

CALIFORNIA COASTAL COMMISSION

455 MARKET STREET, SUITE 228
SAN FRANCISCO, CA 94105-2219
FAX (415) 904-5400
TDD (415) 597-5885



Th11a

CD-0001-21 (FHWA)

DECEMBER 16, 2021

CORRESPONDENCE

[Table of Contents](#)

[General Public Comment](#) - page 2

[Form letters](#) - page 157

FRIENDS OF THE NORTH COAST

friendsofthenorthcoast@gmail.com

website: friendsofthenorthcoast.org

December 10, 2021

California Coastal Commission
455 Market Street, Suite 300
San Francisco, CA 94105

**Re: Consistency Determination No.: CD-0001-21 for Rail Trail north of Santa Cruz
Federal Highway Administration (FHWA/CFLHD)
Response to Staff Report for Item Th11a by Friends of the North Coast**

Honorable Commissioners:

Friends of the North Coast (FONC) has reviewed the Staff Report for the above Federal Consistency Determination which is Item Th11a scheduled to be heard on December 16, 2021. As you know, the Coastal Commission's role is to determine whether it concurs with FHWA/CFLHD's determination that the North Coast Rail Trail Project is consistent to the maximum extent practicable with the California Coastal Management Program (CCMP). This Project is commonly known as the RTC Rail Trail.

FONC submitted a letter to the Commission's Federal Consistency Staff on November 23, 2021 which we have requested be included in your Agenda Packet immediately following this letter. FONC requests that Commissioners read that letter for more detailed underlying reasoning for FONC's Response to the Staff Report which follows in this letter.

EXECUTIVE SUMMARY

Requested Action from the Coastal Commission:

Proceed pursuant to the recommendation of the Coastal Commission Staff, subject to the following three revisions:

1. Remove Condition 3 addressing Closure Hours.
2. Remove Condition 4 addressing Armoring/Slope Reconstruction unless the Commission determines that up to two identified non-armoring alternatives warrant specific investigation and report by FHWA and consideration by the Commission within a time frame which will not render the Rail Trail Project practically or financially infeasible.
3. Add the below new Condition for the purpose of reducing or eliminating the Rail Trail's proposed use of shoulder parking to deal with the significant loss of existing parking spaces at Panther Beach from 160 to 48 identified in the FHWA Consistency Determination:

FHWA and SCCRTC shall commit to ongoing good faith efforts to coordinate with a Parking Lot on the property Trust for Public Land has offered to dedicate for blended beach/monument parking at Yellow Bank South Gate just across Highway 1 from the proposed Rail Trail Panther Beach Parking Lot and to seek grants or other funding for a fair share of any benefits Rail Trail receives as a result. The acquisition of parking rights at such Yellow Bank South Gate Parking Lot by FHWA or SCCRTC or use thereof shall not require further Coastal Commission Federal Consistency Concurrence as to the Rail Trail, but rather may be addressed in any modification of the Commission's prior Concurrence as to BLM's RMPA.

BRIEF ANALYSIS

Condition 3. Condition 3 requires public access to the Rail Trail and associated parking lots "without restriction of hours." In other words, 24/7 access. The Staff Report does acknowledge however, at page 36, that

while enhanced public access is generally encouraged by the Coastal Act, it is important to note that the Coastal Act requires a nuanced and site-specific analysis when making public access decisions.

Section 30210 of Article 2 of the Coastal Act requires that such access ***shall be provided ... consistent with public safety needs*** and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Nuanced and site-specific analysis for the Rail Trail justifies the limitation as to hours which the FHWA included in its Project Description (5am to sunset). This can be seen clearly in Attachment I to FHWA's Consistency Determination which is the subject of this Concurrence Hearing. It includes a letter from the Sheriff's Office and considerable other official, professional, or visual documentation. It is our understanding that as part of this Concurrence Hearing the Sheriff's Office will reinforce its professional judgment that unlimited hours of access after dark are antithetical to the public safety in light of:

specific criminal activity the [Sheriff's] department has experienced including assaults, unlawful fires, commercial grade fireworks, alcohol related crimes, and alcohol related deaths such as drownings [and that] [a]side from crime, significant impacts continue to occur from trash and human waste. In addition, other destructive behavior continues to occur such as graffiti on the cliffs, ***which is done predominantly at night.***

FHWA Consistency Determination p.26, emphasis added.

Condition 4. Condition 4 requires the Rail Trail Project to eliminate the proposed slope protection for the portion of the trail located above the western portion of Davenport Beach. (armoring) despite what reportedly FHWA and RTC understood to be a compromise solution which includes some armoring, reduced to the extent feasible.

While many Friends of the North Coast are not fans of armoring, many of us, and many others, look forward to a Rail Trail to Davenport. The Staff Report states at page 31 that

the Commission has not been presented with sufficient evidence to conclude that armoring is necessary to support the proposed coastal dependent trail. Thus, the project as proposed is not consistent with Section 30235 of the Coastal Act.

The FHWA has presented evidence of infeasibility as to a considerable number of alternatives but the Staff Report recommends finding this evidence insufficient. The sufficiency of this evidence is ultimately for the Commissioners to decide and if they decide it is sufficient then the FHWA Rail Trail Plan can proceed.

If a majority of Commissioners does not find sufficient evidence, FONC would like to see the Commission find a way forward. One way forward might be to select two non-armoring alternatives which warrant specific investigation and report by FHWA and consideration by the Commission within a time frame which will not render the Rail Trail Project practically or financially infeasible.

New Condition. FONC requests the above-provided language for the purpose of reducing or eliminating the Rail Trail's proposed use of shoulder parking to deal with the significant loss of existing parking spaces at Panther Beach from 160 to 48 identified in the FHWA Consistency Determination. This will increase the likelihood of the Rail Trail obtaining considerable additional replacement parking at a Parking Lot proposed for 79 spaces (of which BLM projected needing 42) and which could be expanded by another 50 spaces if desired. By adding FONC's New Condition no further Concurrence would be required for the Rail Trail and any additional Concurrence could be provided in a modification to the BLM Concurrence.

As the Staff Report states at page 38, demand for parking along the North Coast of Santa Cruz is often at a premium, particularly during peak demand on the weekends and during summer. Thus, any reduction of parking spaces must be closely scrutinized in this context. At page 40 the Staff Report characterizes "the proposed project plan [as] *somewhat* reduc[ing] the amount of available parking during peak times (emphasis added). FONC submits that the reduction from 160 to 48 spaces is substantial and indeed the Coastal Commission's own September 24, 2018 Comment Letter on the Draft EIR for the Rail Trail expressed concern with the reduction in parking, particularly at Panther/Yellow Bank Beach and states that the Rail Trail should **fully consider ways in which such parking spaces might be ... *potentially made up for elsewhere***. The 160 parking spaces pictured below will be eliminated and replaced with only 48 spaces.



Further at page 40 the Staff Report acknowledges that “[o]vercrowding of cars during peak use creates a safety concern,” but goes on to state that “**overflow parking remains available on Highway 1 to accommodate additional vehicle parking.**” As can be seen in the photos on the next page (the bottom one of which is taken along the stretch between Rail Trail’s proposed Panther Beach Parking Lot and BLM’s Yellow Bank Trailhead) and the photo in FONC’s 11/23/2021 letter, *this violates Section 30210* of the Coastal Act which requires that access *shall be provided ... consistent with public safety needs*. The Peer Review of BLM Traffic Study by Traffic Engineer Keith Higgins points out that parking analysis has not adequately considered the excessive parking already occurring along the shoulders of Highway 1 in the Project vicinity, often in violation of law and/or no parking signs; nor the resultant multiple pedestrian crossings of Highway 1.

See also the letters from Big Creek Lumber and Santa Cruz County Farm Bureau.



The Staff Report immediately then mentions that “parking improvements have also been proposed at the nearby Cotoni-Coast Dairies properties, which may alleviate some demand at these areas.” These parking improvements are described in FONC’s 11/23/2021 letter and its attachment of RRM Engineering’s Draft Conceptual Plan for a Parking Lot on property owned by Trust for Public Land (TPL) at Yellow Bank just across Highway 1 from the Rail Trail’s proposed Panther Beach Parking Lot. On July 30, 2021 BLM stated its “support [for] the concept of the ‘Yellow Bank South Gate’ proposal and ... efforts to make this a reality.” The Draft Conceptual Plan is designed to dovetail with RTC’s Plans at its Panther Beach Parking Lot. At page 41 the Staff Report notes that there is an active proposal for an overpass pedestrian crossing that links the two areas. In its December 2, 2021 “Meeting Highlights” Executive Director Guy Preston announced that

the RTC’s North Coast Rail Trail Project- Phase 2 construction and a **new Highway 1 Overcrossing at Yellowbank/Panther Beach to Cotoni-Coast Dairies National Monument preconstruction and construction funding has been shortlisted for a Federal Lands Access Program (FLAP) grant** in the amount of \$10.65 million. Being on the shortlist means that the project is no longer competing against other projects for funding, but final award is contingent on the FLAP team’s evaluation of the project’s feasibility during the scoping process. Assuming this grant award is finalized, the full north coast rail trail segment from Wilder Ranch to Davenport would be fully funded, as well as an active transportation bridge over Highway 1 to the Cotoni-Coast Dairy Monument and its new trail system.

TPL had a Zoom meeting on October 15, 2021 with RTC regarding the Draft Conceptual Plan. RRM was included on the Zoom. On October 21, 2021 TPL had an On-Site meeting with BLM’s State Director, Deputy State Director, Central CA District Manager, and Central Coast Field Office Manager. This was a positive discussion, with several next steps identified. A similar follow up meeting is scheduled for mid-December.

In light of this outstanding opportunity to make up for the reduction in existing Parking at Panther Beach, FWHA and SCCRTC should be enlisted to commit to ongoing good faith efforts to coordinate with the proposed Cotoni-Coast Dairies Yellow Bank South Gate Parking Lot as FONC’s requested Condition would provide. Additionally, the acquisition of parking rights at such Yellow Bank South Gate Parking Lot by FHWA or SCCRTC or use thereof would then not require further Federal Consistency Concurrence as to the Rail Trail, but rather may be addressed in any modification of the Commission’s prior Concurrence as to BLM’s RMPA.

Thank you for your consideration of this Response to Staff Report.

Friends of the North Coast

Jonathan Wittwer

By: Jonathan Wittwer, President

Cc: RTC, attn. Grace Blakeslee
BLM, attn. Ben Blom
TPL, attn. Christy Fischer

FRIENDS OF THE NORTH COAST

friendsofthenorthcoast@gmail.com

website: friendsofthenorthcoast.org

November 23, 2021

Amanda Cousart, Federal Consistency Staff
California Coastal Commission
455 Market Street, Suite 300
San Francisco, CA 94105

Re: **Friends of the North Coast is Supporting the Ongoing Steps toward a Win, Win, Win including Rail Trail, Panther Beach Parking Lot, RTC Participation in any Future Coordinated BLM Yellow Bank South Gate Parking Lot, and a Connecting Pedestrian/Bicycle Highway 1 Overpass**

Dear Ms. Cousart:

Friends of the North Coast (FONC) is of the understanding that you are drafting the Staff Report for the Coastal Commission to determine whether it concurs with FHWA/CFLHD's determination that the North Coast Rail Trail Project (CA SCR T5(1)) is consistent to the maximum extent practicable¹ with the California Coastal Management Program (CCMP). This Project is commonly known as the RTC Rail Trail.

FONC is continuing its ardent search for a win, win, win in coordinating and respecting the needs at Yellow Bank Creek and Panther Beach among the Bureau of Land Management (BLM), the Santa Cruz County Regional Transportation Commission (RTC), and the Trust for Public Land (TPL) with its fiduciary obligation to protect the viability of row crop land under an Agricultural Conservation Easement. FONC's own goals are to reduce fire risk, protect wildlife habitat, preserve the "key scenic feature of Cotoni-Coast Dairies," and conserve agricultural uses by replacing the proposed upper terrace Marina Ranch Gate Parking Lot with a Yellow Bank South Gate Parking Lot at the terminus of the planned Pedestrian/Bicycle Overpass from Rail Trail's Panther Beach Parking Lot to the BLM Trailhead at Yellow Bank. This could also provide an opportunity for RTC to make up for its reduction of parking at Panther Beach from 160 spaces to 48 at a combined BLM/RTC Yellow Bank South Gate Parking Lot.

Recently the opportunity for a win, win, win has grown exponentially. On July 1, 2021 a group of 7 Organizations submitted a Joint Proposal to BLM for an alternative southern entrance at Yellow Bank South Gate. On July 30, 2021 BLM responded stating its "support [for] the concept of the 'Yellow Bank

1. FONC's attorney Michael Lozeau previously advised that:

"[T]he burden of establishing compliance with a state program [such as the CCMP] is on the federal agency proposing the contemplated action, and not on the state." *Conservation Law Found. v. Watt*, 560 F. Supp. 561, 576 (D. Mass.), *aff'd sub nom. Com. of Mass. v. Watt*, 716 F.2d 946 (1st Cir. 1983). "The requirement of consistency with federally-approved state coastal zone management programs is not one to be dismissed lightly; **full consistency is called for**...." 15 C.F.R. § 930.32(a). *Id.*

South Gate' proposal and your efforts to make this a reality." BLM added that "[a]dditional due diligence would be needed to assess the feasibility of this proposal before the BLM could consider accepting donated lands or an easement in this area."

There are now 8 Organizations with the addition of DNCA² in the process of providing the requested additional due diligence. TPL has contracted with Brian Hannegan of RRM for a Conceptual Plan. The RRM contract also includes preliminary work by licensed traffic engineer Keith Higgins. RRM has now provided TPL with a Draft Conceptual Plan for the Yellow Bank South Gate Alternative³ and TPL has shared that Conceptual Plan with BLM and RTC. The Draft Conceptual Plan is designed to dovetail with RTC's Plans at its Panther Beach Parking Lot. TPL had a Zoom meeting on October 15, 2021 with RTC regarding the Draft Conceptual Plan. RRM was included on the Zoom. On October 21, 2021 TPL had an On-Site meeting with BLM's State Director, Deputy State Director, Central CA District Manager, and Central Coast Field Office Manager. This was a positive discussion, with several next steps identified. GOMC has kept Caltrans updated and a future meeting has been proposed by Caltrans among RTC, BLM, TPL, and FONC.⁴ Caltrans has also indicated an interest in including Coastal Commission staff in that meeting.

Additionally, we understand there positive indicators as to RTC's Grant Application for funding an Overpass for Pedestrians and Bicyclists connecting the Panther Beach Parking Lot and the Yellow Bank Trailhead (located adjacent to the proposed Yellow Bank South Gate Parking Lot shown in the Draft Conceptual Plan). Your intention is to recommend that this Overpass (which crosses Highway 1 at a deep cut) be the subject of a subsequent Federal Consistency Determination Process. FONC would prefer to have conceptual approval included at this time if that would not cause any delay

ANALYSIS

"Full consistency" with the "maximum access" requirement of the CCMP would necessitate (at minimum) conditioning any Concurrence on the Rail Trail plan on good faith efforts toward taking advantage of TPL's offer to dedicate additional land for a Parking Lot on the inland side of Highway 1 as part of an expansion of the TPL Draft Conceptual Plan for BLM Parking.

The enforceable policies of the federally-certified California Coastal Management Program ("CCMP") include Chapter 3 of the California Coastal Act of 1976. Section 30210 of Article 2 of the Coastal Act provides that:

maximum access, which shall be conspicuously posted, and recreational opportunities ***shall be provided for all the people consistent with public safety needs*** and the need to protect public rights, rights of private property owners, and natural resource areas from overuse

Yet as to the Rail Trail's formalized Panther Beach Parking Lot, the FHWA/CFLHD acknowledges that:

Formalizing parking at ... Panther/Yellowbank would ***reduce the number parking spaces from 160 to 48*** as discussed above in Article 2.

²Trust for Public Land, Sempervirens, Santa Cruz County Farm Bureau, Santa Cruz Puma Project, Big Creek Lumber Company, Friends of the North Coast, Rural Bonny Doon Association, and Davenport North Coast Association.

³ See attached Draft Conceptual Plan.

⁴ See attached email exchange with Caltrans.

The FHWA/CFLHD does not see this as a problem, stating that:

At these times [of high parking demand], the parking locations reach capacity and visitors use the gravel shoulders along Highway 1 for informal and overflow parking. See, NCRT Coastal Consistency Determination p.20.

FONC submits that this **does not meet the statutory requirement of providing access “consistent with public safety needs”** as can be seen in the below photo of parking along the Highway 1 shoulder taken last year near the point where the new rail trail meets the existing Wilder trail at Highway 1.



The highly evident serious safety hazards from parking along the shoulder of Highway 1 are further compounded by the fact that Highway 1 is regularly used by logging, lumber, agricultural, and other commercial trucks and equipment. Furthermore, parking along the shoulder will not easily allow access to the Rail Trail due to obstacles in the form of underbrush, topography, and fencing in various locations.

The Coastal Commission's September 24, 2018 Comment Letter on the Draft EIR for the North Coast Rail Trail expressed concern with the reduction in parking, particularly at Panther/Yellow Bank Beach and states that the Rail Trail should **fully consider ways in which such parking spaces might be ... *potentially made up for elsewhere***.

The reduction in parking at Rail Trail's Panther Beach can be made up for significantly in light of the recent formalizing of TPL's offer to dedicate at no cost 2-3 acres of land for a parking location that could reasonably be designed to offer **blended beach/monument parking** just across Highway 1 from the Rail Trail Parking Lot and adjacent to the terminal point of the planned Phase 1⁵ Pedestrian/Bicycle Overpass connection between the RTC/FHWA/CFLHD Rail Trail and the BLM Yellow Bank Trailhead. This would also provide opportunities to integrate the design with the Rail Trail parking improvements at Panther Beach, including the proposed restroom facilities, so that existing potable water lines in the area could be used to provide water for visitors.

The required "full consistency" with the CCMP would necessitate (at minimum) conditioning any Concurrence on the Rail Trail plan to include:

- (1) the flexibility to take advantage of TPL's offer to dedicate a portion of its land without an additional Federal Consistency process. This may include requiring Rail Trail to commit to ongoing good faith efforts to coordinate with a Parking Lot on the land TPL has offered to dedicate and seeking grants or other funding for a fair share of any benefits Rail Trail receives as a result if BLM requests; and
- (2) recognizing that this Federal Consistency Determination process is an ideal time (so long as it can be done without delay of Concurrence as to the Rail Trail) to approve the Pedestrian/Bicycle Highway 1 Overpass concept (but not its as yet incomplete design) as consistent with the Coastal Act. The Rail Trail's existing informal Parking Lot can remain in place until the formal one is established in 2024.

Friends of the North Coast

By *Jonathan Wittwer*

Jonathan Wittwer, President

Attachments: RRM Draft Conceptual Plan - Inland Parking Lot at Yellow Bank
Email chain with Caltrans

Cc: RTC, attn. Grace Blakeslee
BLM, attn. Ben Blom
TPL, attn. Christy Fischer

⁵ Per Table 2.19-1, BLM's Approved RMPA includes in Phase 1:

"establish[ing] connectivity to the North Coast Rail Trail using a pedestrian/bicycle overpass over State Highway One. Refer to **Appendix B, Access Point Concept 7, Yellow Bank Creek Gate**." [Proposed RMPA/EA §2.14.2 AU-REC-13 p.27.]

Jonathan Wittwer

From: Olejnik, John@DOT <john.olejnik@dot.ca.gov>
Sent: Thursday, October 28, 2021 10:28 AM
To: Jonathan Wittwer; Blom, Benjamin Z
Cc: 'Christy Fischer'; 'Hannegan, Brian A.'; 'Keith Higgins'; Bjornstad, Christopher@DOT; Alfaro, Gustavo@DOT; Grace Blakeslee
Subject: RE: UPDATE re Cotoni-Coast Dairies Yellow Bank South Gate parking lot

Thanks for the update. Since a proposal to Caltrans for a new access would be led by BLM, it will be important when discussions begins all of the public agencies are involved possibly including Coastal Commission staff.

Look forward to working with everyone.

Regards,
John Olejnik

John Olejnik, Senior Transportation Planner
California Dept of Transportation
50 Higuera Street
San Luis Obispo, CA 93401
(805) 748-1787
john.olejnik@dot.ca.gov

From: Jonathan Wittwer <jonwitt@cruzio.com>
Sent: Wednesday, October 27, 2021 3:08 PM
To: Olejnik, John@DOT <john.olejnik@dot.ca.gov>
Cc: 'Christy Fischer' <christy.fischer@tpl.org>; 'Hannegan, Brian A.' <BAHannegan@rrmdesign.com>; 'Keith Higgins' <keith@keithhigginste.com>; Bjornstad, Christopher@DOT <Christopher.Bjornstad@dot.ca.gov>
Subject: RE: UPDATE re Cotoni-Coast Dairies Yellow Bank South Gate parking lot

EXTERNAL EMAIL. Links/attachments may not be safe.

John – In furtherance of our email exchange below, here is an **UPDATE** as to the Yellow Bank South Gate alternative access and parking lot which BLM supports in concept per its 7/30/2021 letter responding to the 7 Organizations Proposal. BLM had a number of feasibility concerns and essentially requested Trust for Public Land (on whose property the alternative access and parking would occur) to address those concerns.

Per my 8/19/2021 email below, TPL has contracted with Brian Hannegan of RRM for a Conceptual Plan. The RRM contract also includes preliminary work by licensed traffic engineer Keith Higgins.

RRM has now provided TPL with a Conceptual Plan for the Yellow Bank South Gate Alternative and TPL has shared that Conceptual Plan with BLM and SCCRTC. The Conceptual Plan is designed to dovetail with RTC's Plans at its Panther Beach Parking Lot. TPL had a Zoom meeting on October 15, 2021 with RTC. RRM was included on the Zoom. On October 21, 2021 TPL had an On-Site meeting with BLM's State Director, Deputy State Director, Central CA District Manager, and Central Coast Field Office Manager. My understanding is that

this was a positive discussion, with several next steps identified. This will include TPL reaching out soon to Caltrans and other agencies.

The RTC/FHWA Coastal Commission Federal Consistency Determination has been postponed until at least December 15, 2021

Jonathan Wittwer, FONC President
c/o 1927 Smith Grade
Santa Cruz, CA 95060: 831.423.8265
Email: jonwitt@cruzio.com

From: Olejnik, John@DOT [<mailto:john.olejnik@dot.ca.gov>]
Sent: Thursday, August 19, 2021 1:23 PM
To: Jonathan Wittwer <jonwitt@cruzio.com>; Bjornstad, Christopher@DOT <Christopher.Bjornstad@dot.ca.gov>; Grace Blakeslee <gblakeslee@scrtc.org>
Cc: 'Marty Demare' <marty@got.net>; 'Christy Fischer' <christy.fischer@tpl.org>; 'Hannegan, Brian A.' <BAHannegan@rrmdesign.com>; Blom, Benjamin Z <bblom@blm.gov>; Borders, Heidi E@DOT <heidi.borders@dot.ca.gov>; Alfaro, Gustavo@DOT <gustavo.alfaro@dot.ca.gov>
Subject: RE: Request for Webex Meeting re Cotoni-Coast Dairies Yellow Bank South Gate parking lot

Jonathon, thanks for the update. We were not able to connect with Ben as I hoped, and in reading your email below it seems like a good idea might be to have a meeting with all parties at the same time. I think Ben gets back September 1; let's coordinate schedules between us, BLM, and RTC when he returns. I've included all of the Caltrans participants, Grace, and Ben in this reply.

