



**P-66 DEIR**

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Cc: Peter Rogers

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1 attachment



July 29 Scoping Session.docx

Mr. Wilson:

During the scoping session I submitted the attached document. Items 1 and 2 have, in my opinion, been adequately addressed in the DEIR however I fail to see where my item 3 has been discussed. I think it is critical that delays to motor vehicle traffic at at-grade crossings be analyzed. Analyses should include those crossings in SLO County, the adjacent Counties and any traffic impacts along the entire route.

Thank you for your consideration,  
Dan Woodson

## July 29 Scoping Session

1. A detailed analysis of adding an access road to the Coast from SR 1 needs to be made. Any such addition is going to cause immense pressures to change the general plan and place numerous commercial developments along Willow Road, SR 1 and any new access road. This is not desired by the area residents. Consider a 25 foot easement for a multipurpose pedestrian/equestrian/bicycle path which could double as an access road for emergency vehicles. A full road will be an inducement to unbridled growth. WOD-1
2. As it stands now rail passenger traffic has right-of-way over freight, unless the freight is too long to fit in the nearest siding. Freight traffic takes advantage of this situation by always making their trains too long. The EIR should include means to mitigate this problem by requiring that the new freight traffic must always be of sufficient length to fit on any mainline sidings. WOD-2
3. Since added freight trains will affect surface vehicles at any at-grade crossing along the main rail corridors in the Western United States please insure that your document submittals to other agencies include any Council-of-Governments and/or Rail Corridor Committees along the main rail corridors. WOD-3

Please put me on your mailing list:

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