11th Street gate crossing. There must be some rules about distance between horn too and my guess is that 11th street is close enough to Coast Blvd that it may not be needed. Can you hear the horn at 8th Street too?</p> <p>Two safety gates, one at 11th and one at 8th, with no sound but gates that lock when train is approaching, would be perfect.</p>	<p>Thank you for your comment, we appreciate your feedback. Pursuant to FRA Rule 49 CFR Part 222, any train is be required to begin sounding their horn at least 15 seconds in advance of the at-grade crossing, in addition to any of the audible warning devices installed at the at-grade crossing itself.</p>
55	<p>Does anyone know if tonight's meeting will be taped, or broadcast/zoomed? I am out of town, back Friday.</p>	<p>The Community Open House held on December 7, 2022, was not taped or broadcasted; however, the materials from the meeting are posted on the SANDAG website. A Zoom presentation to the Del Mar City Council that was held on December 5, 2022, can also be viewed on the City's website under their "Watch Meetings" page.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
56	<p>I agree with Al that we have to push for answers in regards to at-grade crossings without horn and lights. SANDAG showed usexamples of "Informal crossings" in Santa Barbara area with so called sandfence and a gate. Perhaps that gate automatically can lockwhen train is approaching? There are many things we need to find out tonight.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

57	<p>DEL MAR CITY COUNCIL December 5, 2022 PUBLIC ACCESS AT 11TH STREET</p> <p>Dear City Council Members, Staff and SANDAG representati ves,</p> <p>I have lived at the foot of 11th Street since 1970. Over 50 years. I am more familiar with pedestrians crossing the tracks than anyone else on the planet. I have observed tens of thousands of people crossing the tracks at 11th Street. Yes, that is correct. Myview from our breakfast and dinner table looks at the 11th Street crossing, and I have calculated nearly2,000,000 pedestrian crossings since 1970. I complement SANDAG for an amazing document. It must have taken many hours. But has anyoneasked me or any local Del Mar resident for any input? Not until I now. Did I off er assistance to Bruce Smith some months ago? Yes, but I have never heard back from Mr.Smith. I do believe Mr. Smith's heart is in the right place, but SANDAG should have connected with DelMar residents much earlier in the process. Mr. Smith and SANDAG staff, I am on your side. I want to help. And I appreciate the opportunity tofi nally off er my thoughts this coming Thursday. It is obvious that overpasses and underground tunnels are a nonstarter. With the cost, the disturbanceto the bluff s, and the impending move of the tracks from the ocean bluff .</p> <p>So, what is left ? We have the answer right in front of us. The existi ng pedestrian grade crossings at 11th Street and 8th Street. It has worked for over 100 years. We have over 100 years of real-life pedestrians crossing thetracks at 11th Street and 8th Street. Nearly 2,000,000 pedestrian crossings! And two fatalities. And those are not related to crossing thetracks, but two separate instances of people chasing their unleashed dogs. The SANDAG document focuses on engineering and geology. I want to focus on people. Let's talk aboutpeople who use the bluff . I want to emphasize we have two diff erent groups to consider. RESIDENTS WHO live near the tracks, year around, day in and day out. Residents account for less than 1% of the people that cross the tracks. Closer to 1/10 of 1% (*). VISITORS WHO Come to 11th Street for access to the bluff and to the beach For dog walks, for surfi ng, for picnicking, for sunsets, for wedding and graduati on photo shoots Visitors from out of town make up the vast majority of pedestrians crossing the tracks. Audible horns and fl ashing lights in this residenti al neighborhood are a non-starter. Horns and lights just disturb people. Flashing lights and horns are negati ve. They are intrusive to the neighborhood. Furthermore, they do not physically stop people from crossing the tracks. To prevent people from crossing when a train is approaching, a gate or cross arm is the only way tophysically stop people. Turnsti les are used in train stati ons and crossings around the world, and could be adopted for Del Mar Railings designed to direct people to safe crossing areas such as the ones NCTD now uses at manypestrian crossings. Yes, the current "unauthorized crossings" could be made safer and more logical for people. Flashing lights and horns? That is a nonstarter along the Del Mar bluff s. With all the brain power at SANDAG, I expect something bett er than a century old crossing technologydesigned for cars and trucks, and not for people. Thank you for your consideration,</p> <p>Al Tarkington</p>	<p>Thank you for your comment. Safety was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>Coastal Connections PDT and partners have been actively working with local stakeholders City of Del Mar residents, and public agencies to engage and collect input and feedback on concepts in the report. On October 4, 2021, the project team presented a brief introduction to the study at a Del Mar City Council meeting. On December 5, 2022, the project team presented an update on the study at a Del Mar City Council meeting.</p> <p>On December 7, 2022, the project team hosted an open house event to solicit community feedback on the initial draft improvement concepts. Attendees were encouraged to share their preferences and opinions via comment cards as well as an online review portal. On Saturday, January 28, 2023, the project team hosted a booth to solicit community feedback on the initial draft improvement concepts, which were the same as those shared at the Community Open House in December 2022. Attendees were encouraged to share their preferences and opinions via comment cards as well as an online review portal. The Draft report was posted online and distributed through email initiating the open comment period from December 7th,2022 until January 31,2023.</p> <p>Pursuant to FRA Rule 49 CFR Part 222 any train is be required to begin sounding their horn at least 15 seconds in advance of the at-grade crossing, in addition to any of the audible warning devices installed at the at-grade crossing itself. This rule applies for both vehicle and pedestrian only at-grade crossings. Detailing and placement of audible features would be detailed in the next phase of the project.</p> <p>For more information, pleasea view the final Coastal Connections Conceptual Planning Study Overview document on the SANDAG website.</p>
58	<p>Hello Mr. Smith,</p> <p>I'm a Del Mar resident, and have lived on Stratf ord Court "right next to" the train tracks for the last 15 years. We are within 25 yards of the bluff and have a front row perspective.</p> <p>I'm also a surfer who is monitoring the ocean and weather conditions daily. Sharing a couple of considerations around "pedestrian access" and similar: On many days during the year, the beach/sand is entirely underwater. Sharing here an example screenshot of 8-10' waves, 6'+ king ti des, and these are days where the beach quite literally disappears. The bluffs-to-beach can be very dangerous to the average pedestrian on many days. On the days with big waves and king tides, providing beach-level access would actually put people in harm's way. Big waves, currents, cold water, no lifeguard access from beach level = big risk to the average joe. Not to mention, there are many recent examples of bluff collapses onto the beach, and those poor ladies died inEncinitas just a few years ago in this type of situation. Staircases and similar "pedestrian access to beach level" would almost certainly structurally fail due to the ongoing weather + climate change. Parts of the bluffs are crumbling away, daily. Tides, swell, and limited shoreline make this particularly acute between 13th Street in Del Mar and the bridge at Torrey Pines State Beach. The abandoned metal staircase north of Swami's is a good point of reference, illustrating the need for local knowledge when considering these things :) Commenting on the Fall 2018 bluff failures, Adam Young, a researcher at UCSD's Scripps Institution of Oceanography, who has been tracking cliff erosion in Del Mar and around the state, said: "Two of these landslides happened in the middle of the day in areas where people sit regularly...It's lucky nobody was hurt." "It's pretty unusual to have three large landslides in such a small area in such a short amount of time," Young said. "But basically all the cliffs are dangerous places and they all have their day." <a href="https://www.delmartimes.net/news/sd-cm-nc-delmar-bluff-20181013-htmlstory.html">https://www.delmartimes.net/news/sd-cm-nc-delmar-bluff-20181013-htmlstory.html</a></p> <p>Thanks for your considerati on &amp; kind regards – Viktor Nemeth</p>	<p>Thank you for your comment, we appreciate your feedback.</p> <p>Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
59	<p>Clem: Thanks for these answers. The project plans show the undercrossing as a prefab 8 feet by 10 feet box. Is the 10 feet the width or the height? Looks like it's the width, but I'm not sure. If it is, then can we assume that 12 feet of depth excavation and 10 feet horizontal is required to install the prefab tunnel--the 4 feet you mention on depth plus 8 feet of depth? Or will over excavation be needed? I assume so on the horizontal, and perhaps the vertical and length as well. How much of the bluff will need to be excavated is critical both for us and for the CCC to know in as much detail as possible in evaluating the options.</p> <p>Thanks! Dwight</p>	<p>Thank you for your comment, we appreciate your feedback.</p> <p>The proposed potential undercrossing tunnel is a box culvert with internal dimensions of 10' wide and 8' high. Assuming a wall thickness of 1' means external dimensions of 12' wide and 10' high. With the box approximately 4' below the railroad, the minimum excavation would be 12' wide by 14' deep. The contractor would need to use shoring to support this pit, and also may need to "lay back" the upper portions of the pit which would increase the size of the excavation. These types of details are still to be determined in the next phase of design.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
60	<p>Concept 7 seems perfect, thank you!</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>