For Caltrans, the consideration of a new driveway includes a location that we concur to begin with, a design to standard, environmental clearance, having adequate site distance, and built with channelization for the ingress and egress movements. Not all locations meet those needs. We'll need to review this analysis provided to us by a licensed traffic engineer. As a side note, we also review stormwater data to ensure no additional flow is conveyed to the State system.

The fact that we are working in the Coastal Zone adds some complexity as well and might dictate the type of review/oversight process we would enter into with the project proponent.

Hope that is helpful, and look forward to meeting in early September.

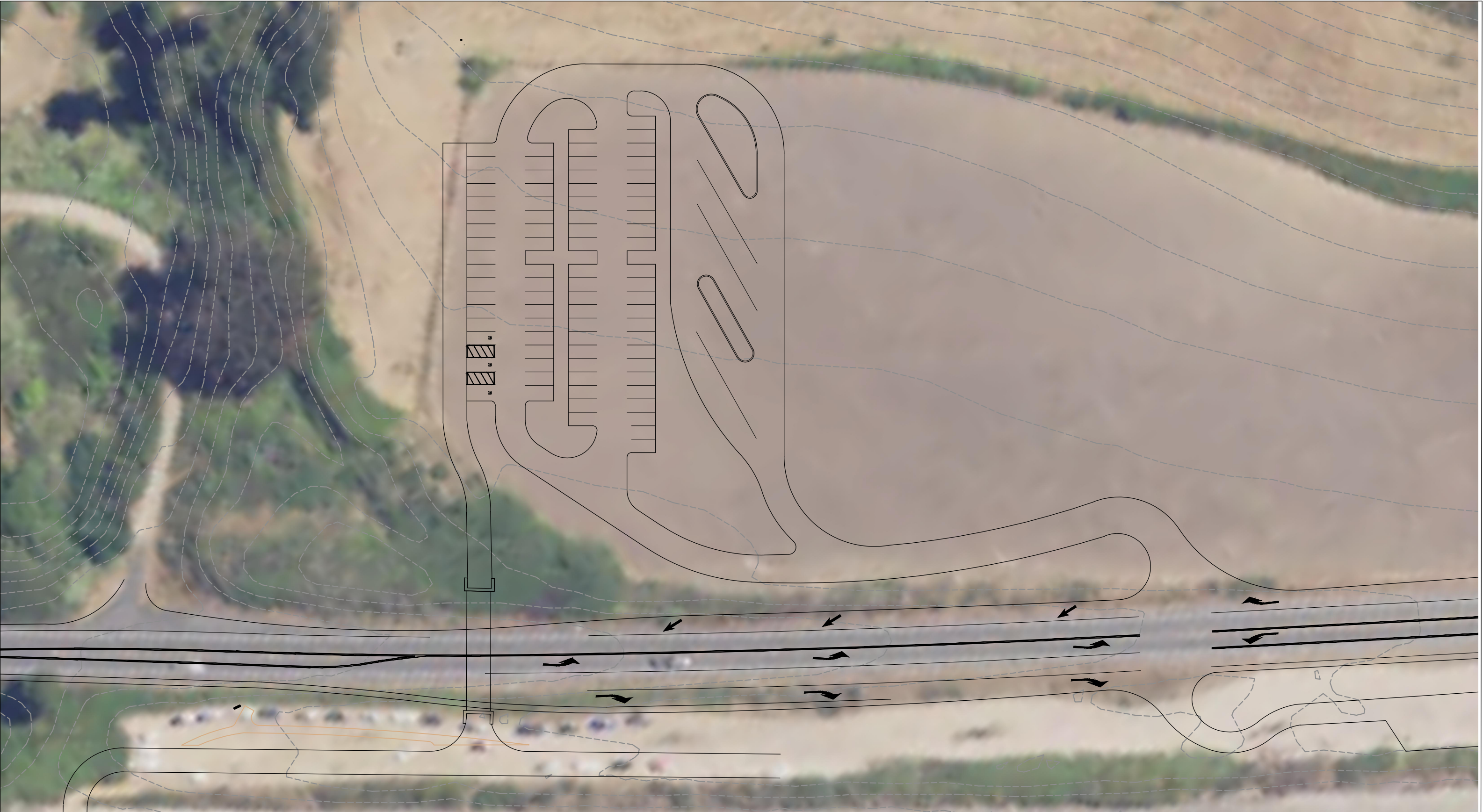
Regards,
John Olejnik

John Olejnik, Senior Transportation Planner
California Dept of Transportation
50 Higuera Street
San Luis Obispo, CA 93401
(805) 748-1787
john.olejnik@dot.ca.gov

NOTES:







Coastal Rail Santa Cruz

260 Rio Del Mar Blvd. Suite 23
Aptos CA 95003
(831) 612-6574 EIN# 81-1153832



December 9, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport

Dear California Coastal Commissioners:

Coastal Rail Santa Cruz expresses our support for the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. The Project will develop an American with Disabilities Act (ADA) accessible 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. Coastal Rail Santa Cruz also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

Coastal Rail Santa Cruz

260 Rio Del Mar Blvd. Suite 23

Aptos CA 95003

(831) 612-6574 EIN# 81-1153832



The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

Coastal Rail Santa Cruz is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Sincerely,

A handwritten signature in purple ink that reads "Barry Scott". The signature is fluid and cursive, with a long horizontal stroke at the end.

Barry Scott, Director, Coastal Rail Santa Cruz

Coastal Rail Santa Cruz is a community organization registered with Santa Cruz County and operating under the fiscal sponsorship of the Santa Cruz Hub for Sustainable Living, a 501(c)3.



Active Transportation: Coastal Rail Trail Segment 5

Project Description

The Coastal Rail Trail Segment 5 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 7.5 miles of the MBSST's rail trail spine between Wilder Ranch and Davenport. Segment 5 would be a new multi-use paved path with striping, parallel unpaved path and shoulder, and parking improvements along the scenic North Coast in Santa Cruz County.

The goals of this project are to provide an accessible bicycle and pedestrian path adjacent to the rail right-of-way for active transportation, recreation, coastal viewshed appreciation, and environmental/cultural education along the existing rail corridor, consistent with the MBSST Network Master Plan. When constructed, this project will be one portion of the planned 32-mile Coastal Rail Trail network that traverses the entire coastline of Santa Cruz County.

Segment 5 is divided into two phases which will be built together should funding be secured. Phase I covers 5.4 miles from Wilder Ranch to Panther/Yellowbank Beach and is fully funded. Phase II spans 2.1 miles from Panther/Yellowbank Beach to Davenport and includes new parking lots in Davenport and at Panther/Yellowbank Beach, improved access to the parking lot at Bonny Doon beach, and a pedestrian crossing in Davenport.

*** Please note that the North Coast Rail Trail is still in the design and construction planning phase and is not open to the public. Members of the public should not enter the right-of-way until the RTC announces that construction of the trail has been completed and the trail is open for public use.**



Project Highlights

- ▶ ADA-accessible trail that maximizes ocean views and scenic coastal vistas along historical and agricultural landscapes
- ▶ 7.5-mile continuous paved bicycle and pedestrian trail connecting Wilder Ranch to Davenport
- ▶ Provides car-free alternative access to numerous beaches and recreational facilities along the coast
- ▶ Links to existing and future trails (such as Wilder Ranch, San Vicente Redwoods, etc.) creating bike/pedestrian access from the City of Santa Cruz to Davenport
- ▶ Safety and mobility improvements along a scenic portion of the County adjacent to Highway 1 with the addition of two new parking lots and improvements to a third, restrooms, and a pedestrian crossing in Davenport

Project Status/Schedule

The RTC completed the Environmental Impact Report in 2019. CFL will complete the federal environmental document in 2021. Final design and permitting are scheduled to be complete in 2021. Construction funding for Phase 1 is programmed for 2024. The RTC is seeking funding for Phase 2 construction.



Active Transportation: Coastal Rail Trail Segment 5

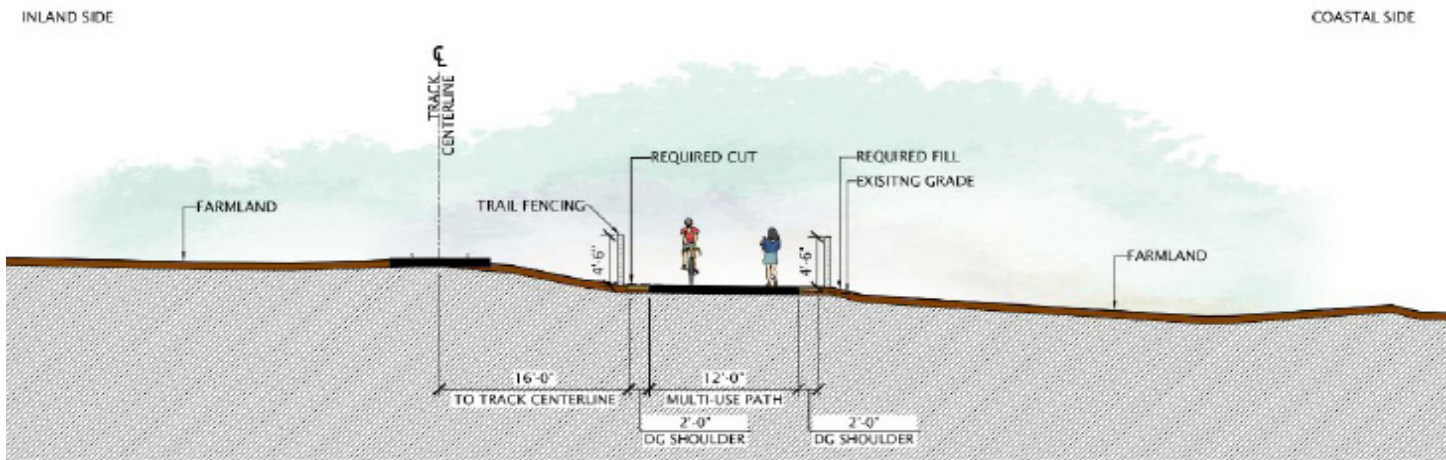
Project Delivery Strategy

In partnership with the Federal Highway Administration (FHWA) - Central Federal Lands (CFL), the RTC is leading the project delivery. The RTC completed the Environmental Impact Report for the entire 7.5 mile-long Segment 5 project. The RTC is using Measure D, Federal Lands Access Program (FLAP), Coastal Conservancy, and Land Trust of Santa Cruz County funds to leverage other potential grant opportunities. CFL is completing the federal environmental clearance and leading the design of the entire 7.5-mile segment. The RTC is leading the acquisition of any right-of-way needed for the project. Although CFL will lead the construction phase, there is currently only enough funding to complete construction of the southerly 5.4 miles, from Wilder Ranch to Panther/ Yellowbank Beach. The RTC will continue to investigate other state and federal opportunities to complete the construction funding plan.

Total Programming

Estimated Total Cost	\$22.23M
Funding Sources	
Measure D (Active Transportation)	\$6M
Other Secured*	\$10.6M
Need	\$5.6M

*Includes Central Federal Lands (FLAP Grant), Land Trust of Santa Cruz County, and RSTPX funds.





December 8, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

**Re: Support for Approval of the California Coastal Commission Federal Consistency
Determination for the North Coast Rail Trail between Wilder Ranch and Davenport**

Dear California Coastal Commissioners:

The Association of Monterey Bay Area Governments (AMBAG) expresses our support for the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. The Project will develop an American with Disabilities Act (ADA) accessible 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport, providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. AMBAG also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

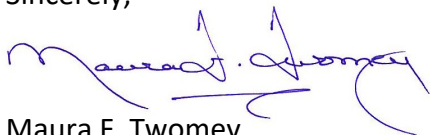
The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 mile North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality, and health as well as reduce greenhouse gas emissions.

The North Coast Rail Trail project supports the implementation of strategies found in AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) by reducing congestion, reducing greenhouse gas emissions, improving equitable access to the transportation system, and improving safety of the multimodal transportation network. AMBAG is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission. Thank you kindly for your consideration.

Sincerely,



Maura F. Twomey
Executive Director

10 December 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Brian McElroy
13 First Ave.
Davenport, CA
briancareymcelro@gmail.com

Re: Consistency Determination CD-0001-21: Multi-use Bike and Pedestrian Trail from Wilder Ranch State Park to Davenport in Santa Cruz County

Agenda Item: TH11a

Dear Commissioners:

Thank you for the opportunity to comment on the December 12, 2012 staff report related to the Commission's Consistency Determination CD-0021-1 for the Federal Highway Administration/Regional Transportation Commission's multi-use trail for bicyclists and pedestrians between Wilder State Park and Davenport in northern Santa Cruz County.

I live on the North Coast of Santa Cruz County and support this project but object to conditions placed on the project by Coastal Commission staff.

I have substantial concerns about the modifications proposed to the project in the Coastal Commission staff report, particularly the proposed Condition #3. I recommend approval of the project without Condition 3. I ask that the Commissioners take action to ensure the protection of environmental resources on the coast by limiting access during the night when visitors are most likely to sponsor large unsanctioned events, leave trash, damage natural resources, and place visitors and public safety personnel in danger. Please, protect our natural resources.

The Commission staff report cites language from Section 30210 of the Coastal Act that calls for "maximum access" while downplaying the statute's additional qualifying language: "...consistent with public safety needs and the need to protect ... natural resource areas from overuse." Section 30212(a)-1 further states: "Public access...to the shoreline and along the coast shall be provided...except where: (1) it is inconsistent with public safety...or the protection of fragile coastal resources..."

The staff report also ignores the provision of the Coastal Act that dictates that conflicts of this type should be resolved in favor of resource protection. At Section 30007.5, the Act states: **"The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources."**

Living on the North Coast I see the large parties that access beaches at night playing loud music, parking in dangerous ways on the highway, leave trash behind and generally show little regard for the natural resource. We frequently call the Sherriff's department to enforce laws but find they are hampered in their ability to protect resources and people due to lack of regulation on parking and access. I hear the booms of fire works from my bed. I see the car parts on the road from accidents the night before, I fill trash bags with party trash. It makes me sad to see our beautiful coast degraded by lack of respect.

The project as submitted satisfies the requirements for consistency by providing new infrastructure that will substantially improve and expand coastal access while at the same time recognizing the Coastal Act's parallel mandate to protect sensitive habitats and ecosystems. The project's plan to limit visitor use of parking lots and trail to daytime hours align substantially with the hours of use of the State Parks-owned bluffs and beaches and the contiguous inland property managed by BLM. Daytime use will protect people, the Coast, and public servants.

Sincerely,

Brian McElroy, via email.



United States Department of the Interior
BUREAU OF LAND MANAGEMENT

Central Coast Field Office
940 2nd Avenue
Marina, CA 93933
www.blm.gov/california



December 10, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport

Dear California Coastal Commissioners:

The Bureau of Land Management Central Coast Field Office (BLM CCFO) expresses our support for the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. The Project will develop an American with Disabilities Act (ADA) accessible 7.5-mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport. This trail will provide public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County and will serve a critical role in connecting the public to the BLM-managed Cotoni-Coast Dairies unit of the California Coastal National Monument. In fact, the proposed project serves a critical link to and between the two recreation management zones within Cotoni-Coast Dairies. The Commission recently approved a Federal Consistency Determination for the BLM's management plan for this spectacular area and a primary attribute of that plan was the potential for interconnectivity of proposed trail systems associated with Cotoni-Coast Dairies, the North Coast Rail Trail, and San Vicente Redwoods.

The BLM also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. We are concerned that the Commission staff report, which specifically excludes approval of necessary stabilization work along a short section of the project, would impair the feasibility of an entire segment of the project. We would like to see this condition excluded from the Commission's final approval.

The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated.

The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking.

The BLM CCFO is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Regards,

Ben Blom,
Central Coast Field Manager
831-582-2210

DAVENPORT/NORTH COAST ASSOCIATION

c/o Noel Garin Bock, P.O. Box 251, Davenport, CA 95017 ngbock@att.net 831-423-3033

10 December 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
corfc@coastal.ca.gov

Re: Consistency Determination CD-0001-21: Multi-use Bike and Pedestrian Trail from Wilder Ranch State Park to Davenport in Santa Cruz County

Agenda Item: TH11a

Dear Commissioners:

Thank you for the opportunity to comment on the December 12, 2012 staff report related to the Commission's Consistency Determination CD-0021-1 for the Federal Highway Administration/Regional Transportation Commission's multi-use trail for bicyclists and pedestrians between Wilder State Park and Davenport in northern Santa Cruz County. The Davenport North Coast Association (DNCA) is an elected community council, which has been working as the conduit between the various county government and local agencies for over 50 years. We have nine board members, many who have been involved in land planning and environmental issues regarding Davenport for many years and a 95017 zip code email list of over 400 residents.

DNCA is in strong support of the Santa Cruz County Regional Transportation Commission's North Coast Rail Trail project as proposed, which will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. This multi-use trail will provide both locals and the many visitors to Santa Cruz County an opportunity to access some of the most spectacular beaches and coastal bluffs of our nation.

DNCA RECOMMENDED COMMISSION ACTION

We have substantial concerns, however, about the modifications proposed to the project in the Coastal Commission staff report, particularly the proposed Conditions #3 and #4. **We recommend approval of the project without Condition 3 and Condition 4.** Because others will address Condition #4 – essentially a project-killer – in depth, we will focus our comments on proposed Condition #3. DNCA has no objection to proposed conditions #1 and #2.

Condition 3 amends the Rail Trail Project by requiring 24-hour parking where currently parking is restricted to 6 a.m. to 10 p.m. As justification for its position, **the Commission staff report cites language from Section 30210 of the Coastal Act that calls for “maximum access” while downplaying the statute’s additional qualifying language: “...consistent with public safety needs and the need to protect ... natural resource areas from overuse.”** Section 30212(a)-1 further states: **“Public access...to the shoreline and along the coast shall be provided...except**

10 December 2021

where: (1) it is inconsistent with public safety...or the protection of fragile coastal resources...”

The staff report also ignores the provision of the Coastal Act that dictates that conflicts of this type should be resolved in favor of resource protection. At Section 30007.5, the Act states: **“The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources.”**

MANAGEMENT CHALLENGES ON THE SANTA CRUZ NORTH COAST

Santa Cruz County’s North Coast beaches and bluffs are a landscape of tremendous natural beauty, important ecological values, and rich cultural and modern history. Along this short section of the California coast is a “necklace” of pocket beaches most of which are only accessible via narrow trails – informal and unimproved - down steep embankments. It is a natural coastal attraction for beachgoers, surfers, and hikers, as well as bicyclists once the Rail Trail is complete.

The Santa Cruz North Coast beaches are not visible from Highway One, creating a situation where this segment of the coastline is less safe for visitors, more vulnerable to environmental damage (e.g. graffiti, native vegetation trampling, trash), and challenging for first responders in the event of emergencies. If the Commission votes to accept Condition 3, which would open 7.5 miles of the coast to 24/7 use, night-time activities including illicit drug use, illegal discharge of firearms, assault, public property damage, large bonfires, aerial fireworks, loud music, graffiti, excessive trash, broken glass, and human waste would continue to negatively impact natural resources and public safety. In Attachment 1 we further describe the disproportionate impact of night-time use on sensitive habitats and the beach and bluff environments. Attachment 2 includes photo documentation of beach impacts.

The Santa Cruz North Coast beaches are not as benign as beaches within the Monterey Bay shoreline. This is one reason why State Parks’ beaches in Northern Santa Cruz County (and San Mateo County) are closed at sunset, while some of the southern beaches have longer hours. The Santa Cruz North Coast beaches are particularly exposed to the shifting tides, currents, and sneaker waves that are not uncommon. The bluffs and steep informal paths are also hazardous and there are unfortunate examples of visitors who do not understand how unstable the bluff-tops are to slides. Public access pathways to the beaches are particularly hazardous after dark.

There have been frequent injuries and occasional deaths (including three in September) requiring emergency response, and unnecessary impact on the ecology of the beaches, bluffs, and near shore environment. Closure of the multi-use trail and parking areas at sunset is critically important to assuring visitor safety, managing fire risks, protecting local farm operations, and avoiding environmental impacts.

Finally, the sixteen mile stretch of the coast from the western edge of the City of Santa Cruz to the San Mateo County line is owned by multiple public agencies and private landowners on both

10 December 2021

sides of Highway One including: State Parks, Santa Cruz County Parks, Regional Transportation Commission, Caltrans, Trust for Public Land, Cal Poly's Swanton Pacific Ranch, Land Trust of Santa Cruz County, and CEMEX, along with several private agricultural operations. On the inland side of Highway One, Bureau of Land Management owns and manages the Cotoni-Coast Dairies National Monument, which will be accessible from coastal trailheads in the near future. The Federal Consistency process approved by the Commission a year ago was silent on the hours of operation for the Monument. The Monument will be open from sunrise to sunset, consistent with State Parks and the hours proposed in the FHWA/RTC Rail Trail Project. These agencies and owners, which provide/control access to the beaches and bluffs, are charged with providing public recreation opportunities and managing for environmental protection, a dual mandate made explicit in the deed restrictions accompanying the transfer of the Coast Dairies property to State Parks and BLM, as well as in the Coastal Act.

CHARTING A BETTER WAY FORWARD

The agencies listed above, local stakeholders, and the local farm community recognize the serious extent to which increased visitor pressure has outpaced the ability of local authorities to manage the beach and bluff areas for a safe and rewarding visitor experience. With DNCA support, Santa Cruz County has established

the North Coast Multi Agency Coordinating Committee (NCMACC) to address these linked infrastructural, operational, public safety, and resource management challenges. With funding awarded by the Coastal Conservancy and State Parks, the County will initiate the NCMACC process in early 2022. We are encouraged by the endorsement of the process by the agencies and a broad range of stakeholders, including the Coastal Commission, and their commitment to participate.

The NCMACC planning process will focus on how safety and environmental problems on the North Coast can be addressed through better infrastructure and better management, including: consistent approaches to improved infrastructure (parking, bluff-to-beach access ways, toilets, trash receptacles); interpretive signage and visitor education, and funding for inter-agency operational support and enforcement. We hope as well that the NCMACC process will provide for improved public access opportunities and yield management policies consistent with state and federally mandated protection of natural resources.

CONCLUSION

As submitted, the FHWA/RTC project satisfies the requirements for consistency by providing new infrastructure that will substantially improve and expand coastal access while at the same time recognizing the Coastal Act's parallel mandate to protect sensitive habitats and ecosystems.

In particular, the project's plan to limit visitor use of parking lots and trail to daytime hours align substantially with the hours of use of the State Parks-owned bluffs and beaches and the contiguous inland property managed by BLM.

With condition #3 as proposed by Coastal Commission staff, the amended project fails the consistency test by exacerbating impacts on sensitive habitats and ecosystems and undermining

10 December 2021

opportunities for enforcement against night-time use of beaches and bluffs. Acceptance of Condition #3 would override current parking restrictions, replacing parking now legally available 6 am to 10 pm with unrestricted parking. The staff report fails to acknowledge or evaluate the potential impacts of this proposed decision – in effect a substantial change in the project - on sensitive habitats and ecosystems, on public safety, and on the safety of law enforcement and emergency medical first responders.

