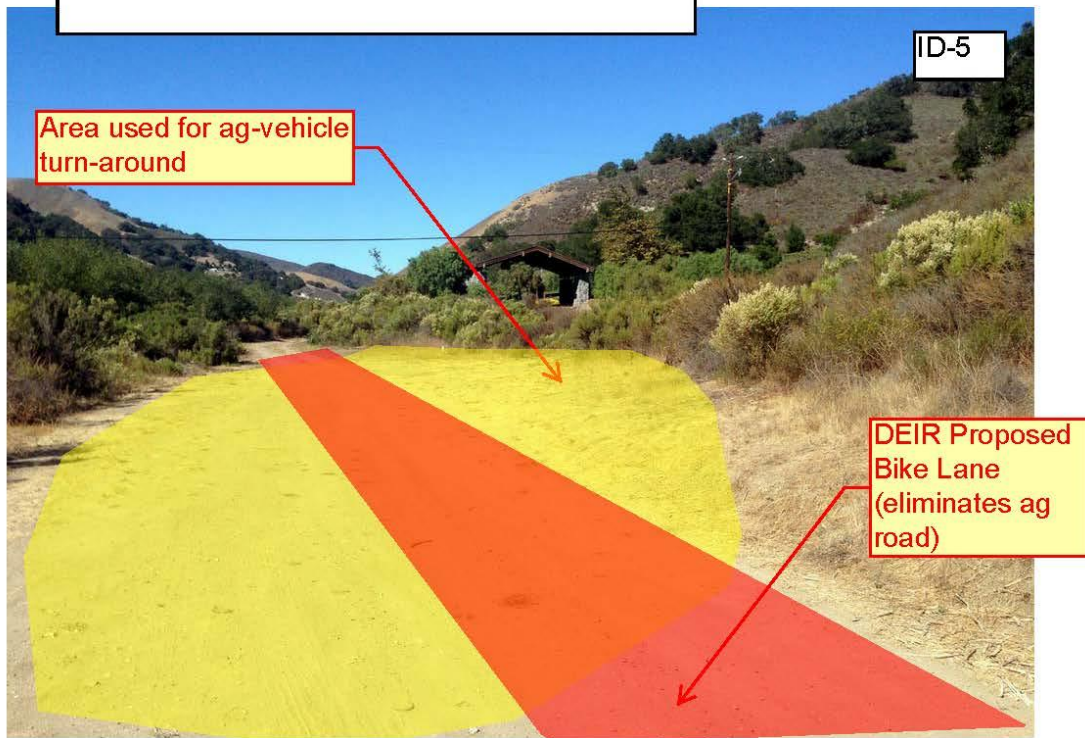
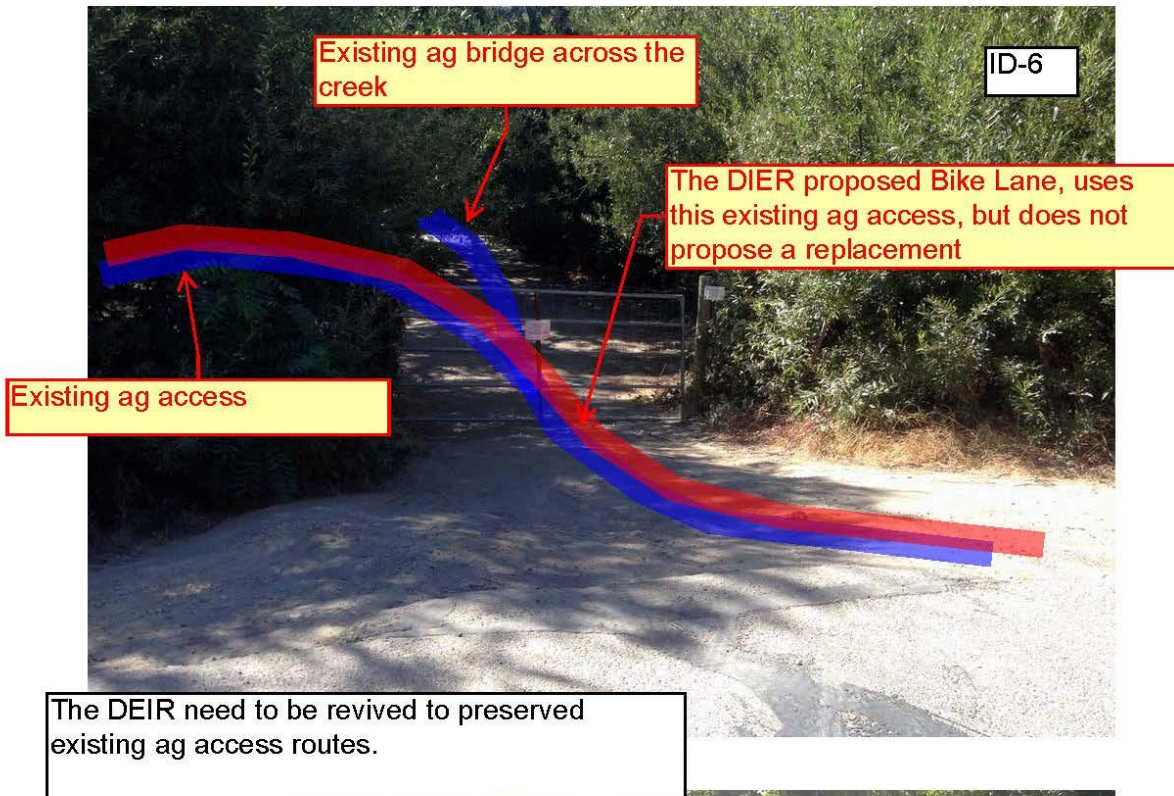
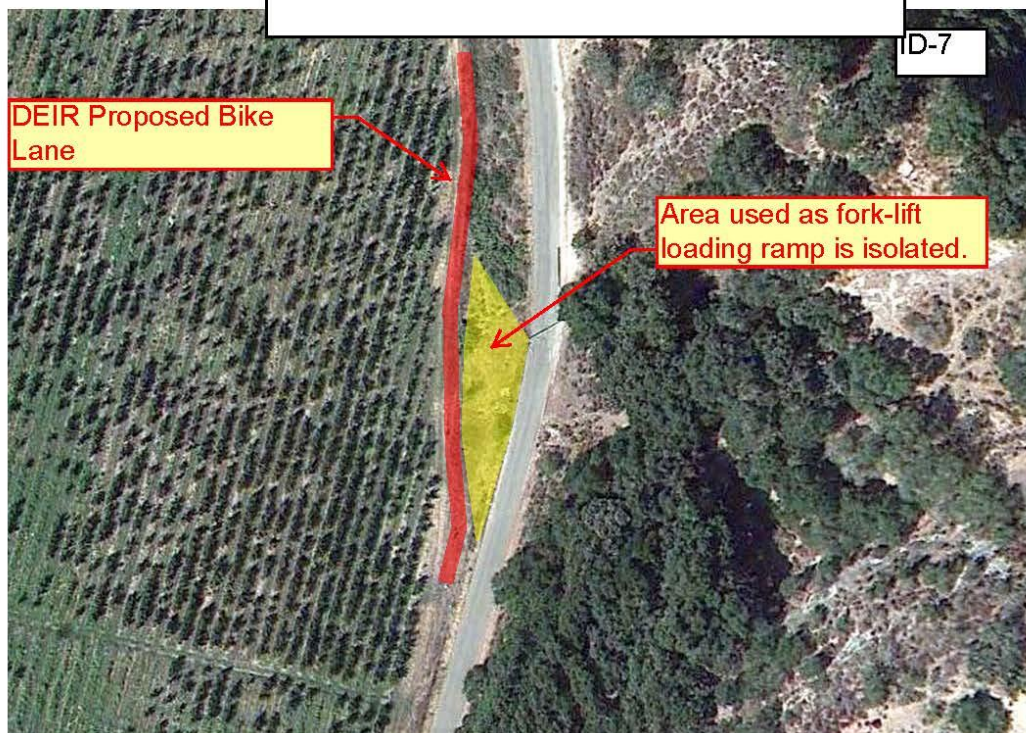
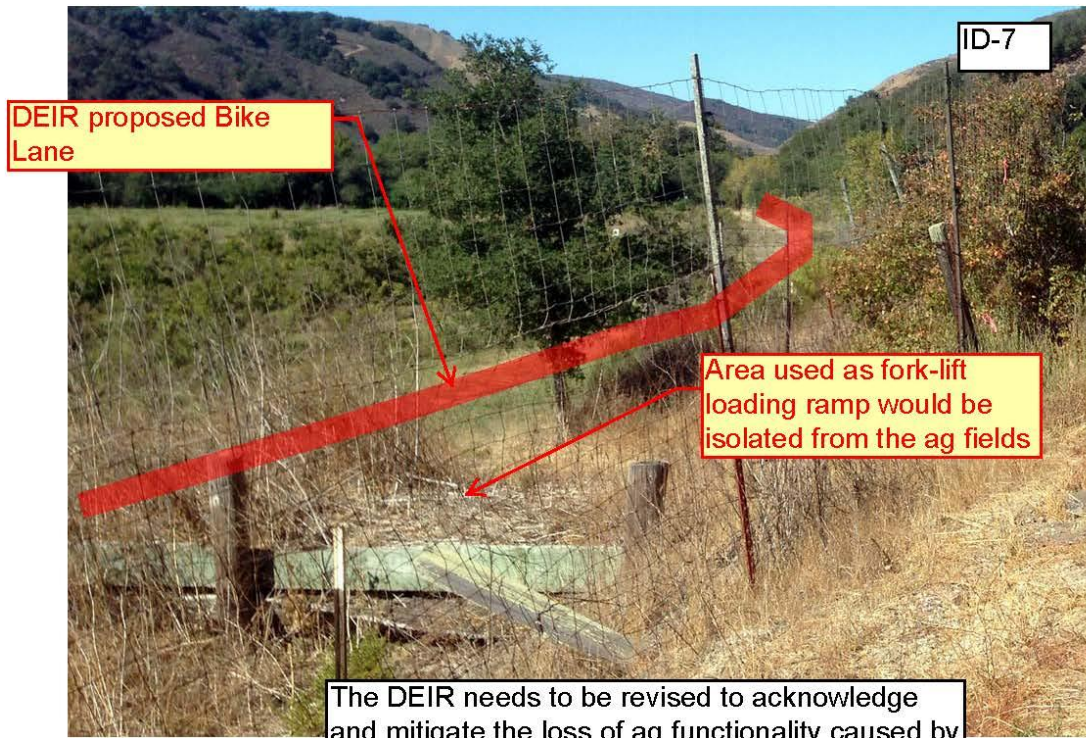
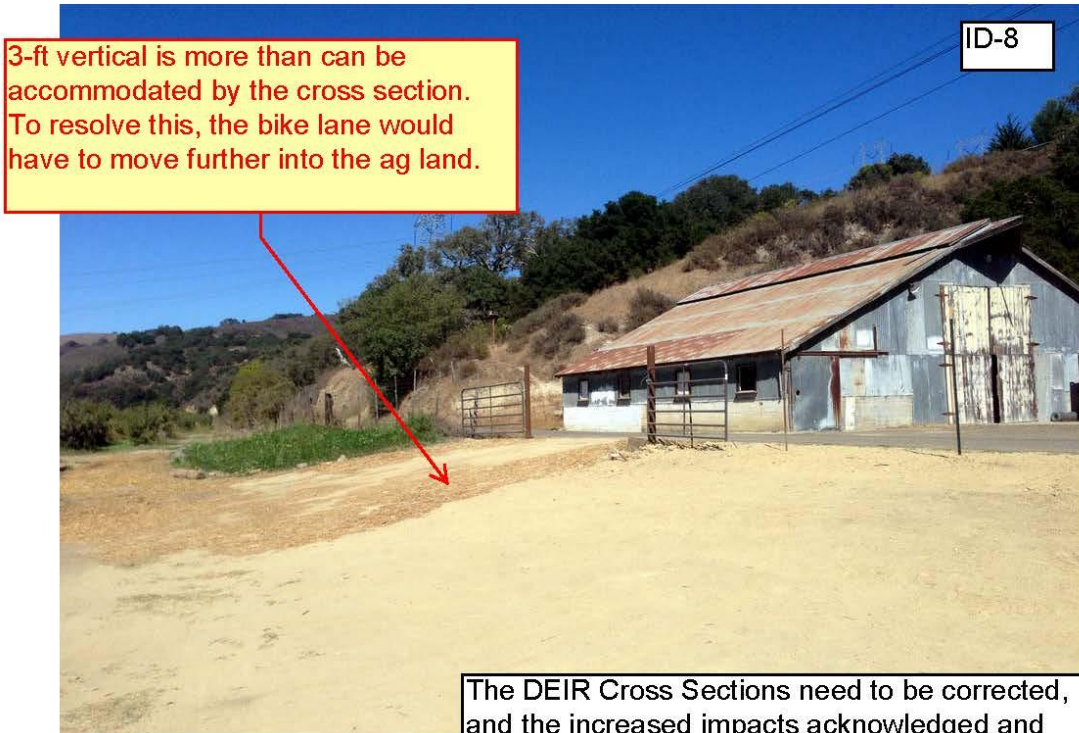