61	<p>First, I think you need to have a full explanation why you eliminated an overpass crossing. I have not been able to find any documentation that specifies a 26 foot grade separation. Please provide the document where the 26 foot grade separation requirement that you quote in your document. If you look at the California state requirements in document ORDER INSTITUTING INVESTIGATION TO ESTABLISH THE CALIFORNIA GRADE SEPARATION FUND PRIORITY LIST FOR THE FISCAL YEARS 2022-2023 AND 2023-2024, the maximum grade separation height requirement is 22.5 feet. If you look in the Union Pacific Railroad-BSNF Railway - GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS, it specifies 23.5 feet. The following are the best overpass alternatives ON OR NEAR 10TH STREET, that I could calculate based on the topology.</p> <p><b>ASSUMPTIONS</b></p> <ul style="list-style-type: none"> <li>= 23.5 - BSNF Clearance requirement from the top of the tracks to the bottom of any overpass (in feet)</li> <li>= 35 - ADA Maximum Ramp length with 5-foot landing requirement (in feet)</li> <li>= 2.5 - Incline/decline for every 35 feet of ADA ramp (in feet)</li> <li>= 80 - span across the tracks (in feet)</li> </ul> <p>A pedestrian ramp would be located along the edge of the excavation that was dug out for the tracks (west side). This ramp could be built in both directions - North and South for access to the BLUFF at 11th and 9th and would be approximately 400 feet long in each direction and would decline 2.5 feet for every 35 feet. The ramp would very quickly decline and be at the height of the bluff or below. This would also minimize the foot traffic on the bluff and provide visitor viewpoints at the crossing.</p> <ul style="list-style-type: none"> <li>= No train crossing noise or lights</li> <li>= If cable railing were used, the view impact should be reduced.</li> <li>= Low impact on the bluff geology as the support structure could utilize the pilasters in SANDAG plans</li> <li>= Companies build prefab pedestrian ramps in lengths up to 80 feet with only one support at each end</li> </ul> <p>==== IF THE OVERPASS WERE LOCATED AT 10TH STREET</p> <ul style="list-style-type: none"> <li>= The bottom of the overpass on the east side of the tracks would need to be 2.5 to 5 feet at 10th Street above the current grade. You would need to build a ADA ramp of approximately 35 to 70 feet to meet the requirements.</li> <li>= The bottom of the overpass on the west side would be approximately 10 feet above the grade</li> </ul> <p>==== IF THE OVERPASS WERE LOCATED APPROXIMATELY 35 TO 70 FEET SOUTH OF 10TH STREET (BETWEEN 10TH STREET AND MELANIE WAY), THE HIGHEST POINT ON BOTH SIDES OF THE TRACK</p> <ul style="list-style-type: none"> <li>= The bottom of the overpass on the east side of the tracks still needs to be approximately 2.5 TO 5 feet above the current grade.</li> <li>= If the overpass is located south of 10th street, the path from 10th Street to the crossing could be used for the grade increase.</li> <li>= The bottom of the overpass on the west side would be approximately 8 feet above grade</li> </ul> <p>Second, in regard to concept 1, why have you placed the pedestrian trail so close to the residential properties. It seems there is plenty of space to move the trail closer to the tracks and not impact the residential properties with visual and noise impacts (people walking next to their property and the noise). There are several places in the plan where the pedestrian path is not right next to the edge of the ROW. Move the pedestrian path farther away from the edge of the ROW especially at the interface to residential properties.</p>	<p>Thank you for your comment, we appreciate your feedback.</p> <p>An overcrossing alternative was screened out by the Project Development Team due to the visual impact that would be caused by both the overcrossing itself and the additional stairs and ramp that would be needed to get down to beach level.</p> <p>In regards to concept 1, the location of the northern section of the north/south trail was kept at mid-upper bluff slope as much as possible. The intent was to have grade separation from both the railroad track and the properties located east of the trail. It is infeasible to move the pathway further west as the space at track level is too constrained.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
62	<p>On many days during the year, the beach/sand is entirely underwater. Sharing here an example screenshot of 8-10' waves, 6' + king tides, and these are days where the beach quite literally disappears.</p> <p>The bluffs-to-beach can be very dangerous to the average pedestrian on many days.</p> <p>On the days with big waves and king tides, providing beach-level access would actually put people in harm's way. Big waves, currents, cold water, no lifeguard access from beach level = big risk to the average joe.</p> <p>Not to mention, there are many recent examples of bluff collapses onto the beach, and those poor ladies died in Encinitas just a few years ago in this type of situation.</p> <p>Staircases and similar "pedestrian access to beach level" would almost certainly structurally fail due to the ongoing weather + climate change. Parts of the bluffs are crumbling away, daily.</p> <p>Tides, swell, and limited shoreline make this particularly acute between 13th Street in Del Mar and the bridge at Torrey Pines State Beach.</p> <p>The abandoned metal staircase north of Swami's is a good point of reference, illustrating the need for local knowledge when considering these things :)</p> <p>Commenting on the Fall 2018 bluff failures, Adam Young, a researcher at UCSD's Scripps Institution of Oceanography, who has been tracking cliff erosion in Del Mar and around the state, said:</p> <p>"Two of these landslides happened in the middle of the day in areas where people sit regularly...It's lucky nobody was hurt."</p> <p>"It's pretty unusual to have three large landslides in such a small area in such a short amount of time," Young said. "But basically all the cliffs are dangerous places and they all have their day."</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
63	<p>We think a better solution than any of the above options is installation of a mechanical gate or turnstile on both sides of the tracks coupled with channel fencing or barriers directing pedestrians to an at-grade crossing where the gates or turnstiles would automatically close and lock to prevent access to the tracks when a train is passing and would unlock after a train has safely passed. There are many examples of these types of devices in use in Europe and elsewhere, including in the U.S.11 Here are two examples. The first is in use by NCTD on the Coaster line and the second is in San Clemente</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
64	<p>Strong support in the community for the underpass at 7th-8th.</p> <p>Clear rejection in the community for at-grade that comes with horns, bells, whistles and lights.</p> <p>Wishful thinking that an at-grade can be done without the lights and noise.</p> <p>Dear Fence Fighters and all beach area property owners around 11th Street,</p> <p>Although it might be nice to have an at-grade railroad crossing at 11th Street immediately south of Al and Stevie's home, all of you will rue the day you allow this train to start rolling down the SANDAG tracks.</p> <p>There is NO WAY that an at-grade crossing can be allowed without the required infrastructure you see at Coast Boulevard In Del Mar or at Chesterfield and Hwy 101 in Cardiff. The FRA will not allow that to happen. Bells at all times of the day and night, steel infrastructure for the gates and to prevent the freight trains from blowing their obnoxious horns night and day, a Wayside Horn will also be installed. I, Lee Stein and my committee went through of this in getting the Wayside Horn agreed to by all the Federal and State agencies; a very long process.</p> <p>PLEASE BE CAUTIONED: If SANDAG approves the 11th Street site for the crossing, there will be no stopping it, infrastructure and all. And it will then be impossible to stop.</p> <p>Think it over please, for your own good.</p> <p>Hershell</p>	<p>Thank you for your comment. Noise was one of the primary concerns identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