Finally, on a practical level, requiring 24-hour use of parking lots undercuts the staff's own concern about having adequate parking for visitors, because to the extent that parking lot spaces will be occupied by vehicles camped for the long term – a logical result – they will be unavailable to day users of the trail.

The DNCA recommends that the Commission accept the Conditional Concurrence proposed by coastal staff for the Consistency Determination, **without the staff-recommended conditions 3 and 4.**

Sincerely,



Noel Bock

and the Board of the Davenport North Coast Association

cc:

Jack Ainsworth, Executive Director, California Coastal Commission
Ben Blom, Central Field Office Manager, US Bureau of Land Management
Chris Spohrer, Santa Cruz District Superintendent, California State Parks
Grace Blakeslee, Santa Cruz County Regional Transportation Commission
Jeff Gaffney, Director, Santa Cruz County Parks
Chris Clark, Santa Cruz County Sheriff's Office
Jonathan Wittwer, Friends of the North Coast
Rural Bonny Doon Association
Christy Fischer, Trust for Public Land
Carey Thompson, Land Trust of Santa Cruz County

Attachment 1

NIGHT TIME USES OF BEACHES AND BLUFFS AMPLIFY IMPACTS ON SENSITIVE SPECIES AND ECOLOGICAL COMMUNITIES

Night use of beaches and bluffs disproportionately harms sensitive natural resources. Trash is in abundance each morning with ravens, crows, coyotes, gulls, and ground squirrels exploiting the handouts. Populations of these synanthropic species have skyrocketed. There is a clear link between hyperabundance of these species and top-down predation on threatened and endangered local species including: marbled murrelet, snowy plover, coho salmon and steelhead. These hyperabundant species affect other sensitive species as well including northern harrier, white-tailed kite, barn owl and a great many others, essentially restructuring entire ecosystems via top-down forcing. We know that most of the trash that subsidizes these populations is left on the beach during the night when darkness obscures pickup/littering, there is little if any peer enforcement, and trail conditions and darkness make carrying trash to vehicles or trash cans a challenge.

Other night-time activities that threaten sensitive species include high-powered aerial fireworks that are common during the night. Nighttime visitors also toss explosives into coastal streams that are critically important staging areas from inbound and out-migrating coho salmon and steelhead. Illegal beach fires are a problem that pose significant wildfire risk in what is an increasingly drying environment. These fires also leave a burden of burnt plastic that becomes toxic beach sand and source of harmful microplastics.

There are no law enforcement patrols during the nighttime hours (and rarely during the day) due to limited staffing, the dangers associated with patrolling remote areas without backup support, and a desire to limit or avoid night-time patrols in natural areas because of the major impact of lights and vehicle movement at night on wildlife. These factors limit managers' ability to enforce environmental protection policies during the night. Unmonitored activities have led to the routine spray painting of the coastal bluffs, which creates negative feedback conditions and a downward spiral in environmental stewardship and protection of natural resources.

Attachment 2:

PHOTO DOCUMENTATION

Camping



Graffiti



Trash



First Responders Rescue



Fires



Graffiti



Add agency letterhead

Elderly and Disabled Transportation Advisory Committee
Veronica Elsea, Chair
1306 Laurel ST
Santa Cruz, CA 95060

DATE December 10, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: **Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport**

Dear California Coastal Commissioners:

The Elderly and Disabled Transportation Advisory Committee expresses its support for the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. The Project will develop an American with Disabilities Act (ADA) accessible 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. The Elderly and Disabled Transportation Advisory Committee also expresses its support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. This trail offers close proximity to aspects of our coastline which have been denied many pedestrians with disabilities. Something as simple as access to public restrooms allows those with some medical conditions to enjoy the coastline in a way which accommodates their disabilities. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

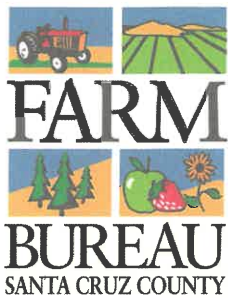
Add agency letterhead

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation. Completion of Segment 5 of this trail into Davenport will offer access for those who cannot walk or bike the entire length of the trail by connecting with Santa Cruz County Metro busses until final decisions about rail service are made. The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

The Elderly and Disabled Transportation Advisory Committee is pleased to offer its support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Sincerely,

Veronica Elsea, Chair
Elderly and Disabled Transportation Advisory Committee



141 MONTE VISTA AVENUE, WATSONVILLE, CA 95076
P: (831) 724-1356 F: (831) 724-5821
sccfb@sbcglobal.net
www.sccfb.com

December 10, 2021

CALIFORNIA COASTAL COMMISSION
455 MARKET STREET, SUITE 300
SAN FRANCISCO, CA 94105

Re: Consistency Determination No.: CD-0001-21, Item # Th11a on 12/16/2021

Dear Commission Members,

The Santa Cruz County Farm Bureau would like to present two comments on your Commission's consideration of the 7.5-mile multi-use bicycle and pedestrian trail that would extend along the Santa Cruz County Regional Transportation Commission-owned railroad corridor. We acknowledge that the Coastal Commission has an important obligation to balance coastal public access, environmental protection and public safety, among numerous other considerations.

Our first concern regarding your staff report for this agenda item is:

"Furthermore, overflow parking remains available on Highway 1 to accommodate additional vehicle parking, and parking improvements have also been proposed at the nearby Cotoni-Coast Dairies properties, which may alleviate some demand at these areas." (Pg. 40)

Farms on the North Coast have seen accidents, near accidents and occasional fatalities associated with shoulder parking along Highway 1. Drivers are distracted by the ocean, farms and mountain views. They slow down and even stop in their traffic lanes to look for parking spots or even take photographs. Farmers and farmworkers have witnessed other drivers backing up in their lanes, apparently looking for shoulder parking spaces.

It is dangerous for pedestrians attempting to cross Highway 1. On most sections the posted speed limit is 55 mph. However, many other drivers exceed this speed. It is very difficult for pedestrians to adequately assess the speed of oncoming vehicles.

There is no safe shoulder parking on this stretch of Highway 1. We strongly encourage the Coastal Commission to use its authority to promote safer parking and pedestrian crossing options along the highway and to discourage shoulder parking under all circumstances.

Our second comment is regarding **Condition 3:**

3. Closure Hours. The public shall have access to the North Coast Trail (MBSST Segment 5: Northern Reach), including all associated parking lots, without restriction of hours. (Pg. 9)

After-dark access will place additional burdens on law enforcement and will increase safety dangers for trail, bluff and beach users that will result in liability exposure, and damage to coastal resources from human waste, broken glass, plastics, etc deposited on the beaches.

Adjacent public areas such Wilder Ranch State Park have curfews from sunset to 5:00 AM. These curfews are posted in numerous visible locations. Consistency along this entire stretch of Highway 1 would be the best approach.

Thank you for considering the comments of the Santa Cruz County Farm Bureau.

Sincerely,

A handwritten signature in black ink, appearing to read 'Arnett Young', written in a cursive style.

Arnett Young
President



December 7, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport

Dear California Coastal Commissioners:

The California Department of Parks and Recreation expresses our support for the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. The Project will develop an American with Disabilities Act (ADA) accessible 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. The California Department of Parks and Recreation also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST)


from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

The California Department of Parks and Recreation is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Sincerely,

DocuSigned by:


52248D72530F47F...

Linda Hitchcock

Senior Parks and Recreation Specialist



December 10th, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport

Dear California Coastal Commissioners:

The Santa Cruz County Friends of the Rail & Trail (FORT) expresses our support for the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. The Project will develop an American with Disabilities Act (ADA) accessible 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. The Friends of the Rail & Trail also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between



Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

The Friends of the Rail & Trail is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Sincerely,

Faina Segal
Board Chair, Friends of the Rail & Trail
executive@railandtrail.org
railandtrail.org & coastconnect.org



December 7, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219

Re: **Support for the North Coast Rail Trail between Wilder Ranch and Davenport**

Dear California Coastal Commissioners:

The Coastal Conservancy strongly supports the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. The project will develop a 7.5-mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport, providing coastal access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. This trail will be an outstanding addition to the California Coastal Trail network.

This project is also a priority for the Conservancy because it will greatly improve recreational opportunities for people with disabilities to access and experience the spectacular views of the Monterey Bay Marine Sanctuary by creating three ADA accessible access points long the trail at Davenport, Yellowbank Beach, and Wilder Ranch State Park.

The Coastal Conservancy is pleased to offer our support of this exceptional coastal access project and encourages the California Coastal Commission to work together with the Santa Cruz County Regional Transportation Commission to resolve any issues with the Federal Consistency Determination so that this project can become a reality.

Sincerely,

Amy Hutzel
Amy Hutzel
Executive Officer

1515 Clay Street, 10th Floor
Oakland, California 94612-1401
510-286-1015 Fax: 510-286-0470



County of Santa Cruz

DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060-4070
(831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123

MATT MACHADO
DEPUTY CAO
DIRECTOR OF PUBLIC WORKS

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

SUBJECT: SUPPORT FOR APPROVAL OF THE CALIFORNIA COASTAL COMMISSION
FEDERAL CONSISTENCY DETERMINATION FOR THE NORTH COAST
RAIL TRAIL BETWEEN WILDER RANCH AND DAVENPORT

Dear California Coastal Commissioners,

The County of Santa Cruz Public Works Department (DPW) expresses our support for the Santa Cruz County Regional Transportation Commission's North Coast Rail Trail project. The Project will develop an American with Disabilities Act (ADA) accessible 7.5-mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. DPW also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas, and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves

as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state, and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality, and health as well as reduce greenhouse gas emissions.

DPW is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Yours truly,



MATT MACHADO
Deputy CAO
Director of Public Works

MM:dm



Active Transportation: Coastal Rail Trail Segment 5

Project Description

The Coastal Rail Trail Segment 5 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 7.5 miles of the MBSST's rail trail spine between Wilder Ranch and Davenport. Segment 5 would be a new multi-use paved path with striping, parallel unpaved path and shoulder, and parking improvements along the scenic North Coast in Santa Cruz County.

The goals of this project are to provide an accessible bicycle and pedestrian path adjacent to the rail right-of-way for active transportation, recreation, coastal viewshed appreciation, and environmental/cultural education along the existing rail corridor, consistent with the MBSST Network Master Plan. When constructed, this project will be one portion of the planned 32-mile Coastal Rail Trail network that traverses the entire coastline of Santa Cruz County.

Segment 5 is divided into two phases which will be built together should funding be secured. Phase I covers 5.4 miles from Wilder Ranch to Panther/Yellowbank Beach and is fully funded. Phase II spans 2.1 miles from Panther/Yellowbank Beach to Davenport and includes new parking lots in Davenport and at Panther/Yellowbank Beach, improved access to the parking lot at Bonny Doon beach, and a pedestrian crossing in Davenport.

*** Please note that the North Coast Rail Trail is still in the design and construction planning phase and is not open to the public. Members of the public should not enter the right-of-way until the RTC announces that construction of the trail has been completed and the trail is open for public use.**



Project Highlights

- ▶ ADA-accessible trail that maximizes ocean views and scenic coastal vistas along historical and agricultural landscapes
- ▶ 7.5-mile continuous paved bicycle and pedestrian trail connecting Wilder Ranch to Davenport
- ▶ Provides car-free alternative access to numerous beaches and recreational facilities along the coast
- ▶ Links to existing and future trails (such as Wilder Ranch, San Vicente Redwoods, etc.) creating bike/pedestrian access from the City of Santa Cruz to Davenport
- ▶ Safety and mobility improvements along a scenic portion of the County adjacent to Highway 1 with the addition of two new parking lots and improvements to a third, restrooms, and a pedestrian crossing in Davenport

Project Status/Schedule

The RTC completed the Environmental Impact Report in 2019. CFL will complete the federal environmental document in 2021. Final design and permitting are scheduled to be complete in 2021. Construction funding for Phase 1 is programmed for 2024. The RTC is seeking funding for Phase 2 construction.



PROJECT FACT SHEET

Updated July 2021

Active Transportation: Coastal Rail Trail Segment 5

Project Delivery Strategy

In partnership with the Federal Highway Administration (FHWA) - Central Federal Lands (CFL), the RTC is leading the project delivery. The RTC completed the Environmental Impact Report for the entire 7.5 mile-long Segment 5 project. The RTC is using Measure D, Federal Lands Access Program (FLAP), Coastal Conservancy, and Land Trust of Santa Cruz County funds to leverage other potential grant opportunities. CFL is completing the federal environmental clearance and leading the design of the entire 7.5-mile segment. The RTC is leading the acquisition of any right-of-way needed for the project. Although CFL will lead the construction phase, there is currently only enough funding to complete construction of the southerly 5.4 miles, from Wilder Ranch to Panther/Yellowbank Beach. The RTC will continue to investigate other state and federal opportunities to complete the construction funding plan.

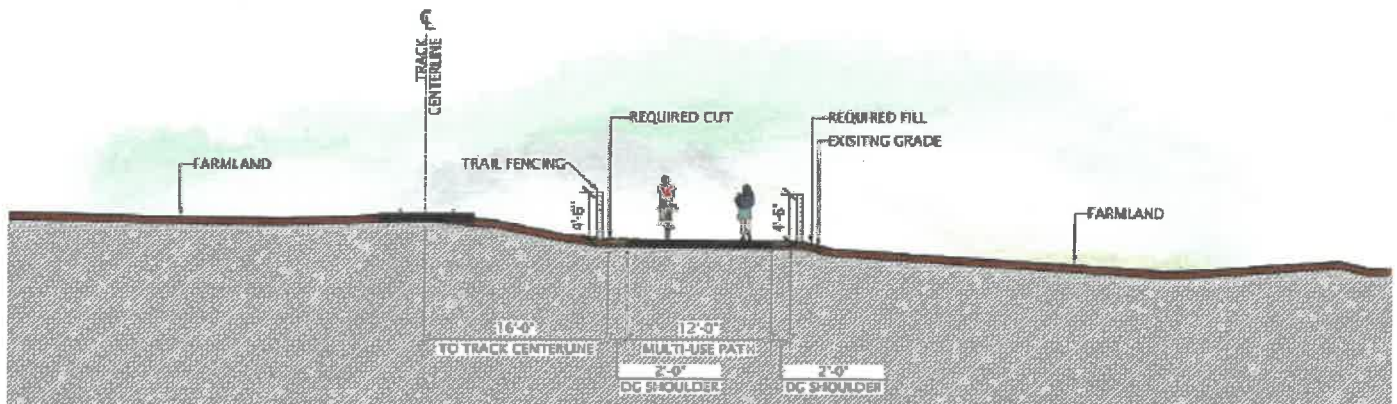
Total Programming

Estimated Total Cost	\$22.23M
Funding Sources	
Measure D (Active Transportation)	\$6M
Other Secured*	\$10.6M
Need	\$5.6M

*Includes Central Federal Lands (FLAP Grant), Land Trust of Santa Cruz County, and RSTPX funds.

INLAND SIDE

COASTAL SIDE



DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

December 10, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport

Dear California Coastal Commissioners:

The California Department of Transportation (Caltrans) expresses our support for the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. The Project will develop an American with Disabilities Act (ADA) accessible 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. The North Coast Rail Trail seeks to address the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST)

from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

Caltrans is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Sincerely,

A handwritten signature in blue ink that reads "Heidi Borders".

Heidi Borders
Project Manager
District 5 Caltrans



PUBLIC WORKS DEPARTMENT
809 Center Street, Room 201, Santa Cruz, CA 95060 • 831 420-5160 • Fax: 831 420-5161

December 6, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport

Dear California Coastal Commissioners:

The City of Santa Cruz expresses our support for the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. The Project will develop an American with Disabilities Act (ADA) accessible 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. The City of Santa Cruz also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

The City of Santa Cruz is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission. Please approve this vital project for our community.

Sincerely,



Rosemary Menard
Interim City Manager
City of Santa Cruz



Mark Dettle
Director of Public Works
City of Santa Cruz



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Monterey Bay National Marine Sanctuary
99 Pacific Street, Bldg 455a
Monterey, CA 93940

December 8, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: Support for the North Coast Rail Trail between Wilder Ranch and Davenport

Dear California Coastal Commissioners:

On behalf of NOAA's Monterey Bay National Marine Sanctuary (MBNMS or sanctuary) I submit this letter of support for the **North Coast Rail Trail project** of the Santa Cruz County Regional Transportation Commission. This project aims to develop an Americans with Disabilities Act (ADA) accessible bicycle and pedestrian trail from Wilder Ranch State Park to Davenport, thereby providing public access for visitors of all abilities to the stunning North Coast of Santa Cruz County and the sanctuary shoreline. MBNMS supports the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The coastal trail project will maximize the coastal views from the trail and formalize existing paths along this area of the coast.

The benefits of the North Coast Rail Trail to people with disabilities cannot be overstated. The number of ADA-accessible recreational areas along the coast of California is currently extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail, greatly increasing recreational opportunities for people with disabilities. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County with interpretive opportunities and incredible recreational options to bike, run, roll, skate, or walk along this trail. The trail also provides a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the sanctuary. MBNMS has been a committed supporter of the larger Monterey Bay Sanctuary Scenic Trail Network, of which the Coastal Rail Trail is a part of.

The goals of the 32-mile Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. MBNMS staff are pleased to continue their support of this valuable project to improve public access and mobility to the coastline adjacent to the sanctuary. We encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Sincerely,

Lisa Wooninck
Superintendent





December 8, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport

Dear California Coastal Commissioners:

Bike Santa Cruz County expresses our support for the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. The Project will develop an American with Disabilities Act (ADA) accessible 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. Bike Santa Cruz also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail



trail. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

Bike Santa Cruz County is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Sincerely,



BIKE SANTA CRUZ COUNTY

333 Soquel Avenue • Santa Cruz, CA 95062
(831) 425-0665 www.bikesantacruzcounty.org

Amelia Conlen, Board Chair



December 7, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219

eorfc@coastal.ca.gov

Re: Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport

Dear California Coastal Commissioners:

I am writing on the behalf of the Santa Cruz County Chamber of Commerce and our nearly 450 members to expresses our support for the Santa Cruz County Regional Transportation Commission's North Coast Rail Trail project. The Project will develop an American with Disabilities Act (ADA) accessible 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. The Chamber also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the North coast of Santa Cruz County.

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the North coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific

Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most active transportation networks in the country. This multi-use bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail is exactly what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering a sustainable, safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, California will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

The Santa Cruz County Chamber of Commerce is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Sincerely,

A handwritten signature in black ink, appearing to read "Casey Beyer", followed by a horizontal line.

Casey Beyer
Chief Executive Officer
Santa Cruz County Chamber of Commerce



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

12/10/2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport

Dear California Coastal Commissioners:

The Bicycle Advisory Committee to the Santa Cruz County Regional Transportation Commission expresses our support for the Santa Cruz County Regional Transportation Commission's North Coast Rail Trail project. The Project will develop an American with Disabilities Act (ADA) accessible 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport providing public access for visitors of all ages and abilities to the stunning north coast of Santa Cruz County. The Bicycle Advisory Committee also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. The number of Americans with Disabilities Act (ADA) accessible recreational areas along the coast of California is extremely limited. The project provides three ADA accessible access points to 7.5 miles of multi-use trail— one at the northern most end in Davenport, one at the southern end at Wilder Ranch State Park, and one located 2.1 miles south of Davenport at Panther/Yellowbank Beach – that will greatly increase recreational opportunities for people with disabilities in this area. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. All ages and abilities should be provided this opportunity to recreate along the multi-use trail from multiple vantage points and experience the spectacular views of the Monterey Bay Marine Sanctuary.

The North Coast Rail Trail is 7.5-miles of the 32-mile Coastal Rail Trail that when fully developed, will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south county. The Coastal Rail Trail serves

as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. The MBSST will offer one of the most stellar active transportation networks in the country. This multi-use



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

bicycle/pedestrian trail will provide both locals and the many visitors to Santa Cruz County, an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular beaches, wetlands, coastal hills, and redwood forests of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. The 32-mile Coastal Rail Trail, including the 7.5 North Coast Rail Trail segment between Wilder Ranch State Park and Davenport, will help Santa Cruz County advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

The Bicycle Advisory Committee is pleased to offer our support of this valuable project to improve public access and mobility along the coast and encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the California Coastal Commission.

Sincerely,

Amelia Conlen
Chair, RTC Bicycle Advisory Committee



December 10, 2021

To: Steve Padilla, Chair, California Coastal Commission

CC: Jack Ainsworth, Executive Director

Erik Martinez, Coastal Program Analyst

Re: Th11a, Application No. 2-20-0319, Santa Cruz County Rail Trail

Dear Chair Padilla,

The Santa Cruz Chapter of Surfrider Foundation (Surfrider) supports the Coastal Commission staff recommendation to prohibit shoreline armoring and allow 24/7 public access to the proposed pedestrian trail along the railway corridor (Coastal Trail) in Davenport, CA.

Support for the Project, with Inclusion of Condition #4

Surfrider supports the development of a 7.5 mile multi-use trail extending along the Rail Corridor to Davenport. We agree with the staff recommendation to approve the project, specifically with a condition requiring the Federal Highway Administration to eliminate the proposed shoreline protection at Davenport Beach by exploring other proposed alternatives.

Surfrider greatly supports public access to and along the coast without destroying the very coast that we wish to visit. When we choose to armor a coastal trail instead of relocating it, we jeopardize the very purpose of ensuring access: the enjoyment of our natural resources.

Armoring any coastal trail goes against the intent and direction of the State of California as set forth by the Coastal Act to protect public access to and along the shoreline (Sections 30210, 30211). The contention that Coastal Act Section 30235 justifies armoring of the Coastal Trail because the trail is a "coastal-dependent use" is inconsistent with the balancing provision Section 30007.5, which states that where Coastal Act provisions conflict with one another, they shall be balanced in such a way as "to be most protective of significant coastal resources." The shoreline in many areas including Northern Santa Cruz County is migrating landward due to erosion and sea level rise, and the Coastal Trail will need to migrate with the shoreline to facilitate the protection of accessible public tidelands.

Support for 24/7 Public Access to the Coastal Trail



Surfrider also supports the inclusion of Condition #3 regarding closure hours. The condition states that "The public shall have access to the North Coast Trail (MBSST Segment 5: Northern Reach), including all associated parking lots, without restriction of hours". This is consistent with Coastal Act Section 30210, which requires maximum access to be provided:

"In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse." (Coastal Act Section 30210)

Surfrider strongly supports unrestricted access. There are many reasons to visit the coast after dark. Many people wishing to visit the coast cannot do so during the daytime, due to long working hours and late commutes. Cycling along this portion of Highway 1 is extremely popular, and extremely dangerous with, at times, a very narrow bike lane, and car speeds over 60mph. Preventing cyclists from utilizing the safer alternative of the Coastal Trail in the evening hours will only continue this dangerous risk. Additionally, certain activities like stargazing and lobster diving are specifically enjoyed in the evening.