The DEIR needs to be revised to recognize and mitigate the impact of this ag use area.



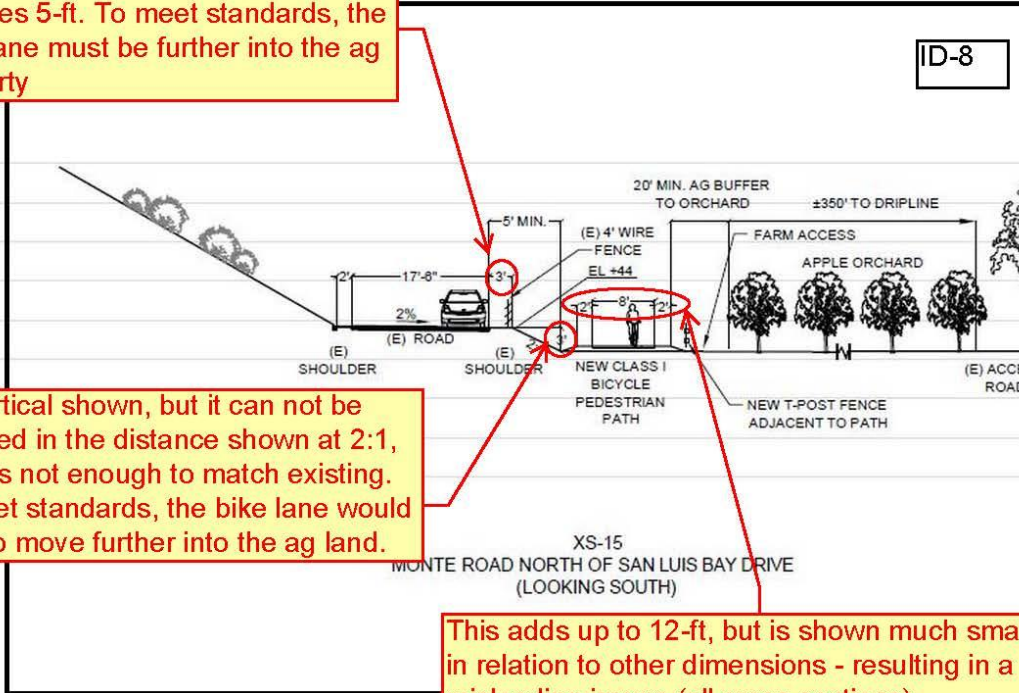






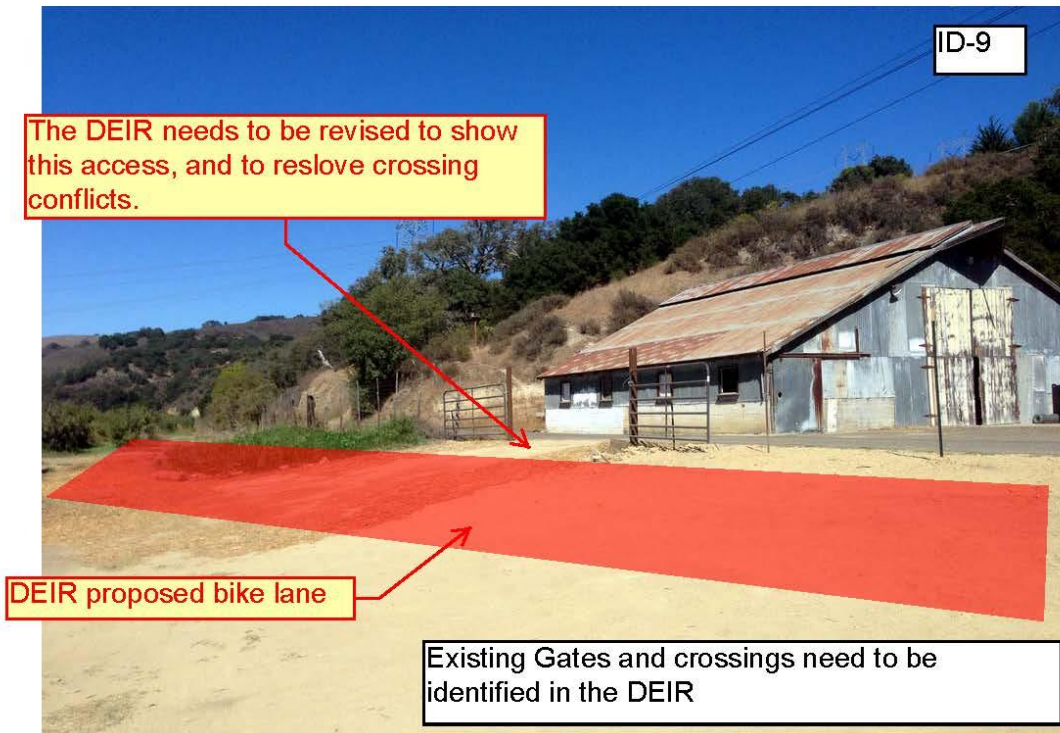
The DEIR Cross Sections need to be corrected, and the increased impacts acknowledged and mitigated

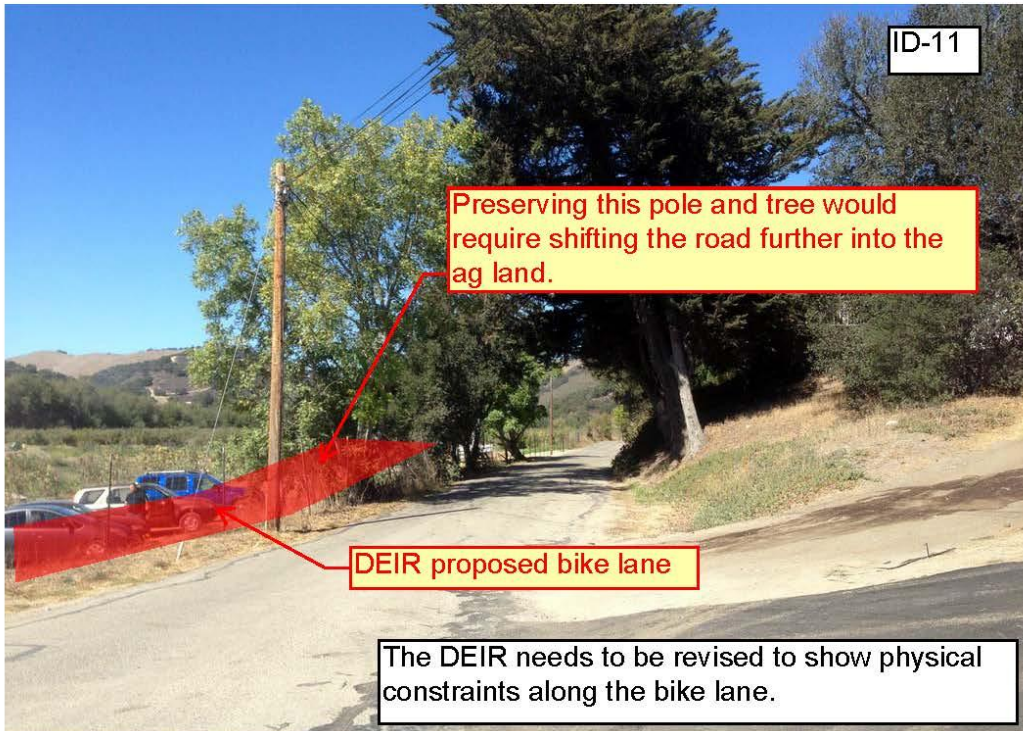
3-ft shown, but SLO Co std A1-b requires 5-ft. To meet standards, the bike lane must be further into the ag property