65	<p>I would like to chime in here too. If, and only if, Dwight (and Al) know something that we don't and can negotiate an at-grade crossing without lights and horns, an at-grade would in my eyes be the best solution, either at 11th street in combination with an improved trail down to the beach, or at 8th street with stairs down. However, if we cannot get a binding commitment from SANDAG and NCTD that this particular at-grade will never be required to have the bells and whistles installed, I think an underpass would be the second best alternative. It's not great, but it's better than killing the night sleep for all the people living close to the rail road. The rail road is simply too close to the houses here for having the horn blow and lights go off for each and everyone of those 60-100 trains that pass or are planned to pass by every day.</p> <p>Karl mentioned earlier that he would prefer the option of doing nothing, just let things be as they are. I'm not sure that is a viable option after the Coastal Commission requested SANDAG to create a public crossing as pay-back for taking beach area away from the public by building all those seawalls. But if it is an option, that would be OK too as long as we can get reassurance from NCTD to not enforce no trespassing. I just don't see how we can get NCTD to agree to anything. They have given us nothing, not moved an inch since the whole fence fight started almost 2 years ago.</p> <p>Anyway, the main thing in my mind is that we will get an option, however that option will look like, to cross the rail road to get to the beach legally without having to fear a \$500 ticket. And no fence!</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
66	<p>I saw that your study addresses pedestrian access to the rail lines. Assuming you would be open to creative ideas and suggestions, would you also consider discussing opening up another transportation route? Specifically a boat ramp within walking distance of the rail lines.</p> <p>My team is building an electric amphibious vehicle (Car-Boat) that travels on highways and waterways. A boat ramp in Del Mar within walking distance of the rail lines would enable riders to walk to the boat ramp and board one of our amphibious vehicles to travel along the coast to other boat ramps where they would dismount. An example of this would be amphibious water taxis that use the coastal waterways to bypass congested highways and freeways. More information is at <a href="https://poseidonamphibworks.com/">https://poseidonamphibworks.com/</a> and <a href="http://www.startengine.com/posiedon">www.startengine.com/posiedon</a>.</p> <p>If discussing this at your meeting is a possibility I would be happy to attend. I look forward to your comments.</p> <p>Thanks, Dan Wolfson</p>	<p>Thank you for your comment, we appreciate your feedback. While this suggestion is outside the scope of the current study, we appreciate your ideas and suggestions and have shared them with our project team.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
67	<p>Did I offer assistance to Bruce Smith some months ago? Yes, but I have never heard back from Mr. Smith. I do believe Mr. Smith's heart is in the right place, but SANDAG should have connected with Del Mar residents much earlier in the process.</p> <p>Mr. Smith and SANDAG staff, I am on your side. I want to help. And I appreciate the opportunity to finally offer my thoughts this coming Thursday. It is obvious that overpasses and underground tunnels are a nonstarter. With the cost, the disturbance to the bluffs, and the impending move of the tracks from the ocean bluff.</p> <p>So, what is left?</p> <p>We have the answer right in front of us. The existing pedestrian grade crossings at 11th Street and 8th Street. It has worked for over 100 years. We have over 100 years of real-life pedestrians crossing the tracks at 11th Street and 8th Street.</p> <p>Nearly 2,000,000 pedestrian crossings! And two fatalities. And those are not related to crossing the tracks, but two separate instances of people chasing their unleashed dogs. The SANDAG document focuses on engineering and geology. I want to focus on people. Let's talk about people who use the bluff. I want to emphasize we have two different groups to consider.</p> <p>RESIDENTS WHO</p> <p>Live near the tracks, year around, day in and day out.</p> <p>Residents account for less than 1% of the people that cross the tracks. Closer to 1/10 of 1% (*).</p> <p>VISITORS WHO</p> <p>Come to 11th Street for access to the bluff and to the beach</p> <p>For dog walks, for surfing, for picnicking, for sunsets, for wedding and graduation photo shoots</p> <p>Visitors from out of town make up the vast majority of pedestrians crossing the tracks.</p> <p>Audible horns and flashing lights in this residential neighborhood are a non-starter.</p> <p>Horns and lights just disturb people.</p> <p>Flashing lights and horns are negative. They are intrusive to the neighborhood.</p> <p>Furthermore, they do not physically stop people from crossing the tracks.</p> <p>To prevent people from crossing when a train is approaching, a gate or cross arm is the only way to physically stop people.</p> <p>Turnstiles are used in train stations and crossings around the world, and could be adopted for Del Mar</p> <p>Railings designed to direct people to safe crossing areas such as the ones NCTD now uses at many pedestrian crossings.</p> <p>Yes, the current "unauthorized crossings" could be made safer and more logical for people.</p> <p>Flashing lights and horns? That is a nonstarter along the Del Mar bluffs.</p>	<p>Thank you for your comment. Coastal Connections PDT and partners have been actively working with local stakeholders City of Del Mar residents, and public agencies to engage and collect input and feedback on concepts in the report. On October 4, 2021, the project team presented a brief introduction to the study at a Del Mar City Council meeting. On December 5, 2022, the project team presented an update on the study at a Del Mar City Council meeting.</p> <p>On December 7, 2022, the project team hosted an open house event to solicit community feedback on the initial draft improvement concepts. Attendees were encouraged to share their preferences and opinions via comment cards as well as an online review portal. On Saturday, January 28, 2023, the project team hosted a booth to solicit community feedback on the initial draft improvement concepts, which were the same as those shared at the Community Open House in December 2022.</p> <p>Attendees were encouraged to share their preferences and opinions via comment cards as well as an online review portal. The Draft report was posted online and distributed through email initiating the open comment period from December 5, 2022 until January 31, 2023.</p> <p>Many pedestrians enter railroad property in the study area, both to cross the railroad and to walk along the bluffs. This creates safety concerns for pedestrians and risks impacting passenger and freight rail services. This study seeks to improve public safety, minimize potential conflicts between railroad operations and pedestrian access, and minimize impacts to existing coastal resources including coastal bluffs. This study discusses bluff usage and pedestrian movement throughout the planning study's project area in chapter 2 of the report.</p> <p>Before the implementation of any Access Improvements, noise impacts will be evaluated during the engineering design and environmental clearance phase of the project.</p>
68	<p>The Concept 5 &amp; 7 At-grade and Undercrossing at 7th-8th need to connect to both 7th &amp; 8th street. If the undercrossing is out of the way, people will walk down the bluff to save time instead of walking north which will further bluff erosion.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