Sincerely,

Emily Repech
Vice Chair
Santa Cruz Chapter
Surfrider Foundation

Mandy Sackett
California Policy Coordinator
Surfrider Foundation



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: 711
PAIA LEVINE, ACTING PLANNING DIRECTOR

December 8, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: **Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport**

Dear California Coastal Commissioners:

The County of Santa Cruz Planning Department supports the Santa Cruz County Regional Transportation Commission's **North Coast Rail Trail project**. This is an opportunity to create a beautiful, long term asset that will increase access to the coast for many people who cannot participate in other public projects at the coast because of constrained physical abilities. It is an opportunity to advance several key, long term public objectives in a single action.

The Project will develop an *American with Disabilities Act (ADA) accessible 7.5 mile multi-use trail* from Wilder Ranch State Park to Davenport, providing public access for visitors of all ages and abilities to the community resource that is the coast of our state. The Department also expresses our support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts so many visitors. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County. Many access, recreational and equity objectives are gained at one time when the trail is constructed.

The project provides three ADA accessible access points that will greatly increase recreational opportunities for people with disabilities. The project also improves the Davenport Beach and Panther/Yellowbank Beach parking areas to create ADA accessibility to the rail trail via connecting paths. An ADA accessible path is also proposed from the existing Wilder Ranch State Park parking lot to the rail trail. All ages and abilities deserve an opportunity to recreate along the multi-use trail from multiple vantage points, and to experience the spectacular views of the Monterey Bay Marine Sanctuary. The benefits of the North Coast Rail Trail project to people with disabilities cannot be overstated. As time goes on, a larger and larger slice of the California population will be in the category that requires this type of public infrastructure to enjoy the coast.

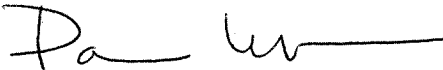
The North Coast Rail Trail is a key part of the 32-mile Coastal Rail Trail that will provide a continuous multi-use bicycle/pedestrian trail along the rail line between Davenport on the north coast to Watsonville/Pajaro in south

county. The Coastal Rail Trail serves as the spine within Santa Cruz County of the larger Monterey Bay Sanctuary Scenic Trail Network (MBSST) from Pacific Grove in Monterey County to Santa Cruz/San Mateo County Line. Such continuous networks are built one piece at a time, and this is a key piece for several programs. The MBSST will offer a stellar active transportation networks; an incredible recreational opportunity to bike, run, roll, skate, or walk along this trail as well as a sustainable transportation option for accessing some of the most spectacular coastline of our nation.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County. This 7.5 segment will help advance state-wide as well as local sustainability objectives of improved access, mobility, environment, safety, economic vitality and health as well equity and fairness, and will reduce greenhouse gas emissions.

The County Planning Department is pleased to offer our support of this valuable equity, environmental and health project and we encourage the Commission to approve the Federal Consistency Determination for the North Coast Rail Trail project, as proposed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Paia Levine', with a long horizontal flourish extending to the right.

Paia Levine
Interim Planning Director
County of Santa Cruz



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

MANU KOENIG
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

December 10, 2021

California Coastal Commission
455 Market St, Suite 223
San Francisco, CA 94105-2219
eorfc@coastal.ca.gov

Re: **Support for Approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport with removal of staff recommended condition #4**

Dear California Coastal Commissioners:

My name is Ryan Coonerty and I am the County Supervisor representing the north coast of Santa Cruz County where the proposed project is located. The purpose of this letter is to express my strong support for the Federal Highway Administration Central Federal Lands Division (FHWA) and Santa Cruz County Regional Transportation Commission's (SCCRTC) **North Coast Rail Trail project** with amendments to the proposed conditions that will make the project feasible and viable. The conditions recommended in the staff report are concerning and put this extraordinary project in jeopardy. In particular, I cannot emphasize enough that without the removal of Condition #4, this extremely worthwhile project will not happen.

As you know, the Project will develop a 7.5 mile multi-use bicycle and pedestrian trail from Wilder Ranch State Park to Davenport and provide public access for visitors of all ages and abilities to 7.5 miles of paved Americans with Disabilities Act (ADA) accessible multi-use trail. The proposed trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast that attracts many visitors now and will serve so many more visitors in the future. The North Coast Rail Trail also furthers the requirements of SB 908 to complete the California Coastal Trail as the rail trail serves as the California Coastal Trail along the north coast of Santa Cruz County.

I respectfully request that the Coastal Commission staff recommendation be revised to

remove Condition 4, which requires FHWA to remove the proposed armoring at Davenport bluffs. The FHWA and SCCRTC have evaluated alternative alignments and determined that there is no feasible alternative alignment. FHWA and SCCRTC have also evaluated soil stabilization methods and determined that the proposed soil stabilization method minimizes potential impacts. Condition 4 proposed by Coastal Commission staff would not allow FHWA and RTC to construct the trail in the area near Davenport. Furthermore, the public access to the existing informal trail on the coast side of the rail embankment above Davenport Beach will disappear with further erosion under a no project alternative.

The justification in the Commission's staff report for Condition #4 is unreasonable and, in my view, contrary to the language and intent of Coastal Act Section 30235, which permits armoring if three conditions are met. The staff report argues that the proposed trail violates this section by not providing sufficient details to determine that additional alternatives are not feasible. However, clear evidence has been provided documenting that these alternatives are infeasible. For the inland trail alignments requiring two crossings of the railroad tracks, the CPUC has a clear and consistently implementing policy opposing new crossing. And the massive bridge option with its potential impacts on the beach, visual blight and major cost implications, is clearly an infeasible option. Condition #4 requiring further "details" regarding the infeasibility of these options is not only excessive but will result in killing the project. I can't believe that the Commission wants this to happen.

In addition, I respectfully request that the Coastal Commission staff recommendation be revised to remove Condition 3, which prohibits FHWA and SCCRTC from closing the trail during nighttime hours. The Proposed Project alignment is located adjacent to active agricultural operations that use pesticides for agricultural operations. Closure of the trail at night would support existing agriculture adjacent to the trail and would reduce the public's exposure to pesticides. Also, closing of the trail and parking lots is also expected to reduce the amount of criminal activity within the project corridor such as vandalism, illegal camping, and trespassing. Many of the beaches on the North Coast have long been used for partying, camping, and engagement in illegal and dangerous activities. Closing the trail and parking areas at night is expected to decrease criminal activity within the Project area, alleviate public concerns, and reduce impacts to coastal resources that result for nuisance behaviors.

In particular, it is critical that the parking lot at Davenport be permitted to close at night, if only between midnight and 5:00 a.m. My staff has provided detailed evidence to Coastal Commission staff documenting the law enforcement, litter, and destruction of coastal resources problems from unregulated nighttime behavior over past decades.

Page 3

RE: SUPPORT FOR NORTH COAST RAIL TRAIL PROJECT

December 10, 2021

I am surprised that the staff report contained no reference to this material. It should not be ignored. With the opening of the Cotoni-Coast Dairies National Monument, the San Vicente Redwoods trails, and the Proposed Project, public use of the Davenport area will increase significantly. Unfortunately, not all visitors will respect the coast and its resources. It's critical, therefore, that the beaches along the Trail, and particularly the one at Davenport be protected from these negative impacts by allowing nighttime closure of the Trail.

In conclusion, I am thrilled to offer my support of this much needed and long-awaited valuable project to improve public access and mobility along the coast and strongly encourage approval of the Federal Consistency Determination for the North Coast Rail Trail project by the your Commission without Condition 3 and 4 as proposed by California Coastal Commission staff.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ryan Coonerty", is written over a light gray circular stamp.

RYAN COONERTY, Supervisor
Third District

Enclosures

RC:cs

To: Ryan Moroney, California Coastal Commission
Re: Proposed Davenport Bluff Parking Regulation
Date: February 5th, 2019

Executive Summary:

For many years, Davenport Beach on the North Coast in Santa Cruz County has suffered from the impacts of illegal human behavior on the beach. Fires, alcohol abuse, commercial grade fireworks, overnight camping, firearms, human waste, graffiti defacing the cliff bluffs, and noise at all hours of the night have impacted coastal resources and residents' ability to enjoy peace and security in their neighborhoods. Furthermore, the trash left behind from these activities has created an environmental catastrophe on the beach and in the Monterey Bay.

Over the last decade, law enforcement, the Third District Supervisor's office, together with the community, have tried to address these issues with every tool available including passing laws, raising fines, posting signs, putting out additional trash receptacles, adding sheriff deputies to the region, and engaging with non-profits to clean the beach. However, the problems have persisted despite all of these efforts, and, in fact, have worsened over time. The North Coast Sheriff deputies have recommended to our office for many years that restricting late night parking on Davenport Bluff would be the most effective tool for them to use to curb illegal behavior and the associated impacts. Based on the evidence below and provided elsewhere, will Coastal Commission Staff recommend to the Commission that they allow the County to regulate parking on the Davenport Beach bluff from midnight to 5am?

Background:

History:

Many of the beaches on the North Coast have for years been used as a place to party, camp, and engage in dangerous and illegal activity. Most of the beaches on the North Coast are desolate and far away from neighborhoods and residential areas. Davenport Beach is unique in that it is a "wild beach" similar to many of the other undeveloped North Coast beaches, but dissimilar in that it is close to the town of Davenport which has approximately 300 residents. Three previous

County Supervisors have attempted, in various ways, to address the issues of illegal, destructive, and disruptive behavior on this beach. In the past decade, these problems have only gotten worse. Although all North Coast beaches continue to experience trash, graffiti, and all-night partying, Davenport Beach in particular, has been a hotspot. It is difficult to know precisely why this beach has seen so much more activity than other North Coast beaches, however, there are a combination of factors that may have contributed to an increase in illegal activity on Davenport Beach. Social media may be partly to blame. There have been posts on Yelp and other sites in the past reviewing this beach as “abandoned” and not patrolled by law enforcement. In addition, getting down to this beach is precarious, especially at night which prohibits the North Coast’s solo deputy from accessing the beach to carry out enforcement. It is difficult to see the beach from the bluff making it easy to conceal illegal activity. Available, free parking at all hours of the night, in particular, facilitates illegal activity. And the general increase in coastal visitors to the Davenport area, which in most cases is a good thing, has nevertheless raised the profile of this particular beach.

Efforts to Address Illegal Activity and Associated Impacts:

In order to address and abate the illegal activity and associated impacts, former County Supervisor Neal Coonerty implemented several measures to assist law enforcement and make Davenport beach welcoming for families and all users. One of the first efforts was to include Davenport Beach into the Live Oak Beach Ordinance. The Live Oak Beach Ordinance, found in Chapter 8.18.10 in the County Code, outlaws fires on the beach, fireworks, alcohol, overnight camping, and excessive noise between the hours of 10pm and 6am. After this ordinance was passed, signage was posted on the bluff that included all prohibited activity.

Knowing that signage alone would not solve the problem, Supervisor Coonerty revived the Davenport Community Parking program in conjunction with the Sheriff’s office. This program was originally started by his predecessor, Supervisor Mardi Wormhoudt, and the then Sheriff Mark Tracy in August of 2000, but had not been enforced for a few years.

In the August 2000 Board of Supervisor's letter establishing the program (attached to this packet), Sheriff Tracy stated that "the Davenport community has experienced an increase in night time law enforcement problems" and that the beaches in Davenport "have become venues for regular all-night parties." Sheriff Tracy went on to state that "Not only have some of these parties resulted in serious crimes, but there have also been numerous examples of property damage and anti-social behavior."

The Davenport Parking program was an effort to help protect the neighborhood from ongoing disruption from late night beach-goers and was also an effort to protect the beach from the trash, noise and associated impacts from late night beach goers. Photos show, and residents recall, that parking on the bluff in 2000 was not nearly as extensive as it is today. Now, the bluff is a dirt parking area that is known, and regularly and fully used, as unregulated parking. In 2000, this was not the case to the same extent it is today. Consequently, the Davenport Parking program is not able to have the same effect in 2019 as it did in 2000. At that time, many late-night beach goers parked in the neighborhood as opposed to the bluff to avoid the no camping signs in the parking lot and to hide their presence on the beach.

With the help of then Sheriff Wowak and the community, Supervisor Coonerty established the permit parking program, which received a Coastal Permit. Although the parking program helped to reduce some impacts for residents of Davenport, it alone did not reduce illegal activity or associated environmental destruction of the beach.

In 2007, Supervisor Coonerty began lobbying the sheriff for a dedicated Sheriff's Deputy to patrol the North Coast. For many years the North Coast had a dedicated part time deputy, however, as a result of the Great Recession of 2007, the dedicated North Coast deputy was cut. During the Great Recession, the Sheriff, knowing that the North Coast beaches - and Davenport Beach in particular - needed law enforcement attention, assigned his school patrol officers to the North Coast to assist with enforcement during the summer months and assured the community that when the budget recovered, that he would again assign a dedicated North Coast Deputy. In early 2017, in response to on-going, persistent impacts from illegal behavior on the beach, current Sheriff Jim Hart reestablished

the North Coast deputy position to assist with enforcement of documented illegal behavior and associated impacts of that behavior on the community and the beach.

Sgt. Stefan Fish, who wrote a letter(attached) dated November 5th, 2018 supporting the regulation parking on the bluff, served as the North Coast deputy on two occasions, the first from 1999-2002 and then again from 2017 to 2018. Sgt. Fish's letter outlines specific criminal activity that his department has experienced over the years in the Davenport bluff area including assaults, unlawful fires, commercial grade fireworks, alcohol related crimes, and alcohol related tragedies such as drownings. Assigning a dedicated deputy to the area was an important, though insufficient measure, the Sheriff implemented to reduce crime and trash, and increase public safety on Davenport Beach.

Aside from crime and armed and dangerous overnight campers, the most significant negative impact resulting from illegal behavior on the beach is trash and human waste. Included in this packet are photos of trash on Davenport Beach, including many with dates, documenting this continuing problem.

Over the years, there have been numerous cleanups on Davenport Beach. Through a number of site visits between 2015 and 2019, Supervisor Coonerty directly witnessed firsthand the astounding volume of trash that had been left on any given morning. In addition to the normal types of trash one would expect to find on the beach such as cigarette butts, food waste and beer cans, on Davenport Beach empty liters of hard alcohol in glass bottles, human waste, used diapers, discarded tents and sleeping bags, coolers filled with spoiled food, various plastic packaging, plastic bags and plastic debris, needles, clothes, shoes, commercial grade fireworks debris, and all sorts of other items are regularly found.

Residents in the community for years would volunteer to clean the beach but at a certain point, the trash on the beach was so extensive and required community members going out several times per week to do cleanups, it was no longer feasible to rely on residents to do this type of major beach cleaning on a regular basis. Moreover, when days were missed, the trash would be washed out into the ocean.

In response to this environmental crisis, in 2012 the County contracted with Save Our Shores to do regular cleanups of Davenport Beach. Those cleanups continued up until 2018. Though somewhat successful, it wasn't possible to keep up with the amount left on the beach daily. Memos from Save Our Shores, detailing the volume of trash picked up during this time period, are included in the packet.

In 2018, the County contracted with the Downtown Streets Team to clean the beach and other locations on the North Coast four times per week for four hours each visit. However, uncollected trash, as well as other problems, remain.

Although the Downtown Streets Team is doing heroic work to keep the beach clean for the public and for the Monterey Bay, they are still very busy picking up trash and regularly fill all of the trash bins on the bluff.

The County recognizes that educating the public and increasing awareness about trash on the beach is an essential component to protect our coastal resources and thus dedicates public funding toward this effort through a contract with Save Our Shores to provide public education.

In addition to beach cleanups, it was recognized that ample opportunities were needed for beach goers to be able to discard their trash properly. For more than a decade, two sets of trash cans have been placed at both paths down to Davenport Beach. There are trash and recycle bins at the path below the bluff, including free trash bags available for beach goers to use as well as trash and recycle bins located on the Davenport Beach Bluff. These bins are emptied by the County's franchise hauler. Despite this ongoing and expensive program, the problem of trash on the beach remains significant.

Another impact of illegal behavior on the beach has been graffiti on the cliffs. Over the years, there have been periodic graffiti abatement efforts by the County Supervisor's office and community volunteers. Of all the destructive behavior and associated impacts on the beach, graffiti on the cliffs may be the most devastating. The cliff faces on the North Coast are extremely important natural coast resources. They are incredibly beautiful, wild and largely undeveloped. Yet on Davenport Beach, those cliffs are regularly defaced and adulterated by graffiti, examples of which are included in the attached packet.

Much, if not all, of this graffiti is done in the dead of night and the work of graffiti is largely silent. This means that someone defacing the cliffs on the beach could

be parked on the bluff while working quietly on their graffiti project. A law enforcement official would have no way to know if someone was on the beach, let alone that illegal activity was going on. Regulating overnight parking on the bluff would allow the Sheriff deputy, at least, to ticket the graffiti writers' car and reduce future graffiti on the beach.

Analysis and Recommendation:

Despite the many actions the County has undertaken over the years, criminal and harmful activity on Davenport beach and other North Coast beaches has continued. The Santa Cruz County Sheriff has made it clear that regulating parking on Davenport Bluff would assist his office with enforcement and would be the most effective tool in deterring illegal behavior on the beach. As Sgt. Fish stated in his November 2018 letter, "despite these multi-faceted efforts, the problems of trash, late night partying and the accompanying public safety challenges persist at this location. The adoption of regulations that would restrict parking in the Davenport Beach bluff is a critical tool to assist the Sheriff's office and other partners in keeping the peace for both the residents of Davenport and visitors to the beach."

While the Coastal Act gives a high priority to public access to the coast, this access should not be detrimental to coastal natural resources. The ongoing problem of beach trash migrating to the open ocean and graffiti defacing coastal cliffs on the North Coast of Santa Cruz County are the result of unrestricted public access to these beaches, despite a multitude of efforts by Santa Cruz County government and North Coast residents to abate these impacts. Reasonable public access at night can be accommodated in conjunction with regulated parking on the bluff in Davenport and other North Coast beaches.

In the Davenport area there are nearby parking lots that would be available for the public who want to access the town of Davenport and Davenport Beach. These are not proposed to be regulated. In addition, there are several other nearby beaches such as Davenport Landing and Scotts Creek (both within a mile and a half of Davenport Beach) that would be accessible to the public and have available parking. These two beaches offer the public nighttime access and parking and are highly visible from public roads making it easier for law

enforcement to see and enforce any illegal or harmful behavior occurring at these beaches.

There are other examples where parking restrictions have been allowed in similar situations. For instance, the City of Santa Cruz was allowed parking restrictions on Main Beach to address similar issues and San Mateo County also recently regulated parking along Tunitas Creek Beach to deal with trash and illegal behavior on that beach. As documented in this report, the situation on Davenport Beach has similarly reached the point where regulated parking is not only warranted, but critical.

Conclusion:

Over the past twenty years or more, the Third District County Supervisor's office, the community, and the Santa Cruz County Sheriff have taken many steps to try to address the issues of trash and illegal behavior on Davenport Beach and other North Coast beaches. The County and its partners have passed laws, increased enforcement, and dedicated considerable County funds aimed at solving these problems, protecting coastal resources, and increasing public safety on the beach for all beach-goers. Unfortunately, these efforts have not been successful. Despite the regulations passed targeting illegal behavior on North Coast beaches and the addition of a dedicated sheriff's deputy to the North Coast, outlaw behavior and its associated impacts continue. For these reasons and for the long-term protection of the natural coastal resources on the North Coast of Santa Cruz County, it is not only justified but important that the Coastal Commission allow modest parking regulations (midnight to 5am) on the bluff above Davenport beach and at other North Coast beaches.



County of Santa Cruz

Sheriff-Coroner

5200 Soquel Avenue, Santa Cruz, CA 95062
831-454-7610 FAX: 831-454-7608

November 5th, 2018

Santa Cruz County 3rd District Supervisor Ryan Coonerty
701 Ocean St. Rm 500
Santa Cruz, Ca. 95060

Re: Santa Cruz County Sheriff's Office Request for overnight parking
restrictions for Davenport Beach

Dear Supervisor Coonerty,

I am writing on behalf of the Santa Cruz County Sheriff's Office. I am currently the Sheriff's Sergeant assigned to the North Coast for Community Policing. I was also assigned as the Community Deputy for the North Coast from 1999-2002. I have attended countless meetings with residents from throughout the North Coast over the years to discuss their concerns about illegal activity in the area. Specific crime activity the Sheriff's Office has experienced in this area is:

- Assaults
- Alcohol related crimes such as drunk in public, alcohol overdose, drownings with alcohol as a factor
- Unlawful fires, often with wood taken from nearby trees/fencing, significant trash left behind, including glass, often which becomes shattered and stepped on
- Commercial grade firework usage in late hours which booms over adjacent Davenport
- Long term camping, often by Recreational Vehicles which dump hazardous waste and trash

Over the years the Sheriff's Office has partnered with residents and other community partners to try to manage keeping the peace for the residents of the North Coast along with providing a safe place to visit for those wishing to come to the beautiful beaches in the area. This is a challenge to say the least for several reasons.

Over the years several steps have been taken to assist in curtailing illegal behavior that occurs on the beaches and surrounding areas. Some of these efforts are:

Rachel
copy

- Inclusion of Davenport Beach in the Live Oak Beach Regulations (Chapter 8.18.010) which outlines unlawful behavior
- Establishment of a nighttime parking permit program in an attempt to reduce the amount of vehicles parking in neighborhoods and inebriated beachgoers that come with it
- Dedication of a full time Sheriff's Sergeant
- Hired Save Our Shores and now the Streets Team to do regular cleanups of the beach to address the large amount of trash left on the beach by illegal partying, fires, fireworks, etc.

Despite these multi-faceted efforts, the problems of trash, late night partying and the accompanying public safety challenges persist at this location. The adoption of regulations that would restrict parking in the Davenport Beach bluff is a critical tool to assist the Sheriff's Office and other partners in keeping the peace for both the residents of Davenport and visitors to the beach. Absent of restrictions similar to that already in existence nearby would create a difficult challenge in our enforcement efforts.

If you have any questions or need additional information, please feel free to contact me.

Thank you,

Stefan Fish
Sergeant
Santa Cruz County Sheriff-Coroner
(831) 454-7620

A handwritten signature in black ink, appearing to read 'Stefan Fish', is written over the typed name and title.

From: Noel Bock nbock@icloud.com
Subject: Fwd: Request for Installation of Closed-at-Night Gates for Davenport Parking Areas
Date: September 13, 2018 at 10:19 AM
To:

142

Dear Sirs,

We are writing to express our concerns regarding rampant abuses in the Davenport beach area which we feel could best be remedied by limiting overnight unauthorized visitor parking, preferably and primarily by adding locked-at-night gates to the entrances of the parking areas along HWY-1 as part of the Rail Trail improvement project. These many "abuses" significantly impacting the Davenport environment and community include:

- Loud late-night fireworks (all summer long every summer, most recently Aug 24 & 26, Sept 8 & 12, 2018)
- Excessive litter on the beach, the trails, and the parking areas, consisting in-part of bottles (many broken into glass shards), cans, trash, etc. The few trash receptacles in place are often overflowing, and refuse accumulates on the ground beside them.
- Human bio-waste "litter" (piles of feces, bottles of urine, soiled toilet paper)
- Large amounts of graffiti on cliff walls, signs, and other landmarks (natural & man-made)
- Illegal beach camping and campfires
- Extensive RV & van overnight parking (the lot has looked like a KOA for most of the summer with multiple RVs, vans, and similar vehicles parked nightly, many staying for days at a time)

We'd be happy to provide/procure ample evidence for all these abuses upon request, via photos and other records.