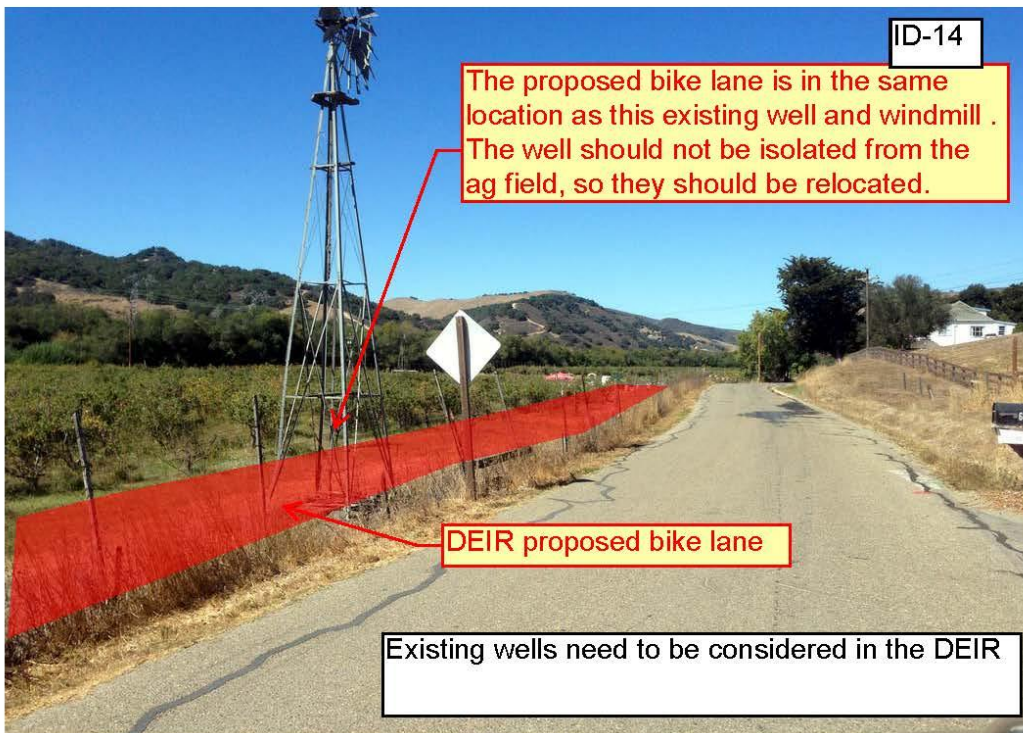
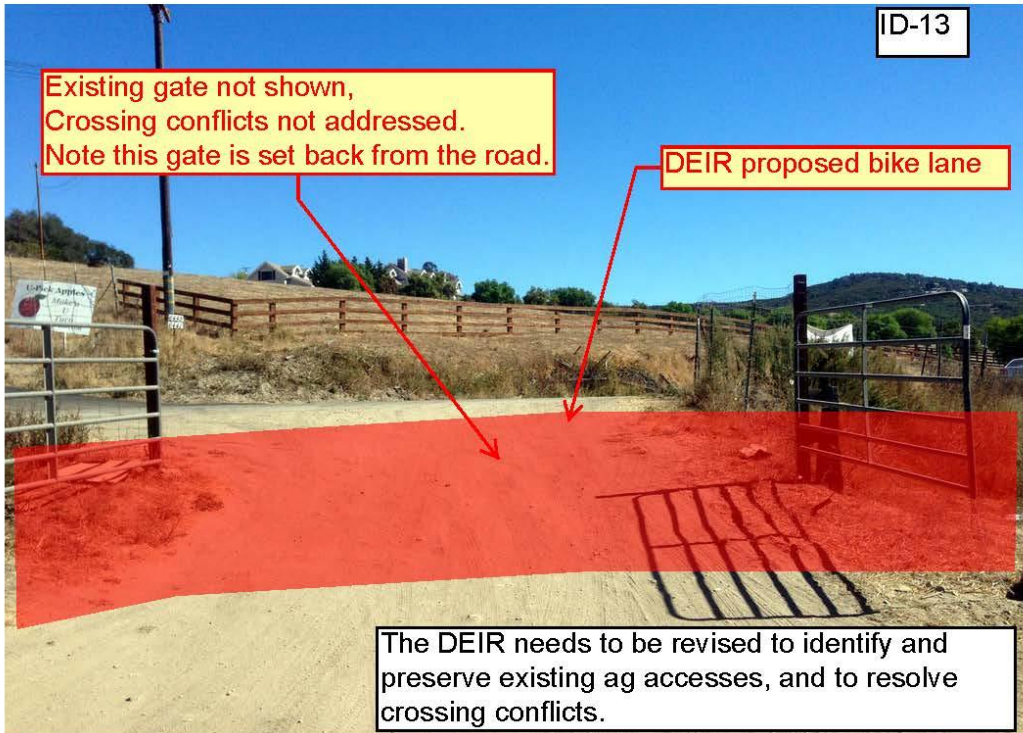


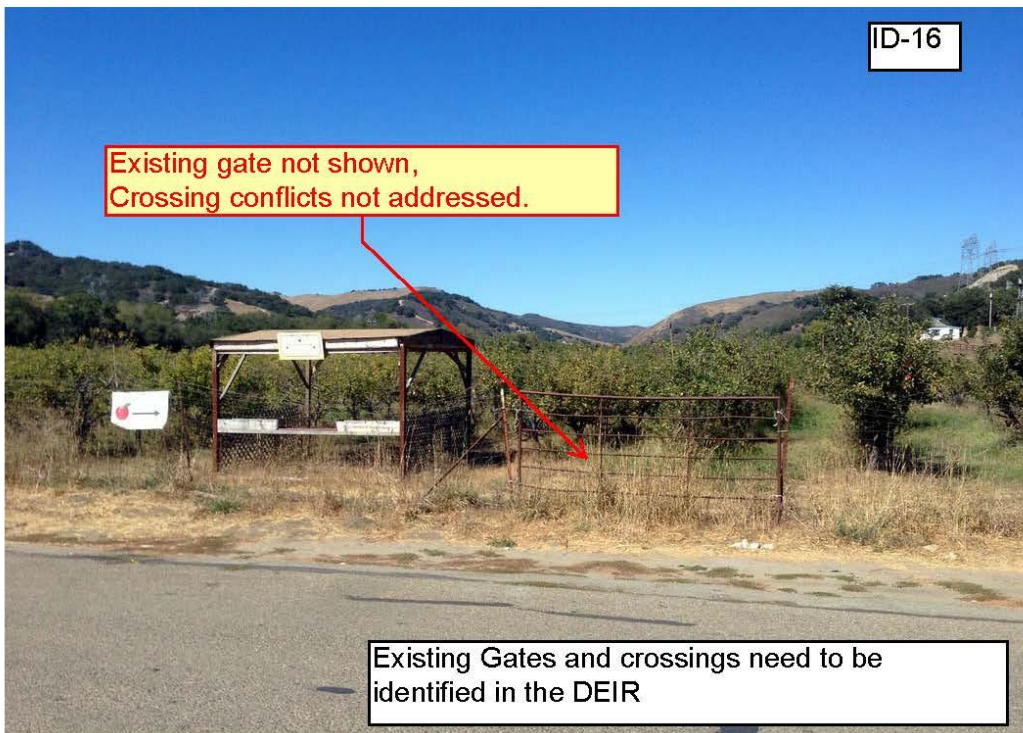
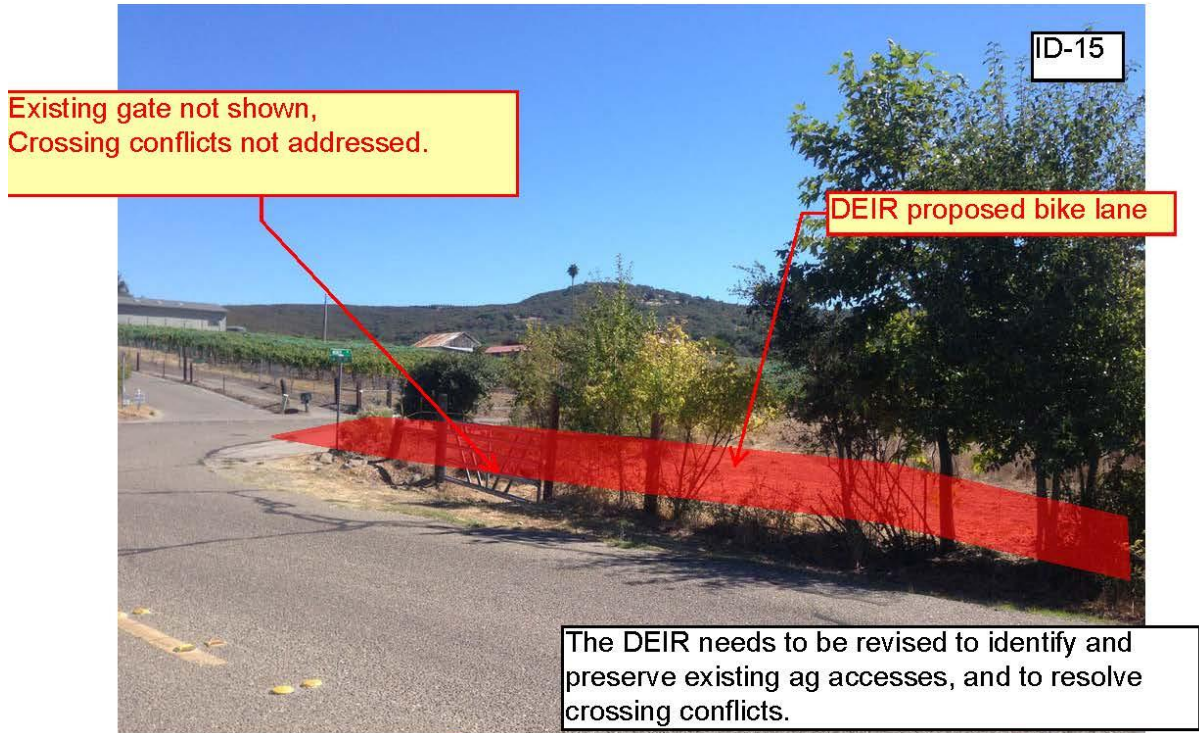
3-ft vertical shown, but it can not be achieved in the distance shown at 2:1, and it is not enough to match existing. To meet standards, the bike lane would have to move further into the ag land.

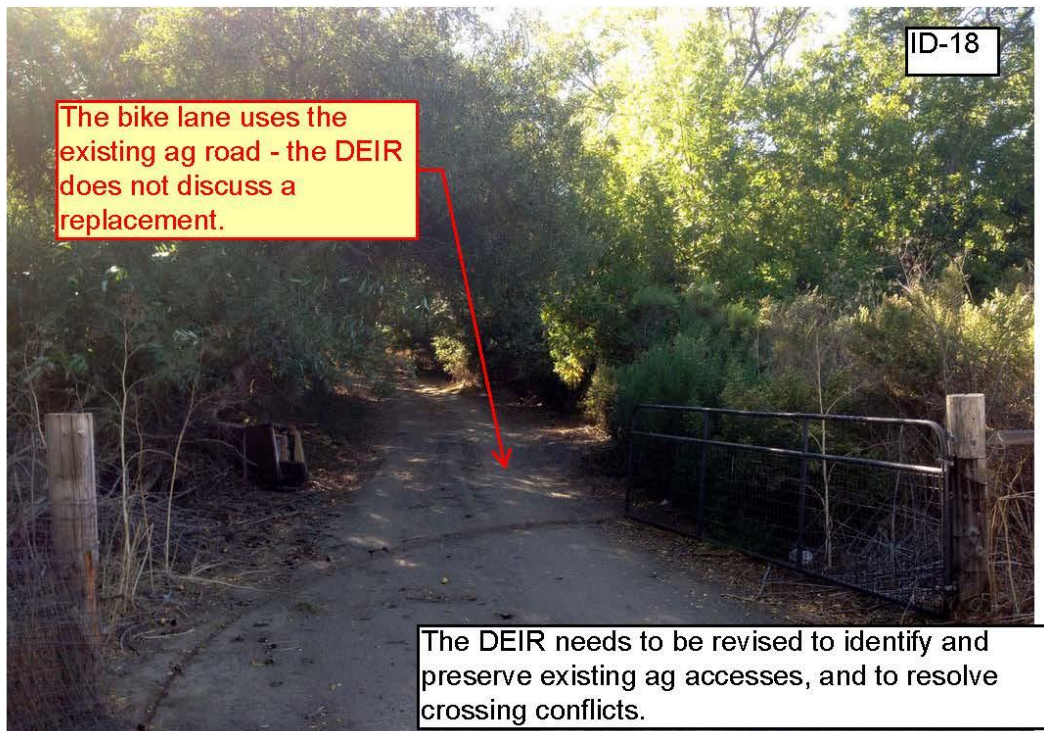
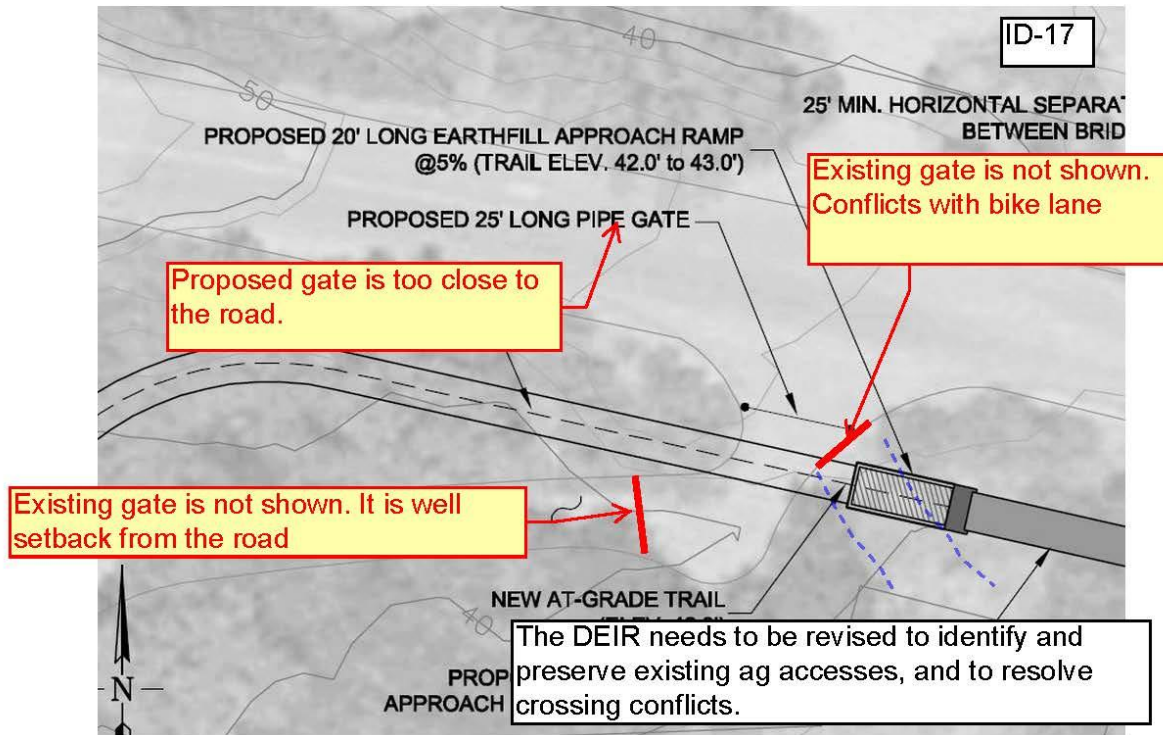
This adds up to 12-ft, but is shown much smaller in relation to other dimensions - resulting in a misleading image (all cross sections)