69	<p>(1) Improved pedestrian access One of the best aspects of the bluffs in del mar is how calm and unrestricted they are in terms of paths, i.e. having multiple path choices where you can stop anywhere along the way and not having N-S fences. If there is going to be a N-S trail consider minimizing fence uses wherever possible and persevering the ability to choose multiple paths along the route. The image of concept 1 shows the N-S trail being 1 dimensional, it makes the path a single line going N-S. This is important to me because I spent a lot of my childhood playing around these bluffs, the plants, and the drainage culverts of little orphan alley; Depth in the E-W direction is what created the possibility for curiosity, play, and a peaceful mindful presence. The multidimensional depth allows people to be part of nature and is one of the few urban places that I feel calm in. If a N-S path is built I think the current path starting north of 7th street would be a good design (it does not have railings/fences and therefore it is respectful to the bluffs and pedestrians) another decent example are the paths along the SW side of the San Dieguito lagoon near viewpoint brewing (more than one path to multiple stopping points delineated by plants and footpaths). The ability to stop at any part of the trail then calmly pick from multiple paths to explore, stand, and sit is an asset (this happens at the end of street road barricades and on the west side of the tracks). Please maintain the complexity of the path and spaces that allow for informal and creative use. I put the N-S crossing last because to me the best-case scenario is to get good W-E bluff to beach access then wait until the train tracks are unusable or relocated. Once the train is gone a wider and less restricted space could be used for an official N-S trail. I think fences and single path N-S would erode the unique service it provides as a semi-public semi-naturals space. Most bluffs are private, fenced off or part of a restricted preserve. With these bluffs people can be part of nature. Being part of nature does have hazards like heights, erosion and in this case trains, still you can increase access while signaling to people where safe spots are and use infrastructure to nudge people to chosen paths. (2) at grade vs undercrossings I put the at grade crossings lower on the priority list because they would have more fences and greater visual impact. I think starker delineations of space could lead to people could perceiving the bluffs as having only thin strips for limited public use and accesses. I want people to expect all the bluff will eventually be a public asset. Free movement and people being allowed to be part of nature is what makes the bluffs an asset. There are a limited number of places like this on the California coast that are accessible from an urban space where people are permitted to be part of nature not separate. Sunset cliffs is another, and there are a few in Santa Barbara like the Douglass family preserve. Please retain the ability to choose multiple small paths to get along the bluffs.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
70	<p>Ramps to beach are expensive and stupid. At-grade crossings are noisy, ugly, require fencing, and don't solve a problem that really exists. Only logical solution is undercrossing at 7th - stairs are fine, ramps not needed.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
71	<p>Try not to make the north south path a roadway but rather make it a meandering trail with low landscaping</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
72	<p>I wish to see more balanced and forward thinking planning. All of your proposed solutions are short sighted and self serving and will accelerate bluff erosion. The focus should be on relocating the train tracks inland and off the bluffs which will accomplish preservation of beach access for the public, transportation and public safety, and preservation of views. With the rapid erosion of the bluffs and major collapses over the recent past, just last week on Black's Beach, why continue to keep doing what isn't working. Find a permanent solution by moving the tracks inland.</p>	<p>Thank you for your comment, we appreciate your feedback. This study is a separate effort from the rail realignment. To learn more about the rail realignment effort and opportunities to provide feedback please visit: <a href="http://SANDAG.org/LOSSAN">SANDAG.org/LOSSAN</a>.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
73	<p>I strongly prefer the pilot project with an at-grade crossing using a locking gate, as proposed by Councilmember Dwight Worden and Al Tarkington - the least impact on the bluff, greatly reduced noise and flashing lights, probably the most cost-effective concept, and a reasonable "interim" solution until such time as the tracks are moved off the bluffs. Also, the Worden-Tarkington proposal includes a viewing platform that would be ADA accessible, and this would benefit many people -- already, many people cross the tracks in the 11th Street area just to view the ocean from the bluff top, without going down to the beach, and making this a safe, legal crossing with a viewing platform would be a big public benefit. As to Concepts 2, 4 and 7, the ramps would have a huge visual and perhaps environmental impact on the bluff face, and should not be included since there are two ADA-compliant beach access points in close proximity - one at 17th St., and one at Torrey Pines State Beach. As to the Concepts that include stairs, I strongly support minimal improvements to the existing trails down to the beach, rather than structural stairways that will have a more negative visual and environmental impact on the bluff face.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

