Michael Strong

From: Eric Coolbaugh <ejcoolbaugh@gmail.com>
Sent: Wednesday, September 28, 2016 11:32 AM
To: Michael Strong
Subject: CMLWG Input

Hi Michael,
I will be unable to attend the upcoming CMLWG meeting on the 29th, but have some input regarding options for the pedestrian crossing at or near Montgomery Ave.

I own and live on the west side of Haydn Drive, within 100 yards, as the crow flies (and sound travels), of the proposed crossing area. From my perspective I and my neighbors have the most to gain/loose from the final resolution of this effort as anyone. It will have a very significant impact on the value of our property, the culture of our neighborhood, and our daily living experience in Cardiff.

To be very clear, the option to implement an under-rail pathway is my much preferred solution. While I know this is the most costly solution, I also believe the residents deserve the best solution long term. This solution does not increase noise pollution, resolves the issue of illegal track crossing by pedestrians, does not create another above ground utilitarian (think ugly) structure, and is consistent with the Santa Fe avenue solution. Because the solution will be evident for generations, weighted consideration must be given to the long term impact on "feel" it gives Cardiff.

My next preferred option is to put up a fence/barrier to eliminate illegal crossings and do nothing else. This is because expected the increase in noise pollution created by an at grade crossing is unacceptable. I heard the horn testing on September 22th from my deck. For every train that passes the horns will blow six or more times. And how many more trains are going to be going through Cardiff once double tracking is completed and usage increases (again, what's the long term look like)? Because trains seldom blow their horns at that location now, the net increase in noise pollution is completely over the top. What environmentally conscious community actually creates that level of pollution on purpose? I would rather have no crossing than the increase in noise. I hope this option is seriously considered - I have not seen it considered in meeting minutes or reports. A true trade study will consider the "do nothing" option, as all other options also have down sides.

By way of communication, it is not clear to me if there is still a possibility that an at grade crossing could be a quit zone, getting a waiver from the Feds on their restriction from having two quiet zones in close vicinity. What are the odds of this? Are there other communities that have gotten this accomplished? Do we really have to wait until the solution is implemented to understand the potential to get this waiver?

Thank you and your committee for greatly improving communications to the citizens of Encinitas regarding this and all related issues. I would like to help if I could be helpful -- let me know.

Thank you also for your service,

Most Sincerely,
Eric Coolbaugh
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Cardiff
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