RESPONSE TO LETTER 2 – BRUCE AND DEBBIE SMITH

Response to Comments 2-1 through 2-7

Commenters provide several comments regarding agriculture impacts, conflicts, fencing, and other issues associated with the project as analyzed in the DEIR.

See Master Response 1. The RDEIR provides an analysis of Alternative 6 (Farming Operations and Conflict Avoidance), which includes an alternative alignment that would avoid Monte Road and the adjacent farming operations, thereby avoiding potential conflicts with these uses. Alternative 6 has been identified as the environmentally superior alternative. Alternative 6 incorporates several alignment and design concepts as suggested in the Farm-Friendly Alternative.

Letter 3



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Date: 8/28/2013
Name*: Dave Bernhardt
Affiliation (if any)*: Baron Canyon Ranch HOA Bd of Directors
Address*: 5750 ~~Barron~~ Balm Ridge Way
City, State, Zip Code*: S.L.O. CA 93401
Telephone Number*: 805 543 7694
Email*: bernhardt@fix.net

Comment: Our development (25 homes, eventually to become 29) has followed this project closely. All homes are accessed by Monte Rd. Two concerns stand out for us:

1) The safety of bicycles and pedestrians on the proposed route is of concern. The route currently shows the trail paralleling Monte Rd near our neighborhood. If the trail is not adequately separated from the paved road, our driving neighbors represent a safety hazard and the walkers/bikers also would present an unacceptable potential delay for drivers.

3-1

2) The current route goes very close to our ^{Baron Canyon Ranch} entry gate and cul-de-sac. It appears inevitable that people will access the path at that point creating a parking hazard (i.e. many cars could be parked potentially affecting access to our gate & road).

3-2

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

RESPONSE TO LETTER 3 – DAVE BERNHARDT

Response to Comment 3-1

Commenter states that his home and neighboring homes are accessed via Monte Road and expresses concern for the safety of bicycles, pedestrians and motorists if the pathway is not properly separated from the roadway.

See Master Response 1. The RDEIR provides an analysis of Alternative 6 (Farming Operations and Conflict Avoidance), which includes an alternative alignment in Segment 3 that would avoid Monte Road, thereby minimizing safety hazards associated with a Class III path along this section of roadway. Alternative 6 has been identified as the environmentally superior alternative.

Response to Comment 3-2

Commenter states that the proposed path alignment would lie close to the Baron Canyon Ranch entry gate and cul-de-sac and expresses concern that path users would use this area to park vehicles, creating a hazard and blocking entry.

See Master Response 1. The RDEIR provides an analysis of Alternative 6 (Farming Operations and Conflict Avoidance), which includes an alternative alignment in Segment 3 that would avoid Monte Road, thereby eliminating the potential for users to park vehicles in this area. Alternative 6 has been identified as the environmentally superior alternative.

Letter 4



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Date: 8/28/13
Name*: David Book
Affiliation (if any)*: _____
Address*: 107 San Luis st.
City, State, Zip Code*: Avila Beach, CA
Telephone Number*: 805 895 5833
Email*: dbook12345@aol.com

Comment: As a frequent bike rider from Avila to SLO (2-3 times a week since 1990) I would find the bridge alternative over 101 an expensive but inefficient path way. If this alternative were in existence I would merely exit the Bob Jones left onto Ontario and Right on to San Luis Bay Drive to Monte rather than hump over the Bridge. The 101 underpass adjacent to the creek would be useful and much more scenic. The concern about flooding is overstated since it is such a rare occurrence and flood times almost never coincide with bicycle riding weather.

4-1

4-2

Lastly, the most important environmental impact to me would be getting the project completed in a timely manner. Funding would be faster (less expensive) and construction time would be faster (smaller scope of project) for the underpass compared to the bridge overpass.

4-3

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

RESPONSE TO LETTER 4 – DAVID BOOK

Response to Comments 4-1 and 4-2

Commenter expresses opposition to a pathway overpass over Highway 101.

Please see Master Response 1. Alternative 6, which provides a route under the highway, is fully analyzed in the RDEIR.

Response to Comment 4-3

Commenter expresses the opinion that the most important issue is completing the project in a timely manner and states that the underpass option would be quicker to fund and construct.

Comment noted. The comment does not pertain to the adequacy of the environmental analysis and does not require a response in the FEIR. However, the comment will be provided to the decision-makers for their consideration.

Letter 5

Pamela Lapham

Subject: FW: Bob Jones Trail) Octagon Barn to Ontario Road.

From: "Farrer, Darell" <DLF1@pge.com>
To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
Date: 09/30/2013 10:29 AM
Subject: Bob Jones Trail – Octagon Barn to Ontario Road.

Ryan Hostetter, Project Manager
County Planning & Building Dept.
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040

RE: Bob Jones Trail – Octagon Barn to Ontario Road.

The draft EIR discusses alternatives in Section 3.

An alternative to segment 1 of the trail is the elimination of the two South Higuera crossings. The comparison does not show a significant difference between the proposed two crossings and the elimination of the two crossings.

While this may be true from a strictly environmental view, the comparison does not take into account safety or cost. Crossing South Higuera twice does not make any sense from aspects of safety, cost, or traffic flow.

5-1

The alternative of eliminating the two crossings could be given more consideration than it appears to have been given. Eliminating the two crossings greatly improves safety, cost, and traffic flow.

Alternative 4 to the trail segment 5 proposes using the existing Highway 101 undercrossing. Use of the undercrossing would greatly reduce the cost as an additional bridge over 101 would not be necessary. The proposed bridge is large and will be very expensive.

5-2

The proposal for the segment of the Bob Jones trail from Avila Beach to Port San Luis crosses the creek with a section cantilevered off of the existing bridge. Why was a similar solution not used to cross 101? A cantilevered section attached to the bridge over 101 at San Luis Bay Drive seems very practical.

5-3

Darell Farrer
6755 Avila Valley Drive
San Luis Obispo, CA 93405

PG&E is committed to protecting our customers' privacy.

RESPONSE TO LETTER 5 – DARELL FARRER

Response to Comment 5-1

Commenter states that the DEIR should give more consideration to an alternative which eliminates the two proposed at-grade crossings of South Higuera Street.

See Master Response 1. The RDEIR analyzed an additional project alternative (Alternative 6 – Farming Operations and Conflict Avoidance), which was identified as the environmentally superior alternative. As stated on RDEIR page 3.0-22, under Alternative 6, Segment 1 would be aligned similar to Alternative 3, which eliminates the two crossings at South Higuera Street.

Response to Comment 5-2

Commenter expresses support for the use of the existing Highway 101 undercrossing as proposed under Alternative 4, as it would reduce project costs.

See Master Response 1. Under Alternative 6, pathway Segment 5 would be similar to the Alternative 4 crossing under Highway 101.

Response to Comment 5-3

Commenter suggests a cantilevered crossing off an existing bridge, similar to the crossing farther south.

See Master Response 1. Further, a cantilever design cannot be used in this location because the pathway not only crosses the creek but also must cross the highway itself.

Letter 6

Pamela Lapham

Subject: FW: Bob Jones EIR Link

From: george hohon3 <hohon3@hotmail.com>
To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
Date: 10/18/2013 09:09 PM
Subject: RE: Bob Jones EIR Link

Ryan, please add my comments to the discussion on the environmental document for Bob Jones EIR Link.

First and foremost, the preferred alternative is the most environmentally damaging of all the alternatives presented. Not only is the damage potentially severe during the construction process, but if selected as the permanent route, the damage will continue indefinitely by those who use the path. Litter, dog feces, adjacent plant damage, and noise pollution will be ever present if the path is placed next to San Luis Obispo Creek. This type of damage can already be seen on the current Bob Jones Path and there is nothing in the proposed design that will alter this fact.

6-1

The preferred route is the most expensive of the alternate routes proposed. It should be noted that the County's Board of Supervisors has a fiduciary responsibility to use the people's tax money wisely. Such an expensive, when other less expensive, equal alternatives are available is irresponsible. Couple this with the fact this route has the potential for the greatest amount of environmental damage, the combined problems are increasing at an exponential rate.

6-2

The preferred route requires the taking of viable and well used private property when other alternatives do no such thing. Keeping the route along Ontario Road takes no private property and only requires the coordination of use within the existing public right of way of the County and the State of California.

6-3

The preferred route alters the intersection of Monte Road and San Luis Bay Drive by creating a three way stop for motor vehicles. Yet, it is known such intersections do nothing to actually stop bicycle traffic before entering the intersection. The recommended action does not protect the bicyclist and alters an existing intersection with no history of safety issues or accidents. The proposed design is deficient and lacks the needed control to keep bicyclist safe.

6-4

The preferred path has an alignment that is prone to flooding and this flooding can happen without notice. The design does not include

6-5

improvements to keep the paths elevation above the 100 year flood plain. It should also be noted that San Luis Bay Drive, between Monte Road and San Luis Obispo Creek is over-topped with flood waters on a regular basis. The flooding of this portion of the road, and the preferred path location, is 90 degrees to the direction of travel and it is swift and can be very deep. Road closures due to flooding occur frequently and can last for days. There is nothing mentioned in the EIR as to how this situation will be handled. Consider a different route, and this safety issue can be avoided completely.