74	<p>My priorities above is only valid if the at-grade can come without the bells and whistles, as in the suggestions sent in jointly by Al Tarkington and Dwight Worden. I support their suggestion, except for Del Mar taking on liability for safety in regards to pedestrians crossing the rail road. We cannot do that with a population of 4,000 people and hundreds of thousands of visitors. One accident and we will be bankrupt. Liability has to stay with NCTD. If it is impossible to get an at-grade crossing without the bells and whistles, I reluctantly instead support an undercrossing by 8th street, which area is already cement-filled with large drainage ditch and unnatural looking.</p> <p>This is my third time I send in comments as new information kept on coming in. I'm so sorry! But they all come down to the same thing. At-grade at 11th and/or 8th street with either stairs down (8th street) or improved path (11th street) but without bells and whistles. If it is not possible to get away without the warning sounds or lights, I support the undercrossing by 8th street.</p> <p>Thank you, SANDAG engineers, planners, and architects, for all the hard and thorough work you have put into this.</p> <p>Sincerely, Camilla Rang</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
75	<p>Please add my support for the Worden-Tarkington proposal.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
76	<p>Concept 1 - this will require digging into the existing fragile bluff and putting up a cement retaining wall for portions of it as well as a guard rail for fall protection. I am not sure how feasible it is along the line sighted.</p> <p>Concept 2 - I don't have a strong opinion where the actual crossing is but it seems that ramps and stairs are an overkill and not necessary. if it is required to have ramps to get government funding then I would suggest ramps are used versus stairs.</p> <p>Concept 6 and 7 - Undercrossing will require you to dig into the fragile bluff which is comprised of sandstone and will require a lot of fortification which will all not be needed once the train tracks are moved. The cost is much higher for this versus an at grade crossing.</p> <p>I support an at grade crossing but done the way the proposal from Dwight Worden and Al Tarkington have proposed.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

77	<p>I think that each of the above concepts have serious environmental concerns for the preservation of the bluff. I prefer the Worden/Tarkington Concept for it provides safety, preservation of the bluffs, and improved access to the beach. I particularly like the idea of a pilot study, and that it can be used mainly until the train is relocated. Once the train is relocated we can re-evaluate how to maintain accessibility. I would include bilingual signage for directions and safety issues and wonder if there should be an age restriction. It would also be great to have 2 crossings, one at 11th street and one a bit further south than 7th street.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
78	<p>Any of these options are a win win for all. Looking forward to resolving this issue.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
79	<p>I am glad to see all of the options and think they are a win win for everyone. I prefer the option that would be least impactful for the stability of the bluffs but will create a safe crossing so that everyone can enjoy the beach and be safe from the train.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
80	<p>I support the proposal put forth by Al Tarkington and Dwight Worden!</p> <p>Concepts 6 and 7 - please don't dig into the bluff to put in this crossing</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
81	<p>This does not address the necessity for a crossing at 28th street. Often incorrectly referred to as the Coast to Crest Trail (doesn't actually go the coast) - this has been discussed for many years but continues to be overlooked.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report; however, a crossing at 28th Street is outside the scope of this study.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

82	Support the proposal of Al Tarkington and dwight wordon	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
83	I'm in favor of the Worden/Tarkington proposal of having a safety gate at or near 11th St. to keep pedestrians off the tracks when a train in approaching. I believe this option, done on a study basis will be most feasible to achieve the goals of rail corridor safety, preservation of bluff, minimization of cost, improved pedestrian access, and minimization of noise and and visual impacts. Respectfully Submitted, Claire McGreal	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
84	Rail corridor safety should be prioritized on any proposed pedestrian crossing over the tracks. Proper channelization should be provided to guide pedestrians to the legal crossings and fencing should be placed along the corridor to deter/prevent pedestrians from crossing the tracks in all other locations along the corridor.	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report and safety was a top priority of the study team.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
85	We strongly support the proposal by Al Tarkington and Dwight Worden. We think it is an appropriate attempt, avoiding the cost and disruption of over or under track crossings.	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
86	Concept 3: I support the At Grade Crossing at 11th street submitted by Al Tarkington and Dwight Worden. The bluffs are far too fragile to install an invasive undercrossing or overcrossing. Given that the train tracks will have to be moved off the bluffs (and are supposed to be moved by 2035) it only makes sense to install the least destructive type of crossing. And living on 11th street I am very much in favor of a crossing that does not require warning lights and loud horns every time a train comes (which is dozens of times daily). We need innovative, practical, and cost-effective solutions such as this proposal.	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

87	<p>Please consider the proposal of an at grade crossing at 11th st put forth by Dwight Worden and Al Tarkington. Gate without lights or horn</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
88	<p>Consider Dwight Worden and Al Tarkington's proposal for gated pedestrian crossings at 7th/8th street NOT 11th street. Del Mar has a pedestrian crossing at 15th street and the next legal access point is Torrey Pines State Beach parking lot off Carmel Valley Road. It makes no sense to install a legal crossing 4 blocks south of 15th street in a single family home residential neighborhood then have no other legal crossing for 11+ blocks.</p> <p>Not only does the 11th street location neglect residents that reside in the Del Mar Heights area it neglects the residents residing in multi-unit housing in the area around 4th Street and Stratford. Since there are bus stops going north and south on Hwy 101 and 4th street, Beach access on 7th/8th street would also allow bus riders to access the beach legally a short walk away.</p> <p>Currently most Del Mar Heights residents drive to access the beach at either Torrey Pines State beach or 15th street-28th street. A crossing at 11th street does not alleviate the need for Del Mar Heights residents to drive.</p> <p>Using current illegal rail crossing numbers to determine legal crossing placement is a flawed strategy because not everyone that visits the beach in Del Mar crosses the track illegally to get there. Many residents that do not live close to a legal crossing DRIVE to the beach or don't go as often as they would. like given the difficult parking situation in the City of Del Mar and the parking fees at Torrey Pines State beach. If you put a beach crossing in an area that is central to the most residents, it will increase pedestrian access to the beach and decrease driving, which should be the goal.</p> <p>A crossing at 11th street is more of a crossing for more City of Del Mar residents who live nearby and those lucky enough to snag a parking spot on the street. The new legal pedestrian crossings should be installed in areas where the MOST people would be able to access the beach using them, which is 7th/8th street.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
89	<p>The least noise the better. I live on 10th Street and hope that the surfers have access to the beach.</p>	<p>Thank you for your comment. Noise was one of the primary concerns identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
90	<p>The proposed idea of locking gates at 11th Street makes a lot of sense and has a number of advantages. It provides safe access without disturbing the fragile bluff, cuts down on noise and can be removed once the tracks are moved. It's almost impossible to rank question 1 because every single item is extremely important. The locking gate appears to address all on that list.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
91	<p>The undercrossing with steps (or with ramp and steps) makes the most sense for Del Mar. Quiet. Minimal visual impact. Has value even after the tracks are relocated.</p> <p>The at grade crossings will come with lights and whistles that will drive the entire south bluff neighborhood bonkers.</p> <p>We already have a lovely continuous north south trail from Del Mar Woods to 11th St.</p> <p>Getting to the other side of the tracks is the top priority.</p> <p>Preventing entrance to the tracks from Coast Blvd and keeping people away from the curve at 13th is also top priority and not on the list.</p>	<p>Thank you for your comment, we appreciate your feedback. Noise and visual impacts were among the primary concerns identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

