

**Mia De Marzo**

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**From:** stoneyb <bstoneyj86@gmail.com>  
**Sent:** Monday, July 20, 2020 3:44 PM  
**To:** City Clerk  
**Subject:** Carlsbad Village Railroad Trench

All Receive - Agenda Item # 9  
For the Information of the:  
CITY COUNCIL  
Date 7/20/2020 CA ✓ CC ✓  
CM ✓ ACM ✓ DCM (3) ✓

Please include this in correspondence for Item 9, City Council Meeting July 21.

Carlsbad City Council:

Thank you for this opportunity to address the Carlsbad City Council on the lowering of the railroad tracks south through Carlsbad Village.

I am in support of the option for a long trench running from Carlsbad Boulevard to the south side of Tamarack Avenue. There are several reasons why this alternative makes the most sense for our community. First and foremost, this option optimizes safety and security by minimizing the interface of trains with pedestrians and vehicles. As noted in the overview, train traffic is expected to double by 2035. It is logical to assume that there will be a commensurate increase in both vehicular and pedestrian traffic with the resultant increased opportunity for more accidents of the type that Carlsbad has unfortunately already experienced.

Secondly, with the increased train traffic comes the increase in required train horns blowing through some of the most heavily populated areas in our community. This will have a profound effect on the quality of life in these areas, impacting both the health and well-being of the residents and as well as property values. Trenching the trains will alleviate the need for horns and will reduce the overall sound of the trains as they move through the community.

Lastly, opting for the short trench alternative would be very short-sighted, as the long trench can be completed in only a six months' additional construction time frame and for a relatively low additional cost.

To see the benefits of the long trench option, one needs only to look a few miles south to Solana Beach, where the train trench runs almost the entire length of the city, with very little impact on the community while minimizing noise and enhancing safety. Carlsbad deserves no less.

Respectfully,

Bradford Jacobs  
Carlsbad Resident

Brad Jacobs

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## Tammy Cloud-McMinn

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**From:** Larry Weinberger <larryweinberger@gmail.com>  
**Sent:** Tuesday, July 21, 2020 7:42 AM  
**To:** City Clerk  
**Subject:** Item #9- railroad tracks

All Receive - Agenda Item # 9  
For the Information of the:  
CITY COUNCIL  
Date 7/21 CA  CC   
CM  ACM  DCM (3)

Hi! Thanks for continuing with the work for the hopeful lowering of the tracks in the future. It is my understanding that nothing is being done to make the area in and around Carlsbad Village a "quiet zone". If that is true, why can't both ideas be tracked simultaneously so the "quiet zone" can become a reality way before the track lowering is begun, if ever.

If there is an active process underway to realize the "quiet zone", what is being done and what has still to be done to get final approval? How long will the work take to complete after approval and is there likely funding for the work?

Thanks so much!

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## Tammy Cloud-McMinn

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**From:** Pete Penseyres <cyclovet11@yahoo.com>  
**Sent:** Monday, July 20, 2020 11:13 PM  
**To:** City Clerk  
**Subject:** City Council Agenda Item #9 Comments

All Receive - Agenda Item # 9  
For the Information of the:  
CITY COUNCIL  
Date 7/21 CA  CC   
CM  ACM  DCM (3)

Honorable Mayor Hall and Council Members

## Lowering the RR Tracks in the Village and Barrio

The issue appears to be settled in terms of long vs. short option. The majority favor the long option, especially when some of those favoring the short option stated that it was because the Chestnut overcrossing would be bikes and peds only. And some of those who supported the long option stated specifically that the Chestnut option should not include motor vehicles.

There are a number of reasons why we believe Chestnut should only have a bikes and peds overcrossing.

1. The Coastal Rail Trail between Tamarack and the Village, which is currently uninterrupted by vehicle traffic, would be cut in two. How would ROW between motorists and bicyclists/pedestrians be assigned at the new intersection? Would a traffic light be required? A roundabout? Would any trees need to be removed to provide additional sight distance at the intersection? What other options are feasible to reduce/eliminate car/bike and car/ped crashes at this new intersection?
2. We have been told that CalTrans has agreed to improve the Chestnut/I-5 undercrossing for non-motorized users. Will the City designate Chestnut as a Bike Boulevard where bicycle travel is encouraged and enhanced by discouraging cut-through motor vehicle traffic? The Village and Barrio plan calls for this.
3. Noise levels in the Barrio on and near Chestnut would increase with a motor vehicle crossing.
4. How would encouraging more driving by including a new neighborhood cut through advance the City efforts to meet its Climate Action Plan goals? Reduce VMT?

Please act now to approve the long trench option with a bikes/ped only crossing at Chestnut. Then encourage that the planning be done as soon as possible by every legal and transparent means to get the slightly modified plan shovel ready in the event that the nation provides infrastructure improvements as a priority with new funding sources.

Thank you.

Pete Penseyres and Joan LeBlanc

Carlsbad, CA 92008

## Tammy Cloud-McMinn

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**From:** Alice <vintagemap@gmail.com>  
**Sent:** Monday, July 20, 2020 10:43 PM  
**To:** City Clerk  
**Subject:** Lowering the tracks

All Receive - Agenda Item # 9  
For the Information of the:  
CITY COUNCIL  
Date 7/21 CA  CC   
CM  ACM  DCM (3)

Hello City,

Public input regarding this issue may have already been completed, but I can't resist sending my opinion. If the council determines trenching is best for the city, the longer the trenching and lowering the tracks the better -- At least to the south of Tamarack. That will allow the Barrio residents to get to the coast and will lower noise levels for those living closest to the tracks. It will also eliminate the traffic problem on Tamarack needing to stop for 100 daily trains. If you would decide to only trench under carlsbad village drive, it would appear that the Barrio and Tamarack is considered less important than the village. Which we know is not true. Tamarack is a very busy street leading directly to beach parking too. Yes business is more abundant on and near CVD but let's not only think of businesses. Let's think of our city's residents!

Thanks for reading my opinion!

Ali Pendleton

🌸 Ciao for now 🌸

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