6-5

Like the existing Bob Jones Bike Path, the preferred link will not see the serious cyclist. It will attract walkers, families with strollers, and kids on small bikes. Serious cyclists will continue to use Ontario Road, as those that use Avila Beach Drive over the use of the existing bike path from Ontario Road to Avila Beach. The project description is incorrect in terms of defining the intended users. It fails in describing who will use the path, and in failing to make this distinction actually causes the design to fail. If the designers do not know who they are designing for . . . How can they actually come up with a design that will meet the users needs? They can't.

6-6

The preferred routing is the most expensive. It has the potential to be the most environmentally damaging during construction and during its actual use. It requires the taking of private property. It is subject to flooding. It requires the approval Caltrans when Caltrans has already said the proposed design for crossing the 101 Highway will not be approved. It places the user in an intersection that would be considered unsafe for the movements of a high percentage of those users. It has the highest number of unresolved issues of any of the alternatives and it is possibly the worst alternative of those proposed.

6-7

If you have any questions (or suggestions) concerning these statements, please let me know.

George Gibson
Squire Canyon Road
SLO, CA 93401

805 595 2780

>> Hi Mr. Gibson,
>>
>> Our dates have not been amended for the Draft EIR comments. You have
> until
>> October 21st to submit comments to myself. The project is expected
>> to
be
>> discussed at the Parks and Recreation Commission on December 12th
>> and
> then
>> the Board of Supervisors will be the body that actually approves the

2.0 RESPONSES TO COMMENTS

EIR

>> and project design and we are hoping to do that in Jan of 2014 but
>> that date has not been formalized. The best way to keep up is to
>> contact myself, Parks or keep an eye on the website for new releases
>> and dates
> for
>> meetings when they come up.
>>
>> Thank You,
>>
>> Ryan Hostetter, LEED AP
>> County of San Luis Obispo
>> Current Planning and Permitting
>> (805) 788-2351

[Scanned @co.slo.ca.us]

RESPONSE TO LETTER 6 – GEORGE GIBSON

Response to Comment 6-1

Comments discuss a “preferred alternative,” opining that this alternative is the most environmentally damaging. Commenter cites litter, dog feces, plant damage, and noise pollution as potential impacts along the creek corridor.

Although the DEIR does not use the term “preferred alternative,” the comment appears to be discussing Alternative 3, the environmentally superior alternative identified in the DEIR. Please see Master Response 1 regarding the RDEIR, which updates the Alternatives section in its entirety. Biological (plant) impacts, construction impacts, noise, and impacts to adjacent agricultural lands are all issues addressed in detail in the analysis sections of the DEIR. All impacts identified can be effectively mitigated to a less than significant level.

Response to Comment 6-2

Commenter states that the preferred route is the most expensive alternative and that the preferred route is also the most environmentally damaging.

See Response to Comment 6-1 above. The comment does not pertain to the adequacy of the environmental analysis and does not require a response in the FEIR. However, the comment will be provided to the decision-makers for their consideration.

Response to Comment 6-3

Commenter states that the preferred route would require the use of private property, unlike other alternatives analyzed, which would place the route along Ontario Road within existing public right-of-way.

The DEIR and RDEIR include analysis of Alternative 5, which would maintain the existing Class II route, with some safety improvements. As identified on page 3.0-2 of the DEIR, the project has a series of specific objectives to be met. Alternative 5 would not meet the project's primary objectives for a Class I pathway. Easements on private property will require agreements with property owners (DEIR page 1.0-27).

Response to Comment 6-4

Commenter states that the proposed three-way stop at the Monte Road and San Luis Bay Drive intersection would be ineffective at stopping cyclists from entering the intersection and would not improve safety.

See Master Response 1. The RDEIR analyzed an additional project alternative (Alternative 6 – Farming Operations and Conflict Avoidance), which was identified as the environmentally superior alternative. Under this alternative, the pathway alignment would avoid Monte Road and would eliminate the need for the subject intersection.

Response to Comment 6-5

Commenter states that the preferred path alignment would cross areas that are prone to flooding but the design fails to keep the path above the 100-year flood zone. In particular, San

2.0 RESPONSES TO COMMENTS

Luis Bay Drive between Monte Road and San Luis Obispo Creek frequently floods, requiring road closure. Commenter recommends that the alignment be changed to avoid this area.

As discussed on DEIR page S-17, trails and other recreational facilities may be considered a desired use for areas subject to flood hazards where other uses, such as housing, are prohibited. Path usage would be expected to be low during periods of inclement weather, and the subject roadway would be closed to all users if flooding became severe and posed a safety risk. Additionally, the reader is referred to Master Response 1. Alternative 6 includes an alternative alignment that avoids Monte Road and the subject segment of San Luis Bay Drive.

Response to Comment 6-6

Commenter expresses the opinion that the proposed pathway will be used primarily by pedestrians and family cyclists rather than by experienced cyclists who will continue to use Ontario Road. Commenter believes the project description incorrectly identifies cyclists as the intended users of the pathway, resulting in a failed design.

Comment noted. The comment does not pertain to the adequacy of the environmental analysis and does not require a response in the FEIR. However, the comment will be provided to the decision-makers for their consideration.

Response to Comment 6-7

Commenter expresses opposition to the project, as the preferred route identified in the DEIR would be the most expensive to implement, would be the most environmentally damaging, would require the use of private property, would be subject to flooding, requires an uncertain Caltrans approval, and would result in safety hazards.

Comment noted. Please see previous responses.

Letter 7

Pamela Lapham

Subject: FW: Bob Jones Trail Overpass EIR

Dear Sir,

As a retired Caltrans Senior Engineer I was responsible for working with the five counties in District 5 to implement good working relationships with the Regional Transportation Planning Agencies and the public.

It appears to me that Caltrans is not listening to the residents of Avila Valley and their concerns with the Highway 101 crossing at the Bob Jones Trail.

I am now serving on the San Luis Bay Estates Homeowners Association Board and communicating with the 1200 residents in this community, as well with many residents in Avila Valley. I have yet to hear of any support for the proposed overpass alternative on Highway 101 at the Bob Jones Trail . To the contrary, the consensus opinion is that the scale of the overpass is too intrusive and much too costly in this era of low transportation funding.

7-1

The underpass alternative is much more appropriate for this area. I walk the trail several times a week and use the underpass at San Luis Bay Drive, and I believe that this design should be the preferred alternative at the Highway 101 crossing.

7-2

Respectfully,

Michael Grantham
6125 Silver Oak Lane
Avila Beach, CA 93424

[Scanned @co.slo.ca.us]

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 7 – MICHAEL GRANTHAM

Response to Comment 7-1

Commenter states the opinion that there is widespread opposition to a pathway alignment which involves an overpass of Highway 101.

The comment does not pertain to the adequacy of the environmental analysis and does not require a response in the FEIR. However, the reader is referred to Master Response 1. Alternative 6 proposes an undercrossing of Highway 101 at an existing highway bridge.

Response to Comment 7-2

Commenter expresses support for a pathway alignment that involves an underpass of Highway 101.

Please see Master Response 1.

Letter 8



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Date: Aug 27, 2013

Name*: Lionel Johnston

Affiliation (if any)*: International Association of Bridge, Ornamental and Structural Ironworkers

Address*: 284 Brisa Ct.

City, State, Zip Code*: Pismo Beach, Ca. 93449

Telephone Number*: 805-801-0668

Email*: lioneldennisjohnston@yahoo.com

Comment: The Highway 101 overcrossing is going to create huge Environmental impacts just to build the Abutments and Columns to support such a large heavy bridge. The amount of land that needs to be disturbed, in sensitive wetlands habitat, to create an extensive, and permanent, concrete footprint is mind boggling. An underpass under the Highway 101 bridge may be closed occasionally due to flooding, but not that many people bicycle during stormy periods, and an underpass would disturb far less habitat.

8-1

8-2

When we talk about the environment, we must also consider impacts on the main animal involved with the Bob Jones Trail. Human animals! Forcing thousands of men, women, and children to ride, walk, rollerskate, or skateboard OVER a roaring congested freeway is inhumane. It's not nice to force all these humans to huff and puff, inhaling car exhaust, up and over an overpass. From many angles, the overpass is an un-mitigatable disaster.

8-3

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 8 – LIONEL JOHNSTON

Response to Comments 8-1 through 8-3

Commenter expresses the opinion that an overcrossing of Highway 101 would result in significant environmental impacts from the construction of the abutments and columns in sensitive wetland habitat. Comments also express concern for people crossing over the highway.

Please see Master Response 1 regarding the viability of an underpass option. Regarding impacts to the original project, please see DEIR Section 2.3, Biological and Natural Resources, for analyses of the project's potential impacts to sensitive habitat (pages 2.3-22 through -31) and wetlands (pages 2.3-35 through -40).

It did not sound like the PRESENTERS had ^{not} listened to any



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Community Impact

Date: 6/28/13 Letter 9
Name*: CHARLENE KORSGAARD
Affiliation (if any):* _____
Address*: 6011 BALM RIDGE WAY
City, State, Zip Code*: SLO CA 93401
Telephone Number*: _____
Email*: KORSGAARD C @ MSN.COM

Comment: THREE AREAS WERE QUITE DISTURBING

1. THE BRIDGE OVER 101 IS SO UNSIGHTLY IT WOULD TAKE MORE BILLBOARDS THAN EXIST IN SLO TO MITIGATE THE RUINED VIEW.

9-1

2. THE CULDESAC AT THE END OF MONTE ROAD WHERE 1000 FEET OF MIXED TRAFFIC IS IS DANGEROUS. PEOPLE TRAVELING THAT AREA ARE ON THEIR WAY TO WORK, SCHOOL, APPOINTMENTS NOT OUT FOR A STROLL WITH DOGS, KIDS, TRAINING WHEELS ETC. OUR NEEDED SERVICE PEOPLE, CONTRACTORS, EMERGENCY VEHICLES USE & PARK IN THE AREA!

9-2

3 ON LEVEL CROSSINGS ON HIGUERA IS ~~NOT~~ NOT

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.
LOGGERS, WALKERS, STROLLERS, BIKE RIDERS & TRAINING WHEELS ETC

9-3

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

FAMILY TRAILS

2.0 RESPONSES TO COMMENTS

Response to Letter 9 – Charlene Korsgaard

Response to Comments 9-1 through 9-3

Comments states that a pathway overpass of Highway 101 would be unsightly, requiring the removal of billboards in the county in order to mitigate the visual impacts. Comments also express concern regarding trail user/roadway conflicts and crossings of Higuera Street.

Please see Master Response 1. Alternative 6, the environmentally superior alternative identified in the RDEIR, proposes an undercrossing of Highway 101 at an existing bridge, which would eliminate the visual impacts described by the commenter. Alternative 6 also removes trail users from Monte Road and eliminates the dual crossings of South Higuera Street.