92	<p>6 and 7 Undercrossing is the only concept that makes any sense.</p> <p>5 4 2 3 at grade will disrupt our residential neighborhoods.</p> <p>1 is not needed. Prevent access to the tracks at Coast. That is needed. A trail from 4th to 11th already exists. Make sure it stays.</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
93	<p>Less change is better, as many residents will want to keep doing what they've always done. so choose the plan that works well without requiring residents to make too much change.</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
94	<p>Hi there, this is Camilla Rang again. I wanted to add that slowing down the train would be a really good solution to all our problems until the train is relocated. If the train slows down, and NCTD commits to not fine people when crossing, perhaps we don't have to do anything to the bluff and instead increase our effort to get the train relocated ASAP.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
95	<p>I support the proposal submitted by Dwight Warden and Al Tarkington</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
96	<p>Prefer north south trail with Undercrossing at 7 to 8th street with ramp and stairs to beach.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
97	<p>You are asking for trouble with at-grade crossings. Didn't we learn our lesson when the Del Mar train station had to be moved to Solana Beach and put below the street? Del Mar hasn't needed more beach access until now, right? Fix the cliff and tracks. Torrey Pines State Beach has nice parking lot and under track access. If you have to make another access then make it accessible no more stairs. Save money until the DOT will help pay for the proposed 4 track tunnel or fix the San Diego &amp; Arizona railroad route.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>



98	11th street crossing is closer to town and would be used more than 7th st. The greatest number of people that cross at 7th street are surfers so wouldn't be as beneficial to the City as 11th street. An 11 th St crossing might help revitalize the town as well. (ie lunch/shopping and then easy access to beach walk)	<p>Thank you for your comment. Pedestrian access was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
99	11th Street is closer to the town hub and city hall parking and therefore has more utility.	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
100	<p>2) Contrary to what your SANDAG report says ADDITIONAL PARKING will be needed if the 11th Street trail is improved. The trail at 11th St is not being used much because it is extremely difficult to walk down due to damage to the bluff.</p> <p>2) I suggest that the 11th Street PARKING LOT at the DEL MAR CIVIC CENTER be opened up for the many new trail users by REMOVING THE GATE that is now closing the SURFACE LOT &amp; posting "FREE PARKING" signs at that lot. This parking behind City Hall at 11th St is not being used now due to the gate closing it off from the public view &amp; the lack of free parking signs.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
101	Concept 2 seems to be a good sense pilot plan. If a dedicated crossing is deemed necessary, this one makes the most sense to me.	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
102	I support the at-grade crossing as proposed by Mssrs. Tarkington and Worden. I believe the combination of locking gates, ramps, and stairs to be the best alternative to offer safe crossing to the people of Del Mar and those who visit our city.	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

103	<p>Concept 7 is the most desirable for the following reasons: 1) An underground crossing does not require the horns and lights that an at grade crossing would require. Too many residents live close to the bluffs and the horns and noise would detrimentally impact the quality of life for residents on the bluff- I am vehemently opposed to an at grade crossing, given the proximity of residents to the tracks; 2) the area to be excavated for the underpassing is one which consists mainly of fill, minimizing the impact to the natural bluff, 3) If the goal is to channel residents to a safe crossing, 8th street lies equidistant between 4th and 11th street, so it is more likely residents would use it; 4) FRA studies establish that more accidents occur at grade crossings; an underpass is a safer alternative 5) ramps would interfere with the natural bluff- less is more- there are access points at Torrey Pines and 15th Street for the disabled. I am vehemently opposed to an at grade crossing at 7th Street. I believe it would increase the number of accidents in an area that has not seen any deaths in over a decade according to the WSP trespasser risk study- all accidents occur north of 9th street. Why create a risk where there currently is none? Those same risks are not present in an underpass. As to Concept 1- the trail. I don't believe a trail is feasible or necessary, but this is especially the case south of 8th street. The bluffs are too fragile to accommodate such a trail and I don't think there is room for such a trail. I do not live south of 6th street, but I am concerned that the trail would be located right in front of the condominiums which might impact the quality of life for the people that do live there.</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
104	<p>Concept 1: Unacceptable and unnecessary fencing/intervention that will cause damage and erosion to fragile bluff.  Concept 2-5: All unacceptable; frequent and loud noise and ruined views that will destroy property values.  Concept 6: Underground crossing preferable but requires too much ramping, fencing and signal house that will damage fragile bluff.  Concept 7: Best alternative of those offered but "best concept" is to do nothing.</p> <p>There has not been one death from "crossing the tracks" in 100 years. The stated goal is to move the tracks off the bluff by 2035. The relatively short amount of elapsed time between the completion of the proposed project and the removal of the tracks does not justify the unavoidable damage/erosion to the bluff to carry out this project. SANDAG resources should be used to move the tracks off the bluff not fund a project that has a useful life of less than ten years.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
105	<p>I strongly support Concept#3 submitted by Dwight Worden and Al Tarkington and rank it at the top of the alternative solutions listed above.</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