We believe that the primary causes of this misuse are visitors to Davenport of the late night, overnight, and/or multi-day variety who are taking advantage of the semi-private beach location, lax parking regulations, and limited enforcement capabilities of our overstretched public resources. As such, we believe a proper next step to try to combat these nuisances and health+safety risks would be more active management of the parking areas in and around Davenport. The "No Parking 10pm - 6am" signs already in place do not seem to have much effect at curbing these problems, especially since these "restrictions" are, almost always, not enforced.

We join our Davenport neighbors in requesting that strong consideration be put towards the installation of locked-at-night gates at the entrances to the main parking lots across HWY-1 from Old Town Davenport (both the RTC lot and the "Miller" lot, as shown in the attached Land Trust map). These measures seem to be working successfully at many of our North Coast State Park beaches, most prominently seen at the beach-parks located in neighboring San Mateo County.

After recently learning about the proposed improvements to the RTC lot as part of the Rail Trail project, this seems like it could be an ideal opportunity to address late-night & overnight parking control measures, putting improvements in place in Davenport as part of the project to improve the parking area there. If such steps are not taken, we do worry that the problems currently witnessed will undoubtedly continue, and probably even worsen, detracting from many of the positive enhancements that we all may hope to see gained at the Davenport terminus of the proposed Rail Trail project.

As residents of Davenport, we welcome an opportunity to work collaboratively with the various local, county, state and other organizations involved to help bring these proposed and requested improvements to fruition. We have little doubt that many other Davenport residents, along with the Davenport North Coast Association, feel the same way.

Thank you for your consideration.

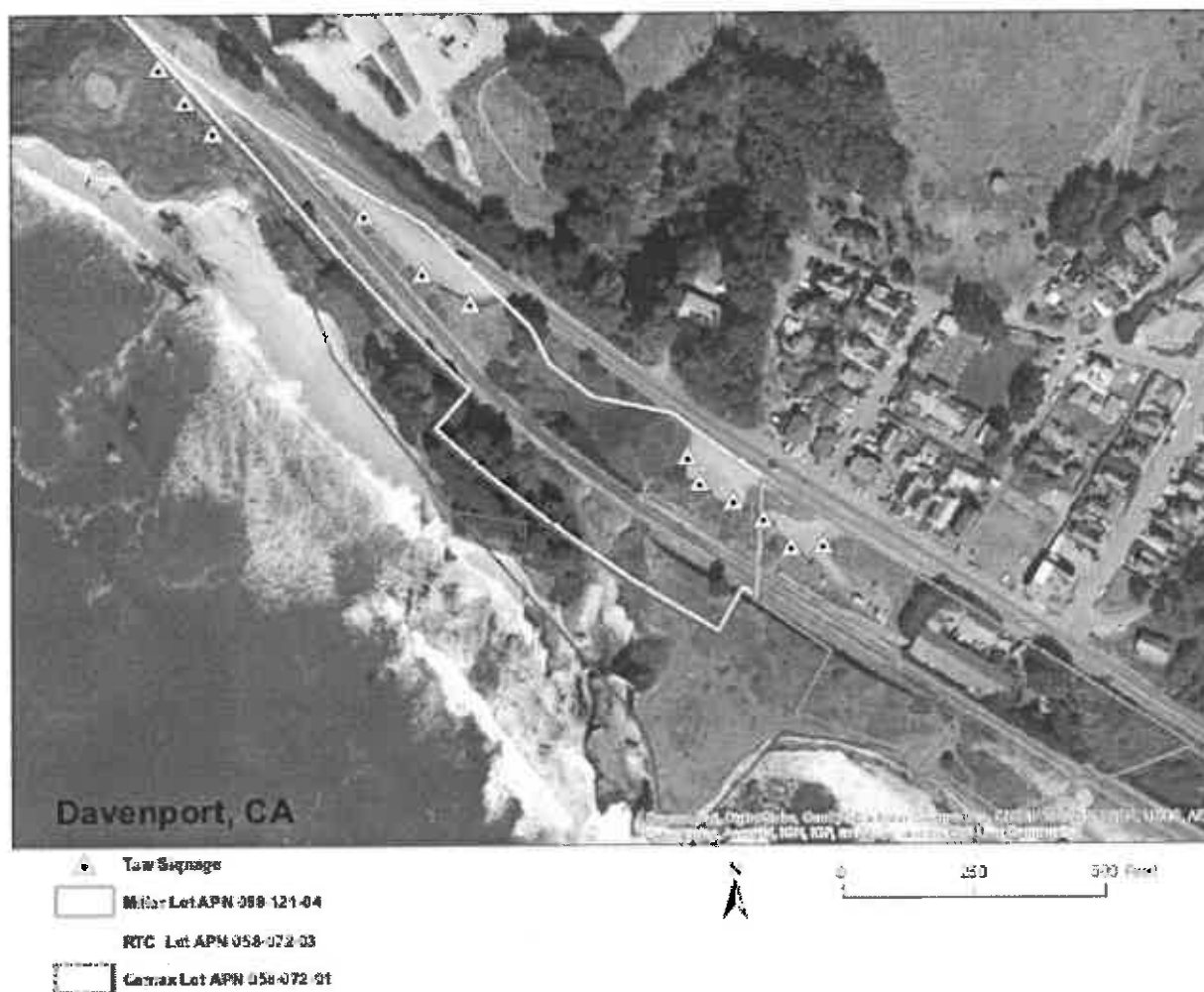
Sincerely,

Brian Conner - Davenport resident & Volunteer Steward for Land Trust of SCC at Davenport Bluffs

Diana Conner - Davenport resident & Volunteer with SCC Sheriff Child Safety Program
38 Marine View Ave. (PO Box 333)
Davenport, CA 95017
brianconner@yahoo.com; dianaleconner@gmail.com

cc:

- NORTDrakeIR@sccdc.org
- Supervisor Ryan Coonerty, ryan@ryancoonerty.com
- Sheriff Jim Hart, jim.hart@santaclaracounty.ca.gov
- North Coast Sheriff's Sergeant Stefan Fish, stefan.fish@santaclaracounty.ca.gov
- Regional Transportation Director, George Dondero, gdondero@sccdc.org
- Coastal Commission District Director, Dan Carl, dan.Carl@coastal.ca.gov



D/NCA

DAVENPORT/NORTH COAST ASSOCIATION

C/o Noel Garin Bock, P.O. Box 251, Davenport, CA 95017 (831) 423-3033

7 April 2015

California Coastal Commission

We have a tremendous problem with vandalism, graffiti and littering on and around the Davenport Main Beach. Unfortunately, this "orphan" Beach is not maintained by the State or County of Santa Cruz.

Therefore, neighborhood volunteers pick up the broken bottles and trash on the beach, the local community cleans the graffiti on the bluffs, and the patrons of the locals businesses and neighbors must endure the noise and garbage left by late night beach partygoers. There have been yearly fatalities and countless rescues from visitors falling off the cliffs, homeless people living in the parking lots, and trash and human waste consistently found along the trails.

The Land Trust of Santa Cruz County has installed warning signs to notify the public about steep cliff hazards and prohibiting camping and contracted with a private security firm to conduct nighttime patrols on the bluffs north of the beach. We are thankful for the efforts on the part of the Land Trust on the bluffs, but there is more that needs to be done to discourage illegal activity and promote good stewardship of the beach and bluffs in Davenport.

From Memorial Day to Labor Day Davenport drunk and disrespectful people throng to the un-patrolled Davenport Beach on the weekends and disturb neighbors. 911 calls are made, emails sent at wee hours, but the situation continues. As one neighbor put it "Our streets and beaches are littered with broken bottles and cans; we are literally under siege in our town". Therefore, we urge you to allow Land Trust of Santa Cruz County the ability to tow vehicles from the area.

Sincerely,

Noel Garin Bock
Chairperson, DNCA

11.14.13

Fred Bailey
Odwalla Building
Highway One
Davenport, CA

Fred,
I just did a 7:30 am count and there are at least 10 people sleeping in their cars on your property.

This is a problem because there are no bathroom facilities, we have had reports of several thefts, and more importantly Jesse Katz, Road House Manager reported an armed, crazy person in the Roadhouse this week.

The sheriff cannot do anything about people camping on private property. I think the time has come for you to **at least** put up a No Camping signs and consider how to put a chain around the area at nighttime.

This is a community safety issue. Let me know how we can help. Please let me know what you think and how we can mutually solve the problem of illegal camping on the bluffs.

Noel Garin Bock
Chairperson, DNCA
Davenport / North Coast Association
P.O. Box 251
Davenport, CA 95017
831-423-3033
ngbock@sbcglobal.net

FYI

The man in this mugshot

<http://www.mugshotssantacruz.com/mug/kenneth-parker-macauley-3>

is someone we have kicked out of our establishment. He appeared normal at first, then became increasingly problematic, including having multiple weapons in his possession.

I saw him here in Davenport over the last several weeks, wandering the streets, up and down Davenport avenue day and night, usually wearing a hooded sweatshirt. He was camping somewhere nearby.

It looks like he was arrested and charged with serious crimes.

Rachel Dann

From: Noel ATT <ngbock@att.net>
Sent: Monday, February 4, 2019 1:45 PM
To: Rachel Dann
Subject: Beach Trash Photos





Rachel Dann

From: Noel ATT <ngbock@att.net>
Sent: Monday, February 4, 2019 1:51 PM
To: Rachel Dann
Subject: More Davenport Beach Photoss







**Davenport
January 1, 2017**



**Gulls in Trash
On Davenport Beach
May 17, 2015**





**Beach Cleanup
July 15, 2013**



ngbock@att.net

P.O. Box 251
195 Marine View
Davenport, CA 95017
831-423-3033
831-332-0646 cell







Bluff above Davenport Beach

Davenport Beach





Trashing of Public Parks

Rachel Dann

From: Noel ATT <ngbock@att.net>
Sent: Monday, February 4, 2019 1:47 PM
To: Rachel Dann
Subject: Davenport Beach Graffiti

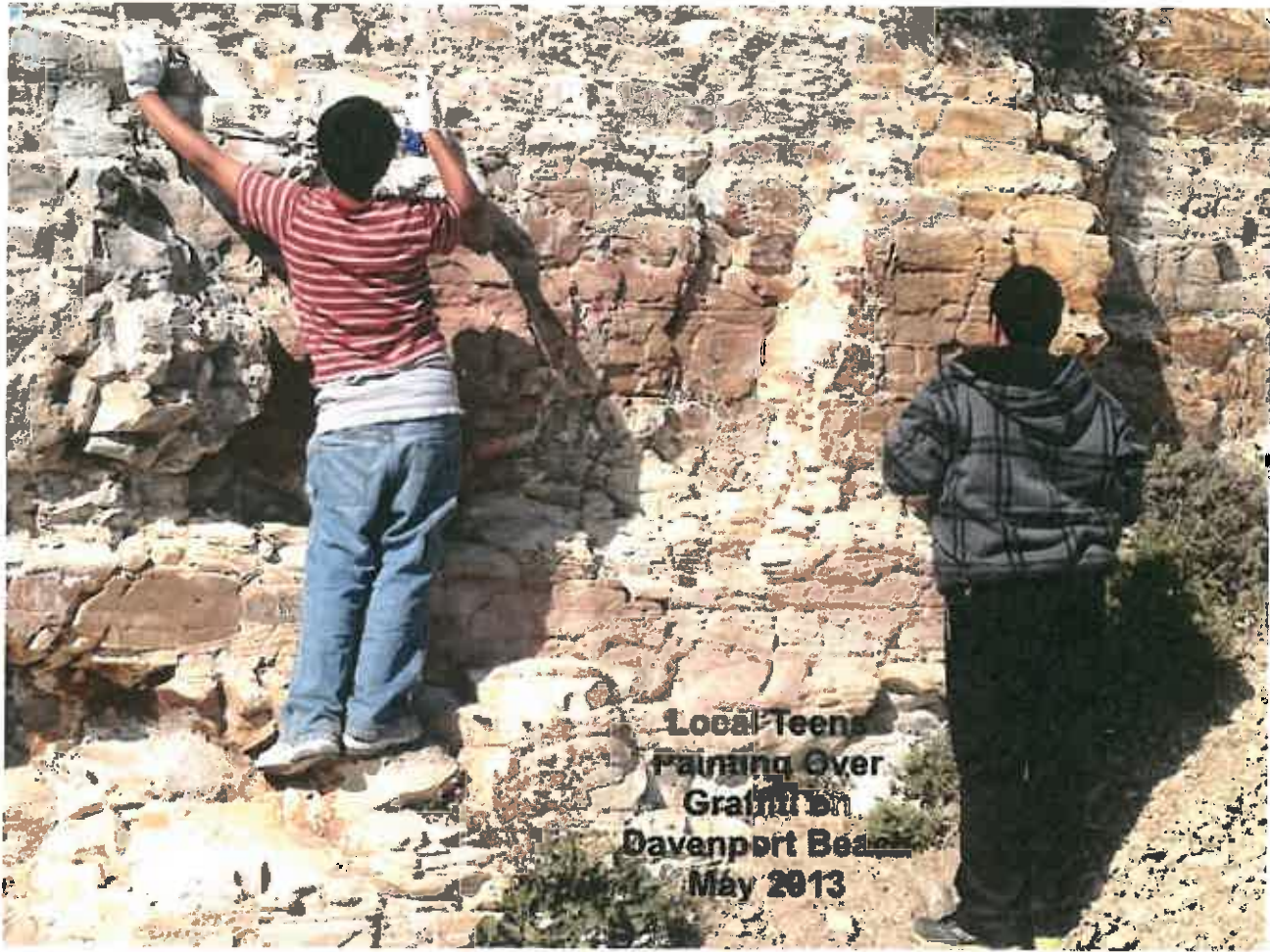




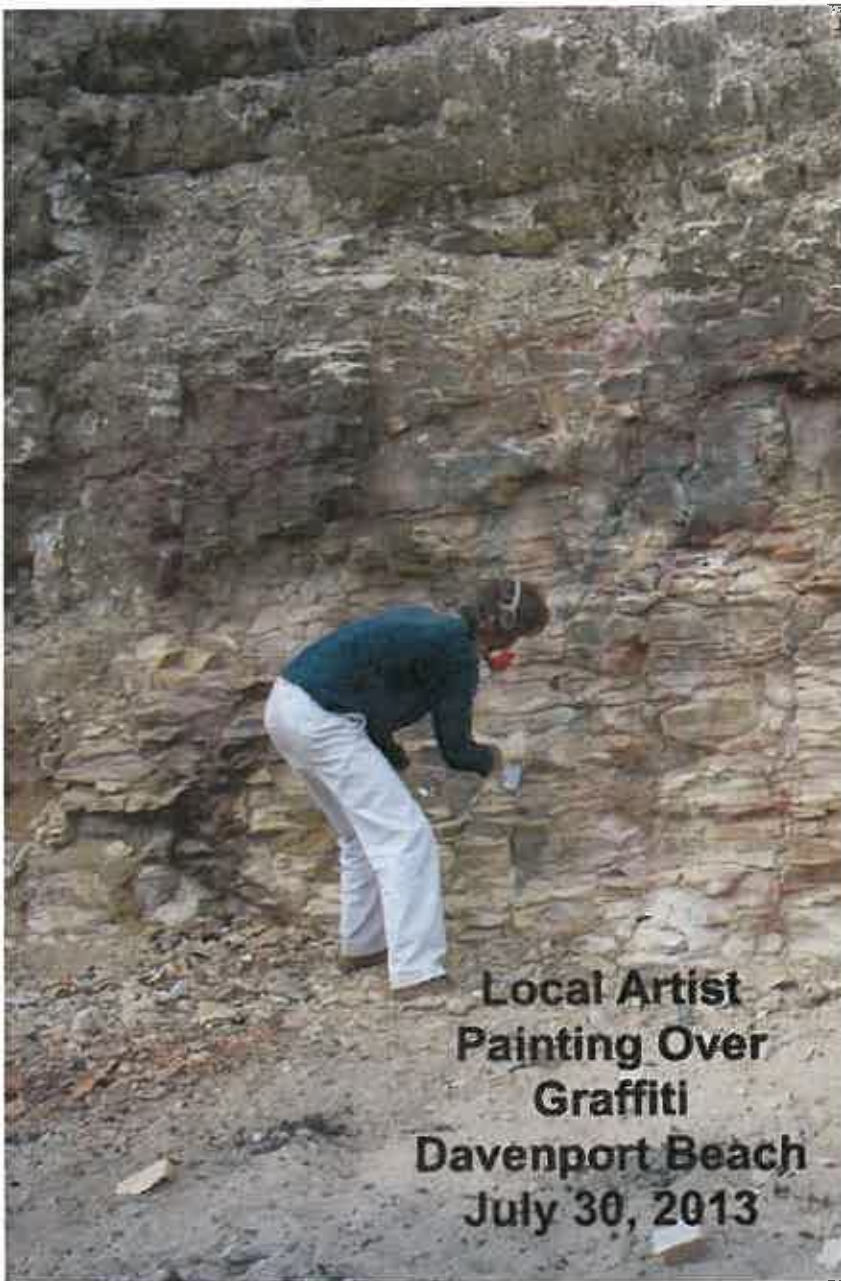
Cliff Graffiti
Davenport Beach
April 27, 2009



Noel Garin Bock
ngbock@att.net
P.O. Box 251
195 Marine View
Davenport, CA 95017
831-423-3033
831-332-0646 cell



**Local Teens
Painting Over
Graffiti on
Davenport Beach
May 2013**



ngbock@att.net

P.O. Box 251
195 Marine View
Davenport, CA 95017
831-423-3033
831-332-0646 cell

Coast
Dairies

Our Shores

Monterey Bay National Marine Sanctuary

Love your beach

831.462.5660

WWW.SAVECUCUHOI.COM



Handwritten graffiti in black ink, including the word "LOVE" and other illegible scribbles.

Large red graffiti tags, including the word "LOVE" and other illegible scribbles.

Handwritten note in black ink: "XO 4/15/15"

Handwritten note in black ink: "POND 6/15/15"

Handwritten note in red ink: "12/12/15"



© 1999 by University of Chicago Press



MENTA

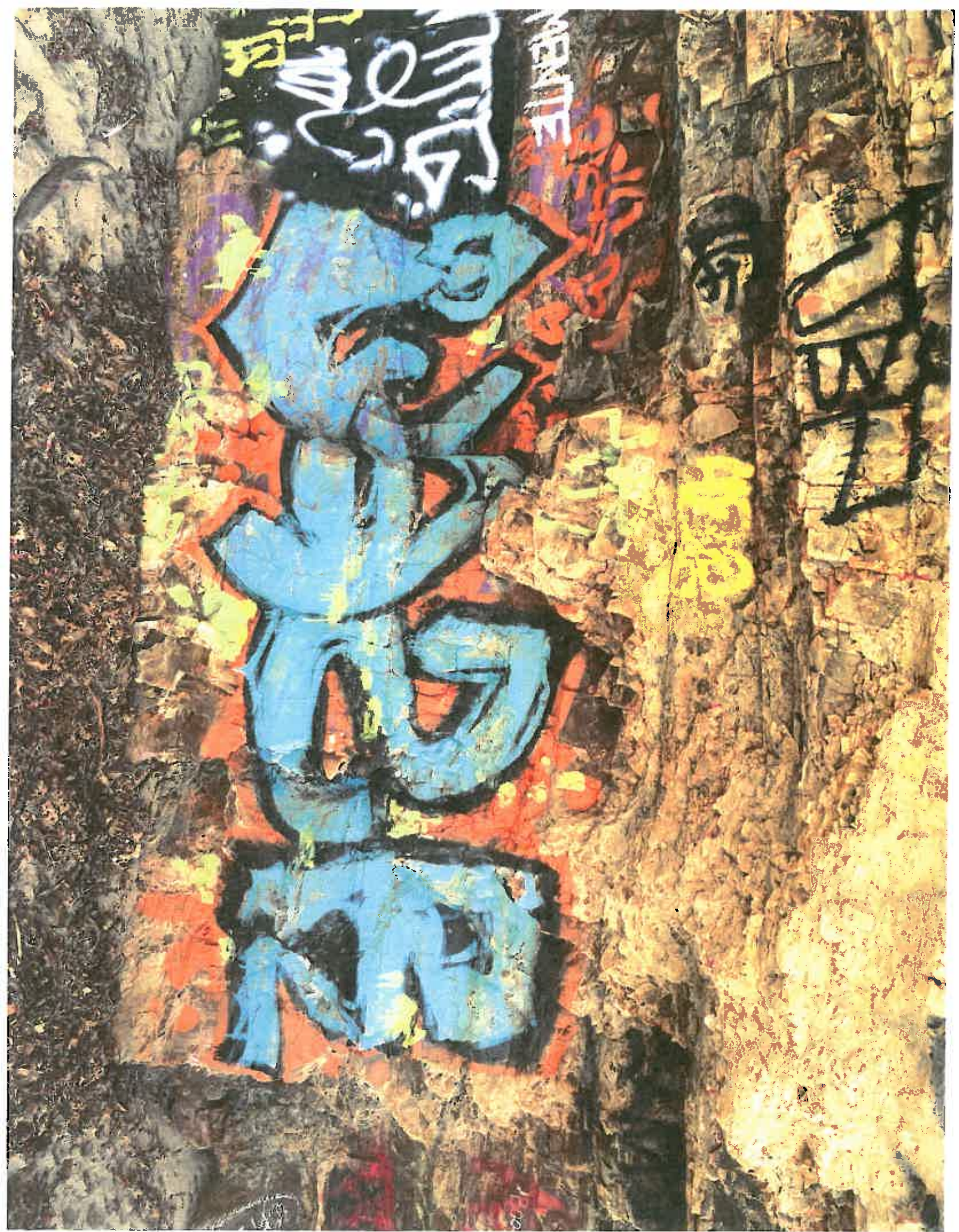
JULY 1999

1

15.00







DAVENPORT RESIDENTS AND SOS BEACH CLEANUPS: 2009 - 2018

I have asked neighbors to join me and Save Our Shores volunteers by picking up trash on Davenport Main Beach every week from 2009 – 2018. This was a welcome improvement over the previous twenty years when locals cleaned up beach trash without any help from any agency.

Several locals met up other SOS volunteers at the parking area across from Whale City every Sunday from 9:00 to 10:00 a.m. from May through September. After picking up trash on Davenport Main Beach for several hours, they hauled the heavy bags back up the cliffs to be counted and sorted by Save Our Shores staff.

From October – April, we picked up trash with Save Our Shores once a month with Save Our Shores. In addition, several neighbors pick up trash whenever they go to the beach, not just during designated Beach Clean Up days.

- Noel Garin Bock, Davenport Resident and DNCA Chairperson, 2/4/2019

DNCA NEWS

JUNE 2016



Davenport Beach is already getting trashed.

SUMMER ON THE COAST

WE NEED YOU TO HELP!