Draft EIR Comment Form
 Proposed Bob Jones Bike Path San Luis Obispo to
 Ontario Road Project

Letter 10

Date: 10/21/20
 Name*: STUART A LARSEN
 Affiliation (if any)*: ADJACENT LAND OWNER
 Address*: 6985 ONTARIO RD
 City, State, Zip Code*: SAN LUIS, CA, 93405
 Telephone Number*: 281 660 9971
 Email*: SLARS@TCSN.NET

1. Page 1.0-19, Segment 4: San Luis Bay Drive Crossing
 The EIR should be able to give an actual bridge design as it relates to the viewshed simulations. 10-1
2. Page 2.1-7, Table 2.1-2 & Page 2.1-18, Table 2.1-3
 Viewshed from Monte Road and Ontario Road have not been properly addressed. 10-2
3. Page 2.1-36, MM2.1-2b
 Mitigation should include opportunity for AVAC review and input before design is finalized. 10-3
4. Page 2.1-36, MM 2.1c
 Retaining wall designs for the new ramps to the bridge are not addressed. AVAC should have input to the proposed ramp wall. 10-4
5. Page 2.1-37, MM 2.1-3a
 It is improper to assume that billboard removal will occur without proper compensation to owner. 10-5
6. Pages 2.6.2 & 2.6.17
 Transportation and Circulation, Existing Setting and Cumulative Impacts
 EIR does not address parking on the Ontario Road staging area. 10-6
7. Pages 3.0-16 & 3.0-17, Comparative Analysis of Alternative 4
 The EIR should document why the alternative route is treated differently from other BJ Pathway segments in the floodway with similar habitat, geology-soil and hydrology-water quality impacts. (Namely projects in Sacramento and Bay Area.) 10-7
8. Page 3.0-18, Summary for Alternative 4
 Conclusions that the undercrossing Alternative would result in a greater maintenance cost than a bridge overcrossing and result in more closures. 10-8
9. Page 3.0-19, Summary for Alternative 4
 Highway 101 bridge over the creek should mention that no bridge improvements are under consideration by Caltrans. 10-9

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 10 – STUART A. LARSEN

Response to Comment 10-1

Commenter states that the viewshed simulations provided in the DEIR should include an actual bridge design for the San Luis Bay Drive crossing.

See Response to Comment 1-1.

Response to Comment 10-2

Commenter states that the DEIR does not adequately address the viewshed from Monte Road and Ontario Road.

See Response to Comment 1-2.

Response to Comment 10-3

Commenter states that DEIR mitigation should provide an opportunity for AVAC to review and provide input on the project design before it is finalized.

See Response to Comment 1-3.

Response to Comment 10-4

Commenter states the DEIR fails to address retaining wall designs for the new bridge ramps.

See Response to Comment 1-4.

Response to Comment 10-5

Commenter states that the DEIR improperly assumes that billboard removal will occur without proper compensation to the owner.

See Response to Comment 1-5.

Response to Comment 10-6

Commenter states that the DEIR does not address parking at the proposed Ontario Road staging area.

See Response to Comment 1-6.

Response to Comment 10-7

Commenter states that the comparative analysis of Alternative 4 should include an explanation as to why the alternative route is treated differently from other pathway segments in the floodway with similar impacts to habitat, geology/soils, and hydrology/water quality.

See Response to Comment 1-7.

Response to Comment 10-8

Commenter writes: "Conclusions that the undercrossing Alternative would result in greater maintenance cost than a bridge overcrossing and result in more closures."

See Response to Comment 1-8.

Response to Comment 10-9

Commenter states that the DEIR should identify that no Highway 101 bridge improvements are under consideration by Caltrans.

See Response to Comment 1-9.

Letter 11



Draft EIR Comment Form
 Proposed Bob Jones Bike Path San Luis Obispo to
 Ontario Road Project

Date: 9/2/13
 Name*: PETER NELSON
 Affiliation (if any)*: _____
 Address*: 41 SQUIRE CANYON Rd.
 City, State, Zip Code*: SAN LUIS OBISPO, CA. 93401
 Telephone Number*: 805-595-2672
 Email*: PETER NELSON DDS@ gmail .com.

Comment: I live near the proposed trail. I commute by bicycle to SLO to work almost every day. I attended the EIR meeting at P&B info center 8/18.

① I fail to understand the two South Highway crossing down from the Otisum barn. Seems unsafe and dangerous. There is about 20 feet of space between the road and long fill east side for the path. What's wrong with the west side? Really.

11-1

② The proposed bridge over 101 is not practical (will not be used). Bikes will just go west on San Juan Bay Drive and back on Ontario road to avoid the bridge. I think it will be a real eye sore to say the least. The cost will never warrant what it will accomplish. Under the ~~the~~ creek bridge at 101 is far better. Plenty of room (width and height) check it out. There's Reason given at meeting for bridge is that ^{you} will not have to deal with fish and game and Cal Trans. What makes you think Cal Trans will not be involved with a bridge over 101?? Come on lets

11-2

11-3

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

be more practical. I want the trail built near as is proposed.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

Peter Nelson

RESPONSE TO LETTER 11 – PETER NELSON

Response to Comment 11-1

Commenter states that the proposed crossing of South Higuera Street would be dangerous.

See Master Response 1. Alternative 6, which was identified as the environmentally superior alternative in the RDEIR, would eliminate both at-grade crossings of South Higuera Street.

Response to Comment 11-2

Commenter states that the proposed overcrossing of Highway 101 would be impractical and cyclists would likely use a different route to cross the highway. Commenter expresses support for an undercrossing alternative.

See Master Response 1. Alternative 6, which was identified as the environmentally superior alternative in the RDEIR, proposes an undercrossing of Highway 101 at an existing bridge.

Response to Comment 11-3

Commenter states that the County previously identified the reason for proposing a highway overcrossing as a way to avoid consultation with the California Department of Fish and Wildlife and Caltrans. However, commenter believes that the proposed overcrossing would still require consultation with Caltrans. Commenter expresses support for the project but not as currently proposed.

See Master Response 1 and Response to Comment 11-2.

Letter 12

October 18, 2013

Ryan Hostetter
Project Manager
County Planning & Building Dept.
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040
RE: Bob Jones Pathway Draft Environmental Impact Report

Dear Ms. Hostetter,

I appreciate the opportunity to comment on the Draft EIR. Owning 12 acres adjacent to the first segment of the Bob Jones Bikeway, our property provides the amazing environment enjoyed by all who use it. I see on a daily basis young children on small bikes with training wheels to seniors getting their daily exercise. I support the efforts to someday complete the “City to the Sea” trail.

Having anticipated the release of the Draft EIR for over ten years, I do have concerns with some of the conclusions reached in the document.

Actively involved in the restoration of the Octagon Barn I support it being used as the trailhead for this segment. I would like to encourage an interim traffic safety measure prior to the planned improvements at Buckley Road.

12-1

The document discusses the Cal Trans scheduled projects as a rationale for the Highway 101 overcrossing, yet I found no discussion as to the County of San Luis Obispo Public Works improvements to San Luis Bay Drive between Highway 101 and Monte Road. As an alternative to the proposed bike/pedestrian bridge, an elevated crossing for both autos and others would eliminate the road closure occurring during major storms. Given the time that has elapsed since the original studies were completed, the number of residences using San Luis Bay Drive/Monte Road to access their homes is understated.

12-2

Finally I would like to voice my support for an undercrossing at Highway 101 near the Ontario Road staging area. The recently completed undercrossing at San Luis Bay Drive and Avila Beach Drive has addressed the very dangerous situation which previously existed. From personal observations the impacts from flooding and maintenance appear overstated. During major storms no one uses the existing trail. Flood waters recede in one to three hours. These situations occur every three to five years. Regular maintenance of the trail takes place weekly. For the following reasons I support Alternative 4:

12-3

- A. **The Cumulative Adverse Impacts to Visual Character** clearly identifies the impacts with the proposed over-crossing;
- B. The suggested mitigation measures are contrary to the regional preferences to protect the visual integrity of the corridor;
- C. Local regulations including the County of San Luis Obispo’s Land Use and Circulation Element, Parks and Recreation Element, Conservation and

- Open Space Element combined with the adopted Area Plans and standards identify the significance of the visual goals of the local community;
- D. The County of San Luis Obispo and the incorporated cities are actively pursuing the Highway 101 corridor as a designated scenic vista;
 - E. The project description (page 1.0-23 c) states – **New structures shall be located so that they are not silhouetted against the sky as viewed from public roads or the ocean**; The illustration below and other alternatives clearly show this contradiction.

12-3

Figure 13b. KVA 5-4 – Proposed Project Simulations
(Concrete Bridge Design Alternatives)



Simulation of the proposed project - Basic Concrete Bridge Design Alternative A.

Respectively Submitted,

Penny Rappa

Penny Rappa
1255 Hidden Creek Canyon Dr.
Avila Valley

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 12 – PENNY RAPPA

Response to Comment 12-1

Commenter expresses support for the use of the restored Octagon Barn as the trailhead for the proposed pathway and encourages an interim traffic safety measure prior to the proposed improvements at Buckley Road.

As discussed on DEIR page 2.6-13, traffic safety measures are proposed as part of the project at both at-grade crossings of Higuera Street. Further, as outlined in Master Response 1 Alternative 6 eliminates both at-grade crossings of Higuera Street. The County acknowledges that the City's portion of the pathway may connect to the Octagon Barn Center via a crossing of South Higuera Street. This crossing is not part of the County project. The crossing is the responsibility of the City of San Luis Obispo and the County will work with the City of San Luis Obispo Public Works Department to ensure that any at-grade crossing is appropriately located and designed to safety standards.

Response to Comment 12-2

Commenter states that the DEIR does not discuss any improvements planned by the County to San Luis Bay Drive between Highway 101 and Monte Road and states that another possible alternative would be to elevate this section of roadway for both vehicles and bicycle/pedestrian traffic to eliminate road closures due to flooding.

The comment and suggestion are noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration. See also Master Response 1.

Response to Comment 12-3

Commenter expresses support for an undercrossing of Highway 101 in Segment 5 and describes her observations of a similar undercrossing recently completed at San Luis Bay Drive and Avila Beach Drive. Commenter lists multiple reasons for her support of an undercrossing.

The comment is noted. See Master Response 1 regarding Alternative 6.

Letter 13a

AVILA VALLEY GRAPEVINE – OCTOBER 2013
John Salisbury

A call to arms, Avila. We are in the final stages of commenting on the EIR for the new addition to the Bob Jones Bike Trail from the parking lot north to the Octagon Barn that includes a monstrous pedestrian bridge crossing US 101 at the north end of our Salisbury Vineyards Old Schoolhouse parking lot. This bridge which was supposed to cost \$8 million last year is now \$10 million plus so if the Bay Bridge is any indication it will cost over \$16 million when they get around to building it before the end of the decade.

One of our great views when leaving the ocean and coming down the Ontario grade towards San Luis Obispo is the pastoral scene of our Avila Valley. This will no longer be the case because of the massiveness of the bridge. This steel bridge will be a 344 foot long (football field +), 19 feet at the walkway level above the freeway with a large concrete abutment on the east side connecting to a 587' ramp (just short of two football fields) at 5% for handicap considerations going northbound. This ramp alone will wipe out most of the view towards Squire Canyon plus be difficult for most bicyclist to navigate because of the slope and length.

13a-1

The west side will land on our boundary, taking out at least one large eucalyptus tree, and extend another football field south to the Bob Jones parking lot. Much of this will have retaining walls along the path cutting into the hillside holding up our water tank building – going to look real nice from the freeway. To get an idea of the size of the project, markers have been set up on power poles across the freeway and a tape on our side of the freeway. The three power poles on the east side show where the railing of the pathway will be with the actual pathway being 5 feet lower but then we have to add a possible 14 feet for fencing and structure above the rail depending on design. On our property, there is a large PVC pipe about a foot above where the railing would be with the path being around the present ground level. To see where the retaining wall will need to be, go to the front of the Schoolhouse and look at the white strip on the fence.