106	<p>Concept 7 is easily the best solution:</p> <p>It is the safest solution. An undercrossing does not even require access to the tracks. An undercrossing is much safer. In fact the term undercrossing is a misnomer since you aren't crossing any tracks.</p> <p>An undercrossing and stairs would be a permanent construct and its long term usefulness indifferent to whether or not the tracks are ever moved.</p> <p>It would have little environmental and visual impact. Basically no more so than a large culvert, and it would occur as a straight, narrow chute that would preserve native plants and the look of the existing bluff on top once completed.</p> <p>An undercrossing should be the least likely to require lights and horns, as well as discretionary approval from multiple stakeholders as required by an at-grade type of crossing.</p> <p>An undercrossing would be visually and audibly less disruptive. Its underground and passive in operation.</p> <p>An undercrossing requires no fencing to laterally channel people approaching the tracks towards an at-grade crossing, since foot traffic approaching from the street (7th &amp; 8th) descends down immediately, Beach goers have no motivation to cross at track level.</p> <p>It is my impression an undercrossing project would give Del Mar much more autonomy in the implementation and make it politically easier. Friction between SANDAG, NCTD, the City of Del Mar, and the Feds would be substantially reduced.</p> <p>Concept 7 is easily the best solution. Work could commence immediately as the result would be forward compatible with any of the future railroad scenarios before us.</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
107	<p>Concept 7 is preferred because it does not require train horns and lights, which would be a nightmare for residents</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
108	<p>Concept 7.</p> <p>YES. Underpass. Underpass. Underpass. That is the only solution that works for Del Mar. Thank you for figuring out it can be done.</p> <p>Build the underpass and we have built something new of true value forever. We will have a way to the beach that works for everyone.</p> <p>STAIRS: The stairs are much better than the ramp because practically speaking, the vast majority of beach goers in this area are surfers, hikers, and joggers. There are no amenities (no bathrooms, no lifeguards) anywhere nearby. So why put in a ramp when small children will be unsafe and unaccommodated on this wild and natural stretch of beach?</p> <p>PARKING: There is plenty of never-used parking at Shores Park. There is a sign on the driveway that deters people from parking there. It is misleading. The parking is public.</p> <p>AT-GRADE AND RAMPS - NO!! I wish I could rank the rest of the concepts as zero - no way.</p> <p>At-grade is high risk. Sooner or later an incident will happen and even if a quiet zone were instituted, it always will be at risk of termination.</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
109	<p>The longer term goal is to move the rail road tracks off the bluffs, with a current target date of 2035. It does not make any sense and is fiscally irresponsible to spend money on a project, such as this, when any of these modifications will no longer be needed in a few years. I understand that safety is of highest priority, and here I would like to point out that in the past 100 years, not a single person has been hit by a train for crossing the tracks to access the bluff trail and beach in Del Mar. I respectfully ask that an additional "concept" be added to the list of options: do nothing!</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

110	<p>Concept 1: Unnecessary; any fencing will damage and erode fragile bluff.</p> <p>Concept 2-5: All unacceptable; noise will be loud and frequent; views will be ruined; too much fencing, signal house, etc. will destroy fragile bluff; property values .</p> <p>Concept 6: Underground crossings preferable; too much ramping.</p> <p>Concept 7: Best alternative if fencing/intervention on fragile bluff minimized.</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
111	<p>ABSOLUTELY NO FENCES ON THE UPPER BLUFF, minimal fences on lower bluff. FENCES WILL DESTROY THE BLUFF FASTER.</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
112	<p>I support the proposal by Dwight Worden and Al Tarkington</p> <p>Charlotte Gumbrell</p>	<p>Thank you for your comment.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
113	<p>At grade is perhaps the most practical interim solution, but the railroad transit times (SD to LA) will be increased by one or two stops.</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
114	<p>Concept 1, I think it is important that the North-South trail had adequate room between the houses and the trail itself. At grade, crossings would create more safety issues, while undercrossing seems quiet, visually minimal, and safe. Concept 7 is an excellent starting point.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
115	<p>Please try to preserve the bluffs in as natural a state as possible. An at-grade crossing with stairs would be best to preserve the bluff as it is. Also, please minimize fencing, and work on planning and completing the tunnel underneath Del Mar as soon as possible.</p> <p>Thank you, Wendy Root Cate</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

116	<p>The options presented all have merit, but the study missed the most important and heavily used crossing--the crossing called "Torrey Pines Area" in the Coastal Connections Study. The Torrey Pines Area crossing was dismissed for consideration following meetings with representatives of the Los Penasquitos Lagoon Foundation, but the LPLF's mission is completely unrelated to public beach access. The LPLF's mission is to "protect, restore, enhance and preserve" the adjacent Los Penasquitos Reserve. LPLF's mission involves preventing people from accessing the lagoon area--the complete opposite of enhancing beach access. The most logical local group to ask would have been the Torrey Pines Community Planning Board, but even that would miss most of the users of this crossing. In reality, the "Torrey Pines Area" crossing is by far the most heavily used of any beach access in the Study area. This crossing is used every day by locals, visitors from throughout San Diego County and tourists from around the world. A simple pedestrian study would confirm this fact. It is critical that this crossing not be ignored and, even more important, not be blocked by fencing without considering the impact on this diverse community of users.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
117	<p>The best Coastal Access project is not on the offered list: Moving dangerous speeding trains off Del Mar's crumbling bluffs, which is rightfully SANDAG's top priority in their approved Regional Transportation Plan.</p> <p>Federal, state, and local tax dollars would best be spent on helping SANDAG to achieve its goal of moving speeding trains off Del Mar's bluffs by 2035. Why spend millions on the offered Coastal Access Study projects made obsolete when the tracks are removed in 12 years and costs even more in unfunded liability from the project's long-term damage to the unstable bluffs?</p> <p>NCTD won't give permission to SANDAG to construct any of the Coastal Access Study options unless the transit agency and railroads using the tracks are shielded from increased costs and liability from projects creating one or two new legal crossings that damage the bluffs and attracts more pedestrians to the ROW made more dangerous by the increased number and frequency of modern "quiet" trains.</p> <p>NCTD vociferously opposed the Coastal Commission's Coastal Access requirement for SANDAG's bluff stabilization project because the transit agency cannot afford the requirement's cost, its maintenance, its removal and/or modification when the train tracks are moved off the bluff, and the increased liability for additional insurance and increased risk of litigation and damage from train strikes, pedestrian falls, and bluff slides.</p> <p>The City of Del Mar will not approve NCTD's likely requirement for 1.5 miles of damaging fencing on both sides of the tracks so pedestrians can only access one or two new legal crossings on the bluffs since installation requires drilling over 1,400 deep fence post holes, one every 10 feet, and creating new sources of destabilizing water intrusion that increases the catastrophic risk of bluff slides. Del Mar also cannot afford the millions in unfunded liability to meet NCTD's requirement to assume the costs of maintaining the fencing and crossing(s), removing and/or modifying them when the tracks are relocated, and indemnifying NCTD and the railroads for train strikes, pedestrian falls, and slides caused by the project's damaging impact to the fragile bluffs.</p> <p>In regards to the proposed Coastal Access projects, the most damaging are those requiring 1.5 miles of fencing on or by the vulnerable edges of the upper and/or lower bluffs (concepts #1-7); excavation and removal of parts of the fragile upper bluff to widen pathways (#1) or the lower bluff to create undercrossings below the train tracks (# 6 &amp; 7) and downward sloping ramps that channel the destructive force and weight of torrential storm water on to the structurally weak bluff face that is prone to dangerous slides (# 4, 5 &amp; 7). The best model for any Coastal Access project on Del Mar's bluffs are the pathways at nearby Torrey Pines State Park where natural landforms are preserved with minimal fencing and excavation that reduces erosion and preserves the stability of its bluffs. Their paths down the bluffs to the beach use steps edged with railroad ties to maintain pedestrian footing and reduce erosion. There are no downward-sloping ramps of deconstructed granite or cement which create damaging erosion and are very treacherous for pedestrians as they are slippery, especially when wet. The best and least destructive option of the offered Coastal Access Study projects is the North-South trail (#1) BUT only if it does not require extensive destructive fencing and excavation into the upper bluff to widen pathways.</p> <p>The best and most minimally invasive crossing of railroad tracks are at-grade at 11th and 7-8th St. (#3 &amp; 5) BUT only if they do not require 1.5 miles of fencing on each side of the tracks or repeated horn blasts 50+ times daily. If that's not possible, the best option is 7-8th St underpass (#7) where it is a filled-in canyon and not structurally part of the bluff. Steps should be used with rail ties, not slippery ramps.</p>	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
118	<p>Please take Dwight Worden and Al Tarkington's proposal for a mechanical gate/turnstile crossing into consideration as it would be minimally invasive to the bluffs and also alleviate noise concerns of local residents.</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