Save Our Shores is having staffing problems, so will not be coming up for Sunday clean-ups until they can work it out. We need people to clean the beach and haul beach trash to containers in the parking area.

We also need people to call the sheriff's 471-1121 non-emergency line to report beach parties, RVs, etc.

You can contact Sheriff Jim Hart to ask for more sheriff presence on the north coast.

Plastic bottles	0
Plastic cups, lids, plates, utensils	0
Plastic bottle caps or rings	0
Plastic six-pack rings	0
Plastic straws or stirrers	0
Plastic fishing line, nets, lures, floats	0
Plastic motor oil bottles	0
Balloons or ribbon	0
Plastic pieces	0
Styrofoam food containers, cups, plates	0
Styrofoam buoys or floats	0
Styrofoam peanuts or packing materials	0

Styrofoam pieces	0
Cigarette butts	0
Disposable cigarette lighters	0
Cigarette box or wrappers	0
Glass bottles	0
Glass pieces	0
Paper bags	0
Paper food containers, cups, plates	0
Cardboard, newspapers, magazines	0
Paper pieces	0
Metal bottle caps or can pulls	0
Metal beverage cans	0
Nails	0
Batteries	0
Metal fishing hooks or lures	0
Crab pots	0
Fireworks	0

SAVE OUR SHORES

Davenport Totals.xlsx

BEACH CLEAN UPS

Pallets or wood	0
Beach chairs, toys	
umbrellas	0
Shoes	0
Clothes or towels	0
Syringes or needles	0
Diapers	0
Condoms	0
Tampons or tampon applicator	0
Band-aids or bandages	0
Shopping carts	0
Appliances	0
Car parts	0
Bikes or bike parts	0
Tires	0
Car batteries	0

Davenport XStream Cleanup Program Summary

Totals: 30 cleanups total- 293 volunteers, 2,312 pounds of trash and 1,389 pounds of recyclables removed. Total waste removed- 3,701 pounds

Xstream Cleanup Trainings: At SOS office 3/13 and on the beach on 3/16

XStream monthly cleanup launch at Davenport: 4/14/2013

Weekly cleanups launched in June 2013 were scheduled to end in September 2013 on Coastal Cleanup Day. Our Stewards were so excited about the program that the weekly cleanups continued through October 2013. Monthly cleanups returned for November and December.

of additional cleanups due to volunteer interest: 6

Signage installation with bags- Installed on September 10th. SOS volunteer regularly checks and refills bags and community members add their own bags as well.

Business partnership: Incentive program with Davenport Roadhouse (limited offer of 30% off to cleanup participants, ACC sponsorship), relationship with Whale Bakery to provide waste management guidance

Community outreach: neighborhood flyering by SOS board member to garner community support of program, volunteer outreach to campers and partiers at beach cleanups, educational assemblies at Pacific School as part of the Green Schools program.

Media coverage: In the Sentinel- "Who Owns Davenport Beach" on 7/20, "Consistent Cleanup Efforts Reap Rewards" on 8/12, "Sharing the Love" on 8/26.

Additional outcomes: Davenport inspired Panther Beach XStream program launch in January 2014; graffiti abatement on rocks at Davenport, individual Beachkeeper volunteers for Davenport, extensive area cleaned including railroad tracks, parking lots, cliffs with ice plant. Volunteers gaining in depth understanding of complexity of waste issue as seasons change.

July 1st 2014 through April 2015 work summary

- Large public outreach and cleanup events- two North Coast Cleanup Days in 2014, one in July and one in August, one Holiday Relief program with outreach on July 4th and cleanups on July 5th, Annual Coastal Cleanup Day in September of 2014 (11 County sites), Earth Day 2015 cleanups (4 County sites).
- Davenport: Launch of weekly cleanups began in April 2015 with a haul of over 600 pounds at the first event. The weekly cleanup events began earlier in 2015 than in 2014, as data suggested that the "dirty season" started before June. Overall, Save Our Shores has hosted 23 large public cleanups and with the help of 238 volunteers, was able to remove 4,107 pounds of waste total thus far.
- Save Our Shores has worked with at least eight green schools doing educational presentations as well as campus and beach cleanups
- Save Our Shores has hosted additional cleanups at various locations including multiple events at Sunny Cove, East Cliff Parkway, Soquel Creek, Aptos Creek, Beer Can Beach, Dolphin and Sumner Beach, the San Lorenzo River, Hidden beach

Lessons learned and future ideas

- Data used to focus cleanups at County of Santa Cruz Hot Spot locations. Recommendation of five "Hot Spot" sites. Increase outreach and cleanups at these locations.
- Outreach at holiday relief events has proven effective for the July 4th holiday and will expand in 2015 and 2016 to include Memorial Day and Labor Day. These holiday weekends present an opportunity to engage with thousands of visitors and locals alike, educate the public about waste reduction and encourage public participation in cleanup events. Increase waste infrastructure at County locations for these holidays.
- Communication of our collaborative effort is vital to our success- Communications Specialist to create advertisements, social media and website engagement, garner press attention, etc.
- Coordination with and appreciation of the various agencies involved is also vital to our success. (Green Waste, Public Works, Santa Cruz County Parks, partnering non profits)

- Sheriff Patrol + ticketing help

- Panther Beach also bad

DAVENPORT BEACH MEETING

Thursday, April 9, 2015 5:00 – 6:30 p.m.

Home of Noel Garin Bock, 195 Marine View, Davenport

1. Introductions

- a. SC County Undersheriff Jeremy Verinsky & Sheriff's Deputy Sergeant Joe Clarke
- b. Rachel Dann, Supervisor Coonerty's Analyst
- c. Joanna Miller, new owner of the Odwalla Building
- d. Barry Baker, Land Trust of Santa Cruz County
- e. Davenport Community members: Ed Dickie, Bill Henry, Bruce Duncan

2. Beach and Bluff Ownership – Maps

- a. The actual beach ownership remains somewhat unclear due to discrepancies in various maps. State Parks owns the bluff at the southern border. Cemex appears to own a portion of the beach above the mean high tide water line.
- b. The Santa Cruz Regional Transportation, which has an easement to the Southern Pacific Railroad and Joanna Miller, who recently purchased the old Odwalla Building from Fred Baily, appear to own the beach access points.
- c. The Land Trust of Santa Cruz County holds a Public Access Easement on 5 different areas along the Davenport Beach Bluffs.
- d. The State Lands Commission controls the land between the lines of ordinary high and low tide.

3. Description of Situation: Neighborhood volunteers pick up the broken bottles and trash on the beach, the local community cleans the graffiti on the bluffs, and the patrons of the local businesses and neighbors must endure the noise, garbage left by late night beach party-goers, hazardous ingress/egress to/from Highway 1, and dust generated by hundreds of cars using unimproved lands for parking. There have been yearly fatalities and countless rescues from visitors falling off the cliffs, homeless people living in the parking lots, and trash and human waste consistently found along the trails.

4. Short History of Mitigations to Date:

- a. County of Santa Cruz provides funds for waste receptacles and pickup at the trailheads
- b. County of Santa Cruz funds Save Our Shores Sunday beach clean ups Spring-Fall.
- c. The County passed an ordinance prohibiting non-residential parking between 10 p.m. – 6 am, but the laws are rarely enforced and signage is lacking.
- d. The County passed ordinances prohibiting camping, alcohol, fires, and noise between 10 pm and 6 am, but there are rarely any actual beach patrols, so the laws are rarely enforced.
- e. The Land Trust has installed warning signs to notify the public about steep cliff hazards and prohibiting camping and contracted with a private security firm to conduct nighttime patrols on the bluffs north of the beach.

5. Strategies for Spring /Summer 2015

- a. Install signage regulating parking from 10pm and 6am and increase fine to \$300.
- b. Increase fine for unpermitted parking in Davenport from 10pm and 6am to \$300.
- c. Have patrols of "parking" areas at 10pm and 12pm and issue citations to violators
- d. Concurrent patrol of pullouts within .5 km to the N and S of Davenport.
- e. Investigate implementing gated access.

6. Long Term Strategies

- a. National Monument PR means more visitors to the North Coast; therefore we want an agency, such as State Parks or BLM, to take ownership, maintain, and provide law enforcement on the beach.
- b. The original North Coast Beaches Plan should be implemented with a pay entrance station, public parking, sanitation facilities, and trashcans.

7. Action Plan Recap

8. Adjournment

June 25, 2015

North Coast Beaches-Strategies for Enforcement of Beach Regulations

Supervisor Ryan Coonerty

ATTENDING: Sheriff Jim Hart, Parks Jeff Gaffney, Deputy Joe Clark, SOS Ginaia Kelly, Rachel Kippen, Ryan Coonerty, Rachel Dann, Noel Bock

AGENDA

- I. Additions or changes to the agenda?
- II. Status of Davenport Beach, Overview -Ryan
 - A. Trash cans-DPW
 - B. Signage-Parks
 - C. Trash pickup-SOS
 - D. Enforcement on the beach-SO
 - E. Parking Enforcement in the town-SO
- III. Strategies to Curb Illegal Behavior on the Beach-All
 - A. Citations? Increased fines?
 - B. Better Signage
 - C. Move trash cans to North of property, change path direction to beach
 - D. Other ideas?
- IV. Partners on the N Coast
 - A. State Parks/Friends of State Parks
 - B. BLM
 - C. RTC
- V. Next Steps & Thank you

In the short term: County will replace graffitied signs, county put out additional trash cans, Sheriff will help with signage letting visitors know about triple fines for the 4th weekend and will post on their FB sites so that others can share, Sheriff will issue citations on the beach and in town for parking violations (no resident or visitor permit), they plan to have well over a dozen deputies patrolling the N Coast on the 4th weekend.

In the long term we discussed: Adding signage outlining the beach regs where the two trails merge going down to Dav beach on RTC property (adding signage makes it easier for deputies to issue citations), consider mandating universal trash service for Davenport residents (to abate trash dumping), closing off parking on the bluff and developing a new trail for beach access (Joanna Miller is considering this idea but it is her decision since the bluff is her property), we also talked about cameras on the beach but I'm not sure that is a workable solution, and continuing sheriff enforcement of beach regulations.

In addition, we talked about Panther beach and the other State Parks beaches. We reached out to Chet Bardo and have begun a conversation with him about reallocating his scarce resources so that the N Coast beaches can get some

enforcement. We also may have our intern research when raves are planned on Panther or 4 mile, so we can send that info along to the Sheriff.

→ Get Maggie to FU w/ Laura

① Neal meet w/ John P.
FU After SOS refines budget, meet w/ SOS, John P., + US
② Take

Wants to go into the Visitor's Guide

Plan for Davenport Main Beach:

12/13/12 Meeting

Goal for 12/13/12 meeting:

Follow Up

- 1) Refine the SOS plan so that it is ready to implement by May, have the program run May-October
- 2) Refine the budget, look at a 2 year pilot to start → Laura to work on budget

→ Neal to meet with John P.

Here is a menu of options for how to improve the beach situation at Davenport Main:

1. First step is to have SOS staff conduct 4 cleanups to obtain baseline data. Mileage, supplies, staff time to cleanup and analyze data for trends, create a UTube video documenting the problem - \$2,000 This is a good idea but it would be best to have a summer trash baseline. Can they use numbers from the 4th of July for this year and then get a baseline during this summer? Could the UTube video be used/designed more for fundraising? → We all meet after that (PW, SOS, Fred)
2. Get the media to write a story on the situation to raise awareness that SOS is now watching (included in price above) Could we do this in conjunction with a fundraising effort? → SOS to DUKA - update
3. Install a BaitTank on Bailey property to reduce cigarette butt litter- \$425-yes -
4. Work with Fred Bailey to close off parking lot at 10pm. Put up signage. \$500-County is funding the sign, but we would appreciate her help in working with Fred (or Jesse) to close parking after 10pm. → call for Board Meeting
5. Options - put garbage cans down on the beach to see if they help cut down on the litter problem. Have County staff empty them if possible. Not going to happen. If this is not possible, come up with a Beachkeeper program in Davenport where volunteers rotate daily to remove trash from beach trash cans and place the trash in the cans by the road. \$2,000 to coordinate the beach keepers program-yes → Neal to bring item to Board March
6. Coordinate weekly beach cleanups with Beachkeepers. (included in cost above)-yes
7. Put up a sign like we have on Twin Lakes beach with trash bags encouraging people to pack their trash. \$1,500-yes
8. Set up cameras to identify illegal activity: For now I think we should hold off on this portion of the plan. There is just too much maintenance and cost associated with setting up cameras.

Below are links for two cameras, the first camera captures the culprits in the act day or night, while the second camera specializes in recording the license plate numbers. How it works is the cameras would be used in relatively close proximity to each other and positioned on trees secured with lock boxes. Of course, both units would also be shrouded with surrounding vegetation for camouflage.

The cost of these two cameras together with lock boxes and accessories is approximately \$1420. If price is an issue, I'd just go with the single high-end tracking camera, with security box, for around \$624 - \$700. There are other options for cameras, but these models have the best reviews and ratings for trail surveillance cameras I surveyed. I have some experience in setting the cameras up. Let me know if you have any questions.

License plate camera - \$650
<http://www.trailcampro.com/reconyxsm750review.aspx>

High-end motion camera - \$550

<http://www.trailcampro.com/reconyxhc600review.aspx>

Security box - \$50

<http://www.trailcampro.com/reconyxhyperfiresecurityenclosure.aspx>

security cable - \$20

<http://www.trailcampro.com/masterlockpythoncable6-1.aspx>

(optional) All-in-one security package for 1 general tracking camera - \$700

<http://www.trailcampro.com/reconyxhc600securitypackage.aspx>

9. Hire First Alarm to be present from 10pm to 6am daily. I will look into pricing if we decide this is a possible option. Hold off for now
10. Have SOS staff or Beachkeepers on watch for several evenings and make calls to the sheriff whenever needed. \$1,000-yes
11. Start a campaign called, "Sending out an SOS for Davenport Beach" to engage local neighbors and businesses to help as Beachkeepers as well as to make other people aware of the issue. Keep information current about what is happening at the cleanups, if any tactics are working – use Facebook, Twitter, Website, local business locations and local media to get the message out. \$1,500-yes

Adding up all of the componenets that we think are feasible from this plan gives us a budget of \$7,425 to carry out the above plan. To me this is a bargain and if Laura and her staff are still ready to take this on, our next call should be to John P to let him know we would like this program funded out of the (C (refuse) budget.

Davenport
Parking Permit
Program

Dear Members of the Board,

For many years, the town of Davenport has dealt with numerous law enforcement issues related to late night partying on Davenport Beach. To address some of these problems, in 1999 this Board voted to establish a permit parking program in the town of Davenport (see attached Board letter). The current parking program covers Davenport Avenue and restricts parking after 10 pm, which is when North Coast County beaches are closed to the public.

However in the ten years since this program was implemented, many other streets in Davenport have seen an increase of late night beach parking, accompanied by an increase of crime and anti-social behavior. Under the current program, many people who intend to go to Davenport beach after the beach is officially closed, now park on streets not covered by the parking program. These individuals are often disruptive to neighbors, making noise leaving and returning to their vehicles late at night. Many are inebriated and leave trash on the beach and in the neighborhoods. Many of the businesses in town have also experienced vandalism and theft on a regular basis.

Because of the continued problems caused by late-night partying on the beach and the spill-over of late-night parking on additional streets in town, members of the community have asked to expand the current parking program to several other streets in Davenport. We believe that an expansion of the current program will also provide the Sheriff's Office with an additional enforcement tool to address the illegal behavior in the town. The residents, in consultation with law enforcement, have requested that the program be expanded to include: Ocean Street, Center Street, Marine View Avenue, and Church Street. There is a map attached to this item which identifies the streets proposed to be included.

In order to expand the program, the current Coastal permit must be amended. In 1999, the start-up costs for the program (including permit fees and signs) were covered by a \$5,000 loan from the General Fund which was repaid through fine revenues. We recommend that the same approach be used this time. The on-going costs of the permit program, which include sign replacements and permits, will be paid for by the residents. The Sheriff's Office will continue to operate the program as a part of their community policing efforts.

Therefore, we recommend the Board of Supervisor's take the following action:

Approve in concept the expansion of the current parking permit program in Davenport as described in this letter; approve the transfer of funds from Contingencies up to the amount of \$5,000 for permit and signage costs, direct County Counsel to amend the current ordinance if necessary to include additional streets, and direct planning staff to process an application to amend the current Coastal permit.

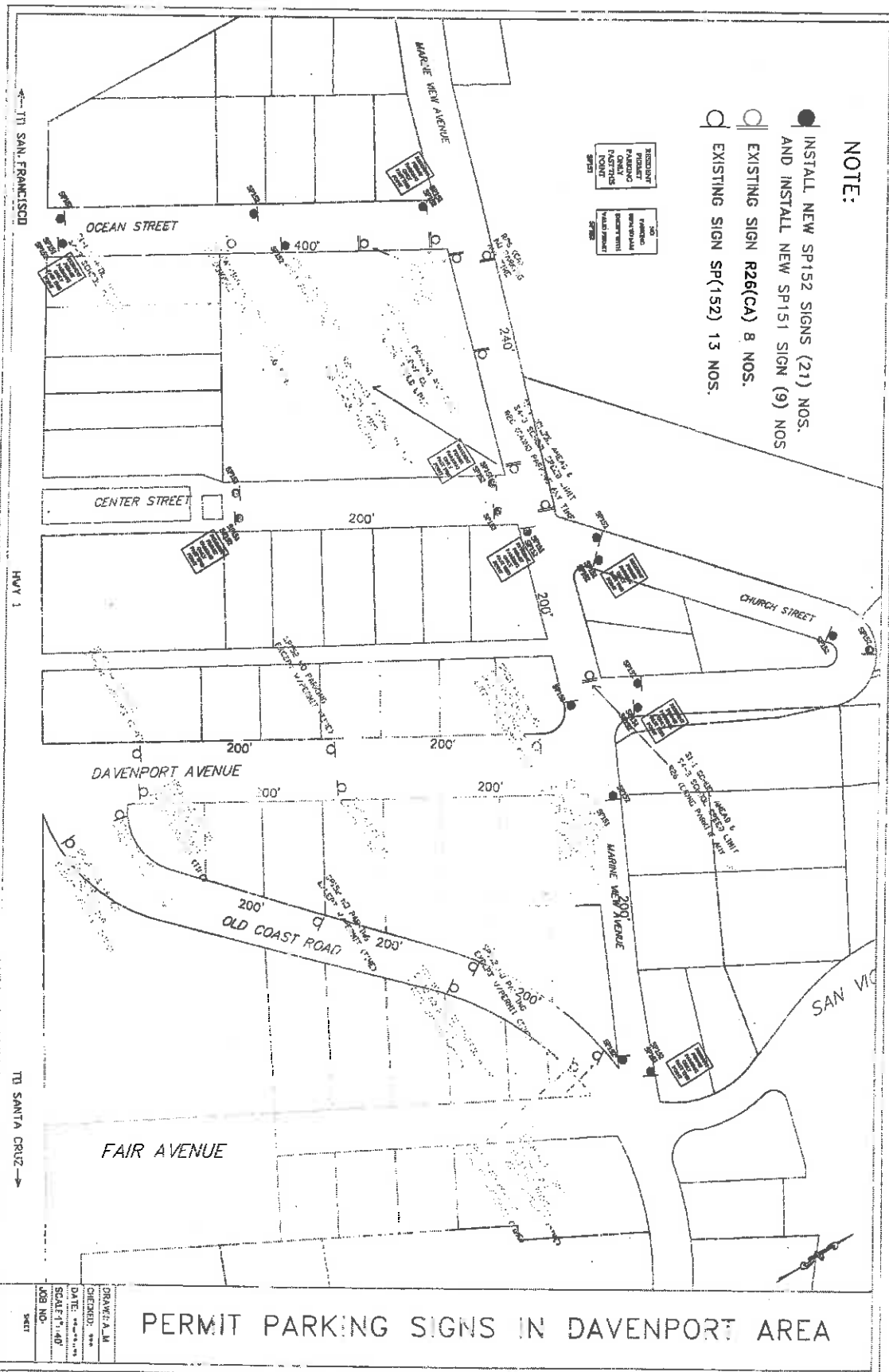
Sincerely,

Neal Coonerty
Phil Wowak

Cc: Noel Bock
Jessie Katz
Bruce Kosanovic

NOTE:

- INSTALL NEW SP152 SIGNS (21) NOS.
- AND INSTALL NEW SP151 SIGN (9) NOS
- EXISTING SIGN R26(CA) 8 NOS.
- EXISTING SIGN SP(152) 13 NOS.



PERMIT PARKING SIGNS IN DAVENPORT AREA

DATE: 10-1-78
 SCALE: 1"=40'
 JOB NO. 100
 SHEET 1

TO SAN FRANCISCO

Hwy 1

TO SANTA CRUZ



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 600, SANTA CRUZ, CA 95060-4069

(831) 454-2200 FAX: (831) 454-3282 TDD: (831) 454-2123

JANET K. BEAUTZ
FIRST DISTRICT

WALTER J. SYMONS
SECOND DISTRICT

MARDI WORMHOUDT
THIRD DISTRICT

TONY CAMPOS
FOURTH DISTRICT

JEFF ALMQUIST
FIFTH DISTRICT

AGENDA: 8/3/99

July 23, 1999

APPROVED AND FILED
BOARD OF SUPERVISORS

DATE: AUGUST 5, 1999
COUNTY OF SANTA CRUZ
SUSAN A. MAURELLO
EX-OFFICIO CLERK OF THE BOARD

BY [Signature] DEPUTY

BOARD OF SUPERVISORS
County of Santa Cruz
701 Ocean Street
Santa Cruz, CA 95060

RE: NORTH COAST PARKING ENFORCEMENT

Dear Members of the Board:

Over the last several months, night time law enforcement problems on the County's North Coast have increased significantly. Some of the beaches have become venues for regular all night parties. Most of the participants do not appear to be Santa Cruz County residents. Not only have some of these serious parties resulted in serious crimes, but there have also been numerous examples of property damage and anti-social behavior. Residents of the town of Davenport have been particularly affected by some of this behavior.

As you probably remember, this Board approved an ordinance several years ago prohibiting parking on North Coast beaches after 10:00 p.m. This parking restriction is currently imposed under the general parking regulations of County Code Section 9.36.010 (f) for which a penalty of \$33 has been established. Unfortunately, existing penalty of \$33 for violations of such restricted parking regulations does not appear to provide a sufficient deterrence to late night beach use.

Because of the increases in serious crimes, as well as anti-social behavior, on and around the North Coast beaches, we think that it is necessary to increase the level of enforcement in the area. One important change would be to increase the penalty for citations given to people for parking violations in the North Coast beach restricted parking areas to \$100. An ordinance

amendment is needed to adopt a separate parking provision for the North Coast beach parking areas so that a specific increased penalty can be established for violations of the nighttime parking restriction in these areas:

Second, there is a need for a permit parking program during these same hours on a couple of streets in Davenport to prevent nighttime party goers from having easy access to the beaches and, also, from disrupting these neighborhoods. Attached is a description of the proposed parking program. It is estimated that the costs of establishing this parking program will not exceed \$5,000. Since the program is necessitated largely by the law enforcement problems on the nearby beaches, it is recommended that the start-up costs (coastal permit and signs) be covered by loan from the General Fund. It should be noted that the start-up and operational costs are expected to be offset by future fine revenues. The ongoing costs of the permit program (sign replacements and permits) would be paid for by the residents. The Sheriff's Department will operate the program as part of their community policing efforts.