13a-2

There is a better way. Go under the freeway at the north end of the bridge over San Luis Creek which is normally high and dry. Problem is Cal Trans is fighting the idea tooth and nail. Unless it is part of a bridge replacement, like our bridge at San Luis Bay Drive and Avila Beach Drive was, they do not want a path under the freeway for a bunch of weak excuses. Try to get them to show “chapter and verse” why they can't make modifications without a complete rebuild and they can't do it. As for environmental considerations, what is a few more hundred feet going under the bridge considering this project goes for miles along the creek to the Octagon Barn.

13a-3

The American River Pathway in Sacramento was built well after the I-5, I-99, and several other city/county bridges were constructed overhead and is just one of several projects statewide similar to what we are asking. The final date for writing comments to the EIR is October 21. The pathway under is not only much less expensive but at ground level much easier to travel and certainly much more

scenic and enjoyable. Look up www.avilavalley.org and hit the Bob Jones button for an excellent video of the proposed project and its alternative. Also look up the county's EIR presentation at County of San Luis Obispo Bob Jones Pathway. If you want a guided tour of where the bridge will be and where it could go under the freeway, see the fish ladder, and a potential park in a beautiful forest you didn't know existed, meet me in our parking lot at 10:30 am Saturdays on the 12th and 19th plus I will throw in a free wine tasting.

Here is a neat app in this electronic world of ours that fits into my world at least – an app that not only can test your blood alcohol level within seconds but can call you a cab using GPS! Breathometer's breathalyzer is the size of a car key and fits into the smartphone's headphone jack. The user blows on the device which can detect within .01% of the U.S. Food and Drug Administration's standards. So if you are out and about and knocking down a few, you can check often and say you are pushing .06 against the standard .08% drunk driving number, then you better back off any more shots if you have to drive. It can also track the user's drinking habit in a graph and can estimate when a user's blood alcohol level will reach zero. You can also share blood alcohol levels through text, Facebook or Twitter for what reason I wouldn't know – sounds like self-incrimination to me! This app will be available this month on the internet for only \$49 and in stores later - nice Christmas present.

The Government's solution to a problem is usually as bad as the problem. Milton Friedman.

RESPONSE TO LETTER 13A – JOHN SALISBURY

Response to Comment 13a-1

Commenter describes the proposed Highway 101 overcrossings and potential impacts to views in the area including the loss of most views toward Squire Canyon and states that the overcrossing would be difficult to navigate due to the slope and length.

Please see Master Response 1. The project's potential visual impacts are addressed in Section 2.1, Aesthetics/Visual Resources. The RDEIR provides an analysis of Alternative 6 (Farming Operations and Conflict Avoidance), which proposes an undercrossing of Highway 101 at an existing bridge and eliminates the subject overcrossing. Alternative 6 has been identified as the environmentally superior alternative.

Response to Comment 13a-2

Commenter provides further description of the mass and location of the proposed Highway 101 overcrossing.

The comment is noted. The commenter is referred to Master Response 1 and Response to Comment 13a-1.

Response to Comment 13a-3

Commenter expresses support for an undercrossing of Highway 101 over SLO Creek but states that Caltrans opposes such an undercrossing.

The comment is noted. The commenter is referred to the RDEIR, Master Response 1, and Response to Comment 13a-1. See also Letter RD-A from Caltrans, expressing general support for the undercrossing concept.

2.0 RESPONSES TO COMMENTS

Date: 10/14/2013

Name: Maridel Kennedy Salisbury

Affiliation: Avila Beach Resident

Avila Valley landowner

Address: 6985 Ontario Road

San Luis Obispo, CA 93405

Telephone: 805-471-3110

Email: Maridel@pacbell.net

13b
See Letters
1 and 10

Comment:

1. Page 1.0-19, Segment 4: San Luis Bay Drive Crossing

The EIR should be able to give an actual bridge design as it relates to the viewshed simulations.

2. Page 2.1-7, Table 2.1-2 & Page 2.1-18, Table 2.1-3

Viewshed from Monte Road and Ontario Road have not been properly addressed.

3. Page 2.1-36, MM2.1-2b

Mitigation should include opportunity for AVAC review and input before design is finalized.

4. Page 2.1-36, MM 2.1c

Retaining wall designs for the new ramps to the bridge are not addressed. AVAC should have input to the proposed ramp wall.

5. Page 2.1-37, MM 2.1-3a

It is improper to assume that billboard removal will occur without proper compensation to owner.

6. Pages 2.6.2 & 2.6.17

Transportation and Circulation, Existing Setting and Cumulative Impacts
EIR does not address parking on the Ontario Road staging area.

7. Pages 3.0-16 & 3.0-17, Comparative Analysis of Alternative 4

The EIR should document why the alternative route is treated differently from other BJ Pathway segments in the floodway with similar habitat, geology-soil and hydrology-water quality impacts. (Namely projects in Sacramento and Bay Area.)

8. Page 3.0-18, Summary for Alternative 4

Conclusions that the undercrossing Alternative would result in a greater maintenance cost than a bridge overcrossing and result in more closures.

9. Page 3.0-19, Summary for Alternative 4

Highway 101 bridge over the creek should mention that no bridge improvements are under consideration by Caltrans.

p.1

8055959464

John

RESPONSE TO LETTER 13B – MARIDEL KENNEDY SALISBURY

See responses to Letters 1 and 10.

Letter 14



Draft EIR Comment Form
 Proposed Bob Jones Bike Path San Luis Obispo to
 Ontario Road Project

Date: 8/29/2013
 Name*: Myron H "Skip" Amering
 Affiliation (if any)*: SLOBCC SLOBCColation League of American Cyclists
 Address*: 1130 Islay St.
 City, State, Zip Code*: San Luis Obispo CA 93401
 Telephone Number*: (805) 547-1026
 Email*: Leg2Skip@aol.com

Comment: I am a life time cyclist, founding member SLOBCC and President 1975-1980. I have commuted 43 miles each work day for 25 years on the American River Bike Trail. 17 years on the ^{San Luis Obispo} City/County Bicycle Advisory Committee, while working for Cal EPA. Environmental Scientist. I have worked on the American River Bike Train (32 miles) maintenance and operations for 25 years. (this includes design, planning, operations use, maintenance, safety issues, Ranger patrols, Fires etc.

**Generally, I am in favor of the proposed alignment. This proposal provides for the public: residents, visitors, cyclists, vacationers to travel to/from SLO to Alvia and back with a safer route for commuters, Recreational, utilitarian, cyclists, etc.

14-1

Issues: • Minimum design* State of California Chapter 1000 design ^{criteria}

- 1 • Design criteria Turning radii and Sight Distance - Safety 25 mph
- 2 • Minimal Crossings of Vehicular Roads Minimal Stops / ADA Bridge Access 5%
- 3 • Widening shoulders of Ontario Rd. This Project should Not displace cyclist ^{(over}

14-2

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.
See over Back of this sheet

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

- 3) Cont... from the public Roadway (Ontario Road) 14-2
- 4) Long term Maintenance - Weeds/trees Flooding - Trail Deterioration 14-3
- 5) Some members of the public seem to believe that this project will Remove travel by Bicycle from Ontario Road. 14-4
- 6) The Bridge(s) locations and General Proposed Design are perceived by some members of the public as ISSUES; However the existing Freeway visually ~~is~~ ^{is} undecorated and a Barrier to Cyclists/Pedestrians 14-5
- 7) The Proposed Bike Trail is no more impactive than the freeway.
- 8) While the proposed J.J. Bik Trail has been held up to Local city County Transportation Highway/Freeway statutes and regulations - what about Street and Highways Code Chapter 1000 design criteria? for the Proposed trail. 14-6
- 9) While the proposed Alinemet separates cyclist vs vehicles. the cost of new trails, right of way, cost of land and the Bridges (3-4) is very costly. Rather widening Highways and Ontario Roads adding 5 foot shoulders would be less costly and more timely in providing the needed safer designed roads/Complete Roads/ Streets. 14-7
- 10) Cal Trans issues - with the Proposed Trail (structural and operational (flooding)) could be abated with a Class II Bike Facilities along the Proposed Route by widening Highways and Ontario Roads with 5 foot plus shoulders. (Class II Bicycle Facilities.) 14-8

Place
Postage
Here

San Luis Obispo County
Department of Planning and Building
Attn: Ryan Hostetter
976 Osos Street, Room 300
San Luis Obispo, CA 93408

Thank You I

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 14 – MYRON H. “SKIP” AMERINE

Response to Comment 14-1

Commenter expresses general support for the proposed project.

Comment noted.

Response to Comment 14-2

Commenter describes minimum design criteria from Caltrans Highway Design Manual Chapter 1000, Bicycle Transportation Design. Commenter states that the project should not displace cyclists from the public roadway (Ontario Road).

Comment noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration.

Response to Comment 14-3

Commenter discusses long-term maintenance of the project including weeds, trees, and trail deterioration due to flooding.

Comment noted. Operation and maintenance of the proposed pathway are not environmental issues. However, the RDEIR acknowledges that Alternative 6 would require ongoing and regular maintenance. As the comment does not pertain to the adequacy of the environmental analysis, no further response is warranted.

Response to Comment 14-4

Commenter states that some members of the public believe that the project will remove travel by bicycle from Ontario Road.

Comment noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration.

Response to Comment 14-5

Commenter states that the proposed locations and design are perceived by the public as issues but states that the existing freeway is visually undesirable and acts as a barrier to cyclists and pedestrians.

Comment noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration.

Response to Comment 14-6

Commenter asks if the proposed project would be consistent with Caltrans Highway Design Manual Chapter 1000, Bicycle Transportation Design.

The proposed project has been designed to be consistent with all applicable federal, state, and local regulations where they are applicable. Caltrans design standards are identified and addressed on page 2.6-11 of the DEIR, which states that the design is consistent.

Response to Comment 14-7

Commenter states that the proposed improvements would be very costly. Commenter suggests that widening South Higuera Street and Ontario Road to provide additional shoulder for bicycle travel would be less costly while still improving safety.

The comment and suggestion are noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration.

Response to Comment 14-8

Commenter states that the project's structural and operational issues, such as flooding, could be abated by widening roadways to provide Class II bicycle lanes rather than constructing the proposed project as designed.

The comment and suggestion are noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration.



SLO COUNTY BICYCLE COALITION | slobikelane.org

Oct. 21, 2013

Ryan Hostetter, Project Manager
San Luis Obispo County Planning & Building Dept.
976 Osos St., Room 300
San Luis Obispo, CA 93408-2040

Re: Bob Jones Pathway (San Luis Obispo to Ontario Road) Draft Environmental Impact Report

Dear Ms. Hostetter,

The San Luis Obispo County Bicycle Coalition appreciates the opportunity to comment on the Bob Jones Trail Draft Environmental Impact Report. We have reviewed the DEIR and concluded that it thoroughly analyzed the environmental impacts of the project to the greatest extent possible. We strongly support completion of the project in a timely manner but, based on the concerns of our advocacy team and feedback from members of the public, we would like to submit the following comments into the public record.

We support the staff recommendation for Alternative 3, which locates the trail on the east side of Higuera Street. Alternative 3 is well studied and should be selected, as it is the environmentally superior and safer alternative.

15-1

We prefer an undercrossing of Highway 101 as it would improve overall trail experience, reduce visual impacts, and better align with the wants of local residents. We acknowledge that the project has already been approved with the overcrossing of Highway 101 under the National Environmental Policy Act and that a delay of the project could occur if the EIR and NEPA don't match.