119	<p>I don't have too much opinion on 11th vs 7th-8th for location of at-grade crossing + stairs, which is my preference for reasons of minimal bluff impact and costs. Undercrossing eliminates the community outrage over noise which we all know will come up if at-grades are chosen. I highly encourage SANDAG to explore the alternative from Dwight Worden and Al Tarkington because if permissible, it hits the sweet spot between minimal bluff impact and minimal noise objections!</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
120	<p>I support the Worden Tarkington plan as better than any of the above.</p>	<p>Thank you for your comment. This was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
121	<p>Every effort should be made to minimize the impact to the bluffs, minimize costs. The north-south trail, combined with an at grade crossing and stairs at 8th St. or 11th St. would be the best choice because it would limit the cost, while still providing access to the beach.</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
122	<p>How is access accommodated for the Southern Portion of the project in the vicinity of the "Torrey Pines Area?" This portion of the project accommodates visitor serving pedestrian traffic from throughout the County and in the Coastal Connections Study does not appear to be addressed and also appears to have been dismissed from consideration by the Los Penasquitos Lagoon Foundation, whose mission appears to be biased toward environmental preservation and necessarily toward the needs of the community. The Torrey Pines Community Planning Board represents a subarea affected by this project, yet not once has SANDAG reached out to this community specifically to address the matter, beyond adding it as an aside to the end of an unrelated presentation made to the TPCPB just several weeks ago regarding the LOSSAN rail realignment project.</p> <p>Given that this is in the Coastal Zone and covered by the Coastal Act, don't the affected communities need to be provided with adequate outreach and information about the project such they are able to respond during the public comment period in an informed manner? Yet here we are, at the end of a public comment period and I can't help but wonder whether that's been done. Has project outreach been directed specifically toward the Torrey Pines subarea, a portion of the project directly affected by this project, and when specifically did that occur? Does this meet CEQA requirements? In contrast, the City of Del Mar appears to have had many meetings regarding this project. That said, why wasn't the project presented in detail to the portions of the City of San Diego affected directly, and indirectly, by the project (Torrey Pines Area)?</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>

123	<p>I would like to see the option suggested by Dwight Worden and Al Tarkington fully explored. It makes sense to me.</p> <p>Thanks, Rick</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the <a href="#">SANDAG website</a>.</p>
124	<p>The best and most minimally invasive crossing of railroad tracks are at-grade at 11th and 7-8th St. BUT only if they do not require 1.5 miles of fencing on each side of the tracks or repeated horn blasts 50+ times daily. If that's not possible, the best option is 7-8th St underpass where it is a filled-in canyon and not structurally part of the bluff. Steps should be used with rail ties, not slippery ramps.</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the <a href="#">SANDAG website</a>.</p>
125	<p>This study of pedestrian crossing options is deeply flawed in that it misses the most obvious and important crossing of this whole stretch of track...the crossing at Camino Del Mar and Carmel Valley Road. This crossing is heavily used by visitors to Torrey Pines Beach – the huge swath of residents living along the Los Penasquitos Lagoon (Del Mar Terraces, Del Mar Heights, Sea Point, Sea Village, etc.) and the countless visitors from across San Diego who use this as their primary access point to Torrey Pines Beach. This heavily used access point to the beach should be a top priority.</p> <p>Unfortunately, the only organization that seems to have been consulted about this critical access point at Camino Del Mar and Carmel Valley Road is the Los Penasquitos Lagoon Foundation, a group whose mission is to minimize public access to the lagoon for preservation purposes – the opposite of your planning group's goals to provide access to a public beach.</p> <p>Please correct this error and consider safe pedestrian crossing alternatives at Camino Del Mar and Carmel Valley Road.</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the <a href="#">SANDAG website</a>.</p>
126	<p>I support the proposal by Dwight Worden and Al Tarkington. We cannot have noise and light alarms on bluff that close to homes</p>	<p>Thank you for your comment. Bluff preservation was one of the primary needs identified for the Coastal Connections Conceptual Study. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The project team has received the alternate proposal from Dwight Worden and Al Tarkington and will consider the feasibility of it moving forward; however, it is important to note that the necessary safety systems for any crossing type are regulated by the CPUC and FRA.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the <a href="#">SANDAG website</a>.</p>

127	Include info about 17th st current ADA access	<p>Thank you for your comment, we appreciate your feedback. Several concepts were included in the Coastal Connections DRAFT Report.</p> <p>The final Coastal Connections Conceptual Planning Study Overview is available on the SANDAG website.</p>
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