While we continue to support public access to our North Coast beaches, the recent surge in nighttime parties has caused major increases in unacceptable criminal and anti-social behavior:

Therefore, we recommend that the Board of Supervisors take the following actions:

1. Approve in concept the attached ordinance adopting the existing nighttime parking restrictions in the North Coast beach parking areas as a separate ordinance provision and further approve the attached proposed resolution establishing a penalty of \$100 for violations of the nighttime parking restrictions for North Coast beach parking areas.
2. Approve in concept the establishment of a Davenport nighttime permit parking program as outlined in this letter and the attached program description; approve the attached transfer of funds from Contingencies in the amount of \$5,000 for the start-up costs; direct County Counsel to prepare an ordinance and other appropriate documents to establish the program; and direct that a Coastal Permit application for the program be submitted.

BOARD OF SUPERVISORS
July 23, 1999
Page 3

583

3. Direct the Planning Department to give priority processing to the Coastal Permit application for the Davenport nighttime permit parking program.

Sincerely,

Mardi Wormhoudt

MARDI WORMHOUDT, Supervisor
Third District

Mark S. Tracy

MARK S. TRACY
Sheriff-Coroner

MW/MT:ted
Attachments

cc: County Counsel
Planning Director
Public Works Director
Parks, Open Space and Cultural Services Department
Municipal Court
Auditor-Controller
Treasurer-Tax Collector

1052H3

584

**Santa Cruz Sheriff's Office
Live Oak - Soquel Service Center
Intra Office Memo**

Date: July 23, 1999

To: Sheriff Mark Tracy via Chain of Command and Supervisor Marti Wormhoudt.

From: Sergeant Tony Jack - Live Oak/Soquel Service Center

Regarding: Davenport Parking Residential Permit Parking Program

The proposal for the permit parking program in the "Old Town" area of Davenport to include all of Davenport Ave. and Old Coast is as follows.

The Santa Cruz Sheriff's Office would administer the program through the Live Oak - Soquel Sheriff's Center providing a permit registration database, residential parking permits, guest parking permits and a grievance procedure for all contested citations within the permitted parking area.

All residents would be required to register each permitted vehicle with the Sheriff's Office for this program annually. That information would be kept in a database for retrieval for proper tracking and enforcement.

The Sheriff's Office would provide residential permits and guest permits at a cost that would be returned to the residents to cover materials and administration of the program. These cost would be kept to a minimum.

All citations issued in this Residential Permit Area will be reviewed by the Sheriff's Office to ensure a minimum impact to residents.

**CC: Chief Deputy Operations Bruce Simpson
Community Services Lieutenant Don Hutchison
Acting Lieutenant Len Lofano**

Serving the communities of Live Oak, Soquel, Summit and Davenport



County of Santa Cruz

Sheriff-Coroner

701 Ocean Street, Suite 340, Santa Cruz, CA 95060
(831) 454-2985 FAX: (831) 454-2353

Mark Tracy
Sheriff-Coroner

July 24, 2000

Agenda date: August 1, 2000

Board of Supervisors
County of Santa Cruz
701 Ocean Street
Santa Cruz, CA 95060

The Davenport Night Time Parking Program

Dear Members of the Board:

During budget hearings, your Board directed the Sheriff's Office to return with a status report regarding the establishment of the Davenport Night Time Parking Program.

As you will recall, the Davenport community has experienced an increase in night time law enforcement problems. Some of the beaches in the Davenport area have become venues for regular all night parties. Not only have some of these parties resulted in serious crimes, but there have also been numerous examples of property damage and anti-social behavior.

In an effort to solve these ongoing problems, the Sheriff's Office recommended the establishment of a permit parking program between the hours of 10:00 p.m. and 6:00 a.m. in the "Old Town" area of Davenport to prevent easy access to the beaches and protect the neighborhoods from ongoing disruption. The program will include all of Davenport Avenue and Old Coast Road between the Highway 1 and Marine View.

To establish the parking program, the Sheriff's Office was required to obtain a Coastal Development Permit from the Planning Department. The Sheriff's Office completed the

page 2/Davenport Night Time Parking Program

application process, and a hearing was held before the Zoning Administrator on July 21, 2000.

The Zoning Administrator approved the program subject to the following conditions:

- ▶ That the placement of signage shall not interfere with residential driveway or mailbox access.
- ▶ That signage shall clearly identify the parking district times and dates.
- ▶ That the County Public Works Department shall review and approve final signage and size prior to placement. Signs shall also not be lighted.

The project is appealable to the California Coastal Commission. Once final approval has been received, the Sheriff's Office intends to comply with the above conditions and implement the program.

IT IS THEREFORE RECOMMENDED that your Board accept and file this report regarding the establishment of the Davenport Night Time Parking Program.

Sincerely,

Mark Tracy
Sheriff-Coroner

RECOMMENDED:

Susan A. Mauriello
County Administrative Officer

cc: Planning
Sheriff's Office



COUNTY OF SANTA CRUZ
Planning Department

COASTAL DEVELOPMENT PERMIT

Owner County of Santa Cruz
Address 701 Ocean Street
Santa Cruz, CA 95060

Permit Number 00-0484
Parcel Number(s) N/A

PROJECT DESCRIPTION AND LOCATION

Proposal to create the Davenport Nighttime Parking District and to erect appropriate signage. Requires a Coastal Zone Permit. Property located along Davenport Avenue and Old Coast Roads.
SUBJECT TO ATTACHED CONDITIONS.

Approval Date: 7/21/00

Effective Date: 8/4/00

Exp. Date (if not exercised): 8/4/02

Coastal Appeal Exp. Date: Call Coastal Commission

Denied by: _____

Denial Date: _____

— This project requires a coastal zone permit which is not appealable to the California Coastal Commission. It may be appealed to the Planning Commission. The appeal must be filed within 14 calendar days of action by the decision body.

X This project requires a Coastal Zone Permit, the approval of which is appealable to the California Coastal Commission. (Grounds for appeal are listed in the County Code Section 13.20.110.) The appeal must be filed with the Coastal Commission within 10 business days of receipt by the Coastal Commission of notice of local action. Approval or denial of the Coastal Zone Permit is appealable. The appeal must be filed within 14 calendar days of action by the decision body.

This permit cannot be exercised until after the Coastal Commission appeal period. That appeal period ends on the above indicated date. Permittee is to contact Coastal staff at the end of the above appeal period prior to commencing any work.

A Building Permit must be obtained (if required) and construction must be initiated prior to the expiration date in order to exercise this permit. **THIS PERMIT IS NOT A BUILDING PERMIT.**

By signing this permit below, the owner agrees to accept the terms and conditions of this permit and to accept responsibility for payment of the County's costs for inspections and all other actions related to noncompliance with the permit conditions. This permit shall be null and void in the absence of the owner's signature below.



Signature of Owner/Agent


Staff Planner

7/24/00

Date
7/24/00

Date

Distribution: Applicant, File, Clerical, Coastal Commission

From: [Pauline Seales](#)
To: Energy@Coastal
Subject: 7.5 mile multi-use trail
Date: Friday, December 3, 2021 10:23:24 AM

Please approve the 7.5 mile multi-use trail that would extend along the RTC-owned railroad corridor from Davenport to Wilder Ranch State Park.

Pauline Seales
328 Getchell St, Santa Cruz, CA 95060

From: [Josto Saleri](#)
To: Energy@Coastal
Subject: Rail Trail from Davenport to Wilder Ranch - Coastal Access and Parking lots
Date: Monday, December 6, 2021 2:37:03 PM

To whoever it may concern,
I am a resident of Davenport, California, and have been part of the north coast community for quite a few years.
As such, I have contributed to maintaining and supporting this wonderful community.
It has been brought up to our concern that the Coastal Commission has the intention of opening north coast parking lots 24 hours, providing 24/7 coastal access.

I would like to voice our family opinion, recommending dusk to dawn closures (like San Mateo county) based on environmental and public safety concerns.
Please, help us balance the fragile coastal health while providing access to those who are attracted by the same beauty we love.
Thank you for your time and consideration,
JSP

--

JSP

From: [Josto Puddu](#)
To: Energy@Coastal
Subject: Rail Trail from Davenport to Wilder Ranch - Coastal Access and Parking lots
Date: Monday, December 6, 2021 2:34:56 PM

To whoever it may concern,
I am a resident of Davenport, California and have been part of the north coast community for quite a few years.
As such, I have contributed in maintaining and supporting this wonderful community.
It has been brought up to our concern that Coastal Commission has the intention of opening north coast parking lots 24 hours, providing 24/7 coastal access.

I would like to voice our family opinion, recommending dusk to dawn closures (like San Mateo county) based on environmental and public safety concerns.
Please, help us balancing the fragile coastal health while providing access to those whom are attracted from the same beauty we love.
Thank you for your time and consideration,
JSP

--

Josto Saleri Puddu
UCSC Dining
Business Systems Analyst
Cell (831) 212-5003
Office (831) 459-5236

From: [John Kriegsman](#)
To: Energy@Coastal
Subject: Parking Lots
Date: Friday, December 3, 2021 5:09:42 PM

Proposed parking lots must be closed dusk to dawn. We are not your dumping ground for the homeless. This is intended for recreation. Opening up these lots 24/7 is going to limit recreation and keep families from wanting to use them. Terrible idea.

Sent from my iPad

From: [Joel Kauffman](#)
To: Energy@Coastal
Subject: Re Santa Cruz rail trail
Date: Wednesday, December 8, 2021 8:08:36 AM

Hello

I am a long term resident of Davenport Ca. I am very excited about getting a trail from Santa Cruz to Davenport but recently learned that the coastal commission is considering opening the parking lots 24 hrs a day. I understand the coastal commission mandate is to increase access to the coast but that decision would have massive negative impacts on coastal environment and community. We already have a horrible problem with late night parties on our local beaches and all of them leave vast amounts of trash. The local community goes out daily to pick the trash up. If parking lots were allowed to be open 24 hrs the parties would increase and therefore the trash. Please close the parking lots from dusk till dawn.

Joel

From: [david van brink](#)
To: Energy@Coastal
Subject: Santa Cruz County North Coast Rail Trail: Approve as-is!
Date: Wednesday, December 8, 2021 2:05:09 PM

Dear Commissioners --

I hope you will approve the existing Rail Trail plan for our new trail up to Davenport! The design went through so many hurdles and many many thoughtful choices. The Coastal-Side-Trail is best in so many ways! Let's keep moving forward.

Thank you for reading -- David Van Brink / Citizen of Santa Cruz, California

david van brink / david.van.brink@gmail.com / 831.332.6077

From: Cousart, Amanda@Coastal
To: Energy@Coastal
Subject: Fwd: FEDERAL CONSISTENCY DETERMINATION FOR THE NORTH COAST RAIL TRAIL BETWEEN WILDER RANCH AND DAVENPORT, SANTA CRUZ COUNTY
Date: Wednesday, December 8, 2021 11:28:44 AM

Get [Outlook for iOS](#)

From: Andrew Schifffrin <aschiffrr@gmail.com>
Sent: Wednesday, December 8, 2021 11:24:31 AM
To: Ainsworth, John@Coastal <John.Ainsworth@coastal.ca.gov>
Cc: Cousart, Amanda@Coastal <amanda.cousart@coastal.ca.gov>; Moroney, Ryan@Coastal <Ryan.Moroney@coastal.ca.gov>; Craig, Susan@Coastal <Susan.Craig@coastal.ca.gov>
Subject: FEDERAL CONSISTENCY DETERMINATION FOR THE NORTH COAST RAIL TRAIL BETWEEN WILDER RANCH AND DAVENPORT, SANTA CRUZ COUNTY

Dear John Ainsworth:

The purpose of this email is to plead with you to remove condition #4 from the staff recommendation on the consistency determination for the multi-use trail along the rail corridor on the north coast of Santa Cruz County.

Condition #4 concerns the proposed armoring of a segment of the proposed trail above Davenport Beach. The justification in the staff report for not approving the FHWA proposal is not a reasonable interpretation of Coastal Act Section 30235 and undermines other Coastal Act policies supporting maximum public access to the coast. In addition, imposing this condition will make the entire project infeasible.

The staff report documents that the proposed coastal trail is consistent with two of the three requirements of Section 30235 – i.e, “the coastal trail can be considered a coastal dependent use, and the trail, if constructed in the proposed alignment, would be in danger from erosion.” (Page 2)

The third requirement of Section 30235 is that “there are no feasible alternatives that do not require armoring or are less environmentally damaging.” (Page 2) The staff report concludes that despite the FHWA analysis of alternatives “staff did not have enough project detail and information on potential impacts to definitively conclude that these options are not feasible.” (Page 2)

This conclusion is not supported by the detailed analysis of alternatives in the staff report. In fact, the FHWA provided extensive details and information on potentially feasible alternatives, which is recognized in the staff report (Pages 22-26). The three alternatives identified by staff

that were cited as not providing sufficient details are shown to be infeasible or clearly unreasonable based on Coastal Act policies.

1. Bridge from the Davenport Parking Lot to the Beach – The staff report includes details provided by FHWA documenting the infeasibility of this alternative – visual impacts, the potential requirement for armoring, wingwalls and/or rock protection, concrete abutments, a large diameter concrete shaft foundations socketed into the bedrock, the likely need for a center pier or multiple piers, a bridge length much larger than the current failure, not to mention the significant increase in cost. Is there anywhere on the coast where a bridge providing public access to a beach this small would be considered feasible?

Yet, the staff report finds: “From a conceptual standpoint, it is likely that this alternative is preferable when considering broader Coastal Act consistency.” (Page 26) The staff report doesn’t identify what specific Coastal Act policies would be consistent with a bridge of this scale and with its potential impacts, irrespective of the missing details of these impacts on coastal resources.

It is unreasonable to consider this alternative potentially feasible without some documentation of how it would be less damaging than the proposed project.

2. Inland Trail Realignments – Both of the suggested inland trail alignments would require two crossings of the railroad tracks. It is surprising that the staff report does not recognize the consistent CPUC policy opposing new crossings. The staff report states that “there is currently little evidence to suggest that the construction of safe crossings, meeting the standards of the CPUC, is infeasible in the project area.” (Page 28)

In fact, there is strong evidence of the CPUC policy in Santa Cruz County. The CPUC is requiring the County to remove a railroad crossing providing safe automobile access to the Newtown section of Davenport in order for a new crossing serving a project in the Aptos area to be constructed. Moreover, the CPUC has not been supportive of proposed new trail crossings in other parts of the project.

To demand additional environmental analysis of the realignment alternatives when they are clearly inconsistent with CPUC policy, not to mention the added inconvenience to the public accessing the beach, is not reasonable. When there is a fatal flaw in an alternative, it is a waste of time and money to continue to evaluate it.

There is an aspect of the staff report’s consideration of the trail

alignment alternatives that is disturbing as it seems to indicate a willingness to support not only a reversal of long-standing Coastal Commission actions supporting rail service on the corridor, but the Coastal Act public access policies as well.

In its evaluation of a trail only alignment, the staff concurs that this alternative is not feasible at this time, “though it may become so at a future time.” (Page 30)

In addition, in discussing the inland trail alignments, the staff report considers the uncertainty of future rail service on the line. The feasibility of the inland trail alignments would increase if the line was decommissioned, thus eliminating the CPUC role. In this regard, the staff report contains the following: “Although there are proposals to reactivate the rail for use as a recreational railway, these proposals are **aspirational** at this point in time.” (Page 28) This is a serious misstatement of the situation and raises questions about the Commission’s continued support of public rail service along the corridor.

As stated earlier in the staff report the RTC has consistently supported rail service on the line. In addition, Roaring Camp Railroad, which currently provides recreational rail service in the County, has recently expressed interest in providing recreational rail service from Santa Cruz to Davenport. It is somewhat shocking that the Commission’s staff report would minimize, if not denigrate, these efforts.

Conclusion – The FHWA has provided sufficient details and information to justify the project’s consistency with Coastal Act Section 30235 requirements. Given the evidence of the infeasibility of the alternatives used to justify Condition #4, it is not reasonable to impose this condition.

Moreover, it is important to consider the consequences to the overall project if Condition #4 is approved. The staff report states that eliminating the proposed armoring of the bluff “would allow for continued exploration of trail alignment and design alternatives that do not require construction of shoreline protection” This statement is either disingenuous or represents a serious lack of understanding of what will occur if the Commission approves this recommendation.

In its analysis of the trail closure issue, the staff report emphasizes the importance under the Coastal Act of maximizing public access to the coast. The only purpose of this Project is to enhance coastal public access by pedestrians and bicyclists. The funding for the project is a federal grant which has now been increased to provide for construction of the entire length of the trail. The federal funding is time limited and can be withdrawn if the project is unable to move forward to completion.

Approval of Condition #4 will make it impossible to construct the project. The existing trail from the Davenport parking lot to the beach is unsafe and represents a serious danger to public safety. Constructing improvements to the parking lot without improving the access to the beach would create a serious liability problem. It is extremely unlikely that FHWA will approve construction of the project with this liability concern.

What of the staff proposed alternatives? Given the CPUC opposition to new grade crossings it is extremely unlikely that they could be convinced to allow the necessary crossing and, even if this were possible, it would involve long drawn out negotiations.

Moreover, implementing any of the three staff suggested alternatives would involve a significant revision of the EIR; certainly this would be the case with the bridge option. The timing and funding for this is uncertain but it would certainly threaten the federal grant.

Approval of the proposed project, with Condition #4, would lead to the project not being built in this area and the public will be denied access to a pedestrian and bicycle path along Santa Cruz's beautiful north coast.

If there was a clear violation of Section 30235, the recommendations in the staff report would be defensible. But this is not the case. There is strong, compelling evidence that the alternatives proposed in the staff report are not feasible. Demanding more evidence when the consequence is a likely loss of the project is not reasonable and contrary to spirit and letter of the Coast Act.

Finally, I understand that the FHWA and RTC have proposed a compromise that would require an alternative reassessment plan if the beach retreats more than 50%. I strongly urge you to revise the staff recommendation to approve this alternative or simply remove Condition #4 and allow the construction of this important public access project.

From: [Mark Johannessen](#)
To: Energy@Coastal
Subject: Please Approve the North Coast Rail Trail between Wilder Ranch and Davenport
Date: Wednesday, December 8, 2021 4:08:39 PM

Members of the Coastal Commission -

I am writing to ask you to approve the North Coast Rail Trail project, and approve keeping the trail on the coastal side of the Santa Cruz Branch Rail Line.

The trail on the ocean side of the tracks will provide ADA-accessible public access to the coastal bluffs, vistas, and beaches. It will maximize the coastal views from the trail and it will stabilize and improve the informal coastal paths that already exist in this area.

As a Commissioner on the Santa Cruz Senior Commission and a member of the Santa Cruz-San Benito Area Agency on Aging, I am keenly aware of local infrastructure issues which impede the ability of those folks with less abilities to use public facilities, such as the North Coast Rail Trail, as a part of their healthy physical activity routine.

Should the trail deviate to the inland side of the trail, folks with limited abilities would be left out of segments of the trail - not an equitable situation - and possibly not consistent with the state's Master Plan on Aging. In addition, such a deviation would cause unnecessary delays in the implementation of this important project.

Please approve the project as it now stands.

Regards,

Mark Johannessen
220 Kenneth Dr.
Aptos, CA

From: [Tina Andreatta](#)
To: Energy@Coastal
Subject: Please accept and approve the North Coast Rail Trail between Wilder Ranch and Davenport in Santa Cruz County
Date: Wednesday, December 8, 2021 9:19:41 PM

Dear Members of the Coastal Commission;

Please accept and approve the North Coast Rail Trail project and approve keeping the trail on the coastal side of the Santa Cruz Branch Rail Line.

The 7.5 mile continuous trail on the ocean side of the rail tracks provides ADA-accessible public access for everyone; walkers, wheelchairs, strollers, children, runners, cyclists with magnificent and scenic ocean views, coastal bluffs and wonderful historical landscapes connecting Wilder Ranch to Davenport.

It will provide car-free alternative access to various recreational facilities and beaches along the Central Coast.

The Coastal Rail Trail links to existing and future trails creating pedestrian and bike access from Davenport to the City of Santa Cruz.

The Coastal Rail Trail will provide mobility and safety improvements adjacent to Highway One with additional two new parking lots.

Please keep the trail on the ocean side and not cross over to the inland side.

Thank you for your consideration.

Sincerely,

Tina Andreatta
Aptos, CA 95003
Santa Cruz County Resident
(Please advise if street address and phone number is needed.)

Sent from my iPhone

From: [Frank Rimicci Jr.](#)
To: Energy@Coastal
Subject: Coastal rail trail
Date: Wednesday, December 8, 2021 8:03:09 PM

I am writing to urge You to approve the rail trail plan near Davenport California as it is planned. Please keep the planned trail on the coastal side of the rails, as it will be used as intended. If not built as planned, folks will undoubtedly cross over the unpaved trail as They see fit and trample surrounding habitat. I would stress that the planning would also have to be redone, which may delay construction and possibly jeopardize funding. Thank You for Your consideration. Yours, Frank Rimicci Jr. 750 Amesti Rd. Corralitos, CA, 95076. 831-724-6710

From: [Kaki Rusmore](#)
To: Energy@Coastal
Subject: Location of Wilder/Davenport rail trail
Date: Wednesday, December 8, 2021 7:40:11 PM

Dear Commissioners,

I'm writing to support the current plan for the North Coast Rail Trail between Wilder Ranch and Davenport. The present plan would formalize existing use trails in a way that provides ADA access and takes advantage of wonderful coastal views. Changing that plan would require lengthy planning delays, and funding is imminent for the existing plan. Let's take advantage of a well-designed, accessible plan that would be highly competitive for construction funding and get it built as soon as possible.

Thanks so much!

Kaki Rusmore
Aptos

From: [Trician Comings](#)
To: Energy@Coastal
Subject: Please Approve the North Coast Rail Trail as designed
Date: Wednesday, December 8, 2021 6:19:27 PM

Dear Coastal Commissioners,

We have been looking forward to the building of this 7.5-mile section of the Rail Trail for so long.

I hope you will approve the current plan which keeps the trail on the ocean side of the tracks.

This project has funding in place and is ready to go.

I think making the trail cross the tracks to the inland side would be a mistake and not worth the trouble.

People would still continue to use the informal coast side path.

Please keep the current design!

Trician Comings

From: [Neil Waldhauer](#)
To: Energy@Coastal
Subject: Re: December 2021 California Coastal Commission hearing notice on Federal Highways Administration Consistency Determination CD-0001-21
Date: Thursday, December 9, 2021 11:05:47 AM

My comment is regarding [CD-0001-21 \(Federal Highways Administration, Santa Cruz Co.\)](#)

I am a local coastal user, and I agree with staff recommendations. I am anxious to have this project completed as I live close enough to use it often.