15-2

We also recommend a 12-foot-wide paved trail rather than the eight feet proposed. We support a 12-foot width for the following reasons:

- It would be consistent with the San Luis Obispo City standard and with other popular, heavily used trails, including the San Luis Obispo City Railroad Safety Trail and the American River Parkway Trail in Sacramento County. It makes sense for the entire length of the Bob Jones Pathway to be a consistent 12-foot width.
- The existing Pathway between Ontario Road and Avila Beach is of insufficient width to safely provide for an anticipated increase in bicyclists, pedestrians and other users.
- This trail is for transportation in addition to recreation. We believe a 12-foot-wide trail would attract and encourage more bicycle commuters who may now be reluctant to use it because it's difficult to safely pass slower riders and other users on an eight-foot-wide trail.
- It would more safely accommodate emergency and maintenance vehicles and hold up better under their weight, resulting in less and easier maintenance.
- It would be safer and more pleasant for all users and reduce conflicts.

15-3

The Bicycle Coalition exists to improve the quality of life on the Central Coast through bicycling advocacy, education and inspiration. We represent more than 800 members countywide who want to improve our transportation system to accommodate bicycle riders of all ages and abilities.

Sincerely,

Dan Rivoire, Executive Director
San Luis Obispo County Bicycle Coalition

860 Pacific St, Suite 105 | San Luis Obispo, CA 93401 | (805) 547 2055

RESPONSE TO LETTER 15 – SLO COUNTY BICYCLE COALITION

Response to Comment 15-1

Commenter expresses support for project Alternative 3 and states agreement with its designation as the environmentally superior alternative.

Comment noted. Please see Master Response 1.

Response to Comment 15-2

Commenter expresses support for an undercrossing of Highway 101. Commenter acknowledges that the project as proposed, including an overcrossing of Highway 101, has undergone NEPA review and that changing the project at this time could result in project delays.

Comment noted. Please see Master Response 1. Project review under NEPA is a separate process that must be completed by the County independent of CEQA review.

Response to Comment 15-3

Commenter expresses support for a 12-foot-wide path rather than 8 feet as proposed in the DEIR for multiple reasons including consistency with other segments of the Bob Jones path as well as other similar trails; a wider path would attract more users as it would be safer to pass; and a wider path would more safely accommodate emergency and maintenance vehicles.

Comment noted. Alternative 6 as analyzed in the RDEIR proposes a 12-foot paved path with 2-foot shoulders.

2.0 RESPONSES TO COMMENTS

October 12, 2013

Letter 16
See letter #2

Ryan Hostetter, Project Manager
County Planning & Building Dept.
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040

Subject: Bob Jones Pathway (San Luis Obispo to Ontario Road)
Comments on Draft EIR

Dear Ms. Hostetter,

We are the landowners of parcel 076-251-045, over which approximately 1,700 feet of the Bob Jones Bike Trail is proposed. We live on the property, and operated agricultural business, SLO Creek Farms on the property as well. We are supportive of a city-to-sea bike trail, but we feel strongly that the Draft Environmental Impact Report (DEIR) failed to identify many impacts to agriculture and that an alternative route must be considered.

A Farm Friendly alternate route is available, that resolves the agricultural impacts and we feel that the DEIR not sufficient without consideration of this route and its lack of agricultural impacts.

Our farming operations are closely linked with those on the Land Conservancy properties (operated by Avila Valley Barn). We share common irrigation systems access roads, and public road frontage. The selected bike route affects both properties and operations in similar ways, and the attached documents review the DEIR along the entire Monte Road area as a whole.

The DEIR proposed route has the following Impacts that were not identified or sufficiently addressed. These issues are also shown on the attached exhibits and annotated photo, which show additional detail to be considered.

Agricultural Entrances

1. Agricultural entrances to public roads were not identified. There are seven existing driveway entrances in the Monte Road area that the DEIR proposed bike lane would cross, and only one is shown (south of San Luis Bay Drive). The DEIR is deficient without addressing these accesses, and must specifically resolve operational conflicts and safety concerns.
2. Driveway entrances take room. Turning movements need to be considered, off street pull out areas need to be considered, fencing and gates need to be integrated into the solution. The room for the entrances needs to be shown, and this will result in additional lost agricultural land that must be consider as impacted area and mitigated.

3. As proposed – the bike lane must cross the agricultural entrances. The DEIR must consider the impacts to agricultural operation and public safety, identify the necessary configuration and develop associated mitigation measures. Operational issues include fencing, truck and agricultural vehicle movements, appropriate surfacing and surface maintenance. Each entrance will need to be treated as a road crossing with appropriate stop controls on the bike lane.

Existing Facilities

1. The DEIR proposed bike lane conflicts with (goes straight through) existing irrigation systems, an operating agricultural well, an operating windmill, and public parking and seating areas used in our business. The DEIR is deficient in that it did not identify any of these and must be revised to address the conflicts, identify them as impacts, and identify mitigations.
2. Issues such as the well and the windmill are problematic to resolve. The well and windmill must be relocated to the farm side of the bike lane, as opposed to moving the bike lane further into our property. If the bike lane were moved, then we would not be able to maintain or operate the facilities without crossing or driving down the bike lane, which is not acceptable, and the area between the bike lane and the property line is effectively lost as a useable area.
3. The DEIR must identify these conflicts and specifically how they will be physically addressed. The areas that are effectively lost to agricultural use due to inaccessibility must be included in the impact analysis.

Road – Bike Lane Cross Section

1. The DEIR underestimates the agricultural impacts because the plan cross sections are not accurate, do not meet standards, and do not match the existing topography. Addressing these issues will result in the bike lane being located further into the farm areas, increasing the agricultural impacts and increasing the area that is functionally lost to agricultural use due to inaccessibility caused by the bike lane.
2. The attached photo exhibits show the scale and topography issues. When these are corrected, they must be compared to the existing cross slope. The DEIR did this, but not in worst case areas – so where the cross slope is greater than shown, whether the bike lane must be moved further into the farm land, or an unusable fill slope must be extended into the farm land, in either case – the area must be correctly shown and the full impact addressed.
3. There are oak trees along the edge of Monte Road, and these limit the grading that can be done, furthering these issues noted above. There are also existing utility poles that do the same.

Fencing

1. Fencing around the farm fields must be tall deer resistant fencing. The DEIR needs to recognize this, clearly indicate where deer fencing will be located, and resolve issues created at the interface between the bike lane and the agricultural roads and entrances.

2.0 RESPONSES TO COMMENTS

Offsite issues

The issues noted below are not on our property, but they relate to the impact of Monte Road section of the bike lane as a functional unit. These are included in more detail on the photo identification.

1. Agricultural roads eliminated, and no replacement identified
2. Farm areas isolated, and no access identified
3. Functional agricultural areas not identified, but the bike lane conflicts, no replacement or mitigation identified.
4. Emergency access replaced by bike lane, no identification of the issue, its impact or mitigation
5. The DEIR proposed route unnecessarily includes a section of Class 3 Bike Route on Monte Road.

Farm Friendly Alignment (FFA)

The problems above all stem from the location of the DEIR proposed alignment – it is located along the Farm frontage. This farm frontage is a high-use area. It is where the site is accessed, employees park, trucks and tractors turn around, produce is packed and loaded, equipment stored, and public customers enter, park and gather. The DEIR is not acceptable unless it identifies the specific impacts to these farm functions and offers mitigation.

Attached to this letter is a Farm Friendly Alignment for the bike lane which is largely absent of the issues described above. The Farm Friendly Alignment (FFA) has the following features:

1. The FFA follows the outside perimeter of the farm fields, on the far side of the public road access. Because of this, there are no agricultural crossings, and no isolated agricultural areas,
2. There are very few facility conflicts – resolved with irrigation and fence relocations.
3. The topography is generally flat, so the land is not taken up with fill slopes.
4. The FFA results in more of the bike lane being located along the creek.
5. The FFA replaces Class 3 bike route on Monte Road, with Class 1 bike lane along the creek.

The Farm Friendly Alignment clearly has less impacts to agriculture, and we believe it to be the environmentally superior alternative. The DEIR needs to consider this alignment, and we are in support of the bike lane in the FFA location.

Property Owner Involvement

We have been the property owners for this important segment of the proposed bike trail for 10 years, and yet have not been included in the process. We should have been involved, and if we had could have provided this input earlier in the process. We feel that this is a factor when considering our comments.

We request that we be included in the EIR process from this point forward. Especially when it to detailed solutions to the impacts of the agricultural road or farm and bike lane interface, we feel

that no one knows the issues as well as the landowner and request that we be allowed to review on the solutions as they are developed.

Summary

We are supportive of the Bob Jones Bike Trail, and want to see it succeed for the community. We feel that is unnecessary for this success to come with all the impacts to the farming operations on our land and others – there is an alternative that does not have these impacts. We ask that that the FFA be considered the preferred alternative.

The following exhibits are attached as a part of this comment letter:

- Exhibit A: DEIR Alignment
- Exhibit B: Annotated photos of the DEIR Alignment
- Exhibit C: Farm Friendly Alignment
- Exhibit D: Farm Friendly Alignment shown on the project plans

Thank you for your consideration on this, and we look forward to our future communications.

Sincerely,



Blythe Gable (Owner)



Robyn Gable (Owner)

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 16 – BLYTHE AND ROBYN GABLE

See responses to Letter 2.

Letter 17a



Draft EIR Comment on Proposed Bob Jones Bike Path SLO to Ontario Road Project

Terry N Taylor to: Ryan Hostetter
Cc: Jan Taylor, Karla Bittner, "Sherri Danoff (Gooding)"

08/29/2013 02:25 PM

From: Terry N Taylor <terryntaylor@charter.net>
To: Ryan Hostetter <rhostetter@co.slo.ca.us>
Cc: Jan Taylor <jktayloredd@yahoo.com>, Karla Bittner <kdbitt@aol.com>, "Sherri Danoff (Gooding)" <sheri39@charter.net>

29 Aug 2013
Terry N Taylor
Homeowner
575 Bassi Drive
San Luis Obispo, CA 93405
805-595-9535
terryntaylor@charter.net

Hi Ryan - You did a great job last night and thanks for being the collection point for EIR Comments

An alternative brought up at the 2010 scoping meeting was not included in the draft EIR and I believe should be because of its reduced environmental impact to either crossing over (or under) the freeway at the proposed location and probable very significant savings over either the proposed bridge or the alternative underpass. A retired bridge construction person quoted a cost variance of 50 to 1 for building over vs building under. Either way there is a significant cost in money and time but the proposed impact to acres of wetlands as well as removal of at least one old growth tree would be reduced significantly by the alternative below.

See below for map

Instead of crossing the freeway at the old Miles location (or just south of it), extend the path south to the present freeway underpass and cross there. Then there are several alternatives to go north to the old railroad right of way. There certainly is a lot of room on Ontario Road for a path and you can cross over Ontario road at the intersection which has to be a lot safer than the present road crossing. Even adding in a bridge to recross the creek will be a lot easier and cheaper than the biological impact of the long 5% grade to & from the proposed bridge over 101 as well as not having the scenic impact of either the bridge or the ramps on both sides.

17a-1

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 17A – TERRY N. TAYLOR

Response to Comment 17a-1

Commenter suggests another project alternative that would reduce project costs and impacts to biological resources. The suggested alternative route would extend the path farther south to allow a crossing at the existing freeway underpass, thereby eliminating the need to construct a new overcrossing or undercrossing. Commenter references a map but none was provided with the comment letter.

Comment noted. The comment does not address the adequacy of the environmental analysis and does not warrant a response. However, the comment will be provided to the decision-makers for consideration.