Neil

--

Neil Waldhauer neil@blondeguy.com www.blondeguy.com
Expert consulting for OS/2 Warp, ArcaOS and eComStation

From: [Paul Schoellhamer](#)
To: Energy@Coastal
Subject: Santa Cruz RailTrail North Coast
Date: Thursday, December 9, 2021 11:39:45 AM

A primary objective of the Coastal Act, and therefor a primary mandate of the Commission, is public access “to and along” the coast.

The pursuit of public access is more than a binary matter: there is more to it than just public access yes or no. There are important issues such as the quality of the access and the amount of delay until access can truly be provided to the public.

The project now before you — the RailTrail from Wilder Ranch SP to Davenport — is one of the most spectacular opportunities in the entire state for public access “to and along” the coast and for the public to see and appreciate a dramatic stretch of that coast that most have never seen.

The proposal before you rises to that opportunity by putting the entire length of the trail on the ocean side of the tracks, where views of the coast are the best. Those of us who have walked the rail line know that, with very few exceptions, this can be a challenging area from which to get good views of the coast. Views from the tracks or from the land side of the tracks are almost always inferior to views from the ocean side of the tracks. Any option other than putting the trail entirely on the ocean side of the tracks would offer the public degraded views of the coast and therefor a reduced quality of access. This spectacular coastline should not be a second class experience for the public.

Questions of timing are important as well: delay is a form of limitation on public access. In that sense, public access delayed is public access denied. An option that involves the trail crossing the tracks twice would require redesign and approval by the Federal Railroad Administration, both of which will be lengthy processes. This project, and the public access along the coast that it offers, has already been egregiously delayed. To delay it further would be a travesty and a lost opportunity for greater public appreciation of our coast. Greater public appreciation of the coast is how we build greater public support for its protection.

I urge the Commission to approve this project entirely on the coast side as proposed.

— Paul Schoellhamer
Watsonville CA

Sent from my iPad

From: [Carey Pico](#)
To: [Energy@Coastal](#); [Ginger Dykaar](#)
Cc: [board@bikesantacruzcounty.org](#)
Subject: Federal Consistency Determination for the Santa Cruz North Coast Rail Trail
Date: Thursday, December 9, 2021 8:45:04 PM

There is one reason why I'm against the present trail plan: wasted money!

It will cost about 3X more than a trail where the tracks are because of the requirement to level and prep new ground to fit a trail NEXT to the rail. It is irresponsible to overspend about \$40M to accommodate a tourist train that will never come (unless \$60M+ is spent by the RTC to subsidize a for-profit, private tourist train with little/no benefit to the community).

Carey

Note: best trail-only estimates are \$2M/mile plus 60% overhead based on other rail trail construction costs (e.g., Iron Horse Trail info from trail manager). This compares to the \$8M-\$10M/mile (including overhead) of recently constructed Santa Cruz MBSST/trail-Next-to-rail Seg. 7 (Phase 1) and Seg. 18 (0.25 miles).

From: [ROBERT STEPHENS](#)
To: Energy@Coastal
Cc: gdykaar@scrtc.org
Subject: North Coast Rail Trail
Date: Friday, December 10, 2021 12:01:53 PM

Dear Coastal Commissioners:

Please approve the North Coast Rail Trail segment between Wilder Ranch and Davenport at your December 16 meeting. While the cost of this segment is three times as high as it would be if it was built where the existing rails are, there is funding for this project. This segment of the trail will be a huge boost to our community.

Let's not delay any more and please help us to build this important part of the coastal trail. It will allow people to enjoy our north coast beaches without a car or biking on highway one, which is very dangerous.

Thanks for your consideration,

Robert Stephens
Aptos, CA

From: [Colin Hannon](#)
To: [Energy@Coastal](#)
Subject: Public Comment on December 2021 Agenda Item Thursday 11a - CD-0001-21 (Federal Highways Administration, Santa Cruz Co.)
Date: Friday, December 10, 2021 12:08:47 PM

To the Coastal Commissioners and Staff,

I am a resident and homeowner in Davenport, CA where I live with my wife and two young children. I am writing to voice my support for all the comments of the Davenport North Coast Association regarding Agenda Item Thursday 11a - CD-0001-21 (Federal Highways Administration, Santa Cruz Co.) concerning the 7.5 mile multi-use trail planning for the railroad corridor and to share my own comments and photographs concerning the staggering levels of environmental abuse and degradation caused by irresponsible nighttime use of all of the beaches along the North Coast adjacent to the proposed trail. The current Coastal Commission staff decision to mandate 24 hour access to all parking areas along hwy 1 is irresponsible and will lead to further degradation of the very natural resources that the trail and parking areas are meant to allow access to.

For the past 3 years, I have been visiting the Davenport main beach (Odwalla beach) on a daily basis and removing hundreds of pounds of trash annually because I can't stand to see plastic and other trash eaten by sea life, burned in illegal campfires and melted into toxic plastic waste and swept into the sea, human waste and toilet paper littering the beaches, graffiti defacing the beautiful stone cliffs of our coast, etc. In the summer, the copious illegal fires (often at the edge of beaches near dry brush and often left burning after the revelers have left the scene) are an increasing public safety hazard as the climate becomes drier and wildfires more frequent and more devastating. The scale of the littering and degradation of the coastal environment is staggering and is hard to imagine if you haven't seen it with your own eyes. Davenport beach is just one example and these problems exist at every beach on our coast and are in fact worse at other beaches because they are more remote and less accessible to would be volunteers and good Samaritans.

From my own personal daily eyewitness experience of beach activity and vandalism, by far the worst culprits are large groups who come at night, have bonfires and large parties and leave behind EVERYTHING that they brought... beer bottles, cans, broken glass, tents and shade structures, blankets, food containers red plastic cups, diapers, barbecues, picnic tables... basically anything you could think of, all just left on the beach where they dropped it. Huge loads of trash result from one party event, usually leaving at least 5 x-large trash bags worth of waste and often more than that. It is shocking and hard to believe that anyone could do this to these beautiful spaces until you see it time and again, day after day.

The DNCA proposal to limit parking hours after dark is a simple and sane way to limit this degradation and to give the Sheriff's office tools with which to manage harmful and illegal activity. These limits will not affect responsible beach goers and are a simple tool to help protect the natural resources of our beautiful coast. Please reconsider the Coastal Commission Staff decision to mandate 24 hour parking access to the beaches along the coast and allow a reasonable limit to parking hours to preserve the natural resources of the national treasure that surrounds us.

In the attached photos you can see graffiti, human waste and toilet paper, and illegal camping and trash at Davenport Beach. These are by far not the worst examples of litter and vandalism that I have seen and cleaned up... simply the some of the times when I had my phone along.

Thank you for your consideration,
Colin Hannon
20 3rd Ave,
Davenport, CA
95017







From: [Jessica Evans](#)
To: Energy@Coastal
Subject: Approve the North Coast Rail Trail between Wilder Ranch and Davenport
Date: Wednesday, December 8, 2021 2:03:43 PM

Dear members of the Coastal Commission,

I live in Santa Cruz, CA, and am a bicyclist. I am looking forward to being able to use the North Coast Rail Trail with my friends and family. I'm writing to ask you to approve the North Coast Rail Trail project and approve keeping the trail on the coastal side of the Santa Cruz Branch Rail Line.

I think it would be a mistake to cross any part of the trail to the inland side of the tracks. Having the trail on the inland side would not stop people from continuing to use the informal paths. It would just create barriers to access for members of the public who have mobility challenges. It would create a segregated situation where able-bodied people with trail bikes or hiking boots would be able to access the existing informal paths on the coastal side and people with mobility challenges would be restricted to the paved path on the inland side, with inferior coastal access.

Please approve the project using the current design, so that the existing informal paths on the coastal side can be stabilized and improved to be ADA compliant.

Thank you for your consideration.

Jessica Evans
Santa Cruz, CA 95060

From: [Carol Long](#)
To: Energy@Coastal
Subject: Please Approve the North Coast Rail Trail between Wilder Ranch and Davenport
Date: Thursday, December 9, 2021 7:18:02 AM

Dear members of the Coastal Commission,

I am writing to ask you to approve the North Coast Rail Trail project and approve keeping the trail on the coastal side of the Santa Cruz Branch Rail Line. The trail on the ocean side of the tracks will provide ADA-accessible public access to the coastal bluffs, vistas, and beaches. It will maximize the coastal views from the trail and it will stabilize and improve the informal coastal paths that already exist in this area.

Crossing the trail to the inland side would be a mistake and lead to inequity. Able-bodied people would still leave the paved trail and continue to use the existing informal non-ADA paths on the coastal side.

Anyone familiar with the informal trail along the coastal side of the rail line should agree: Making this into a formal trail will be a great boon to the area providing safe access for many cyclists who currently risk their lives biking along Hwy 1.

We need many more safe bike trails to reduce climate changing pollution from cars. I am a member of Santa Cruz Climate Action Network.(scrucclimate.org), comprising over 1,600 individuals.



Thank you for your consideration.

Carol Long

From: [Martha Macambridge](#)
To: [Energy@Coastal](#); [Martha Macambridge](#)
Subject: PLEASE APPROVE! We need the Coastal Commission to Approve the North Coast Rail/Trail
Date: Wednesday, December 8, 2021 3:18:43 PM

Dear members of the Coastal Commission,

I'm just today hearing that the CC wants to put some part of the trail on the inland side of the tracks. What? And why would you do this?

While this may seem to be a good idea/reason on your part, I think what we need to keep in mind is that many people will NOT make that change and will continue to use the rail/trail in its current location. I am one of those, and I guarantee you, I won't be the only one.

Please approve the North Coast Rail Trail project and keep the trail on the coastal side of the Santa Cruz Branch Rail Line. The trail on the ocean side of the tracks will provide ADA-accessible public access to the coastal bluffs, vistas, and beaches. It will maximize the coastal views from the trail and it will stabilize and improve the informal coastal paths that already exist in this area. Repeat, the trail already exists, certainly in an informal way, but it is there AND it's such a delight to use.

Crossing the trail to the inland side would be a mistake and lead to inequity. Able-bodied people would still leave the paved trail and continue to use the existing informal non-ADA paths on the coastal side. Do we really want to see more people crossing Hwy 1 at all manner of places and opening up the very strong possibility of people getting hit by cars? I'm sure your intention is to provide a safe place for people to go over or under the highway, but the truth is, people will cross wherever they want to cross, safe or not.

Thank you for your consideration. Please don't complicate something that is already in place and is used by many! Sending this back to the "drawing board" is just a huge mistake. I can't help but wonder if that Supervisor from the First District is up to his dirty tricks again.

Martha Macambridge
Deeply concerned citizen

--

Martha Macambridge
2222 East Cliff - Suite 212 - Santa Cruz - CA 95062
mailing address: PO Box 2191 - Santa Cruz - CA - 95063

"Pushing the envelope for Santa Cruz County since 1985"
831-334-5959
mmacambridge@gmail.com

From: Paula Bradley <pbradley2004@sbcglobal.net>
Sent: Friday, December 10, 2021 4:32 PM
To: Energy@Coastal
Subject: Please Approve the North Coast Rail Trail between Wilder Ranch and Davenport

Dear Coastal Commission members,

I am writing to ask you to approve the North Coast Rail Trail project and urge you to keep the trail on the coastal side of the Santa Cruz Branch Rail Line.

- 1) The trail on the ocean side of the tracks will provide ADA-accessible public access to the coastal bluffs, vistas, and beaches.
- 2) It will maximize the coastal views from the trail and it will stabilize and improve the informal coastal paths that already exist in this area.
- 3) Two parking lots along Highway 1 would be improved at Davenport and Panther/Yellowbank Beach providing visitor amenities and ADA access to the trail.

Crossing the trail to the inland side would be a mistake and lead to inequity. Able-bodied people would still leave the paved trail and continue to use the existing informal non-ADA paths on the coastal side.

Please don't require unnecessary changes to the Coastal Trail that will trigger more delays and expenses for redesign - the project already has funding approved and is at the front of the line for the next round of grants. We don't want it to go back to the drawing board.

the public wants to want to be able to use this trail as soon as possible - some segments already completed.

Thank you!

Paula Bradley (she/her)
P. O. Box 1146 Capitola CA 95010
mobile (831) 345-5482

From: josiah adams <josiahtadams@gmail.com>
Sent: Friday, December 10, 2021 4:26 PM
To: Energy@Coastal; gdykaar@sccrtc.org

Commissioners,

At your December 16th meeting, please approve the Federal Consistency Determination for the North Coast Rail Trail segment between Wilder Ranch and Davenport. I am a Davenport resident and frequent user of the areas in question. This project provides critical access for people walking and biking between Davenport and Santa Cruz, as well as to the many beaches and trails along the North Coast. The 32-mile Coastal Rail Trail, including the North Coast segment, will help Santa Cruz County advance state and local sustainability goals of improved access, safety, economic vitality, and community health, as well as reduce greenhouse gas emissions. And it will give me and my family a safe way to commute to Santa Cruz by bicycle.

Please also allow for soil stabilization along the section at Davenport, and maintain the proposed trail alignment on the coast side of the railroad line. Failing to stabilize the fill in that area will only mean that the tracks themselves will be compromised in a few years.

Finally, in the strongest of terms, please do not allow 24/7 access to parking lots and trails. Years ago the area in Davenport in which there is a proposed new parking lot was open 24/7. We had extensive problems with camping, trash, human waste, graffiti, large parties, extensive drug and alcohol use, and considerable damage to natural resources. Allowing this to occur again is unacceptable. As someone who commutes by bicycle regularly between Davenport and Santa Cruz, I recommend opening the facilities at 5 or 6am, and closing them at 10 or 11pm to enable reasonable access, while preventing the untenable situation that will arise if 24/7 access is allowed.

Please move this important project forward.

Sincerely,
Josiah Adams

From: Piet Canin <pietcanin@gmail.com>
Sent: Friday, December 10, 2021 3:54 PM
To: Energy@Coastal
Subject: North Coast Rail Trail -- Please Approve!

Dear CA Coastal Commissioners,

I'm writing to express my support for approval of the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport. The North Coast Rail Trail will provide a safe, car-free, paved path for all ages and abilities to bike, walk, run, scooter, wheelchair on. Providing a scenic place to get exercise and fresh air while being Covid safe. Santa Cruz locals and visitors need this trail more than ever.

The RTC has secured federal money to complete this project in a few years. Please keep the construction on schedule for this legacy project that will allow more people to access this beautiful stretch of the California Coast.

Thank you,

Piet Canin

From: Carie Thompson <carie.thompson@landtrustsantacruz.org>
Sent: Friday, December 10, 2021 3:52 PM
To: Energy@Coastal
Subject: Public Comment on December 2021 Agenda Item Thursday 11a - CD-0001-21 (Federal Highways Administration, Santa Cruz Co.)

8 December 2021

California Coastal Commission
455 Market Street, Suite 300
San Francisco, CA 94105

Re: Consistency Determination CD-0001-21
7.5-mile, Multi-use Bike and Pedestrian Trail from Wilder Ranch State Park to Davenport in Santa Cruz County

Hearing Date: 16 December 2021

Agenda Item: TH11a

Dear Commissioners:

Thank you for the opportunity to comment on the staff report related to the Commission's Consistency Determination CD-0021-1 for the Federal Highway Administration/Regional Transportation Commission's multi-use trail for bicyclists and pedestrians between Wilder State Park and Davenport in northern Santa Cruz County.

The Land Trust of Santa Cruz County would like to express our support for the Santa Cruz County Regional Transportation Commission's North Coast Rail Trail project. The rail trail is a project we have supported since its inception, and we have raised substantial private funds to complete this project. We envision a time when all members of our community, including those in our underserved south county area, will be able to access the rail trail and the many contiguous trail systems, providing opportunities to recreate on over 100 mile of multi-use trails.

The Land Trust of Santa Cruz County currently holds an access easement over an area near the proposed parking lot and visitor facilities. The access easement area, referred to as "Davenport Bluffs" sees thousands of visitors per year. We are proud that we can serve our community by managing this area for the good of the public.

Because of our land management responsibilities at "Davenport Bluffs" we have substantial concerns about one of the modifications proposed to the project by Coastal Commission staff. We recommend approval of the project without this condition.

Under condition #3 the CCC staff proposes to require that parking lots and the trail be open for 24-hour public use. Most of the current parking restrictions limit vehicle access from 10pm to 6am. We support a 24 hour use period for the trail and beach but oppose this 24 hour use period for the parking lot. Keeping the trail and beach open, while closing the lot at night will fulfill the Coastal Commission's commitment to public access while protecting

fragile resources and saving lives. In addition to the serious public safety and resource damage issues that occur at this location during nighttime hours, there is significant overnight parking/camping along this stretch of coast. An unrestricted parking lot will undoubtedly turn into a long-term camping area, essentially making the parking lot inaccessible to visitors.

We hope the Coastal Commission will recognize that this wonderful public access project can only succeed when the parking lot and visitor facilities are welcoming, safe, and available to all.

The benefits provided by the Coastal Rail Trail are at the heart of what federal, state, and local programs are aiming to achieve in funding transportation systems that are sustainable. This trail system will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking and increase opportunities for recreation in underserved communities.

Sincerely,

Carie Thompson
Access Director
Land Trust of Santa Cruz County

From: Peter Scott <drip@ucsc.edu>
Sent: Friday, December 10, 2021 3:18 PM
To: Energy@Coastal
Cc: Ginger Dykaar; Celia Scott
Subject: Item 11a on the agenda for December 16

Importance: High

Dear Coastal Commissioners,

We're writing to urge your support for the construction of our planned North Coast Rail Trail segment---the segment extending from Wilder Ranch State Park to Davenport---at your upcoming meeting on December 16, 2021.

As you can imagine, this stretch of the proposed Rail Trail will provide new access for bicyclists and pedestrians to this extraordinary section of our North Coast. It will help to carry forward the national efforts to reduce global warming, by reducing greenhouse gas emissions, since currently, those who want to visit our North Coast beaches must use a car. The 7.5-mile length of the proposed trail is ideal, particularly for use by bicyclists.

We would also urge that the proposed alignment of the trail be on the coast side of the rail tracks.

We speak as two of those who have, in past decades, worked effectively to prevent previously envisioned massive development of our North Coast. The planned segment of the Rail Trail will surely serve as a welcomed capstone to those efforts.

Sincerely,

-- Peter and Celia Scott
1520 Escalona Drive,
Santa Cruz, CA 95060
831-423-0796

From: Evan Siroky <evan.siroky@yahoo.com>
Sent: Thursday, December 9, 2021 11:41 PM
To: Energy@Coastal
Cc: gdykaar@sccrtc.org
Subject: North Coast Rail Trail

Dear California Coastal Commissioners,

Please approve the Federal Consistency Determination for the North Coast Rail Trail segment between Wilder Ranch and Davenport at your December 16th meeting. This project provides critical access for people walking and biking between Davenport and Santa Cruz, as well as to the many beaches and trails along the North Coast. The 32-mile Coastal Rail Trail, including the North Coast segment, will help Santa Cruz County advance state and local sustainability goals of improved access, safety, economic vitality, and community health, as well as reduce greenhouse gas emissions.

I would also like to express my support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast.

Please approve the Federal Consistency Determination for the North Coast Rail Trail segment and move this critical project forward.

Regards,
Evan Siroky

From: Sarah Wise <swisekauff@gmail.com>
Sent: Wednesday, December 8, 2021 8:13 AM
To: Energy@Coastal
Subject: Coastal rail trail

Hello,

I am a resident of Davenport and our family is really excited about the rail trail between Davenport and Wilder. I do have concern about the parking lots being open and accessible 24 hours a day. There are already so many people that come to the north coast to party at night because there are limited resources in law enforcement. We go out in the mornings and clean up trash on the beaches every day that has been left behind from the night time crews. It would only serve to make this problem worse. Thank you for your consideration.

Sincerely,
Sarah Wise

From: Ariel Zucker <ariel.d.zucker@gmail.com>
Sent: Friday, December 10, 2021 4:59 PM
To: Energy@Coastal; gdykaar@sccrtc.org
Subject: Please build the North Coast Rail Trail!

Dear California Coastal Commissioners,

Please approve the North Coast Rail Trail segment between Wilder Ranch and Davenport at your December 16th meeting in the way that will allow the project to move forward as quickly as possible. As a person who gets around almost exclusively by bicycle, this project will change my life for the better in a truly profound way. I truly hope it will be finished in time for my children to enjoy it!

I honestly don't care a whole lot about the exact route. I just want to be able to cycle up Highway 1 without actually cycling up Highway 1. Coast side would certainly be preferable, all else equal, but I don't know the nuances about environmental impacts and such. My main priority is getting it done!

Thank you for your hard work on this exciting project. I am on the edge of my seat!

Warmly,
Ariel Zucker
Santa Cruz resident & lover of bikes!

Ariel Zucker
arielzucker.net
Pronouns: she, her, hers

+1 510 332 3059

North Coast Rail Trail

Dear California Coastal Commissioners,

Please approve the Federal Consistency Determination for the North Coast Rail Trail segment between Wilder Ranch and Davenport at your December 16th meeting. This project provides critical access for people walking and biking between Davenport and Santa Cruz, as well as to the many beaches and trails along the North Coast. The 32-mile Coastal Rail Trail, including the North Coast segment, will help Santa Cruz County advance state and local sustainability goals of improved access, safety, economic vitality, and community health, as well as reduce greenhouse gas emissions.

I would also like to express my support for the project's proposed alignment on the coast side of the Santa Cruz Branch Rail Line to provide access to coastal bluffs, vistas and beaches. The trail along the coastal side will maximize the coastal views from the trail and formalize existing paths along this area of the coast.

Please approve the Federal Consistency Determination for the North Coast Rail Trail segment and move this critical project forward.

North Coast Rail Trail - ADA comment

Dear Members of the Coastal Commission:

I am writing to ask you to approve the North Coast Rail Trail project and approve keeping the trail on the coastal side of the Santa Cruz Branch Rail Line. Positioning the trail on the ocean-view side of the tracks will provide ADA-accessible public access to the coastal bluffs, vistas, and beaches. It will maximize the coastal views from the trail and it will stabilize and improve the informal coastal paths that already exist and are used in this area.

Crossing the trail to the inland side would be a mistake as able-bodied people would still leave the paved trail and continue to use the existing informal non-ADA paths on the coastal side thus leading to inequity and off-trail erosion. As this segment-5 of the Coastal rail trail project has now been approved for funding and is now at the front of the line for the next round of grants, we feel it would be a mistake to risk delaying this project further by amending the approved plans at this juncture.

Thank you for your consideration.

North Coast Rail Trail - Soil Excavation Comment

Dear California Coastal Commissioners,

Please approve staff's recommendation to restrict soil excavation in construction of the North Coast Rail Trail to minimize environmental damage. An alternative plan to build the North Coast Rail Trail on the existing railroad bed was included in the Environmental Impact Report for the North Coast Rail Trail. The EIR report stated that the alternative plan was more environmentally effective at reducing particulate and hazardous material releases to the environment. The Santa Cruz County Regional Transportation Commission (RTC,) who owns the railroad, is planning to railbank the corridor which will allow for the removal of tracks and construction of trail on rail bed.

In addition to approving plan with soil excavation restrictions, we request that the Coastal Commission request the RTC to revisit the alternative trail plan that would place the Coastal Trail on the rail bed, reducing the negative impact to the environment.